UK PREMIERE OF THE DISCO VOLANTE SPYDER AT THE CONCOURS OF ELEGANCE AT WINDSOR CASTLE

- **The Disco Volante Spyder makes its UK debut at the Concours of Elegance at Windsor Castle.**
- **The car designed to commemorate Touring's ninetieth anniversary takes part to the celebrations of Her Majesty The Queen's ninetieth anniversary.**
- **It is the first example of a series of seven hand-built units developed on the 8C Competizione Spider rolling chassis. It will be delivered to a British customer.**
- **Car designed by Touring earned the "Best of Show" in 2012 and 2014.**

WINDSOR, 2nd September 2016

After the American première at The Quail in California, the winner of Villa d'Este makes its UK debut at the Concours of Elegance in the spectacular venue of Windsor Castle from 2nd to 4th September this year.

The Concours of Elegance is traditionally set in a Royal Residence "with the gracious permission of Her Majesty", as stated by the official communiqué. It has been included this year in the calendar of official celebrations for the ninetieth birthday of Her Majesty The Queen.

Being selected among the 60 rarest cars from around the world is an honour in itself - only one out of seven applications is accepted - and substantiates the status of "instant classic" awarded to Touring Superleggera's newcomer only a few months after its official unveiling.

The Concours winner is selected by the entrants themselves, who twice in 2012 and 2014 awarded the "Best of Show" to a car designed by Touring Superleggera.

The Disco Volante Spyder is a two-seater open-top car coach built in a very limited run of seven units based on the Alfa Romeo 8C Competizione Spider rolling chassis. It was designed to celebrate the ninetieth anniversary of Touring this year.
This is the first open top car in Touring's recent history, incorporating hints of the coachbuilder's future design language, and is the paradigm of the haute couture philosophy which made Touring successful in setting a new benchmark in luxury cars.
Following through a path which begun precisely ninety years ago, Touring has proven that coach building which rigorously respects the modern car's engineering and quality requirements has a bright future ahead.

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After the event the car will be delivered to its knowledgeable British owner, while at the company premises in Milan additional capacity has been created to cope with the rising demand, ensuring reasonable delivery time for cars of such high standard.

Later in November the Disco Volante Spyder will be showcased at the *Rotunda* of the Royal Automobile Club, closing the celebrations of Touring's 90th anniversary.

Alfa Romeo Disco Volante Spyder by Touring

Design

As with the coupé version of the Disco Volante that Touring unveiled in 2013, the Spyder pays homage to one of the company's earlier legends, the Alfa-based C52 Disco Volante of 1952; the unusual partially-covered front wheels, the pinched waistline and wide rear shoulders are stylistic salutes to that landmark car.

"*We wanted to deliver an uncompromised design, so the current Spyder carries to the extremes the open top car concept. The distinctive feature is the low, sharp-edged windscreen top that continues all the way through the side windows and fairings encircling the whole body with a single, exciting trait. The result is timeless, as every Touring car should be.*" Louis de Fabribeckers, Head of Design.

In the spirit of bespoke coachbuilding its British owner was able to choose its Cerulean Blue coachwork and Connolly hide upholstery in dark beige with black accents, whilst the contrasting elements painted in body colour give visual continuity between the exterior and the interior, most appropriate in an open car.

The customer's personal taste is even expressed through the choice of a special Alfa Romeo badge, that of the Disco Volante C52, which bears the word "Milano" so as to underline the comeback of a Touring bodied Alfa Romeo, manufactured in Milan.

Rolling chassis, Engineering, Manufacturing process

Every new Disco Volante Spyder component is CAD-designed and documented. The meticulous engineering process runs with the support of Alfa Romeo's engineering team and covers feasibility, safety, homologation, aerodynamics and structural analysis, through the use of the most advanced IT tools and simulations. Sound insulation is paramount for riding pleasure at high speed with an open roof. Computational Fluid Dynamics helped achieve outstanding acoustic comfort in the cabin, with very low noise levels in the driver and passenger zone. CFD studies were also performed to enhance airflow and ensure optimal downforce in the rear section. Since torsional stiffness is critically important, an intensive study with FEM calculations was carried out in cooperation with Alfa Romeo to design the new single-piece windscreen frame and the cross roll-bar piece. Together with the roof, they are made from structural carbon fibre. The ensemble provides crucial torsional stiffness advantages and saves weight in the upper section of the car, where it is most beneficial for performance. Faithful to its philosophy of personalisation, Touring provides a bespoke set-up for suspensions to match each customer's preference.

