

T U S C A N



TVR



The Tuscan is a British car to be proud of.

Autocar...



By far and away the most usable and accessible TVR to date.

Auto Express...

Nothing I have ever driven turns more heads.

Evo...





It makes a devastating overtaking tool, snapping past slower traffic in clean savage lunges of acceleration

Evo...

Few cars look as spectacular, sound as special or offer so much performance for the money.

Evo...



The clutch is light and progressive while the mechanical-feel gearshift is easy going and the suspension's supple damping is wonderful at any speed.

Auto Express...

Fast A-roads transform into a set of open twists. Here the Tuscan feels incredibly stable. The suspension's noticeably soft edge is merely sufficient to eliminate any nervy edginess over typically bumpy British roads like these.

Top Gear Magazine...

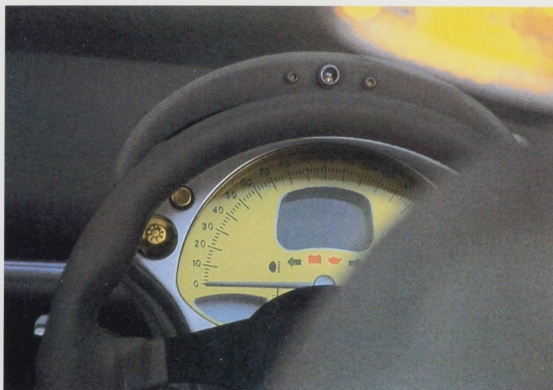




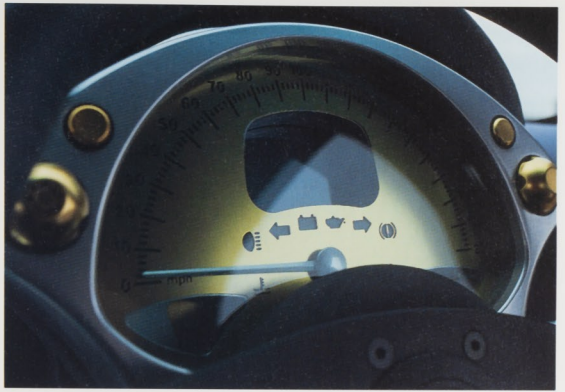


In sheer accelerative terms it eats Porsche's 911 GT3.

Evo...







The engine's ignition and fuel mapping are so spot on you'd swear it was wearing a trio of Weber 48DCOE carburettors instead of injectors. Very few, if any, modern engines feel as crisp as this when you blip the throttle.

Autocar...

There's no doubt careful damper tuning has found more wet traction than a car with this much power, and this little weight over the rear tyres, has a right to expect.

Car...

On the track the brakes pulled the car down from 60 mph to rest in 2.5 seconds, as fast as any car we've ever tested.

Autocar...

Mechanically the Tuscan is the strongest, best engineered TVR we've driven.

Evo...



That almost telepathic engine control...is matched by the chassis.

Car...

This engine sounds good enough to have its own recording contract....In short, along with the Diablo's V12 and the Ferrari 360 Modena's V8, it's one of the most thrilling and satisfying engines currently in production.

Autocar...





The interior is quite incredible, like a show car that has gone straight from plinth to high street without meeting an accountant on the way.

Autocar...

