



**VENTURI**



Although now a car manufacturer in its own right, Venturi remains in a class of its own. There is, of course, a new factory, a model of excellence for all forms of advanced technology. But there is also the spirit, which has stayed the same : a spirit of precision and meticulous craftsmanship from the silversmiths of the automotive world.

One day, perhaps, you will own a Venturi.

It will top 270 kph (168 mph) and hit 100 kph (62 mph)



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*THE DAY YOU FORGET ABOUT MASS-PRODUCED CARS,  
YOU WILL BE READY FOR A VENTURI.*

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from a standing start in exactly 5.3 seconds. Its engine, chassis and resultant road-holding might easily be mistaken for those of a racing car.

Its colour will have been created specially for you, and for you alone if

you so wish. Inside, you will have chosen the leather to match

the precious wood trim, which again you alone will have

chosen from a wide selection. That day, you will

realize that there is still such a thing as a unique car

in today's world.





Formula 1 is the pinnacle of motorsport, the battleground for major motor manufacturers and other high-tech companies.

It is at the leading edge of technology, a proving ground for the 21st Century.

The Venturi's design draws extensively on current single-seater philosophy ; aerodynamics taken to the extreme, mid-mounted engine, wishbone suspension, outstanding road-holding. It was just a small step

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*VENTURI AND FORMULA 1 CARS HAVE SO MUCH IN COMMON THAT A PARTENERSHIP WAS INEVITABLE.*

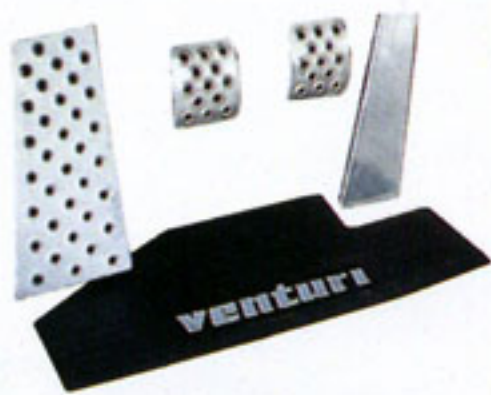
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from road to track. Today with the Venturi-Larrousse F1 Team, Venturi is a part of Formula 1.



