



Griffith Club of America

August 1979

From: Joseph F. Rauh
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Poway, Ca. 92064
(714) 566-5867

Dear Members,

I apologize. You've been very patient. No, you didn't miss a newsletter. I didn't get one out for the last 7 months. I even fell behind on club correspondence. I tried to come to the rescue of a few members with "real" problems, but left many of you guessing with regards to letters. To finally get this newsletter out, I am composing and typing at the same time. I'll quit when I think everything's been covered. The badges are coming soon, I hope.

RUMORS AROUND

This column is new, a spur of the moment, my way of getting news to you in a light form. It also serves to spread gossip, rumors, wishes, that may or may not be true. Perhaps who I rumor about will be kind enough to add some credence, pictures and an article for future newsletters. Randy Hartigan, still the technical wiz of the Griffith, mentioned he was interested in buying a wrecked Griff for restoration. That was 3 months ago, so who knows? He mailed a giant package of technical answers to me which part will be in this letter.

Well the team of Childs and Rauh (West coast Griff owners) got their cars "worked on". Seems that Rauh wanted a new rear end (4.88's were too hairy for the freeway), and Child's rear was constantly baying at the moon, and every other moving thing. So after careful consideration, they decided in letting a "local" handle the task for both. Well Rauh got his back 4 1/2 months later and we doubt Childs will ever see his car again. Both Griffs received a free modified front hoods. Some competent body person will have fun fixing those. MORAL: Watch out for those turkeys out there!

Rauh, a real sadist, or is that masochist, built a box for hood shipment. If any member needs to borrow it, just ask. Anyway he and a good club member got together for a hood swap. It seemed a Griff hood goes on a Griff and a Tuscan hood on a Tuscan. .. unless the two parties disagree on the condition of each hood. Moral again: Make sure you know what you're getting before it costs you too much. The trade fizzled badly, burning parties on both ends, but the box.. the crate (74" X 24" X 66") is available but please pay for the shipping both ways if you wish to use it. The crate cost a little under \$100.00 just for the lumber.

The West coast has another new Griffith. This one was rescued from a farm in Rupert, Idaho by a friend of mine here in Southern California. The cost was a steal, \$2500, but it wasn't running, had to be trailored, and is in dire need of much loving care. The car is very original, though. The new owner is Lou Anderson. Lou is one of the best slalom drivers I know. He now runs a modified Sunbeam Tiger. It has often taken top time of the day from Lotus 7's and formula cars. He also has been quite an asset to the Sunbeam car club with the production of a steering kit that changed the Tiger steering radius of 36' to that of less than 31'. I am looking forward to see what he does with the Griffith. One last note: Lou has a passion for automatics, he claims they are 50 pounds lighter than the top loader.

publication and distribution costs of notes. A master club member list will allow me to keep track of the active club members. As time goes on, inactive or non-supporting members will be dropped from the club. In this manner, our notes, will be free to all active and interested members, and stragglers will virtually be eliminated.

THE BADGES

Sweet promises!!! We have 28 orders. Terry Keeton has been sitting on the manufacturer to get things done. The latest word is "double bubble"-- the original pewter bubbled too much so they are now using bronze. Terry is keeping the front lines active. Thank you for your prompt orders. As soon as they arrive, I'll send them. Sorry for the delay. The next product will be completed before I advertise for it. This one needed backing to go anywhere. Thanks to all for their patience.

SHOCKS

R. D. Enterprises, 869 Jenkintown Road, Elkins Park, Pa., 19117, (215) 884-5203, has contacted me about a quantity deal on SPAX shocks for the Griff. The new part number is (A) S180/218. (The old part was (A) S164/218). I'll put myself in the middle again. If enough people call or write by Nov.1,1979, I'll go quantity-- otherwise you'll be on your own.

The (A) means optional adjustable. The TVR/SPAX prices as of 2/8/79 were:

	Single	2-4	5-10	10+
S180/218	54.94	49.45	46.70	41.25
AS180/218	71.08	64.00	60.40	53.35

Prices may vary now.

COOLING

RGB Automotive Specialists Enterprises, 5238 Monticello, Dallas Texas 75206, is looking for a heated Griff with a few extra dollars to spend. They have been advertising about cooling TVRs. I wrote for information. They have never cooled a Griff. He's looking for one to try out. The cost would be around \$250-\$300. So if you're hot and bothered, and despterly need help, you might want to write to them.

TVR GET TOGETHER

Too late!! There was one in Roanoke, Virginia at a place owned by J.Marshall Moore, 3344-A Circle Brook Drive SW, Roanoke, Va. 24014 some time early this summer. Did anyone else hear about it or attend? I hope we can organize a group meet. Any interest, Where? When? Etc.?