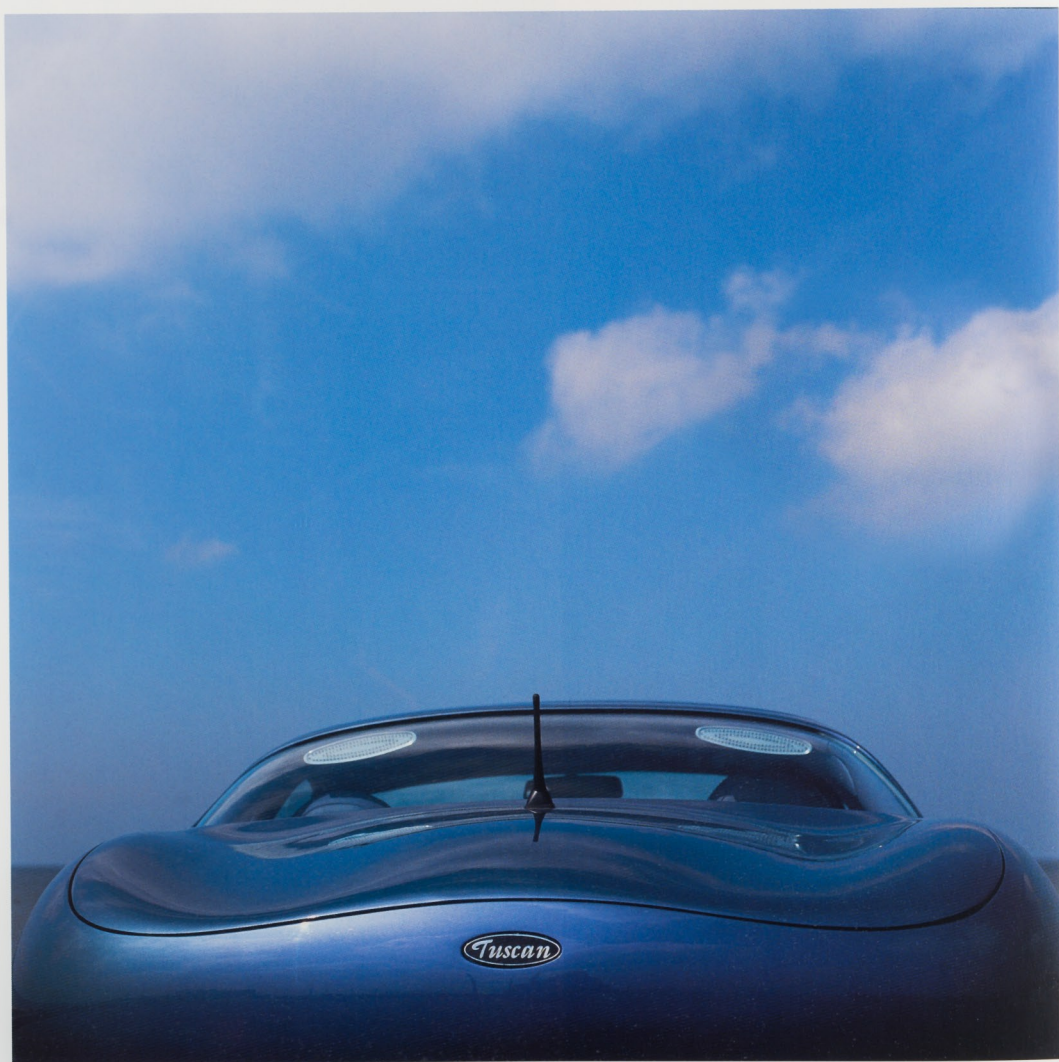
Everywhere you look there are details that will one day feature in the Sexiest Car Components of all Time lists.

Autocar...



The whole car has a very balanced, connected-together feel to it. The incredibly well-sorted chassis resists all front-end slip and grips hard, with just the slightest nudge of power-on rear slidiness as I throw it at a tricky selection of turns, cambers and surfaces.

Top Gear Magazine...





The Tuscan's fifth gear ratio is set up for a relaxed cruise and, once again, refinement is much higher than I had expected. This serves as further evidence that, should you want to use your Tuscan regularly and not merely as a weekend toy, there's every reason why you should. Refined when you want it to be and a cinch to drive gently, this TVR Tuscan is also able to provide the sort of unforgettable excitement that you'd need to spend twice the asking price you would find anywhere else.

Top Gear Magazine...

Sixteen hundred people have put down deposits for TVR's new Tuscan. They are not going to be disappointed.

Autocar...





275 litres capacity
room for a full set of luggage including
golf clubs



the roof panel stores on top of the
luggage area so using very little space
and making it easy if your caught in a
downpour



gear change lights
green @ 6000 rpm
amber @ 6500 rpm
red @ 7000 rpm

Standard Equipment

Mechanical

- Adjustable pedal box
- Central locking
- Colour coded wheels; anthracite, silver
- Limited slip differential
- Electronic alarm system with engine immobiliser
- Outside temperature indicator
- Positionable electric windows
- Power assisted steering - variable speed
- Remote window closing
- Stainless steel/carbon fibre exhaust

Exterior

- Electrically adjustable heated door mirrors
- Tinted Glass

Interior

- Leather seat facings
- Leather steering wheel
- Lumbar supports
- Machined aluminium trim finishing
- Manually adjustable steering column
- Stainless steel kick plates

