



Touring Superleggera at Rétromobile 2013

Certified Restauration enters the international market

The famous Italian coachbuilder showcases in Paris two rare projects from its restoration department:

Alfa Romeo 6c 2500, Touring bodywork

Lamborghini Flying Star II, Touring bodywork

Both cars are certified with the newly introduced Touring Certificate of Authentic Restoration.

Touring Certificate of Authentic Restoration

The value of each classic car restored by Touring Superleggera is enhanced by the Certificate of authentic restoration. It warrants that the restoration is performed not only according to the art book, but also respecting rules and processes of the age they were built.

If the car is a Touring design, the certification extends to the truthful respect of the authentic shapes and details.

The certification requires a compelling historical research, the sourcing of original parts or their reconstruction based on original blueprints, the use of techniques contemporary to the construction age, and extends to the research of compatible colour palettes.



Alfa Romeo 6c 2500 Touring Berlinetta

This car, VIN 915005, is the very first 6C 2500 Touring Berlinetta built in cooperation with Alfa Romeo, between 1938 and 1939, powered by an SS engine fitted with 3 Weber carburetors. It is built in aluminium with Superleggera technique.

By the time it was designed, Touring was starting a revolution in shapes driven by the search for aerodynamic efficiency. Headlights, fenders, boot and other formerly separated elements drawn the attention of designers and were progressively integrated in the body. This model features a transitional design where extended elements tend to converge towards the main cell.

Details characterizing the Alfa Romeo cars of that age are strongly present, blended by the art of Touring into a perfectly balanced and fluid result.

This car is under restoration at Touring Restoration Department's workshop in Milano.

The former owner used it on racetracks, so the body features a built-in roll cage that in agreement with current owner has been preserved. Statement of work includes, in a substantial refurbishment of floor pans, chassis and body:

- Chassis and body repair
- Movable parts gaps and alignments
- Rebuilding of rear wheel spats with original Touring patented docking system
- Painting in solid black with direct-lacquering technique
- New upholstery including original fabric headlining

The body was dry-ice blasted in order to protect the original, thin aluminium panels.

Touring atelier's target is to preserve originality. Classic car panels were hand beaten by skilled craftsmen and no numerical system that we use for modern prototypes can reproduce this car's soul and character. Hence the soft non-symmetry of windscreen cross members has been left intact, as Touring uses techniques coherent with the age when the car was born.

Lamborghini Flying Star II

The Lamborghini Flying Star II (also named Lamborghini 4000 GT Flying Star II) is a one-off built by Touring Superleggera on a Lamborghini front engine rolling chassis, and exhibited at the 1966 Torino Motor Show.

It explored a new, and for those days very modern design concept of 3-door shooting brake, later reinterpreted by Touring Superleggera with the Bentley Continental Flying Star of 2010. While the name refers to the famous Touring Flying Star's of the pre-war period (a.o. on Alfa Romeo, Lancia and Isotta Fraschini), the surprising proportions and tense edged lines anticipate the design language of the following decade.

Built on a shortened and strengthened 350GT chassis, the Flying Star II is fitted with the aluminium 4L, V12 engine and 5 speed gearbox of the 400 GT series.



It features fully independent suspension and disc brakes all round.

The light total weight (1080 kg) and the very low gravity centre make the car a real delight to drive.

The new design was for a strict two-seater with very low and compact two-volume bodywork. It represented the ultimate sports car to travel fast, in style and with luggage.

This is the last body made by Carrozzeria Touring before the brand was revived in 2008.

The car was sold at the Show to Jacques Quoirez who happens to be the brother of Françoise Sagan, the famous French writer. Since day one it was always registered in France despite having spent a short period of its life in the USA and in UK, before returning to France in the hands of the actual owner for nearly 20 years.

The car has been fully restored and certified to pristine conditions in the workshop of Carrozzeria Touring of Milan in 2009. It is a driver's car with 100,000 Km on the clock. Restoration includes the refurbishing of the boot section shape and trim to the original design that was modified by one of the previous owner.

The History of Touring Superleggera

Touring Superleggera is worldwide recognized as one of the iconic names in Italian car design and coachbuilding. Founded by Felice Bianchi Anderloni and Gaetano Ponzoni in 1926, the company started to produce custom built automotive bodywork with two distinctive features from the very beginning: sporting elegance and lightness.

Early customers were reputed car makers as Isotta Fraschini and Alfa Romeo. It would mark the start of a flamboyant period, also culminating in the „Flying Star“ period with several spectacular spider coachworks.

Touring Superleggera also gradually researched the streamlining process. The marriage between this, and their Superleggera construction system using aluminium body panels over a light but rigid tubular steel frame, resulted in some extremely elegant masterpieces such as the 1938 Alfa Romeo 8C2900 Touring spider, which today have become icons of automotive design and body construction.

In 1945, the excellent Carlo Felice Bianchi Anderloni joined his father at the company, which soon started to receive its first orders from Enzo Ferrari. The Ferrari Tipo 166 Touring „Barchetta“ of 1950 formed a new milestone for light, elegant and effective design on a competition chassis.

Under Carlo Felice, Touring saw its industrial customer basis grow in the mainstream of the expanding automotive industry in Italy and Europe. A number of niche models were designed and built on Alfa Romeo 1900, Lancia Flaminia and Maserati 3500. Another new inspired car manufacturer from the Bologna area relied on Touring's skills: Lamborghini,



that commissioned its first GT, the 350. In the same period Touring created another iconic automobile: the Aston Martin DB4, followed by the DB5 and 6, manufactured in Newport Pagnell with a license for the Superleggera bodywork system.

Since 2008, Carrozzeria Touring is an all-round supplier of automotive design, engineering and body manufacturing. Design services range from style research to CAS. Engineering activity features body engineering, CAD feasibility studies, FEM/FES analysis, CFD/aerodynamic analysis, virtual crash test.

The manufacturing department provides style models, show cars, rolling concepts, street legal one-offs and limited production series. Recent models include the Bellagio Fastback based on Maserati Quattroporte and the production ready two-seater A8GCS Berlinetta winner of the “Best Supercar of the Year” award in 2009.

They were followed by the acclaimed Bentley Continental Flying Star (2010), manufactured in the company premises in Milan with the endorsement of Bentley Motors, and the Gumpert Tornante by Touring (2011), a superfast Grand Tourer commissioned by the excellent German sports car manufacturer.

In 2012, Touring celebrated a true icon and masterpiece from its rich heritage. Just as 60 years before, when the C52 ‘Disco Volante’ prototype saw the light, Touring Superleggera was triggered by the potential of one of the finest Alfa Romeo sports chassis to design the innovative, breathtaking body of the Disco Volante 2012.

The company aims at perpetuating the core values of Touring design: purity, integrity, proportions, simplicity, resulting in timeless sporty elegance.

Design, manufacturing and restoration activities are run in the company premises nearby Milan.

Paris, Rétromobile, booth 2.3 A5

Embargo: immediate

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