



**TOURING SUPERLEGGERA AT THE  
89<sup>th</sup> GENEVA INTERNATIONAL MOTOR SHOW  
WORLD PREMIERE OF  
TOURING *Sciàdipersia Cabriolet***

- **Touring *Sciàdipersia Cabriolet*, a modern manifestation of the romance of travel, combines with the namesake Coupé in a production run of fifteen unique examples.**
- **Touring leads the renaissance of coachbuilding and thrives in growing demand for individualised cars.**
- **Design takes its inspiration from past Touring Superleggera icons.**
- **Based on Maserati GranCabrio, *Sciàdipersia Cabriolet* is powered by the noble 4.7 litre, naturally aspirated V8 engine.**

GENEVA, 5<sup>th</sup> March 2019

***Sciàdipersia Cabriolet***

With the introduction of its latest *fuoriserie*, Touring Superleggera underlines its status as a key player in the luxury market.

Touring *Sciàdipersia Cabriolet* is an open-top grand tourer, which recreates the luxury and elegance synonymous with the Golden Age of Motoring. Four full-sized seats allow all occupants to enjoy their journey in supreme comfort, while the driver has the pleasure of harnessing the immense and smoothly-delivered power from one of the last great atmospheric V8 engines and reveling in its glorious soundtrack.

Company CEO, Piero Mancardi, had the following to say: "...our success has caused us a dilemma, because, since we launched the coupé last year we have pressure from new customers to develop the open top version, but we have an undertaking with existing customers to keep our products exclusive. Our solution is to maintain the limited production run of just 15 *Sciàdipersia*, from which the customer chooses whether to opt for the existing Coupé or the new Cabriolet version."

## Coachbuilding Today

When Touring's revered name was revived in 2009 its *raison d'être* was, and remains, to re-introduce to the world the concept of the *fuoriserie* - literally, "out of series" - for which the great Italian coachbuilders of the past were so famous. The range of skills, from state-of-the-art engineering to traditional craftsmanship, has made possible the resurgence of unique and low-volume coachbuilt cars of the style which disappeared in the latter half of the last century. It is satisfying to note that other companies are following Touring's lead in this trend, serving the growing demand for individually specified cars.

Sensorial pleasure will always be at the forefront of Touring's designs, whether it be from aesthetic appeal by elevating its cars to artwork on wheels, or from providing the ultimate driving experience. *Sciàdipersia* is such a car - beautiful to look at and involving to drive.

## Heritage

In 1957 Maserati chose Touring to design, and manufacture the body of their first series production car, their new 3500GT. The outstanding success of this car led to a very restricted run of convertible versions. Just three of these very special models were produced, the first being revealed at the Geneva Show in 1958.

Following the launch of this quintessential gran turismo, Touring was approached by the ruler of Iran who commissioned "a grand design of regal elegance". The Maserati 5000GT Shah of Persia was the result, and with the introduction of the *Sciàdipersia Cabriolet* Touring has created a timeless masterpiece, inspired by these immortal models from its magnificent past.

## Design

The already dramatic proportions of *Sciàdipersia* coupé are further emphasised in the Cabriolet version. The side view portrays an arrow about to be loosed from a bow, with a suggestion of fletches at the rear. The sharpened front, powerful haunches and Kamm-tailed rear are exaggerated by the smooth flowing lines, depicting a tautness and dynamism that appears even greater with the roof lowered.

The deliberately extended rear overhang is said to hint at the long tails of a morning suit, in-keeping with the overall sense of style and occasion.

Sharp edges and flat surfaces revert to suggestions of elegant styles from the 1970s, while the clever use of different treatments for the brightwork finishes reveal the true hand-crafted coachbuilt nature of the *Sciàdipersia*.

Fittingly for an open car, themes are copied across from the exterior to the interior space. The car displays an obvious horizontal divide, emphasised by a continuous line encircling the passengers, above which surfaces are covered with chocolate leather, while beneath are sumptuous hides in cream, picked through in novel orange stitching outlining a sophisticated diamond quilted pattern. As with all Touring's products, the colours and finishes were determined by the knowledgeable customer, who was involved throughout the design process.

The result is typical of Touring's designs, displaying perfect proportions and restrained elegance without the need for unnecessary and flashy ornamentation. Simple, classic and timeless design that continues to set

standards by treading its own unique path, defining a style of its own, and deliberately diverging from common trends.

## Rolling Chassis, Engine and Driveline

Just like the car which inspired it, *Sciàdipersia* is based on a Maserati rolling chassis. Choosing the Maserati GranCabrio as a basis gave Touring Superleggera the ideal starting point, its specifications being perfectly suited to the project, with excellent torsional rigidity, comfort and high performance. The glorious naturally aspirated V8 engine has a noble character and can provide effortless power and torque, giving the driver an immensely satisfying experience. The mechanical components, electrical systems and all electronics are retained unaltered from the manufacturer.

## Manufacturing

*Sciàdipersia* is built entirely by hand in the Touring *Manifattura* in Milan blending traditional hand-beaten aluminium panels with lightweight carbon fibre elements. Precision and quality of the body must match the most compelling standard, and cutting-edge digital measurement tools are used for this purpose at each stage, from the panel fabrication through to the body-in-white and the finished car. The manufacturing process is completely documented and digitally logged to ensure repeatability.

Quality control processes include static and dynamic tests before the vehicle is approved for road use. High standards of panel alignment, panel gaps and clearances, painting, polishing, leather craft and stitching are all rigidly adhered to. Functional tests are conducted in a climatic chamber. Dynamic tests for air and water tightness, road noise, wet and dry handling, driveability, braking, NVH and all performance aspects are carried out on track. Tests are also carried out for maximum speed and rough surface behaviour.

