



UK Premier For Touring Berlinetta Lusso

- **A *fuoriserie* built in 2015 enters one of the most exclusive Concours of Elegance among the rarest and finest classic cars.**
- **UK premiere for the highly exclusive coach built car, based on the Ferrari F12 and with a limited production of only five examples.**
- **Touring Superleggera increase its production capacity by 50% to cope with the growing demand for their bespoke cars.**

EDINBURGH, 3rd September 2015.

2015 marks the fourth running of the Concours of Elegance held in royal properties by kind permission of Her Majesty the Queen. This year the event moves to the Palace of Holyroodhouse in Edinburgh, where 60 of the world's most beautiful cars will be on display. Each one of these automotive masterpieces has been selected because they represent outstanding rarity, elegance, beauty or historic significance. Just one modern car has been invited - the *Berlinetta Lusso by Touring*. This is an acknowledgement of the car's instant classic appeal and status as a collectible objet, and reflects the achievements of earlier Touring designs, which have won Best of Show awards at two of the three previous events.

The *Berlinetta Lusso* is a superb example of the traditional *fuoriserie* (literally, "outside series") for which the Italian coachbuilders were so well-known in the past. It is Touring's interpretation of the Ferrari F12, to be built in an ultra-exclusive run of just five examples.

Keeping the chassis, running gear and mechanical components of the Ferrari on which it is based, but with entirely new coachwork, the two seat *Berlinetta Lusso* offers the same incredible performance but in a more refined and elegant form, whose complex shape can only be achieved through hand-beating the aluminium panelwork. Visual cues will refer back to one of Touring's seminal designs for Ferrari - the 166MM.

Touring Superleggera was revived early in the new millennium to fulfil a demand for truly luxurious cars, which can only be achieved through bespoke tailoring. Traditional skills are employed, in the purest spirit of Italian coachbuilding: beautiful designs and superbly executed hand-shaped aluminium, but to survive in the 21st Century these skills have to be rendered alongside the most advanced engineering techniques in order to attain the exacting standards expected today.

The early customers were impressed and won over by the outstanding new ideas, fresh designs and quality of execution, and demand has grown for the bespoke cars produced by Touring, so much so that production capacity is being increased by 50 percent. Both customers and industry insiders see Touring's standards as a benchmark for quality.

Launched in front of the public at this year's Geneva Salon, where it won huge critical acclaim, followed by appearances at Concorso d'Eleganza Villa d'Este and Quail Lodge, the *Berlinetta*



Lusso by Touring Superleggera now makes its UK debut at another of the world's most prestigious motoring events.

The Touring Berlinetta Lusso

The original design was commissioned by a passionate Ferrari collector, for whom a standard off-the-peg offering was not exclusive enough. Touring's long association with Ferrari made them the obvious choice to design a bespoke model, and together with their traditional coachbuilding skills and craftsmanship the outcome was a guaranteed success. This remarkable design, which embodies style, elegance and above all luxury, has been applied to Ferrari's range-topping *gran turismo*, the powerful V12-engined F12, whose rolling chassis and systems are strictly unchanged. It will be replicated across four further examples, each hand-crafted and tailored to the customer's personal taste.

The *Berlinetta Lusso* defines a style rarely seen today, its three volume form subtly announcing that this is a car of immense presence and power, but luxurious in the extreme, and though conforming to Touring's styling ethos it remains clearly a Ferrari. Marque aficionados will recognise the feature line, originating behind the front wheel arch and extending rearwards, introduced by Touring on the iconic 166MM, and incorporated as a trade mark on many subsequent Touring designs.

For the wealthy car buyer who has exceptional good taste and the knowledge to go with it, the ultimate way to express him or herself is through a personalised, bespoke motor car, hand crafted especially for them by the most skilled artisans in the field. The *Touring Berlinetta Lusso* addresses that niche, starting with a universally acclaimed *gran turismo* and improving it. Touring's motto is "tailor made, hand made", responding to an increasing demand for ever greater degrees of luxury, personalisation, exclusivity and more lavish finishes, and their design department enjoys the freedom to incorporate whatever personal touches the customer desires.

But even an ultra-low volume *fuoriserie* needs to meet the standards for quality, safety and functionality found in mass-produced vehicles, and at Touring this is possible thanks to state-of-the-art engineering techniques which allow accelerated design and testing of parts, accessories and systems. Even the most skilled artisans cannot perform at the level of accuracy required without the aid of computer technology and modern tooling processes.

To this end, finite element method research into structural subsystems, and computational fluid dynamics for aerodynamic studies are undertaken, while computer aided designed parts guarantee quality and repeatability and ensure lack of noise, vibration and harmonic problems.

Further embracing of modern technology is seen in some of the materials used. Although the main coachwork structures are hand-made in aluminium, certain parts are made from the latest carbon fibre composites. The bonnet, front bumper, skirts, boot, front splitter and rear diffuser are all moulded from this material, with special treatment for the bonnet to resist high temperatures generated by the engine.

Accurate surfacing and digitally controlled assembly tools are used for 3D positioning of body parts, symmetry and gap measurement. This process allows matching surfaces and ensures less than 0.08" variance in each single surface point on the finished car.



Before any panel-beating can begin, a 1:1 solid epoxy buck is made, replicating the zero surface with offset equal to the panel thickness. The aluminium panels are then hammer-formed over this, in the time-honoured fashion that Touring has kept alive, but uniquely merging traditional craftsmanship with up-to-the-minute production processes.

