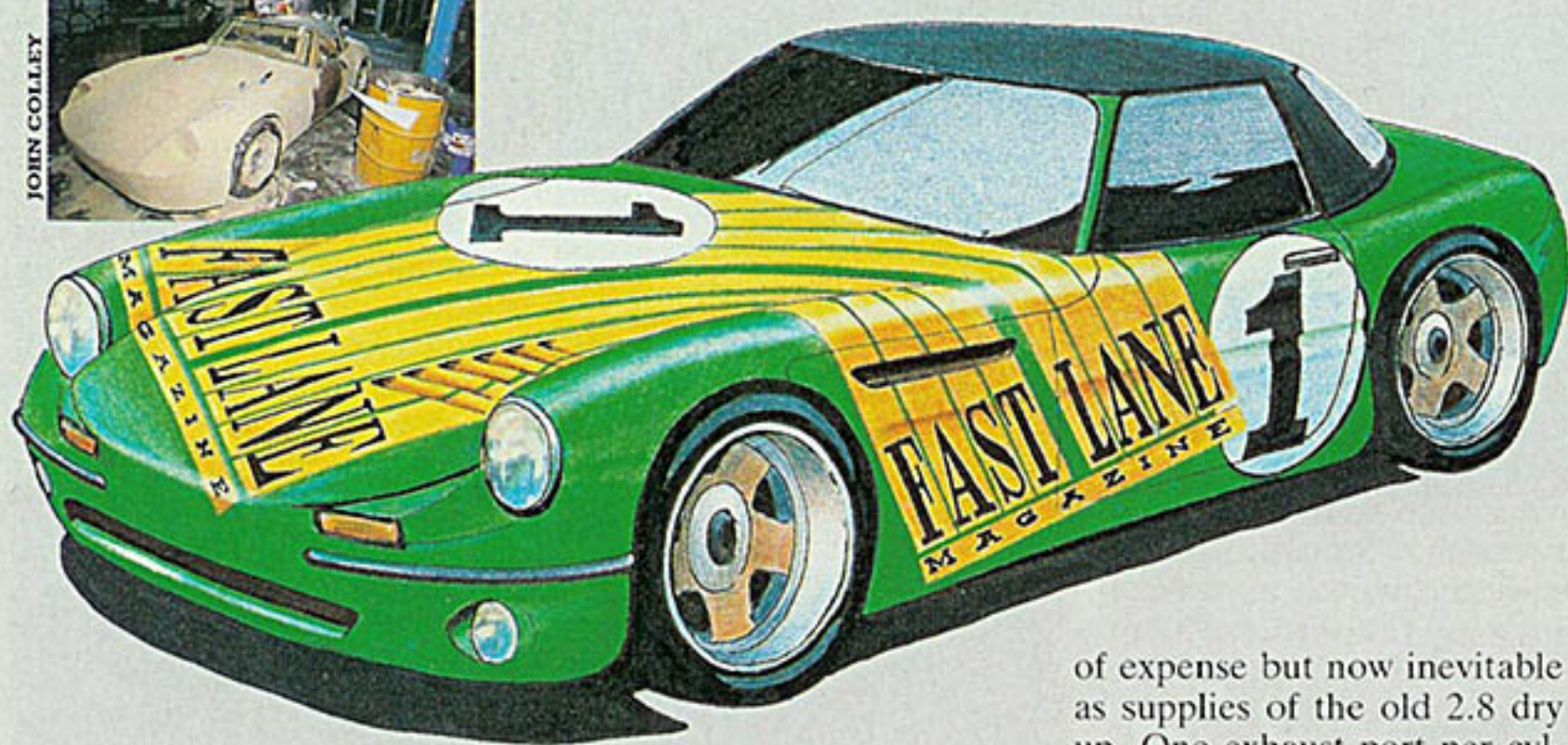


# Track Attack...



TVR IS supporting a 12-round race series next year, exclusively for specially prepared, factory built V8 Tuscan, all in order to promote its new road model. The prize fund will total about £40,000, and awards will go all the way down to 15th place. In ready-to-race form, the cars are available to prospective Sennas for just £16,000, and response has been unprecedented; TVR have taken £40,000 in deposits so far for the whole of this year's production run, so if you didn't get one, it's too late. Better news for frustrated racers is that *Fast Lane* will be adopting a car for the whole series, to be driven by all of the staff in turn. Needless to say, we will be reporting on our exploits, warts 'n' all, throughout the 1989 season.

Basis of the racer is the new Tuscan - powered by a bored and stroked four-litre Rover V8 producing around 300bhp. Brakes, springs and shock absorbers will all be uprated to race spec, and the cars will race in open form. Competitors will be permitted to change only a limited number of items on the cars, and the series will be policed extremely tightly. Some experienced drivers have promised support and the cars will certainly be fast. TVR reckon about 150mph top speed.

TVR's new Tuscan will be on show at NEC in its less

powerful road form, price £19,900. Originally, the car was to have been designated ES, and powered by Holden's Euro-spec 3.8-litre iron V6 in smog-equipped form, but when supply problems intervened at Holden the faithful Rover V8 was recalled. This necessitated a 4in increase in chassis width over the S, followed by a 2in increase in length to balance. Then, because of the racing commitment, the semi-trailing arms at the rear were replaced by wishbones. Then the body had to be restyled to suit, so the Tuscan is in fact a completely new car. The road Tuscan's Rover engine is in 3.5-litre, 225bhp form (already an option on the 350 'wedge' models) uprated with gas-flowed heads and a revised camshaft. TVR say that they will use the 3.8 Holden "as and when they have to".

Elsewhere at TVR, the S



will soon be fitted with the 2.9-litre version of Ford's iron V6, originally shunned on grounds

of expense but now inevitable as supplies of the old 2.8 dry up. One exhaust port per cylinder allows TVR's tubular manifolds to liberate 168bhp - an increase of 13 over standard, and the rear semi trailing arms have been relocated to reduce squat. The interior has

**TVR is seldom short of ideas. Mark Hales reports on some of the latest, including a new race series**

to accommodate one large dog and several guns in addition to a very tall driver, the car's body was made by a new process which does away with the time-consuming procedure of making a buck from clay. Two-pack yacht flotation foam is mixed and poured behind taped cardboard formers over a basic fibre shell and then trimmed with a carving knife and surform. When the desired shape is achieved, a layer of glass fibre mat and resin is laid on top, and smoothed out. Then you can take a mould if



been tidied up and the price has risen - to £15,300.

The 390 becomes the 400, thanks to larger pistons in the wedge's Rover, and the nose of the car has been smoothed and sloped. SEAC side skirts have been added as well, and the price rises to £25,500. Finally, the top of the range £31,000 420 SEAC will, next year, at last, be powered by the five-litre Holden injected iron V8 in 300bhp trim, rather than the expensive and specialised stretched Rover V8.

There is also a one-off (for the moment...) estate car made for TVR's MD Peter Wheeler. Conceived especially

you want. As you can see from the photos, the quality is extremely good, and it's much lighter than a conventional buck.

The estate has a modified wedge chassis with modified Ford Granada front suspension and wishbones at the rear, and is powered by the five-litre Holden. A brief drive in the prototype showed a thoroughly muscular-engined feel, a positive, short-throw gearshift and a taut, shudder free shell. Grip from 245 Bridgestones was predictably high, so we look forward to a full road test when the car is fully finished and sorted.