



## TOURING SUPERLEGGERA COMPETES AT VILLA D'ESTE WITH FERRUCCIO'S LAMBORGHINI AND AN EXCEPTIONAL MASERATI.

- Ferruccio Lamborghini's personal 350GT, recovered in the USA and restored by Touring Superleggera's Classic Department.
- Another Touring Classic Department's comprehensive restoration is the very rare 1962 Maserati 500GT with Allemanno bodywork.

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The long lasting relationship between Touring Superleggera and the *Villa d'Este Concorso di Eleganza*, grows stronger each year. When not presenting one-offs or concept cars, the Milanese manufacturer's charm is conveyed to the public through the most sought after and valuable classic cars.

The *Concorso di Eleganza Villa d'Este* is a privileged stage where to unveil innovative prototypes, create new stylistic trends and amaze audiences. Year after year, the *Concorso's* jury has chosen the most deserving cars, often exceeding the public's expectations. The 2017 *Concorso* is for Touring Superleggera a place to celebrate its unique heritage whilst showcasing its Classic Department's astounding capabilities.

Two cars, brought back to their original splendour by Touring's Classic Department, will compete in this year's *Concorso*.

### 1965 LAMBORGHINI 350GT Touring – chassis #265

The 350GT was Lamborghini's first series production. A total of 120 cars were built from 1964 to 1968.

When Ferruccio Lamborghini presented his first car, the 350 GTV, at the 1963 *Salone di Torino*, he was determined to become a leading character in the exclusive sports car manufacturer realm. The car had impressive mechanical characteristics but Franco Scaglione's very original design was mildly received. Lamborghini turned to Touring Superleggera for a complete redesign. The innovative inverted shape A-pillar and the overall layout were kept from the original model.

The new shape, moving away from the current fashion, allowed the head lights to characterize the front end of the car rather than the radiator grille. The resulting model was extremely well balanced and elegant and helped Lamborghini gain a foothold among the established *gran turismo* brands.

The car #265 in *Concorso*, restored by Touring Superleggera Classic Department, was produced between September and October 1965.

The founder of "Automobili Lamborghini" kept this car for his personal use, testing it in all possible circumstances, and using it as basis for the improvements, both in reliability and comfort, which were later applied to the 400GT model. The winding roads around Sant'Agata Bolognese became the testing grounds for Lamborghini, and this particular car was equipped with a 4-litre engine which heralded the 400GT's one. The gearbox, the transmission shaft and the differential all underwent the same painstaking process, modified to Ferruccio's exacting standard.

The car was later sold in the USA, where the owner tried to convert it with pieces from other models. A project which thankfully was never completed.

The current owner discovered that #265 was Ferruccio's personal car and decided that Touring, where the original bodywork had been developed and produced, would restore it.

*"The owner entrusted us with his Lamborghini 350GT because this car has an exceptional intrinsic historical value. Initially the challenge seemed impossible to complete with a car which was badly damaged, had been abandoned for years and was missing numerous parts. Our knowledge of the model, alongside the amazing capabilities of our team, allowed us to deliver a final product we are exceptionally proud of."* Andrea Dragoni, Head of Classic Department and Project Manager.

## 1962 MASERATI 5000GT Allemano – chassis # 103.044

A true Maserati: rare, fast, peculiar, capable of effortlessly delivering impressive power, the 5000GT represents both the peak in Gran Turismo production for the manufacturer, and one of the most exciting sports cars produced in the 1960's.

Built from 1959 to 1964 the Maserati 5000GT was greatly admired for both its engine and chassis' technical qualities. Chosen by the Shah of Iran, who deemed it suitable for his rank, the car shot to fame.

Various coachbuilders successfully emphasized its power and stateliness. Alongside Allemano, who chose a more classic approach, Touring Superleggera, Frua, Monterosa, Pinin Farina, Ghia, Michelotti and Bertone, all worked on their version of the car.

The first Maserati 5000GT Allemano, designed by Michelotti, was presented at the 1961 *Salone dell'Auto di Torino*, and was dubbed "Indianapolis" in honour of Maserati's 1939 and 1940 victories in the Indy 500 race.

The car competing here, chassis #103.044, is one of just 22 units with Allemano bodywork, and was originally sold to an Italian customer.

