

GRIFFITH V8

Manufactured:	Late 1963 to mid-1965
Total built:	Approx. 300 (all but about 20 exported). TVR Engineering Ltd. built a further 8 cars in 1966, of which some were 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 Ford all synchro gearbox
Power output:	195 b.h.p. at 4400 r.p.m.
Engine option:	Ford 289 4V 4.7 litre V8 producing 271 b.h.p. at 7000 r.p.m.
Steering:	Rack and pinion
Brakes:	Girling 10 3/4 in. front discs; 9 in. x 1 3/4 in. rear drums; servo assisted
Wheels:	5K x 15 in. 72 spoke Dunlop wires
Wheelbase:	7 ft. 1 1/2 in.
Track:	Front 4 1/2 in.; rear 5 1/2 in.
Overall dimensions:	Length 11 ft. 6 in.; width 5ft.4in.; height 4 ft.
Fuel tank capacity:	17 gallons
Kerb weight:	17 cwt.
Approx. performance:	195 b.h.p. engine: 0-60 m.p.h. in 6 secs., 140 m.p.h. maximum; 271 b.h.p. engine: 0-60 m.p.h. in 5 secs., 160/170 m.p.h. maximum
Optional extras:	Two-speed wipers, pow-lok differential, automatic transmission, Kenlowe twin fan radomatic, reversing light

Further notes:

Griffiths with TVR Mk 3 bodywork were known as Griffith 200s. Those with the later Manx-tail TVR body were known as Griffith 400s. Cars supplied with the 271 b.h.p. engine were fitted with two-speed wipers, Kenlowe radomatic and reversing light as standard equipment. Although brochures quoted these cars as having Girling disc brakes all round, only one car, the Blackpool development 400, was ever so fitted.

Autosport magazine: 'As a car for long distance touring, it is utterly effortless and a sheer delight. The sensation of unlimited power is something to remember for a long time.'