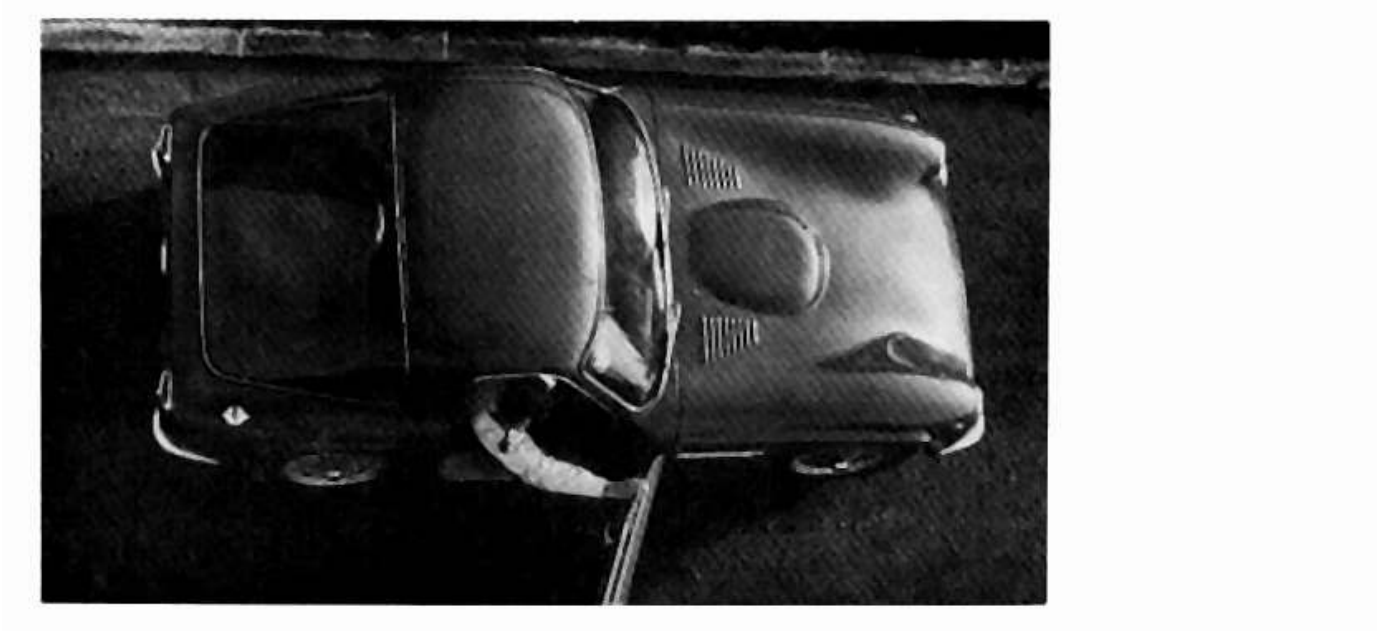


TUSCAN V8

Manufactured:	Jan. 1967 to autumn 1967
Total built:	28 (all but 6 exported)
Chassis:	Multi-tubular backbone; 1 1/2 in. diameter 16G tubing
Suspension F and R:	Independent by coil springs and unequal length wishbones
Engine:	Ford 289 2V 4.7 litre V8 with all synchro gearbox
Power output:	195 b.h.p. at 4400 r.p.m.
Engine option:	Ford 289 4V 4.7 litre V8 (271 b.h.p. at 6500 r.p.m.)
Steering:	Rack and pinion
Brakes:	Girling 10 7/8 in. front discs; 9 in. x 1 3/4 in. rear drums; dual circuit, servo assisted
Wheels:	5K x 15 in. Dunlop 72 spoke wires
Wheelbase:	7 ft. 1 1/2 in.
Track:	Front 4 1/2 in.; rear 4 1/2 in.
Overall dimensions:	Length 11 ft. 6 in.; width 5 ft. 4 in.; height 4 ft.
Fuel tank capacity:	15 gallons
Kerb weight:	Approx. 20 cwt.
Approx. performance:	195 b.h.p. power: 0-60 m.p.h. in 6 secs., 130 m.p.h. maximum; 271 b.h.p. power: 0-60 m.p.h. in 5 secs., 160 m.p.h. maximum
Price on introduction:	195 b.h.p. power: £1967 complete; 271 b.h.p. power: £2364 complete

Optional extras:

Laminated windscreen, limited slip differential, chromed wire wheels, leather rim steering wheel, laminated Sundym glass rear screen, two speed wipers, heater de-mister unit.

Further notes:

The 271 b.h.p. high performance car was known as the Tuscan SE. Its standard specification included all the above extras plus hazard warning device, oil temperature gauge and 6L x 15 in. wire wheels.

Motor magazine: 'Designed to a large extent for fun, for the sheer uninhibited enjoyment of performance. Even stationary it has the hint of power which makes it look restless.'