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function (f, b, e, v, n, t, s) - if (f.fbaq) returns; n q.fbaq - feature () n.callMethod ? n.callMethod.apply (n, arguments) : n.queue.push (f, f.fbaq); n.push n, n, n.version - '2.0'; n.queue - b; t.b.createElement (e); t.async - 0; t.src - v; s - b.getElementsByTagName (e); s.parentNode.insertBefore (t, s) (window, document, 'script', '//connect.facebook.net/en_US/fbevents.js'); fbaq (limit: 174181139752304); fbaq (track: 'PageView'); fbaq (trackCustom: 'ViewedVehicle', year: 2020, do: 'Toyota', model: 'Supra', Finish: 3.0 3dr Coupe); gt (function (i, s, g, r, a, m) { GoogleAnalyticsObject: i; function (t, r, q) { r (q) (Arguments), r (t, new Date ()); s.createElement (t), m's.getElementsByTagName (t), a.async 1, a.src: m.parentNode.insertBefore (a, m) (window, document, 'script', '//www.google-analytics.com/analytics.js'); ga ('create', 'UA-71479133-1', 'auto'); ga ('set', 'anonymizeIp', true); ga ('set', 'dimension1', '2020'); ga ('set', 'dimension2', 'Toyota'); ga ('set', 'dimension3', 'Supra'); ga ('set', 'dimension7', 'usefulness'); ga ('set', 'dimension8', 'make-model'); ga ('set', 'dimension9', 'photos'); ga ('set', 'dimension10', 'Performance'); ga ('send', 'pageview'); (function (d, t) { var a = d.createElement (t), s = d.getElementsByTagName (t), p = a.parentNode.insertBefore (a, s); (document, script); (function (d, t) { var a = d.createElement (t), s = d.getElementsByTagName (t), a.src = s.parentNode.insertBefore (a, s); (document, script); Find used car trade, resell, certified used and retail value used vehicles depending on the condition, mileage and other factors of car sales. The car and driver of the 2020 Toyota Supra reached 3.8-second from zero to 60 mph time in the car and driver testing. Fifth-generation Supra also impressed with a 12.3-second quarter-mile time at 113 mph. The size of the trimmer and lack of rear seat cut weight by 108 pounds compared to the mid-1990s, fourth-generation Supra. Now we can quantify our latest positive tingling with our first time behind the wheel of the 2020 Toyota Supra production. We drove one back to our office from the launch of a Toyota event at Summit Point Motorsports Park in West Virginia. And now have been able to run our full range of performance tests on it. In short, fifth generation Supra is faster, even faster than expected, towing up to 60 mph in just 3.8 seconds and steamrolling through a quarter of a mile in 12.3 seconds at 113 mph. Our best runs involved light dollop brake torquing to get the engine revs from the outage and then carefully applying the pedal to avoid excessive wheels. Program the launch, which was inconsistent in its participation, was much slower. These accelerations once stack up up against some larger, more expensive guns, almost hanging with a Chevy Corvette or Porsche Cayman GTS a quarter of a mile away and a little outaccelerating the BMW M2 competition and the Ford Mustang Shelby GT350. This does not come as much of a surprise given that it is based on the BMW component, but the revived Supra follows in bmw's tradition of delivering far better performance than its claimed power, and thus the power-to-weight ratio, would suggest. For example, at 10.1 pounds per horsepower, the Supra outaccelerates Chevrolet Camaro SS 1LE, which has another 120 horsepower, each of which is taxed at only 8.2 pounds. It's less a question of whether or not Supra's 335-hp row-six is undervalued, and more about how much. Unfortunately, we have yet to test the BMW No.4 M40i to see how close Supra is to the more powerful, 382-hp six-cylinder No.4. Although the horsepower rating is only 15 hp higher, the new Supra is quite a bit faster than the revered Mark IV Supra Turbo from the mid-1990s, and-shocking in today's world is almost always bigger and heavier-108 pounds lighter, using its trimmer sizes and lack of rear seat. Our Renaissance Red test car weighed 3,372 pounds, that is, impressively, a little easier than Toyota claimed to curb the weight, despite the fact that ours was loaded with a Premium model that pushed as the proven price to \$56,115. However, Toyota did not divulge the drag figure factor, and we would guess by the way Supra high-speed acceleration consummators off that it is not a class of presenters (all the fake vents probably wouldn't help, but they wouldn't help any more if they were). At 100 mph, Supra lags behind the Camaro SS 1LE and M2, and, at 150 mph, Supra lags behind those two by 1.5 and 3.2 seconds respectively. Despite wearing a modestly sized Michelin Pilot Super Sport tire, that, yes, branded BMW Star (*) designation-supra averaged a heroic 1.07g on the skidpad. It hangs with almost nothing wearing DOT-approved track tires like the Michelin Pilot Sport Cup 2 or Pirelli P zero Corsas, and is slightly better than the current top dog Cayman GTS and BMW M2. The braking characteristics from 70 mph came in a solidly impressive 148 feet, straight to the front engine competition, although the slightly front-biased Supra (51.5/48.5 percent front/rear) can't hang with a rear-biased Porsche Cayman or Boxster. Welcome back, Supra. They let you in. This content is imported from an embedded name. You can find the same content in a different format, or you may be able to find more information on your website. