



TOURING SUPERLEGGERA TAKES CENTRE STAGE AT THE MONTEREY WEEK WITH THE DISCO VOLANTE SPYDER

- **Disco Volante Spyder debuts in the US after winning the Villa d'Este Design Award.**
- **First of a series of seven hand-built units, the *fuoriserie* merges traditional hand beaten aluminium with carbon fibre panels.**
- **The only modern car which will be exhibited at *Quail, a Motorsports Gathering*.**
- **The car which celebrates Touring's 90th anniversary will also be exhibited at *Concorso Italiano*.**

MONTEREY, 19th August 2016

Winner of the Design Award at the Concorso di Eleganza di Villa d'Este (Touring Superleggera's second win in four years) Disco Volante Spyder is the limited series *fuoriserie* built to celebrate Touring Superleggera's 90th anniversary.

The two-seater open-top car is based on the Alfa Romeo 8C Competizione Spider rolling chassis. It is the perfect example of the haute couture philosophy which made Touring successful in setting a new benchmark in luxury cars field. This is the first open top production car in Touring's recent history, incorporating hints of the coachbuilder's future design language.

The Spyder is inspired by the 1952 Alfa Romeo C52, one of the most significant models in automotive history. It was futuristic and anticipated the upcoming space exploration era. Following in the footsteps of its 1952 predecessor, it crosses the ocean and premieres in the US.

The stage set for the debut is the most prestigious event of the Monterey week: *The Quail, a Motorsports Gathering*. This event was chosen as finalist by a group of international experts for the Motoring Event of the Year award by "International Historic Motoring Award".

The Disco Volante Spyder is the only modern car allowed at "*The Quail*" among a host of carefully selected historic models, substantiating the status of "instant classic" deserved by Touring Superleggera's newcomer only a few months after its official unveiling.

"*Concorso Italiano*" will be the Spyder's second engagement during the Monterey week. Between 800 and 1000 Italian cars will be lined up at the Black Horse Golf Course for what is more than a simple gathering, rather a unique celebration of Italian Style in all its forms, from music to art in a stunning landscape.

With its current creations Touring confirms its high profile as one of the few players in the market who can follow the entire creative and productive cycle of very exclusive cars under one roof from

the initial hand sketch, to the engineering of the surfaces, to the structural analysis, through to the models and prototypes, ending with the final production of one- or few-offs.

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.

Alfa Romeo Disco Volante Spyder by Touring

Design

"As in the past, 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.

The Spyder maintains many of the features that made its Disco Volante Coupe sibling an icon, such as the unusual covered front wheels suggesting speed and elegance, the typical waistline profile and the wide rear shoulders giving the whole body a sense of power.

For the first unit of the series, showcased at *The Quail*, at Villa d'Este, the customer chose a Cerulean Blue shade of paint. Personalisation obviously extends to the interior: in this case Connolly, a name with which Touring has been collaborating since 1927, was chosen as supplier for the hides with their unmistakable aroma. The cabin sports a combination of 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. The weight advantage of aluminium is one of the assets of Touring Superleggera's construction methods. 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 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:	181.9 in
Width:	80 in
Height:	51.5 in
Wheelbase:	104.2 in
Track front/back:	62.64 / 62.56 in
Boot volume:	14.1 cu ft (roof up) – 6.4 cu ft (roof down)
Fuel tank capacity:	23.2 gal

Engine

Cylinders / type: V8, 90°
Cubic capacity: 286.4 cu in
Nominal output: 331 kW (444bhp)@7000 rpm
Max torque: 354 lb-ft@4750 rpm
Emission level: Euro 5

Fuel consumption, EU drive cycle

Combined: 14.9 mpg

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.): 180 mph
Acceleration (est.) 0-60 mph: 4.2 sec

Embargo: none

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The History of Touring Superleggera

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

Early customers were reputed car makers such as Isotta Fraschini and Alfa Romeo. It was the start of a flamboyant period, culminating in the “Flying Star” era that gave birth to several spectacular spider coachworks.

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

In 1945 Carlo Felice Bianchi Anderloni joined his father in the company, which soon started to receive its first orders from Enzo Ferrari. The 1948 Ferrari 166 MM Touring Barchetta was a new milestone for light, elegant and effective design on a competition chassis.

Under Carlo Felice, Touring saw its industrial customer base grow into the mainstream of the expanding automotive industry in Europe and overseas. A number of specialty models were designed and built on the Alfa Romeo 1900, the Lancia Flaminia and the Maserati 3500. A new and inspired car manufacturer from the Bologna area also relied on Touring's skills: Lamborghini commissioned its first GT, the 350. In the same period Touring created another iconic motor car: the Aston Martin DB4, followed by the DB5 and 6, manufactured in Newport Pagnell under license for the Superleggera bodywork system.

Since 2008, Carrozzeria Touring is an all-round supplier of automotive design, engineering and body manufacturing. Services range from style research and digital design to body engineering, CAD feasibility studies, FEM/FES analysis, CFD/aerodynamic analysis and virtual crash tests.

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 concept two-seater A8GCS Berlinetta winner of the “Best Supercar of the Year” award in 2009.

These were followed by the acclaimed Bentley Continental Flying Star (2010), manufactured in 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 the 1952 Alfa C52 Disco Volante. 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 in 2013.

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 adds the Italian design touch to MINI's British essence, whilst continuing the tradition of classic coachwork construction.

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

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