



TOURING SUPERLEGGERA'S MASTERY AT RETROMOBILE 2017

- **Touring Superleggera's Classic Cars Department represents the art of Italian restoration at Paris' Rétromobile Salon.**
- **A tribute to Touring's history with a rare Alfa Romeo Giulia GTC in need of a full restoration.**
- **An elegant and classic Ferrari 330GTC recovers its original allure.**

PARIS, 8th FEBRUARY 2017

International rendezvous for all classic cars lover's, Rétromobile has always been an important event for Touring Superleggera. An occasion to meet the public, assess the year's results and mention future projects. In Paris from the 8th to the 12th of February, our Classic Cars Department will introduce two restoration projects: On one hand the **1965 Alfa Romeo Giulia GTC**, a brand new project presented in its initial stage: completely disassembled and stripped down. On the other hand the elegant **1968 Ferrari 330 GTC**, the result of the careful and detailed work conducted by our Atelier in the document and photographic analysis area, the research and craftsmanship of fine materials, and the infinite attention to details.

Touring Superleggera's Classic Cars Department once again proves its skill in restoring cars of all brands (often particularly valuable models) to their original splendour. Access to some of the worlds' most unique and precious archives, the painstaking attention to detail, the support of modern digital technologies alongside the exceptional in-house craftsmanship, are just some of the strong points in Touring's restoration process.

1965 Alfa Romeo Giulia GTC – chassis n. 760025 – body n. 17273

Stripped down, without interiors and engine, the **Alfa Romeo Giulia GTC's** bodywork is naked, showing its period-appropriate sharp and endearing lines. This 1965 Alfa Romeo Giulia GTC, chassis n. 760025, is one of the very few right-hand drive pieces commissioned by Alfa Romeo for the transformation of its best selling model into a convertible.

After having completely disassembled the car, having catalogued all its pieces, and having stripped down the body with high pressure waterjet, the next steps in the restoration process will require six to seven months worth of work. The project's objective is to safeguard the original period details, without substituting the original pieces. This preservation method will be extended to the damaged metal panels. The aim is to return the car to its original elegance and beauty.

The final stages of the project will deal with restoring the car's original faux-skin interiors, whilst substituting the padding. Lastly, the soft top will be rebuilt choosing an era-appropriate fabric.

The birth of the GTC (Gran Turismo Cabriolet) dates back to 1964, when Bertone presented a four-seater cabriolet based on the "Sprint GT". Giorgetto Giugaro signed the design, having already drawn the coupe version. The prototype remained a one-off, but it inspired the Giulia GTC presented by Alfa Romeo at the 1965 Geneva car show.

Touring Superleggera, who had just opened a new plant, was chosen for the production of the model, which in a two year period (1965-1966) reached 610 units produced. The plate mounted on the front fenders, reads "elaborazione Touring Superleggera" and not the classic winged logo.

The Milan based coachbuilder improved the chassis, strengthening it in certain areas to counterbalance the lack of roof, and making it lighter in other areas, to the extent that the cabriolet and coupe models weighed the same.

Alfa Romeo Giulia GTC was not very well received by the public due both to its high price (2.395.000 lire vs the 1.810.000 lire for the cheaper Giulietta Spider) and to the 1966 launch of the new Alfa Romeo Spider "Duetto".

1968 Ferrari 330 GTC – chassis n. 11283

Touring Superleggera's Classic Department presents a never-seen-before full restoration: a 1968 **Ferrari 330 GTC, chassis n. 11283**.

The restoration brought the car back to its original Grigio Argento (Silver Grey) colour, which enhances the purity of its design and its sober and timeless elegance.

The car was completely disassembled and each piece underwent a meticulous mechanical and bodywork reconditioning. The aim was to restore all the car's original interiors and exterior parts: from the existing dash instruments and car radio, to the badges, the luggage belts, and the complete set of tail lights.