CALENDAR

Performance Design, West Sheffield Road, Great Barrington, Mass. 01230, (413) 528-0512, sold a 1979 calendar that had a Griff as "Miss October". All the ladies of the Months were drawings. Perhaps next year we can get in again. I'll look into it.

THE HALFSHAFT Griffith Grief from Ken Kirk San Francisco

Revelation # 942 in a never ending list
But this could not be. No one, but, no one with a miniscule shred of intelligence would weld in the universal joints. Alas it was true. Luckily, some of the pieces seemed familar and upon checking my goodie box, I found that a Triumph TR3,4,6 driveshaft had everything needed to make a new halfshaft for the car. The flanges and yoke are the same as on the car, I can find no difference. The female half of the sliding joint is almost the same and can be used with the existing male half of the shaft if you use the seal and acrew on seal retainer from the TR (the threads are of a different size between the TR andTVR),
The male half of the shaft can be made by cutting the yoke off of one end of the

driveshaft where it is welded on and cutting the sliding spline off of the other end where it is welded on. When welded together, these two pieces duplicate the male half of the shaft.

All that remains is to balance the shaft--strongly suggested-- insert standard Triumph universal joints and re-install. This process should duplicate any Griffith 200 model, or TVR with an MGB rear end.

Editor's note; Any comments? I think there must be a better way?!!! **

CARPETING

A tech tip from Dr. Bob Harms, Tampa, Florida: " A perfect match for the original carpeting is RB 200 available from Bill Hirsch 396 Littleton Ave., Newark, N.J. 07103. Available at 40" widths at \$16.50 a yard".

GOOD NEWS FROM GARY COURTNEY IN CONNECTICUT

At the present time I live within one mile of two companies that could make parts for the Griffith. Both companies have worked on Griffiths before. One, being Chassis Dynamics of 987 Woodtick Rd. Waterbury, Conn., (203) 756-2676. Who makes a super kit for dropping a Jag center section in the Griff with ease. It took me approximately one hour to finish after I started with the stock MGA removed and the opening in the floor removed and opened wider at the front. They also sell Koni Shocks, install roll bars in Griffs, and replace rotted out frame rails. They also build complete race car frames for customers like Paul Newman, and Bob Sharp's cars, so it's no Mickey Mouse operation.

The other company is VWT Corp. , a fibreglass manufacturing company. The owner stated he would make fibreglass parts for the Griffs if the demand was there. Last year I told the club about this but nothing ever came of it. My car is now ready to be painted and the perfect time to pull a mold for a bonnet, door, etc. The car is now sitting in the back of my house, covered for the winter, in the Spring, it will be painted. So that leaves about 4 or 5 months for an answer. I left the car unpainted for this reason.

Gary went on to tell about some "bad" experiences he's had with KIRK RACING, the header people. He had trouble getting a response from them, and service. The quality of Kirk has so far been great, "on time" had been lacking. Kirk makes up headers in batches. So if you're in a hurry, tell them again and again. If he's got your set already made, no problem. It's the next batch that takes time.

Gary is the member that made the front nose badges available. HIS badge is the original being used. Many thanks go to Gary for his help and especially his patience.

TERRY KEETON AND AMSOIL

Here is some added "propaganda". Terry is a dealer and can get some good prices for us. Call Mr. Keeton if you are interested in the oil or a distributorship.
(713) 664-2384

ADS ABOUT THE GRIFFITH

People have been sending ads to me about and for the Griffith. KEEP them coming in!!!! The more documentation I have on hand, the better to back up claims for the insurance companies you love so much. Documentation about the value of a Griffith is valuable in any form.

David Dunfey, Box 88, Rye Beach, N. H. 03871, called to say hello and to get off my behind, glad I was still alive, but where are the badges. I told him I was sure that was what most of the club members were saying. I'll say more about the badges later. David's a fibreglass man. Sez he has a mold for front wheel wells and was thinking of perhaps a hood mold. Having my problems, I immediately sed "Sounds great". I told him of the problems Randy had experienced with a similar club proposition; i. e. at that time, plenty of interest, no \$\$\$\$\$. Perhaps it's a new time. I myself, need one, but would not pay mor than, say, \$500 for one. Please comment if you wish.

In my travels, I met another real character. No offence, Mike, but I thought I was finally going to meet a normal Griff owner when I met Mr. Nibali. I was floored at a Shelby part collection, and a literature collection that was excellent. My first impression of Mike was "this guy is crazy if he wants that much for a piece of paper or part". But then I realized what he really had and why my \$3795 car is now worth \$10,000 and climbing fast. The price of the car is a touchy subject to many. Many of us could care less bout the price, and many want them to go as high as possible. I hope to stay neutral. Although, if needed, I will inform, verify, tell, etc. with insurance companies, etc., the cost of replacement. I'll do my best to put together club members with good deals and still have quality. Anyway, Mike has some stuff for sale. If there is a really hard part you need, try calling Mike, he might have it. I don't have his phone number, but he's in Ellicott City, Maryland.