The Alfa Romeo 8C Competizione Spider was chosen as donor car for its light and stiff structure and its outstanding dynamic properties. It forms the perfect basis for the Disco Volante Spyder coach-built bodywork which completely preserves the rolling chassis and drive train. The Alfa Romeo 8C's steel space-frame and other structural elements are retained to guarantee torsion stiffness, high performance and quality standards. The frame parts and the central carbon cell remain unchanged. Elements of the underpinning and the body, such as the engine bay and firewall, the cowl, the locks and hinges have been retained too, just as the dashboard, the

instruments, the pedals and the steering wheel. Parts like doorframes and the c-pillar have been modified to match the new shape. The layout of the front-central mounted engine, the transaxle transmission and the rear-wheel drive offer an optimal weight distribution of 49-51% between the front and rear axles. To ensure excellent handling the front and rear double-wishbone suspension scheme is combined with forged aluminium hub carriers and additional trailing arms for the rear suspension. The lightweight and compact 4.7 litre V8 engine delivers 450HP and 480Nm peak torque. It is coupled with a six-speed sequential transaxle gearbox with electronic control and paddle-shift gear selection. Combined with limited-slip differential and a state-of-the-art carbon-ceramic braking system including large diameter, ventilated discs, the package ensures a precise, dynamic and proactive drive. The Disco Volante Spyder can accelerate from 0 to 100 km/h (0-62 mph) in 4,5 seconds and has a top speed of approximately 292 Km/h (181 mph).

Touring Superleggera is synonymous with lightweight bodywork manufacturing. Nowadays however, the crafted hand-beaten aluminium panels are widely combined with carbon fibre. Precise studies have defined the optimal choice of materials for the bodywork in terms of weight, resistance, precision, finish, quality, and ease of repair in case of damage. Carbon fibre is used for the front bumper and grille, the bonnet, the skirts, the boot lid, the integrated windscreen frame, the rear cross member and the roof. Bonnet and boot lids are sandwich-built with Nomex filler to obtain a better stiffness/weight ratio and to dampen vibrations and noise.
The aluminium panels are hand-beaten using an epoxy mould. Since the inner frame of most bodywork parts is made from carbon fibre, this requires gluing of aluminium onto the fibre. This technique adds to the rigidity due to the glue's structural properties. The body panels are pre-assembled on a laser measurement platform using a jig. This ensures that the strict tolerance requirements are respected. After adjustment, the panels are either welded or glued. The body-in-white is then used to dry fit all trim components, brightware and mouldings. To ensure constant and repeatable quality, the entire production process is documented and digitally logged. Like in series production, there is a quantified manufacturing cycle and a Bill of Materials. Tolerances, gaps and flush and other quality standards are quantified. Dynamic tests on proving grounds concentrate on high-speed runs, cornering, braking and other handling trials on several surface types.

Price, terms, warranty

The Alfa Romeo Disco Volante Spyder has received EU type-approval under the EU-Directive 2007/46 EC for small series.
The price of the Disco Volante Spyder is on demand. Touring Superleggera delivers the complete car six months after the donor Alfa Romeo 8C Spider is made available. All Touring-produced or modified parts have a two-year unlimited-mileage warranty, subject to the usual industry terms. Alfa Romeo dealers are qualified for maintenance and service of the technical components, whilst Touring supplies repair instructions and parts for the Touring-designed components and systems. Sales enquiries can be addressed to the factory in Milan.

TECHNICAL SPECIFICATIONS

Dimensions

Length:	4620 mm
Width:	2032 mm
Height:	1309 mm
Wheelbase:	2640 mm
Track front/back:	1591 / 1589 mm
Boot volume:	400 litres (roof up) – 180 litres (roof down)
Fuel tank capacity:	88 litres

Engine

Cylinders / type:	V8, 90°
Cubic capacity:	4691 cc
Nominal output:	331 kW (450PS) 7000 rpm
Max torque:	480 Nm 4750 rpm
Emission level:	Euro 5

Fuel consumption, EU drive cycle

Urban:	24,40 l/100 Km
Extra-urban:	11,60 l/100 Km
Combined:	16,30 l/100 Km
CO2 emissions (combined):	379 g/Km

Driveline

Rear wheel drive.
6-speed, electroactuated sequential gearbox with paddle-shift control and automatic mode.
Limited slip differential.

Wheels

Tires:	Pirelli PZero Rosso	front	245/35 ZR20,
		rear	285/35 ZR20
Wheel type:	Aluminium forged wheels		

Performance

Top speed (est.):	292 Kph
Acceleration (est.) 0-100 Kph:	4,5 sec

Embargo: immediate

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