



## **Touring Superleggera restorations at Concorso d'Eleganza Villa d'Este 2013**

Cernobbio, 24th May 2013.

### **1956 Maserati A6G2000 Frua Spider VIN 2182**

The last small scale, coach built Maserati before the introduction of the 3500GT reached maturity with the 3rd iteration, introduced in the 1954 Mondial de l'Automobile in Paris. With a competitive DOHC engine and the fascinating shapes given by various carrozzieri, the series reached the status of emblem of the Italian sports car savoir-faire.

Of the 60 units built, the 2182 sold new to the San Francisco distributor was originally red with white stripe and white leather interior. After enjoyment by a number of US owners the car was turned into a glider plane towing machine, and as such returned to Europe.

The restoration at Touring Superleggera in Milan was substantial. The cahier des charges included the refurbishing of frame, underfloor and all underpinnings, repair of the original body panels and the full reconstruction of the rear section.

Moulds had to be created for the chromed brass rear light and number plate frames, while accurate research lead to extensive reconstruction of the interior trim.

The job was completed in 2008 with sumptuous interiors coordinated with the colour combination chosen by the new owner.

### **1966 Lamborghini 4000 GT Flying Star II VIN 0904**

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.

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.

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.



## 1964 Ferrari 500 Superfast VIN 5951

The Superfast was to be the last limited production and coach built Ferrari grand tourer of its period. Of the 36 units built – 34 are accounted for today, 2 crashed in accident - #5951 is the prototype, and at the same time the first of the series.

Originally exhibited on the Pininfarina booth at the Geneva Motor Show in 1964, it featured a raised hood and one-piece rear lights. When the car entered production, the bonnet became flat and the rear lights were replaced with 3 single carry-over lamps. Before being delivered to a German customer, the show car underwent the same changes and was repainted in a darker shade of metallic blue.

The car was restored by the Touring Superleggera workshop in 2012 to satisfy the current owner's desire to bring the car back to its prototype conditions. The historical research was utmost challenging, as no plans of the original elements were available, and the paint manufacturer had disappeared in the meantime with its records.

The Pininfarina archives supported in supplying original B/W photographs of the show. Starting from there, Touring developed a computerized 3-D model of the hood raise, milled a master model and finally shaped the hood to the pristine lines. The same pictures allowed machining the rear light units from solid perspex.

When scratching the body to bare metal, no traces of the original colour were found. Eventually, the original blue appeared in a tiny area of the window frame below a number of successive sprays, from the Ferrari-specified blue to various filler layers. This was enough for the Touring technicians to reconstitute the authentic shade and return this important car its true shape and immaculate beauty.

***Embargo: 24 maggio 2013***

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