The Griffs are slowly making their way West toward fair weather. Our new member in Spokane, Washington, was Griff-less. He did have a 427 Cobra. I received a letter from him to tell me he bought 2 400 series Griffs. This pair of Bookends were flown in by Cargo plane. News coverage was there. I will show some of the pictures of the event in the next newsletter.

Apparently there are very few Griffs racing anymore. New England is taking Griffs off the racing list due to the lack of competitors. From the Directory response, most of the Griffs out there are original sleepers. Some totally original, and others sleeping in garages.

The Directory is coming along, and pictures may be incorporated into the poster now being looked into. Any more pictures out there?

TECHNICAL NOTES

One of our members has volunteered to coordinate the gathering of technical data into a single bound booklet. The man is Daryl Stombaugh of Aurora, Illinois. He said he was tired of the lack of a proper technical write-ups. He has information on several different areas of the Griff in which he can directly copy, and others he can reference directly. Daryl has information on front and rear brakes, steering gear, brake and clutch systems, some of the front wheel assembly, C 40 F Carburetor, Lucas generators and regulator, wiper motor, horns, ans has suggested sources for Differential, Universal Joints and wire spoke wheels. As an editor's note, I'd like to comment on the importance of such a manual. The original and only manual on the Griffith was only 12 pages (Ihear), and not that informative. Many of our members own Griffs new to them within the past few years. In case you are not a parts man, many of those simple parts are impossible to find without much cross-referencing material at hand. I'm sure that among all the Griffs out there many have parts that fit, but could have been replaced with better and perhaps less expensive parts. I was very happy to hear from Daryl with his offer. I'd like to see a relatively complete guide and one that has input from the entire club. There are many ways you can help. Exploded hand diagrams can be improved, cross-reference nubers could be supplied. Please mail tips and info to either the club or to Daryl Stombaugh 1273-A Johnston Dr., Aurora, Illinois 60506.

One of the hold-ups to the newsletter was the mix-up on technical tips. One member wanted to sell his personal notes, another wished to compile a complete set to sell at cost of duplication. After much discussion with several members, it was decided that the newsletter would contain the tech tips. The club would pay for all

TVR CARS OF AMERICA

TVR Cars of America has been writing to me. I've heard both good and bad about them. So far they've treated me well. I know they still have many parts of Griffith nature. I think they are the first place to start in your search. Don't be afraid to ask questions. TVR Cars of America 29 New York Ave. Huntington, N.Y. 11743. Call (516) 423-6333. Mr. Joe Gillespie sent this to me, and I thought you should see it.

Description	Normal List	Special Net
Clutch Slave Cylinder for V-8	35.50	25.00
Tachometer for various old models	75-95.00	40.00
Ignition Switch (Lucas 39415)	14.90	10.00
Heater Control Knob	3.45	2.50
Alternator for Cortina & TR6	110.00	50.00
Rt. side short door shell	145.20	100.00
Body and Vinyl Roof paint pre 74 cars	$\frac{1}{2}$ off list price	
Fuel Filler Cap	37.50	25.00
Various Engine parts Cortina & TR6	$\frac{1}{2}$ off list price	
TR6 Oil Cooler Kit	247.00	100.00
Zenith Carburetor and Parts	$\frac{1}{2}$ off list price	
Heater Core	81.60	50.00
2500 Clutch Slave Cylinder	36.95	25.00
Power Brake Booster Unit	138.90	100.00
Front Brake Caliper Assembly	125.60	100.00
Fuse Box (Lucas 37420 & 37531)	31.90	15.00
'M' Anit-Roll Bar	57.40	45.00
Defroster/Vent Outlet	14.10	10.00
Wiper Motor	89.75	60.00

EIGHT MONTHS OF TECH TIPS from Randy Hartigan

The following section is from Randy Hartigan of Connecticut. Thanks sooooo much!!!