Truthful to Touring's credo of preserving authenticity, most of the outer body panels were maintained, repairing where possible. The sumptuous interior was also preserved.

## Touring Superleggera's certified restoration

As with all the cars restored in Touring Superleggera's Milan plant, the Lamborghini 350GT and the Maserati have a certificate which guarantees a perfect restoration process, adhering to all period construction rules. This guarantees extensive historical research, either original spare parts or parts produced ad hoc based on the original design specs, original or perfectly compatible construction and painting methods, aligned to modern day regulations.

If the restored car was originally a Touring bodywork, the certificate will extend to include authenticity of design, shape, measurement and details. The certificate will add further value to the priceless cars which carry the Touring emblem.

## Touring Superleggera and the Concorso d'Eleganza Villa d'Este

Since the early editions of the *Concorso*, Touring Superleggera has played a key role in the competition. Villa d'Este was the ideal stage to showcase innovative prototypes, give rise to new stylistic trends, surprise and amaze the selected attendance.

A real "Hall of Fame" which began in 1931, the year Touring's Flying Star design made its debut on both the Alfa Romeo 6C 1750 Gran Sport Spider, and the Isotta Fraschini 8A SS Spider, two dream two-seaters, both painted in an unusual ivory white shade. The former won over the public after having already conquered the jury, winning two awards. This was an unusual achievement and a sign of the great interest aroused by the design produced at the Milanese coachworks.

The winning series continued in 1932 when, once again, both jury and public voted for the sleek and rigorous Alfa Romeo 8C 2300 Spider Coupe.

In 1949 the public proclaimed Touring's coupé version of the Alfa Romeo 6C 2500 SS an absolute masterpiece. From the moment it won the prize the model was named, by popular acclaim, "Villa d'Este", thus contributing considerably to spreading the fame of the princely residence in the world of motoring.

In 1953 the *Concorso* moved to Stresa, and sees Touring win the 'Grand Premio d'Onore' with the Pegaso Z102 Berlinetta "Thrill".

In the 1990's, Carlo Felice Bianchi Anderloni (Touring founder's son) contributed to reviving the Concorso and skilfully presided the jury until his death in 2003. In these editions Touring models returned as classic cars capable of showcasing an era of true style and timeless design.

In 2001 Touring wins the "Best in Show" and the "Coppa d'Oro Villa d'Este" with the 1951 Alfa Romeo 6C 2500 SS "Villa d'Este" with Touring Cabriolet bodywork.

In 2002 a true "Best in Class" loot:

- 1955 Alfa Romeo 1900 C SS Coupé Touring wins the "Trofeo ASI" for the most elegant Italian bodywork.
- 1943 Alfa Romeo 6C2500 Cabriolet Touring wins the "Trofeo Registro Internazionale Alfa Romeo 6C2500" for most elegant car.
- 1933 Alfa Romeo 6C2300 MM Touring wins the "Trofeo Registro Internazionale Touring Superleggera".
- 1943 Alfa 6C2500 Cabriolet Touring wins the "Targa d'argento vetture aperte *I Tempi del Cambiamento*".

In 2009 the "Best in Show", the "Coppa d'Oro Villa d'Este" and the "Trofeo BMW Group - Best in Show by the Jury", are all assigned to the 1938 Alfa Romeo 8C 2900B Berlinetta with Touring bodywork.

In 2011 "Best in Class" with honours was won by the 1966 Lamborghini 400 GT, Coupé Touring. The "Trofeo BMW Classic" for the most accurate and careful restorations was won by the 1965 Aston Martin DB5 Convertible Superleggera.

2013 sees the return of Touring in the "Concept Cars and Prototypes" category. The coveted "Design Award" is won by the Alfa Romeo Disco Volante coupé. This success will be further confirmed in 2016 when the "Design Award" is assigned to the Disco Volante Spyder.

2014 is one of the few years where Touring Superleggera did not compete. However, the extraordinary MINI Superleggera Vision concept – *hors concours* – successfully introduces a new stylistic language for the British Icon.

In 2015 the "Coppa d'Oro" was awarded by public referendum to the 1950 Ferrari 166MM barchetta Superleggera, first owned by "l'Avvocato" who personally specified the two-tone blue-green painting and other bespoke details.

**Embargo:** **None**

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