For the restoration of the interiors the project brought back the car's original configuration combining vinyl and black Franzi NR2 leather, rigorously produced to display the same texture and sheen of the actual period trim. Alongside this, the 5 original Borrani RW3874 6,5x14" wheels also underwent a complete reconditioning.

Many believe that the Ferrari 330GTC is one of the most elegant two-seater berlinettas designed by Pininfarina on a Maranello mechanical platform. It found its place in-between the super-sporty 275 GTB Berlinetta, sharing its chassis, and the tamer 330 2+2 coupé, inheriting its V12, 4 litre engine. Presented at the 1966 Geneva Auto Show, it was an instant hit and was produced until 1968 in approximately 600 units.

With its light, elegant and harmonious lines it was the perfect union of power and driveability. With its generous torque, light steering, ample luggage space, perfect visibility and exciting soundtrack guaranteed by the V12 engine, the 330GTC is one of the most sought-after and desirable cars of its time.

The owner decided to commission the restoration to Touring Superleggera's Classic Department thanks to the reputation Touring has earned in restoring exceptional and valuable cars whilst respecting and maintaining their original configurations and characteristics.

Certified Restauration.

All Touring restored cars obtain a certificate guaranteeing not only that the restoration was perfectly done, but that it was executed following specific era-appropriate rules and techniques. Accurate historic research, original or ad-hoc crafted (on original design specs) spare parts, original or perfectly compatible building and painting methods, all applied following modern day rules and regulations.

The certificate adds further value to the priceless cars entrusted to Touring for restoration.

Touring Superleggera's history.

Touring Superleggera is recognized worldwide as an iconic name in Italian car design and coach building. Founded in Milan in 1926 the company quickly became famous in the small world of international designers for both its core activities: the "*fuoriserie*" bespoke bodyworks, and the design and construction of high performance bodyworks for all the major luxury car manufacturers of the time: Alfa Romeo, Isotta Fraschini, Bmw and Lancia. Production continued postwar with Aston Martin, Ferrari (for the majority of its production up until 1952), Lamborghini, Maserati and Pegaso.

The Superleggera patent, which allowed maximum weight reduction in the sport cars' bodywork, allowed Touring to excel in competitions. The company's award list includes 11 overall victories in the Mille Miglia race, nine of which in consecutive years.

Amongst the more famous Touring designs rank the 1931 Isotta Fraschini Flying Star, the 1949 Alfa Romeo 2500 Villa d'Este, the 1952 Alfa Romeo 1900 Sprint, the 1957 Maserati 3500 GT, the 1949 Ferrari 166 MM Barchetta, the 1958 Aston Martin DB4 and DB5, the first 1963 Lamborghini 350 GT, and the 1966 Lamborghini Flying Star II based on the 400 GTV mechanics.

In more recent history the brand was bought by a European business group specialized in luxury car brands. This led to the development of the 2008 Maserati Bellagio, the 2009 A8GCS Berlinetta winner of "Best Supercar of the Year" award, and the 2010 Bentley Continental Flying Star.

In 2011 Touring Superleggera created the Tornante fast tourer, a design commissioned by Gumpert, a brand famous for its rigorous and perfect mechanics and its excellent performance. Internally Touring reorganized its structure to allow an increase in production capabilities for the Bentley Continental Flying Star.

In 2012 Touring celebrated a masterpiece from its rich heritage by taking inspiration from the 1952 Alfa Romeo Disco Volante. The groundbreaking and breathtaking Alfa Romeo Disco Volante 2012 was uncovered. Innovative lines dress the super-performing Alfa Romeo 8C Competizione chassis.

In 2013 Alfa Romeo Disco Volante by Touring debuted at the Geneva Motor Show and won the coveted Villa d'Este Concorso d'Eleganza "Design Award". Further awards were won at the Pebble Beach and at the St. James's Concours.

