



At the 2012 Qatar Motor Show, Touring Superleggera blends Italian style with German engineering

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Touring Superleggera has chosen the Qatar Motor Show in Doha as the doorway to the growing Middle Eastern luxury car market. Established in 1926 and recognized worldwide as one of the top Italian car designers and coachbuilders, Touring specializes in combining refined Italian styling with state-of-the-art engineering and craftsmanship to coach build one-offs or very limited edition supercars.

"Doha is the ideal starting point to market our product in the Middle East. – states Touring's Head of Communications Emanuele Bedetti – Customers here appreciate exclusive design, uncompromised quality, the skill of craftsmen and the value of traditions, all typical values of our brand. The show gives our Head of Design the opportunity of introducing the heritage of Touring Superleggera to the most demanding collectors in the region."

This year, Touring Superleggera unveils in Doha yet another première for the Middle East, the **Gumpert Tornante by Touring**. Blending pure Italian style with high-end German engineering, the Tornante is a dramatic, fast yet comfortable 700PS, 2-seater coupe, hand built in Milano on the central engine space frame chassis of the German sports car manufacturer Gumpert.

The Tornante is showcased at the stage of 1:1 static style model in the best Italian tradition. The car is coach built by the units, on demand, at the Milanese workshop. There, skilled handymen dress the Gumpert tubular frame with the wholly new, hand beaten aluminium skin and assemble all details with painstaking care for quality.

The car can be ordered directly from Touring Superleggera in Milano, Italy. Touring will provide homologation papers authorizing the registration in every country accepting the EU homologation rule. The manufacturing process requires one year.

Warranty, service and parts are provided by the Gumpert network worldwide, while diagnostics can be run at any dealer of the brands of VW Group.

Radically different from last year's entry, the noble Bentley Flying Star shooting break, the Tornante illustrates that Touring's credo of purity, design integrity, simplicity and balanced proportions can be successfully applied to a wide variety of automotive concepts.

Moreover, a portfolio of **exclusive designs to be executed in one unit only** will be privately shown to the discerning Middle Eastern commissioners willing to discuss the project of their next one-off supercar.



GUMPERT TORNANTE by TOURING

Fast tourer

Gumpert have gained a reputation for their exciting street legal racing cars. Based on their impressive Apollo rolling chassis, Touring developed a new concept offering elegance, more passengers and luggage space, improved comfort, access and ventilation, and noise reduction. However, the fundamentals of performance and dynamic properties are respected without compromise.

At Touring, designers and body engineers started then a process of creative elimination to define the true essentials of all the parameters involved, limiting unnecessary weight and volume. The result is still a thoroughbred, just a few grades more civilized, with some extra skills for an enjoyable voyage. It is called a fast tourer. However, let there be no misunderstanding about its intentions.

Architecture

The space frame chassis is a derivative of the Apollo and features the same central engine layout.

However, the requirements of accessibility and inner space dictated a number of important changes to the rolling chassis:

- the lateral member of the chassis is lowered by 80mm in the door area
- the A pillar and the windshield are rotated vertically by 2.5°
- the B pillar is moved backwards with 100 mm allowing for 1120cm wide gullwing doors
- the H point is displaced by 210mm in height and 46mm in length
- the overall height is now 1215 mm

Thanks to the thorough frame engineering, the outstanding combination of lightness and torsional stiffness of the original chassis is preserved. The engineers target 100kg and slightly lower than 40.000Nm/degree, but the passenger cabin volume is now increased by 25% and the luggage compartment capacity is brought to 200l.

Other modifications aim at enhanced ride comfort and driveability:

- the floor height is increased by 20mm
- the shell seats are fully adjustable, heated, with 4-point belts
- a paddle-shift gearbox control is standard feature
- sound and heat insulation material is fitted on the floor and between the cabin and the engine compartment
- glasses are double layer for better heat and noise insulation
- the ventilation system capacity is improved

A crash box in the front section, adapted from Formula-1 technology, absorbs the impact energy in case of a crash, improving the passive safety.



Featuring aluminium body panels over the light chrome-molybdenum steel space frame with carbon fibre monocoque, the construction principle mirrors the original method patented by Touring in 1936, and authorizes the symmetrical Superleggera badges on the bonnet.