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more details about this and similar contents on the piano.io Mark UbranoCar and the driver of the Toyota Supra sports car can Add a manual gearbox, according to the Japan.We don't know the details about its transmission, but we believe that the stick-shift can be offered either with a base four-cylinder engine or for the upcoming 500-plus-hp GRMN option. Toyota wants to introduce new special variants of Supra for future model years. The revived specifications of toyota Supra almost perfectly fit into the ideal of Supra: rear-wheel drive, six-engine, sports car shape. But there is a caveat: it is only available with an automatic transmission. According to rumors of the Japanese edition of Mag X, this may change soon. There has been a back-and-forth about the possibility of a Supra manual transmission since long before the car debuted, and it seems that things behind the scenes at Toyota may finally be in a good direction for three pedal enthusiasts. The idea is that Toyota wants to find ways to continue to stimulate buyer interest in Supra, just as it did in 2021 by increasing production of the six-cylinder car and adding a four-cylinder base engine. Next on the list are reportedly limited-edition special Supras, including the highly-television GRMN model and the available manual transmission version. We can't say we're too shocked, given that Toyota has told C/D in the past that the Supra manual transmission prototypes exist and have been tested. We can imagine several different opportunities to guide Supra. The new 2021 Supra 2.0 with its BMW-sourced four-cylinder is one option, as the connected BMW No 4 offers a six-speed manual gearbox on some four-cylinder models in Europe. Or, more convincing is the possibility of Supra GRMN, which is rumored to be even more powerful than the 382-hp Supra 3.0. One report from Japan's Best Car Web states that GRMN can use 500-plus-hp. In line six and dual-clutch automatic transmission from the upcoming BMW M3. But given that the new M3 will also offer a manual gearbox, we can't help but wonder if this powertrain combination can make its way into Supra as well. Only time will tell if these tempting rumors will succeed, but we are not too shy to make a statement on Toyota (and BMW): #SaveTheManuals! This content is imported from an embedded name. You can find the same content in a different format, or you may be able to find more information on your website. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and Content on the piano.io Toyota Ever since we first learned that Supra is being revived, we wondered whether Toyota would equip it with a manual transmission. The car, which was shown at the 2019 North American International Auto Show in Detroit, is only available with an eight-speed automatic transmission. But Tetsuya Tada's chief engineer seems to the idea of adding a stick shift option. Of course, the manual gearbox was in the process of being developed. Tada said through an interpreter at an exhibition in Detroit. He acknowledged that while the automatic is obviously faster, there is undeniable pleasure in driving a stick shift. Tada explained that the potential for a manual Supra is complicated by the position of 86, which, of course, suggests a shift of sticking. I don't want to sound too business-y, but I also have to support 86. Looking at the role of 86 and the role of Supra, I want to differentiate, make sure that each of them have their own identity, he said. If Supra had a manual gearbox, there was nowhere for the 86 to go. The Supra boss also made a point of explaining that, especially on a car like this, the development and refinement does not end when the car is released. I always try to look at it to improve it, every year, he said. Could this mean adding a stick-shift somewhere down the line? It's not impossible, he said. It's simple if there's demand. Tada concluded our stick-shifting conversation by acknowledging the fact that so many fans require three Supra pedals. On one of these enthusiast sites, there's actually a poll going on, he said. There are already thousands of votes in favor of the manual option. I get the message, he said. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io piano.io

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