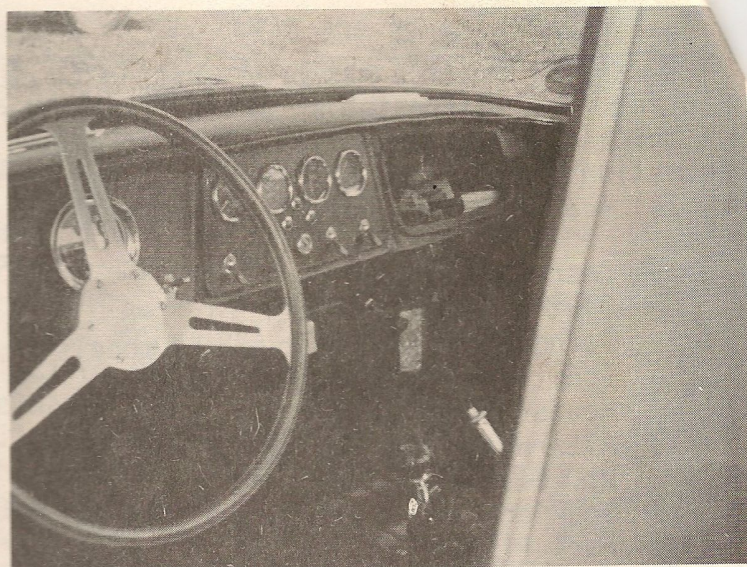
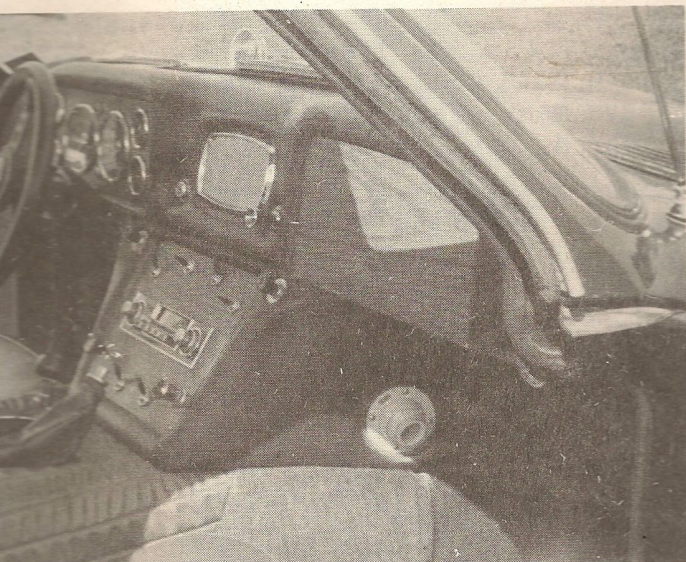
Q: My Griffith overheats constantly when I drive it in the summer, especially if I get caught in any kind of traffic. I have talked to a few other Griffith owners and most of them seem to have the same problem to a certain degree. I understand there were two types of cooling systems installed in Griffiths. Do I need to change mine, and if so, to what?

A: There were two entirely different cooling systems installed in Griffiths. The first and most common was a radiator with two Kenlowe electric fans. These were originally energized by a thermostatic switch mounted in the lower radiator tank. Many owners have wired them up to a dash mounted manual switch for more dependable and controllable operation.

The second was a radiator of crossflow design, mounted at an angle, and utilizing a conventional water pump driven cooling fan. This system is often referred to as the Tuscan System, since this is where it was primarily used. I believe it was also originally fitted to some of the later 400 series. It was also retrofitted to many of the hi-po equipped 200 series by the factory and some dealers. Many other cars were changed later on at the owners expense.

From my experience the Kenlowe system was marginally adequate for the 200hp 289 equipped 200 series. But as soon as the engine was built anywhere near hi-po specs or a hi-po motor was substituted, it became severely inadequate. This was especially obvious in hot weather, even in light traffic.

The Tuscan System, on the other hand, does a reasonably good job of cooling a hi-po motor. It can still benefit from some modifications to aid in cooling a monster motor, or just to stay cool in traffic on a 80-95 degrees day.



Some photos from Randy's picture collection of stock 400 and 200 series interiors

I personally believe that either system can be made to cool most 289's adequately. But in the case of the Kenlowe system, the cost of these mods might make replacing it with a super core custom built crossflow radiator a better deal.

In either case, start with the most obvious (and least expensive), and keep going until you feel it suits your needs. The following suggestions should get you on the right track.

I. Flush out your cooling system. I don't mean a garden hose flush! I mean boiled out by a competent radiator shop. Inspect all hoses and make sure you have no restrictive bends. Install a thermostat that opens at about 165 degrees. Refill the radiator using a 50-50 mix of water and antifreeze. This will prevent rust and raise your boiling point to about 250 degrees. Make sure all the air is out of the system by loosening a heater hose clamp at the firewall and allowing air to escape while you are filling.

II. Install a coolant recovery tank. You could use one off a Corvette. This particular tank installs nicely and is readily available. Many other units are available from aftermarket suppliers.

III. Make sure that all air coming through the bonnet passes through the radiator. Baffles should be installed to seal off the air from taking any other route. These can be made from aluminium or fiberglass and basically secure to the bonnet hinge framework. Use your imagination.

IV. This step applies to Kenlowe systems only. Consider installing a conventional water pump driven fan in addition to your electrical units. A super light high performance fiberglass flex fan would fit the bill nicely and rob very little horsepower. Make sure you use the appropriate spacers to space it well away from the front chassis tubes.