Design

With the Tornante, Touring continues the tradition of dressing every body type, even the pure racers, with elegance. This distinctive approach was at the basis of many masterpieces, like the 1940 Mille Miglia winner BMW 328 Berlinetta, the Ferrari 166 and 340 and the inspiring Alfa Romeo 8C2900. They all were redoubtable race machines with singular grace.

In the body development, the team had efficiency and essentiality as guidelines. This helped preserving Gumpert's uncompromised orientation to high quality engineering and constant quest for better performance.

Unlike other Touring creations, the Tornante is not rooted into a specific model of the Italian designer's heritage. Aesthetically, the project started from a white sheet of paper, allowing the designer's full and free focus on the challenging package of the rolling chassis and its hard points. The new model should not only offer ample performance and superb dynamic properties and aerodynamics, but also adequate levels of comfort, interior space and ergonomics.

The spirit of a true dream car, but with sufficient practical features to become a safe and useable sports car in today's traffic.

The Touring accent of the Tornante originates from specific proportions and the balance of muscular elegance and introvert power, rather than formal language. The bodywork preserves its movement even when the car stands still, and when on the move, it expresses unique, elegant fluidness.

The prominent grille within the balanced front wings characterizes the Tornante's front area. The air intakes are pronounced, reflecting the care given to the air intake surface and the overall airflow.

The well-defined waistline reflects the functional separation between the greenhouse and the lower body. The top is a light area offering extended space for driver and passenger, overall visibility and sportive but comfortable 'life on board'. The muscular, though elegant shoulders announce the stunning performance of the power unit.

Both the Tornante's doors and the boot lid open with gullwing movement, providing easy access to the interior, the mechanics and the luggage compartment.

From the rear, the low quarter panels outline the powerful curve of the roof. Below the waistline, the very visible air diffuser evokes the research of the maximal downforce.

The overall design breaths superior potential and performance in an elegant and slightly understated way, faithful to the Touring tradition.

Power Unit

The Tornante has the genes of the Gumpert Apollo and inherits its impressive V8 Biturbo engine. Weighing only 196kg, the engine plays a major role in ensuring the ideal weight and the fascinating driving dynamics of the Tornante. An angle of 90° between the two cylinder banks is a sign of a classic 8-cylinder engine.



Starting from the pure block from Audi, the engine is a complete in-house development. Thus, the manufacturing process contains among others all the moving parts, air and fuel management, turbo chargers, charge air-duct and dry sump lubrication. In the basic version this engine delivers 700HP. In comparison to the Apollo, the configuration will be optimized for the fast touring mission. This means more comfort and more suitability for daily use.

Driveline

The fully synchronised, automatic six-speed transmission guarantees efficient utilization of the remarkable energy at the back wheels. The arrangement of the gears in a longitudinal direction in the path of travel ensures a very low centre of gravity and optimum weight distribution.

Extremely short gearshifts up to 40 milliseconds (torque-to-torque) are provided by the precise TT40e transmission, where "e" stands for electronic gear system. Gear changes are faster thanks to rocker switches on the steering wheel.

The Formula 1-type technology promises the ultimate in comfort along with best driving performance.

Suspension

The Apollo derived built-in suspension ideally complements the body's sophisticated aerodynamics. The Tornante owes the finely tuned sensitivity of the suspension system and the optimised exertion of power to its double transverse control arm pushrod configuration at front and rear.

The double wishbones ensure that the tires maintain optimum contact to the road surface, independently of the bound rate of suspension system. As the suspension elements are linked to the main frame, the system ensures a responsive reaction and precise handling.

Chassis

Made of top-quality and highly stable chrome-molybdenum-steel with an integrated safety cell, the round tube frame is the base and symbolic backbone of the Tornante. Providing additional space and comfort for its passengers, the Tornante will be as safe as its racetrack-dedicated brother is. The Tornante succeeds in combining low weight and rigidity with finest driving dynamics and comfortable fast touring.