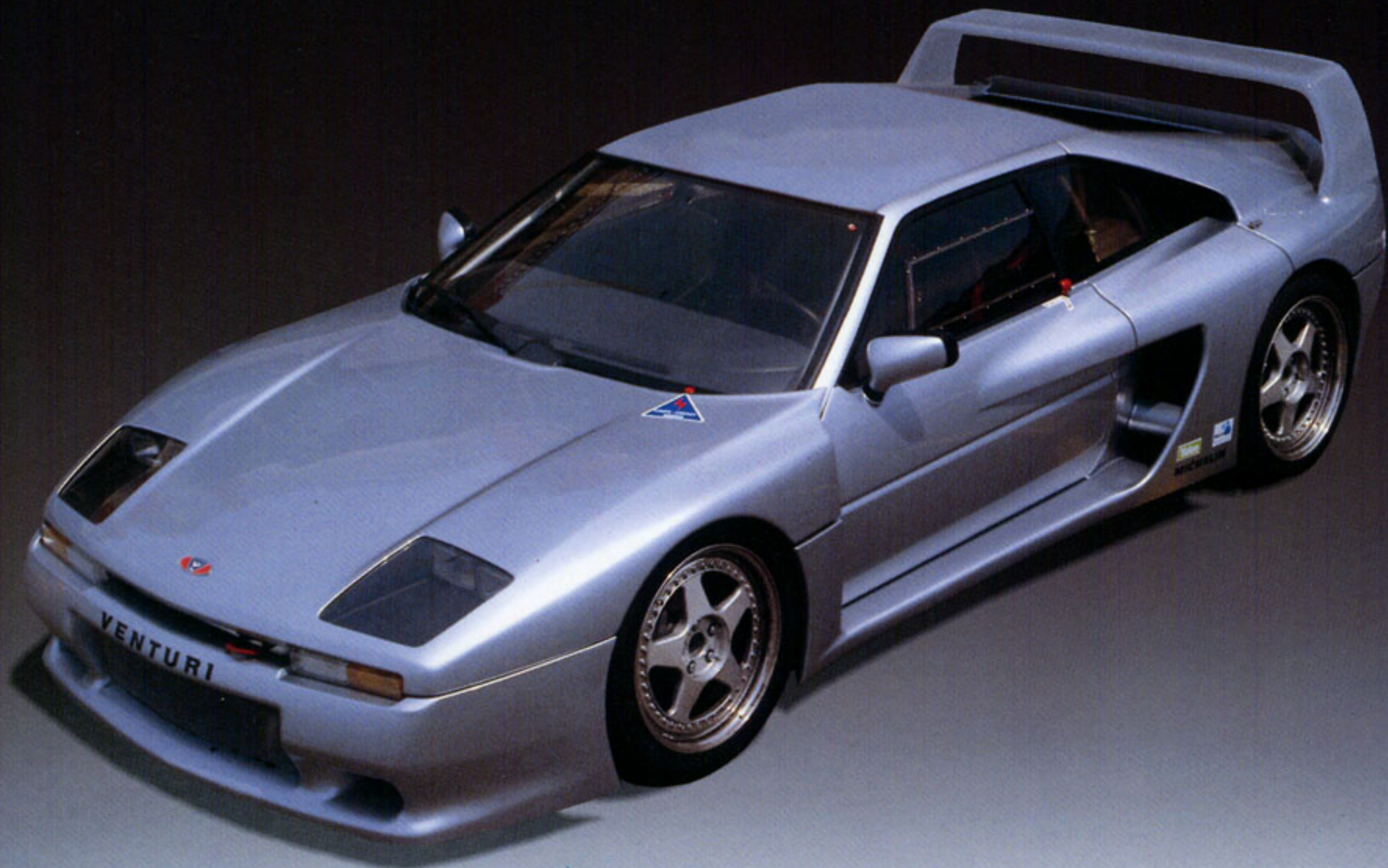


When Venturi founded the Venturi Gentlemen Drivers Trophy in 1992, it was in order to re-establish a spirit of competition which no longer exists. In its time it was



epitomized by De Portago, Harry Schell and Jean Behra. Win or lose on the track, these brilliant drivers would always celebrate together as gentlemen off the track. For these Gentlemen drivers of the modern era, although amateurs but sharing a burning desire to

compete, Venturi has developed an outstanding car with 400 HP, a body weight of 1.000 kg and carbone brakes, capable of over 300km/h. The spirit of friendship and competition is futher enhanced by the fact that all cars are prepared and maintained by the manufacturer.





You need to drive a Venturi to appreciate the real meaning of exceptional road-holding. The reason is simple.



Firstly, there are the extrawide 9" tyres which

literally grip the road. More important, perhaps, is the girder chassis that comes straight from the racing circuit.

It is combined with twin-triangle front suspension and

five trailing arms at the rear. The perfect rigidity of the full assembly provided by the chassis and the steel passenger cage, gives the driver that feeling of total security and extraordinary driving precision.





Today one can enjoy all the pleasures of open-top motoring without any of the disadvantages. Forget about wind buffeting : here is the Venturi spider.



In the place of the conventional soft-top, the unique Venturi

system offers a variety of possibilities. The Spider can be changed into a full convertible (with or without a rollbar) or into a semi convertible with removable half roof panel. The electrically operated rollbar

incorporating the glass rear window operates at the push of a button whilst the detachable panels fit into a purpose designed compartment in the boot.





The Atlantique is a "no holds-barred" Venturi with weight trimmed by 100 kg to boost performance. Everything has been modified : from the smallest bolt to the shock absorbers, sheet metal has been replaced by aluminium, the anti-roll bar



has been hollowed, and wood has made way for Kevlar carbon. The chassis has been lightened right down to the actual pedals which are drilled aluminium racing units ; the bucket seats are by Recaro ; and the new interior lining is made in Loricar, combining flexibility,

lightness and elegance. Every single detail and material has been modified for a single purpose : performance. Its distinguishing features ? Its metallized blue body, its grey diamond-finished wheels and the interior which combines cameo grey with blue highlights in perfect harmony.





The two words which best define the Venturi engine are flexibility and power. The V6 turbo has been developed entirely by Venturi.

Torque is absolutely astounding.

So is acceleration. Just compare the Venturi's performance (though that would be tough on the competition) to get a glimpse of what the Venturi engine builders have achieved.

With its catalytic converter, the engine retains its full power potential. Proof that respect for the environment need not reduce driving pleasure.

	CONVERTIBLE COUPE 210	CONVERTIBLE COUPE 260	260 ATLANTIQUE COUPE	TROPHY COUPE*
Engine lay-out	V 6	V 6	V 6	V 6 24 valves
Cubic capacity (cm <sup>3</sup> )	2 458	2 849	2 849	2 975
Power input	Turbo Garrett T3 electronic injection			Biturbo Garrett
Horse power (kW)	210 (151) at 5 500 rpm	260 (184) at 5 500 rpm	260 (184) at 5 500 rpm	400 at 6 000 rpm
Couple ( mkg)	29,5 at 2 500 rpm	44 at 2 000 rpm		53 at 4 500 rpm
Performance :				
* Top speed (km/h on circuit)	245	270	270	N.A.
* 0 to 100 km/h (s)	6,9	5,3	5,2	N.A.
* Standing kilometer (s)	26,8	24,6	23,9	N.A.
Fuel consumption : 90 km/h (UTAC standard) 120 km/h ( l/100 km) Urban cycle	6,6 9,6 14,5	7,8 9,5 16	7,8 9,5 16	N.A. N.A. N.A.
Dimensions (mm)	L : 4 090 W : 1 700 H : 1 175	4 090 1 700 1 175	4 090 1 700 1 175	4 120 1 950 1 170
Tires	Front : Rear :	205 / 55 ZR 16 245 / 45 ZR 16		245 / 40 ZR 18 285 / 35 ZR 18

\* Not homologated for road use, reserved for race track use only.  
N.A. = Not available

Venturi reserves the right to modify without any notice, the specifications of models as shown.  
This in no way constitutes a contractual document.

VENTURI AUTOMOBILES. THEIR ONLY POINT IN COMMON  
IS THAT EACH ONE IS TOTALLY UNIQUE.



VENTURI

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