In 2014, whilst the Alfa Romeo Disco Volante continued its winning streak at Chantilly, Touring Superleggera started its first project with a UK icon. MINI and Touring Superleggera designed and built an elaborately crafted, unique concept car to explore new design languages for the iconic British brand. The result was exhibited at Villa d'Este as BMW Group's annual design statement. The MINI Superleggera™ Vision won "Best Concept Car of the Year" award both at Salon Privé and at the Paris Festival Automobile International. The Mini Superleggera™ Vision concept exemplifies the offerings Touring Superleggera has for car builders: the capability of merging creativity and flexibility with strict adherence to rigorous production standards.

In 2016 the Alfa Romeo Disco Volante Spyder was born, inspired by the 1952 Alfa Romeo C52. A two seater *fuoriserie* based on the Alfa Romeo 8C Competizione Spider chassis. After its unveiling at the 2016 Geneva Motor Show, the car won the Villa d'Este "Design Award for Concept Cars and Prototypes" and the Windsor Castle Concours "Spirit of Motoring Award".

All current design and production takes place in the Terrazzano di Rho facility, just outside Milan.

Touring Classics Cars' restoration resume.

The 1948 Bristol 401 Carrozzeria Touring is the result of the collaboration between Bristol Airplane Co. and Touring Superleggera. It was designed and built in Italy, taking full advantage of Touring's skill in combining elegant and simple lines to the sportiness of the Bristol chassis and engines. In 2016 the car won the special prize in "The former English marques (Post-War) Closed Cars" category at the Chantilly Arts & Elegance Richard Mille Concours d'Elegance, held at the prestigious Chantilly Castle, home to France's most important art collection, second only to the one held at the Musee du Louvre.

The 1950 Ferrari 166 MM Barchetta Touring with a two-toned paint job, Gianni Agnelli's first Ferrari, also known as "Nonna", ranks as one of the top Ferraris of all times. Restored by Touring's Classic Department it won the prestigious 2015 "Coppa d'Oro Villa d'Este", the "Trofeo BMW Group Italia" and the "Mention of Honor" in the E class category dedicated to the gentlemen drivers "Piloti gentiluomini – La velocità incontra lo stile nel dopoguerra", all at the Villa d'Este Concorso d'Eleganza.

The 1966 Lamborghini Flying Star II, an amazing shooting-brake designed and restored by Touring, who at the time explored a new, modern and practical design concept. In 2014 the car won the "Design 1960 – 1970" award at the Chantilly Arts & Elegance Richard Mille Concours d'Elegance.

The 1952 Siata 140S Daina Sport with Bertone bodywork, was the last Daina Sport built and was heavily modified by Bertone after an accident. It was later found in a barn and in 2011 was sent to Touring Superleggera for a full restoration aimed at returning the car to its original design and specifications. In 2014 the car won its first concours: the Schloss Bensberg Classics Concours d'Elegance in Germany, held in the beautiful Althoff Grandhotel Schloss Bensberg, where very rare and exclusive cars compete. It won the Best of Class "Italian Beauties - Forgotten Italian classics", the "Best of Special Category" the "Post-war closed" and the "Second Best of Show" awards.

In 2015 the car went on to win the Best of Class H Category "Coupes of Class" award at the Masterpieces & Style Schloss Dyck in Jüchen, Germany, an exclusive Concours for passionate collectors and experts, held at the splendid Dyck Castel. Furthermore in 2016 the car won the Best of Class "Special Coachwork Postwar" award at the Paleis Het Loo Concours held in Apeldoorn, The Netherlands.

The 1956 Maserati A6G 2000 Spider, a unique and exceptional car restored by Touring over a 12 month period, allowing it to return to its original splendor thanks to the profound knowledge the Milan based atelier has of the construction methods utilized at the time the car was built. In 2014 the car won the "Best of Show Concours d'Elégance" award at Essen's Techno-Classic, Germany's main classic cars trade show.

The 1964 Ferrari 500 Superfast Pininfarina, painstakingly brought back to its original splendour by Touring in 2012 after an exciting and complex research and restoration project. The car won the "Classic Winner" award for the "C - il Cambiamento" category at the 2013 Villa d'Este Concorso d'Eleganza.

Paris, Rétromobile, Hall 1, Booth S 06

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