V. Now. All could benefit from the addition of a radiator fan shrouding. This would allow the fan to pull air more evenly and abundantly through the radiator at low speed. You don't think Detroit uses them on almost all production cars for nothing! I have seen a few molded from fiberglass. Possibly a junkyard shroud from a Detroit car could be modified and used. I have even seen one that was made from a large

white plastic pail!! The bottom was cut off and the rest cut to fit, and riveted to nicely fabricated aluminium brackets which bolted to the radiator supports. You never would have known!!

VI. A larger capacity oil pan would be the next step. Naturally, the cooler the oil, the less heat there will be to dissipate through the water jacket. It need not be an expensive cast aluminum Cobra pan. Order a Boss 302 pan from your local Ford dealer.

VII. As a last step, an oil cooler could be installed for the same reasons as the increased capacity pan. These are available from aftermarket suppliers complete with hoses, adapters, clamps, etc. HINT: Order a complete kit for a Datsun 240 Z, it includes everything you'll need for installing it in a Griffith.

I hope at this point you'll be able to determine what changes need to be made to your present system. Stay Cool!!

Q: My original steering wheel is in pretty poor shape. I would like to install an aftermarket wheel, but have no idea as to what will fit. Any help would be appreciated.

A: I understand you can use any aftermarket wheel of your choice by purchasing it with an installation kit for a pre '67 MGB. I personally feel you'll want to stick to a "flat dish" wheel. Possibly about 13"-14" in diameter.

You also might consider rejuvenating your original wheel by first heli-arcing any cracks and sanding down the wood. A little aluminium polish and some polyurethane varnish will bring that wheel back to its original lustre. In most cases the results are superb.

Q: When I drive my Griffith over even a mildly rough road, the bonnet shakes terribly. If I hit a bump just right it will come unlatched and rise up in front of me. Scary!! Should I reinforce the bonnet and/or replace the latches with something more reliable?

A: I have encountered many Griffiths suffering from this same malady. In every case the fix did not require either reinforcement of the bonnet, nor replacement of existing latches. The entire problem is the bonnet hinges. Upon observation you will note the bonnet hinges on two bolts passed through the bonnet tubular framework. As time passes, these holes usually wear themselves elliptical, allowing the bonnet to shake and twist. It will actually rattle itself right out of the latches. The fix is relatively easy. Purchase two hiem joints of suitable size. Cut the bonnet tubing above the existing "hinge hole" and weld on a nut that the hiem joint can thread into. Thread the hiem joint in with another nut to lock it in place. This hiem joint now becomes your hinge, with the bolt passing through it. It will also allow you to adjust your bonnet for best fit. Now adjust your hood latches by loosening the bolts on the firewall just enough to allow movement to the proper height and retighten! Make sure the "male" portion of the latch on the bonnet is adjusted for suitable alignment. This will eliminate all bonnet rattles and surprise openings. Also, the less rattling the less likely stress cracks in the fiberglass will appear.

Q: Could you possibly tell me what kind of disc brakes are used on Griffiths? I would appreciate any help!

A: The front brake calipers and pads are Austin Healy 3000 MkIII. The brake rotor is Triumph TR-4. The rear brake shoes and wheel cylinders are TR-4 also!

Q: My shifter rattles and vibrates upon hard acceleration. It is most noticeable in 4th gear. I tried replacing shifter bushings and then the entire shifter, but even this has not eliminated my problem.

A: The problem you describe is in many cases the result of a worn shifter. However, I have encountered this problem on a few Griffiths with shifters and transmissions in perfect working order. The cause was the driveshaft actually being too short; not allowing the front yoke to sit deep enough into the transmission tailshaft. This allows a vibration to set-up on hard acceleration and would be most noticeable in fourth gear. To correct this problem take the proper measurements and your driveshaft to a competent "driveshaft shop". They will then build a new, longer shaft using your yokes and will rebalance it to be vibration free.

TVR OF ENGLAND (TVRCC)

The TVRCC went through some remodeling and remanagement. I welcome the new staff. The newsletters have been such a help. Please contact us if you are ever in the States, or need help.

BACK AND FRONT WINDSHIELD MOLDINGS

I've heard both good and bad about this. TVR Cars of America (TVRCA), has one which is not the exact match. They said it would not match, but would do the job. The lip is not as wide as the original, causing a repainting of the car. The cost from TVRCA is about \$100.00 to do front and back with the silver in-trim. They say it is the stuff that works. They cautioned me about some other domestic molding that causes your windows to fall out at high speeds. Will someone please give me some insight. I bought from TVRCA the rubber, and silver-type trim, but feel there might be a better deal out there. I'm sure if there is a re-manufacturer of the old stuff around, the club could then offer a better deal for TVRCA customers. I feel that they were not too happy with what they had, but I could be wrong. Please give me a ring if you know a way of getting some old moldings made up. I'll contact CAT in Los Angeles to see who's doing their repros. If there is some news available it will be in the next newsletter.

