

3000M

Introduced:	London Motor Show 1972: still in production
Chassis:	Multi-tubular backbone; 14G and 16G 1 1/2in. diameter tubing
Suspension F and R:	Independent by coil springs and unequal length wishbones
Engine:	Ford V6 2994 c.c. with all synchro gearbox
Power output:	142 b.h.p. at 5000 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:	5 1/2J x 15 in. aluminium alloy (6JK x 14 in. alloy from autumn 1973)
Wheelbase:	7 ft. 6 in.
Track:	Front 4 ft. 5 3/4 in.; rear 4 ft. 5 3/4 in.
Overall dimensions:	Length 12 ft. 11 in.; width 5 ft. 4 in.; height 3 ft. 11 in.
Fuel tank capacity:	12 gallons
Kerb weight:	20 cwt.
Approx. performance:	0-60 m.p.h. in 7.5 secs.; 130 m.p.h. maximum
Price on introduction:	£2464 fully built
Optional extras:	Sun roof, heated rear window, laminated screen, vinyl roof covering, tinted glass.

Further notes:

The 3000M's equipment specification and list of optional extras have varied a great deal over the car's four years' production. The full specification standard 3000M of 1973 was augmented by a second model, the 3000ML, in October that year. Produced for one year only, the 3000ML was a standard 3000M with luxury interior trim.

Cars and Car Conversion magazine:

'One seems to spend half the driving time cursing irritation, and half absorbing good relaxed vibrations, really getting somewhere double quick. Despite the town of origin, we should like to dispel rumours that TVR registration numbers are printed right through the centre of the car.'