TECHNICAL DATA

2-seater sports car with a mid-engine arrangement, chrome-molybdenum steel chassis with an integrated safety cell, doors and the boot lid open with gullwings, carbon body, 100 l stainless steel tank behind the passenger cell with integrated catch tank, long and pushrod-operated double transverse control arm suspension with fully adjustable dampers front and rear and anti roll bar in front, ground clearance adjustable between 60 and 140 mm, two circuit ABS brake system with six piston callipers, inside ventilated discs (378 x 32 mm) at front and rear.



Dimensions and Weight

| | | |
|---|----|---------------|
| Length | mm | 4,475 |
| Width | mm | 1,971 |
| Height | mm | 1,215 |
| Wheel base | mm | 2,700 |
| Track front / back | mm | 1,648 / 1,600 |
| Boot volume | l | ca. 200 |
| Kerb weight (depending on equipment components) | kg | 1,300 – 1,400 |

Engine

V8-cylinder-Biturboengine with 90° cylinder angle, Closed-Deck light metal crankcase, light metal cylinder heads with five valves per cylinder, four overhead camshafts, variable time of ignition (Vario Cam direct) on the intake, hydraulic valve clearance compensation, dry sump lubrication, double-flow exhaust system with 3-way catalytic converter, four Lambda probes for gas mixture and diagnostics, On-board diagnostic system, 2 Intercoolers, electronic ignition with a rested ignition distribution (eight ignition coils), sequential multipoint fuel injection, electronic accelerator system (drive-by-wire)

| | | |
|---------------------------------------|-------------------------|-----------------------|
| Cylinder / type / valves per cylinder | | 8 / 90°-V/5 |
| Cubic capacity | cm ³ | 4,163 |
| Stroke - Bore | mm | 93 / 84,5 |
| Nominal output | kW / HP at rev / min | 515/700 at 6,500 |
| Max. torque | Nm / lb ft at rev / min | 900/663.7 at 4,000 |
| Maximum rev | rev / min | 7,400 |
| Litre performance | kW/l / HP/l | 123.7 / 168.1 |
| Compression / recommended fuel type | | 9.3 / 98 ROZ / 88 MOZ |
| Emission standard | | Euro 5 |

Gearbox

Automatic six-speed gear box TT40e with synchronization and oil cooling, operated with paddle shift controls, twin plate clutch configuration (diameter 240 mm), Torsen differential lock

Wheels

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|-----------------|--|
| Tires | Michelin Pilot Super Sport front 265/35 ZR19, back 345/30 ZR20 |
| Wheel dimension | front 10 J, back 13 J |
| Wheel rim type | Aluminum cast or forged wheels with centre lock |

Performance Figures

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| Top speed (est.) | km/h | above 300 |
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All information is dated January 2012 and could be changed until production start.



Carrozzeria Touring Superleggera

Founded by Felice Bianchi Anderloni and Gaetano Ponzoni in 1926, the company started to produce custom built automotive bodywork with two distinctive features from the very beginning: sporting elegance and lightness.

Early customers were reputed car makers as Isotta Fraschini and Alfa Romeo. It would mark the start of a flamboyant period, also culminating in the 'Flying Star' period with several spectacular spider coachworks.

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

In 1945, the excellent Carlo Felice Bianchi Anderloni joined his father at the company, which soon started to receive its first orders from a motivated Modenese entrepreneur called Enzo Ferrari. The Tipo 166 Touring 'Barchetta' of 1950 formed a new milestone for light, elegant and effective design on a competition chassis.

Under Carlo Felice, Touring saw its industrial customer basis grow in the mainstream of the expanding automotive industry in Italy and Europe. A number of niche models were designed and built on Alfa Romeo 1900, Lancia Flaminia and Maserati 3500. Another new inspired car manufacturer from the Bologna area relied on Touring's skills: Lamborghini. At the same time, Aston Martin produced their DB4, 5 and 6 models with a license for the Superleggera system.

The energy crises of the early seventies, and the increasing mass production methods in the car industry would regretfully force many specialist companies to close their doors. The last production car left Carrozzeria Touring in 1966, but the true Touring spirit was firmly consolidated in the company's products, that found their ways to an international community of motoring enthusiasts and car collectors.

In 2006, the year of its 80th anniversary, Carrozzeria Touring Superleggera of Milan restarted its activities, now part of Zeta Europe BV, a private company specializing in automotive high-end products and brands.

Embargo: immediate

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