ADS

There are a few current ads. If you are thinking of selling or parting out a car, please let me know; some people are desperate for parts.

Wanted: HI-PO 289 or 351 engine
Weber set-up or Talcemil Fuel
inj. 2F or Hewland parts or
Transaxle. Chuck Haines
825 Wheelwright Dr.
Manchester, Mo. 63011
(314)277-3959 after 7pm

Wanted: Doors (L&R), windshield
rubber and backwindow rubber,
rear springs for TVR Vixion(1970)
and/or info. Bill Yacovitch
106 Ash St. Danvers, Mass.01923
(617) 774-2791

Wanted: Griffith 400 Series William Parisien 78 Main St. North Hampton, Mass. 01060

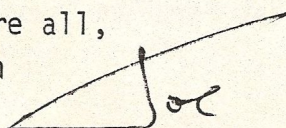
EDITORS NOTES

Well this is the 4th time I wrote this newsletter. I hope it gets out. If anyone feels like writing a letter sometime, feel free. I'll try to write back. I might print yours. Please note my new home address on the first page. The clubs P.O. is still the same as is my phone number.

Included in this letter is also an old road test of the 400 series, sold as the 200 series by TVR. Good copy compliments of William Clearfield.

To help get the members together, I've included the computer mailing list--less people who wish to stay anonymous.

Take care all,
Joe Rauh

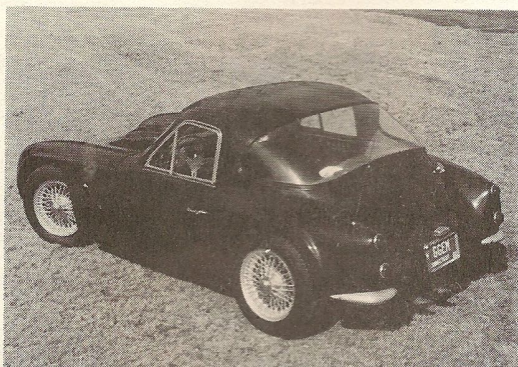




COBRA *Restorers*



SHELBY/COBRA/TIGER/GRIFFITH Parts & Restoration



Cobra Restorers offers for the discriminating enthusiast a one shop concept for the complete or partial restoration of Ford-powered special interest automobiles. Services available to our customers include body repair including panel replacement, full auto painting capabilities, custom engine building service, suspension and drivetrain modification, interior trim and carpet service, plus a full line of specialized parts for these cars.

All of our work is carried out to the highest of quality standards with a constant consideration of keeping the costs within the customer's budget at competitive prices. All work is done on a time plus material basis.

When may we start your restoration?



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SHELBY/TIGER/COBRA
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285 Astain Dr SW • Marietta, GA 30064
Phone (404) 427-0020

Chuck Gutke or Larry Luke will be happy to help you with any of your needs, parts or technical.

Send SASE for 65-68 Shelby or Tiger price list or with your *want list* of Cobra or Griffith parts.

Dues: \$10/year



Griffith Club of America

Membership Form

Name:

Phone:

Address:

City:

State:

Zip:

Series:

Serial Number:

Color:

Mileage:

Originality (rate from 1 to 10):

Originality comments:

Overall Appearances (1 to 10):

Appearance comments:

Tire size and make:

Flares?

Rear end ratio and type:

Interesting modifications/history:

Clubs: (please indicate if you would be interested to report
on favorable activities of these clubs)

Please indicate if you wish your name withheld from the Griffith
directory: __ hold, __ release. Would you be open to a visit? __
Do you have a spare picture of your Griffith for the directory?

THE T.V.R. is a small sports coupé which has been built in various forms for a number of years, powered by different proprietary engines. A feature of the car has always been its multi-tubular chassis forming, in effect, a backbone. The seats are outside this main central frame, so the car is fairly wide, and the body is of unstressed glassfibre construction.

Originally, the T.V.R. had trailing arm suspension derived from the Volkswagen. This gave insufficient lateral stability and the suspension is now by wishbones and helical springs all round, with anti-roll bars. In front, Triumph suspension components and rack-and-pinion steering are used. At the rear, all the parts are made by T.V.R., and enormously rugged drive shafts of 1½ in. diameter transmit the power to the rear hubs. Girling disc brakes are fitted all round.

The power unit of the Griffith is a Ford V8 of 4,727 c.c. This unit can be

had in various states of tune, and the test car had the high-performance version, which gives 271 b.h.p. at 6,000 r.p.m. in standard form. However, three twin-choke Holley carburettors were fitted, and at least 285 b.h.p. must have been available, and probably a lot more, at about 6,500 r.p.m. The four-speed, close-ratio gearbox by Borg-Warner had also been installed.