Optional Equipment

Mechanical

- Air conditioning
- Gas discharge headlights (high beam only)
- Hydratrak
- 18 inch Wheels

Exterior

- Chameleon paint
- Metallic paint
- Pearlescent paint
- Reflex paint
- Starmist paint

Interior

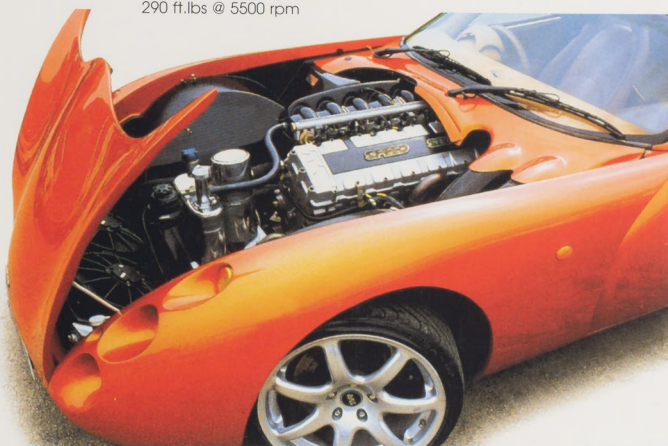
- Colour coded boot carpet
- Colour coded leather steering wheel
- Full hide trim
- Overmats

Specifications



| | |
|------------------|--|
| Structure | Tubular steel chassis with composite body Removable roof panel and rear window which store in the boot |
| Interior | Half hide interior with individually reclining front seats trimmed in leather Full Hide interior trim is available as an option Aluminium dash pod with speedometer, fuel and water temperature gauges LCD screen displaying comprehensive instrumentation including tachometer, oil pressure, outside temperature, water temperature and additional speedometer in Kph Gear change lights |

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| Engine | Speed Six 6-cylinder inline alloy engine with 4 valves per cylinder and dry sump lubrication Lightweight, tubular stainless steel exhaust manifold Fully mapped engine management system with three way low back pressure metallic catalytic converters and closed loop control strategy Capacity (cc) 3605 cc Compression Ratio 11:1 Max power 350 bhp @ 7200 rpm Max torque 290 ft.lbs @ 5500 rpm |
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|-------------|--|------------|------------------------------|----------|
| Suspension | All round Independent - double wishbones and coil over gas dampers assisted by anti-roll bars | | | |
| Braking | Front- 304 mm diameter ventilated front disc brakes with 4 piston alloy callipers Rear- 282 mm diameter ventilated rear disc brakes with single piston sliding callipers Servo assisted with front/rear split dual circuits. Cable operated handbrake operating on the rear wheels | | | |
| Steering | Variable speed power assisted rack and pinion steering with adjustable steering column 350 mm leather covered steering wheel | | | |
| Wheels | Front - 16 inch aluminium alloy wheels fitted with 225/50 ZR16 tyres 18 inch aluminium alloy wheels fitted with 225/35 ZR18 tyres Rear - 16 inch aluminium alloy wheels fitted with 225/55 ZR16 tyres 18 inch aluminium alloy wheels fitted with 255/35 ZR18 tyres | | | |
| Driveline | Rear wheel drive Limited slip differential 5 speed manual gearbox with hydraulically operated twin plate clutch. Gear ratios 1st - 2.95:1, 2nd - 1.95:1, 3rd - 1.34:1, 4th - 1.00:1, 5th - 0.80:1. Limited slip differential 3.73:1 | | | |
| Dimensions | Length overall | 4235 mm | Width overall (inc. mirrors) | 1810 mm |
| | Height overall | 1200 mm | Ground clearance | 102 mm |
| | Front track | 1445 mm | Rear track | 1500 mm |
| | Wheelbase | 2361 mm | Weight | 1100 kg |
| | Luggage | 275 Litres | | |
| Performance | 0 to 100 km/h | 4.2 secs | 0 to 160 km/h | 9.6 secs |
| | Maximum | 290 km/h | | |



www.tvr.nl

Voor meer informatie of een proefrit, kunt u contact opnemen met:
B.V. Nimag, Reedijk 9, Heinenoord
Postbus 3274 ZH Heinenoord
Tel. 0186-607 707