## Type Approval

*Sciàdipersia* has received Type Approval under European Directive 2007/46EC for cars in small series production. The engine complies with the EURO 6 regulations.

## Delivery Times and Costs

The price for Touring *Sciàdipersia Cabriolet* is available on request. Touring Superleggera is able to deliver the complete car within six months of receiving the donor car. Each part produced or modified by Touring Superleggera is covered by a two year, unlimited mileage warranty, subject to normal terms of use. The availability of parts produced or modified by Touring Superleggera is guaranteed for life.

# TOURING *Sciàdipersia Cabriolet*

## TECHNICAL SPECIFICATIONS

### Dimensions

Length:	4965 mm
Width:	1915 mm
Height:	1380 mm
Wheelbase:	2942 mm
Boot volume:	230 litres
Fuel tank capacity:	75 litres
Dry weight:	1880 Kg

### Engine

Engine Cylinders / Type:	V8, 90 degree, naturally aspirated
Displacement:	4691 cc
Maximum power:	338 kW (460 HP) @ 7,000 rpm
Maximum torque:	520 Nm @ 4750 rpm
Emission Rule:	EURO 6

### Fuel consumption

Combined, NEDC:	14.5 l/100 Km
CO <sub>2</sub> emissions (combined):	337 g/Km

### Transmission

Rear wheel drive.

Rear wheel drive. Six-speed automatic ZF gearbox with torque converter, steering wheel-mounted controls, manual function.

### Wheels

Tyres:	front	245/35 ZR20,
	rear	285/35 ZR20
Rims:	Forged Aluminium	

### Performance

Maximum speed (estimated):	288 Km/h
Acceleration (estimated) 0 to 100 Km/h:	5.0 seconds

## The History of Touring Superleggera

Carrozzeria Touring was established in 1926 by one of the world's foremost car designers, Felice Bianchi Anderloni, and the company immediately sealed its position as a creator of the finest designs of the time, winning the most prestigious concours d'elegance, at Villa d'Este, among many others. The wealthiest customers and the most exalted brands came to Touring to have their coachwork designed and built; brands like Alfa Romeo, Isotta Fraschini, Lancia and BMW. In the post war period just about all of Europe's top sports and luxury car makers went to Touring for their landmark cars. Ferrari (most of that firm's production up until 1952), Lamborghini, Maserati, Pegaso, Aston Martin and Bristol are just a few of the many great names whose cars were clothed by Italy's most distinguished couturier.

The patented "Superleggera" (or extra light) construction method allowed Touring's designs to excel on the race track, and an unprecedented 11 outright wins on the Mille Miglia, together with victories in grands prix, Le Mans and every other conceivable major series are testimony to that.

Some of the better-known masterpieces from Touring include the Isotta Fraschini Flying Star (1931), the Alfa Romeo 8C 2900s (1937), 2500 Villa d'Este (1949), and Disco Volante (1952), the Maserati 3500 GT (1957), the Ferrari 166MM Barchetta (1949), the Aston Martin DB4, 5 and 6 and the Lamborghini 350GT (1963), but the back catalogue is one of the noblest and most extensive of any coachbuilder.

More recently the historic name was purchased by a private European group specialising in luxury car brands. This led to the Maserati Bellagio (2008), the A8GCS Berlinetta, which won the "Best Supercar of the Year" award in 2009, and the Bentley Continental Flying Star (2010).

In 2011 Touring Superleggera created the Tornante, a supercar commissioned by Gumpert, and in 2012 a new Disco Volante was unveiled to celebrate the 60th anniversary of a true icon of automotive design, the Disco Volante C52. True to form, Touring used innovative shapes and volumes to create a stunning new design, which debuted in production form at the Geneva Salon in 2013. Based on the Alfa Romeo 8C Competizione, the car went on to win the prestigious Design Award at the Concorso d'Eleganza Villa d'Este, before displaying at Pebble Beach and the St. James Palace Concours of Elegance and again winning at Chantilly.

In 2014 Touring was commissioned by MINI to produce a new concept, exploring new frontiers of automotive design. The MINI Superleggera™ Vision was displayed at Villa d'Este before winning the coveted "Best Concept Car of the Year" awards at Salon Privé and the Automobile International Festival in Paris. MINI Superleggera™ Vision displays Touring Superleggera's potential to offer manufacturers turn-key projects delivering creativity and flexibility as much as rigour in engineering and executing.

In 2016 The Alfa Romeo Disco Volante *Spyder*, based on the 8C Spider, was debuted at the Geneva Salon before going on to win the "Design Award for Concept Cars and Prototypes" at the Concorso d'Eleganza Villa d'Este and the "Spirit of Motoring" award at the Windsor Castle concours of elegance.

For 2017 Touring Superleggera collaborated with Artega on a new project using electric powertrain, and the new *Artega Scalo Superelletra* was debuted at the Geneva Salon. This car, with incredible performance, blends perfect styling from Italy's leading coachbuilder with technological efficiency from Germany.

The *Sciàspersia Coupé* was presented at the Geneva show in 2018 as an innovative vision of the Gran Turismo concept. Based on the Maserati Gran Turismo, this is a true four-seater in which to fully relish longer journeys.

All of Touring's products are designed and manufactured at the headquarters in Terrazzano di Rho, just outside Milan, Italy.

**Embargo: Tuesday 5<sup>th</sup> March 2019**

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