You don't just drop an engine of this calibre into an existing sports car and live happily ever after. Four months of arduous development work had been done on the test car by Chris Lawrence, so it can be regarded as the prototype of future Griffiths. Deficient in certain details which would be properly installed in production cars, the test machine was nevertheless an extremely potent instrument which had been raced in Continental hill-climbs with success. The Continent seemed the best place for such a rapid conveyance, and I was soon on board the good ship *Free Enter-*

prise 2, making my way to Calais and points south.

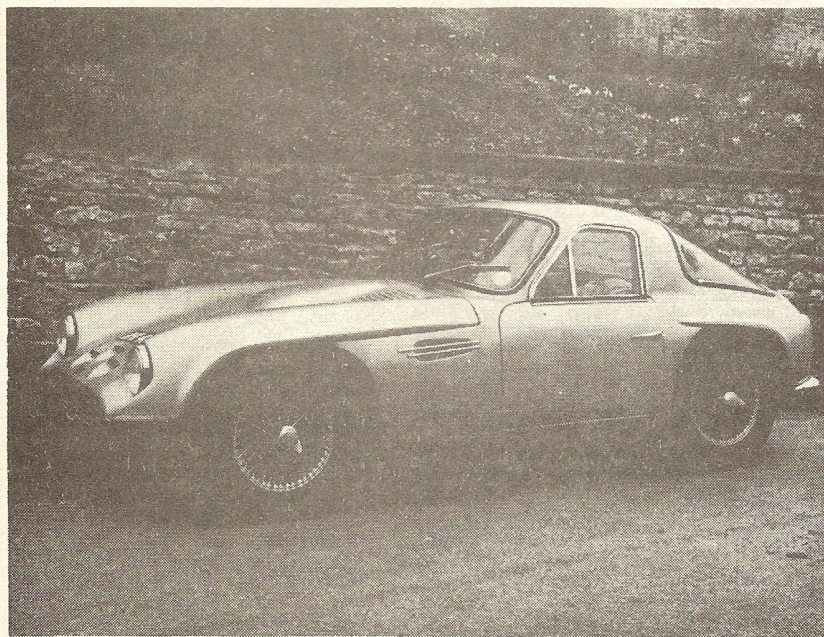
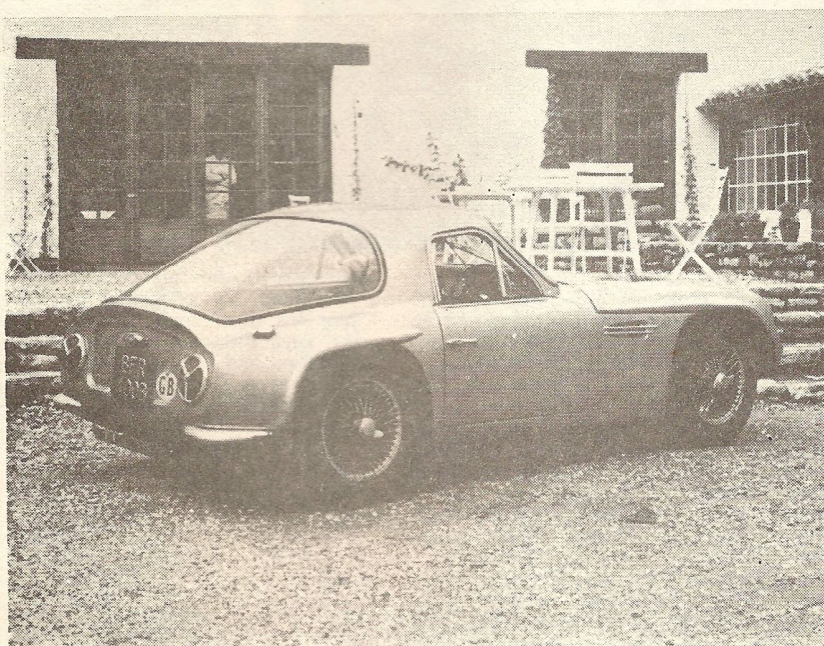
The original T.V.R. body was a manx-tailed affair, but a more normal rear end, with a useful luggage boot and the fashionable cut-off tail, has now been grafted on to it. This provides enough space for the baggage of two people on tour. One sits down low beside the high but well upholstered central tunnel, and a delightful little gear lever projects from the top of it. The driving position is comfortable and one can see in all directions, though the scuttle is fairly high.