No less than 5,000 hours are spent in the transformation, to create a unique and very personal masterpiece, which in all areas respects, or improves on the original car's quality and performance.

Touring Superleggera stands alone for its unique capability to complete the entire cycle from initial design sketches, through gaining homologation, to delivery of the finished product, all undertaken under the same roof in the factory in Milan.

Touring and Ferrari

When Enzo Ferrari founded his eponymous brand and set out to build his own car it was Touring to whom he first turned for the coachwork. A successful marriage between the race car constructor and the coachbuilder bore such fruits as the 166MM in both barchetta and berlinetta forms, followed by many others, so it is no exaggeration to say that Touring's relationship with Ferrari goes back further in time than any other coachbuilder. It was one of these sublime designs, recently restored in Touring's workshops, which won the Coppa d'Oro at this year's Villa d'Este.

TECHNICAL SPECIFICATIONS

Dimensions

Length: 4692 mm
Width: 2080 mm
Height: 1288 mm
Wheelbase: 2715 mm
Curb weight: 1645 kg
Boot volume: 187 litres
Fuel tank capacity: 92 litres

Engine

Cylinders/ type: V12, 65°
Cubic capacity: 6262 cc
Nominal output: 545 Kw (740hp) 8250 rpm
Maximum torque: 690 Nm
Emission level: Euro 5

Fuel consumption, EU drive cycle

Urban: 22,5 l/ 100 km
Extra-urban: 11 l/ 100 km
Combinated: 15 l/ 100 km
CO2 emissions (combinated): 350 g/ km



Driveline

Rear wheel drive, 7-speed, electroactuated sequential gearbox with paddle-shift control and automatic mode

Wheels

Tyres: Michelin Super Pilot front 255/35 ZR20 ; rear 315/35 ZR20
Wheel type: Aluminium forged wheels

Performance

Top speed (est.): 340 km/h
Acceleration (est.) 0-100 km/h: 3,1 sec

History of Touring Superleggera

Touring Superleggera is one of the greatest names in Italian coachbuilding. Founded in 1926 by Felice Bianchi Anderloni and Gaetano Ponzoni, the company immediately won custom from Italy's leading prestige manufacturers, for whom they created sublime coachwork, incorporating sporting elegance and light weight.

Early on, Touring began to study aerodynamics and in 1938 a new lightweight construction method was invented and patented - "Superleggera" - whereby light aluminium panels were draped over a rigid network of thin steel tubes. The designs which flowed from Touring's factory have since become some of the world's most desirable and valuable collectors' cars, typified by masterpieces such as the range of Alfa Romeo 8C 2900s.

It is no surprise then, that Touring-bodied cars have won more concours prizes than any other coachbuilder, but in addition Touring has clothed more winners of important races than any other too. During the 1930s races such as the Mille Miglia and Le Mans became the preserve of Touring-bodied race cars.

During the post-war years Touring designed and built coachwork for all of Europe's top performance car manufacturers, as well as certain American brands. Maserati's first production car, the first mass-produced Alfa Romeo, the first Lamborghini and the highly successful Aston Martin DB4,5 and 6 range were just some of the highlights of Touring's history, while special one-off designs were additionally created for royalty and heads of state round the world.

Touring Today

Since 2008, Carrozzeria Touring has provided automotive design, engineering and body manufacturing services.

Services range from style research and digital design to body engineering, CAD feasibility studies, FEM/FES analysis, CFD/aerodynamic analysis and virtual crash testing.



The manufacturing department provides style models, show cars, rolling concepts, street legal one-offs and limited production series. Our extensive paint shop facilities enjoy endorsement from leading manufacturers.

Recent Touring-designed and produced models include the Bellagio Fastback, based on the Maserati Quattroporte and the concept 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 a limited run with the endorsement of Bentley Motors, and the Gumpert Tornante by Touring (2011), a superfast Grand Tourer commissioned by the German sports car manufacturer.

In 2012 Touring celebrated a masterpiece from its rich heritage, taking inspiration from its Alfa C52 Disco Volante of sixty years before. The innovative, breathtaking Alfa Romeo Disco Volante, built by hand in a limited run of up to eight units, won the coveted Design Award at Concorso d'Eleganza Villa d'Este 2013, and followed that up by winning last year's Chantilly Concours d'Elegance.

In 2014 in collaboration with MINI, Touring Superleggera designed and built an elaborately crafted, unique concept car to explore new design languages for the iconic British brand. Exhibited at Villa d'Este as the BMW Group's annual design statement, the MINI Superleggera™ Vision blends the tradition of classic coachwork construction with MINI's authentic British styling to create timeless aesthetic appeal. Just like for Touring's other designs, the awards and commendations have poured in, including the Design Class award at last year's Salon Prive in London.

This year the *Touring Berlinetta Lusso* won the public appreciation at the Geneva Motor Show and Villa d'Este.

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.

Concours of Elegance – Palace of Holyroodhouse, 4-6 September 2015.

Embargo: immediate

Contact: Emanuele Bedetti

+39 346 122 0490

communications@touringsuperleggera.eu

web: www.touringsuperleggera.eu

facebook: www.facebook.com/TouringSuperleggera

youtube: www.youtube.com/c/TouringSuperleggera