



## **The Touring Superleggera restored Ferrari 500 Superfast # 5951 is Class Winner at Concorso d'Eleganza Villa d'Este 2013**

At the Concorso d'Eleganza of Villa d'Este, a restoration performed by Touring Superleggera is *Class Winner* in the "C - Transitions" category. The Ferrari 500 Superfast Pininfarina # 5951 was restored to its original shape after compelling research and complex restoration that took place at the Touring atelier of Milan.

The 500 Superfast was to be the last limited production and coach built Ferrari grand tourer of its period. The sport car was sold at a twice the price of the Ferraris of those times; the company call was for "a Ferrari for sovereign, movie stars and chief industrialists".

Of the 36 units built, 34 are accounted for today and 2 crashed in accident. The #5951 frame is particularly interesting because it is the prototype and the first of the series at the same time.

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 500 Superfast 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, just as it was exhibited at the Geneva Motor Show.

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: immediato***

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