The whole personality of the car is dominated by the marvellous engine which is fitted to it. The solid valve lifters can just be heard at idling speeds, but thereafter the big unit is as smooth as a dynamo. The central twin-choke carburettor is used at all low and medium speeds, the fuel economy then being comparable with that of a 1½-litre saloon. Further depression of the

The T.V.R. Griffith 200

Road test

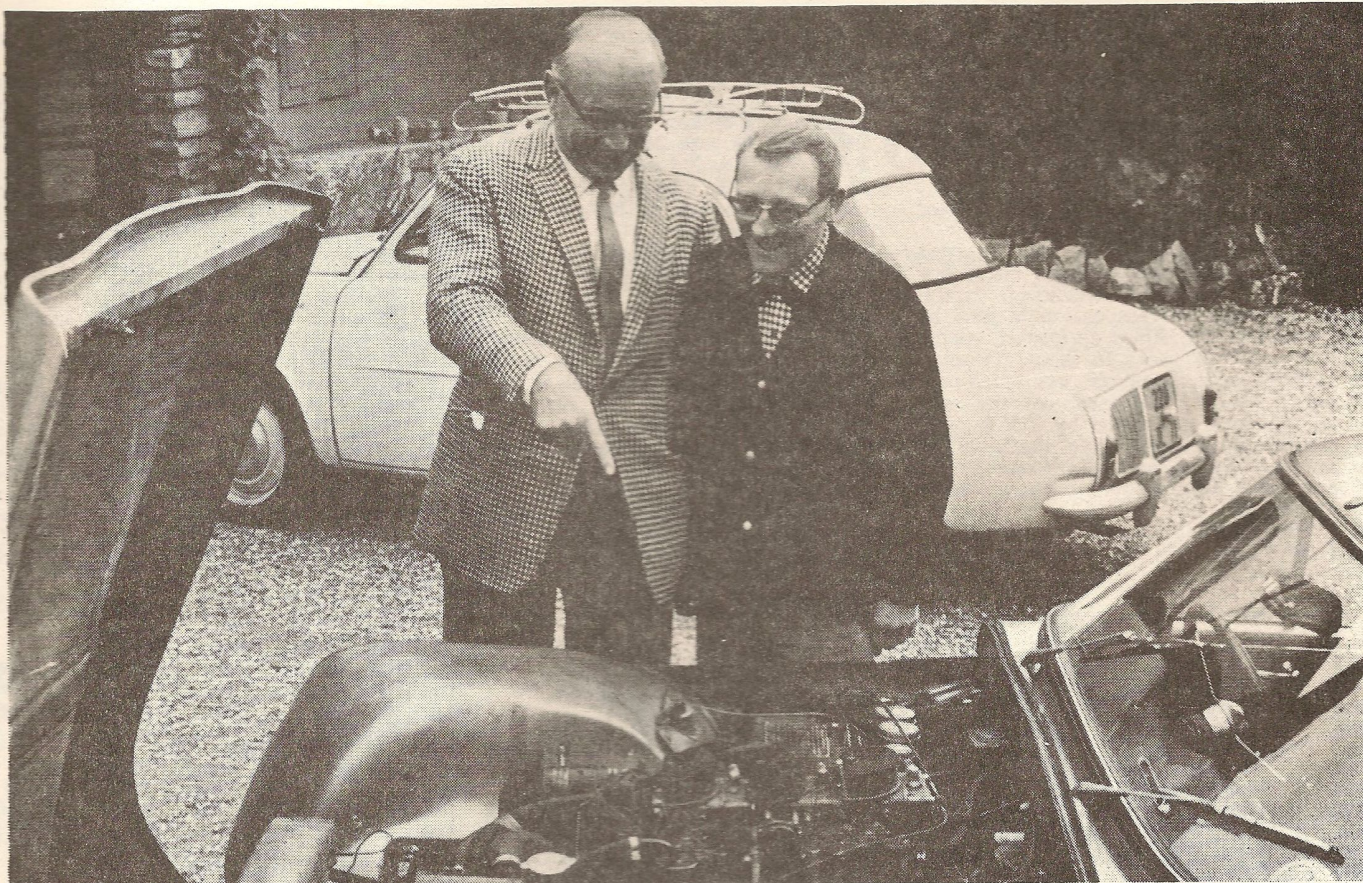
by JOHN BOLSTER



pedal brings in the other two instruments, but the point is that the change-over is so smooth that it cannot be detected.

With all six chokes in action, the performance is so vivid that it is almost beyond description. Sports cars powered with large American engines are now dominating motor racing, and this T.V.R. gives the sort of acceleration that those dramatic monsters demonstrate on the circuits. The machinery makes just the right noise—never loud but most exciting—and though bottom gear gives an easy 70 m.p.h., it also literally sets the tyres on fire if one is not careful. A snatch into second gives a useful 91 m.p.h. almost instantaneously and third is good for 114 m.p.h.

Yet, the car will throttle down below 20 m.p.h. in top gear and flash up to three-figure speeds with a touch of the toe. Without a torque converter, only a steam car could be more flexible. A smooth and silent 5,000 r.p.m. gives exactly 125 m.p.h., which is an easy and economical cruising speed. It is greatly to the credit of Chris Lawrence that the stability at this speed is first class, in spite of the short wheelbase.



A 4,727 c.c. COBRA V8 engine topped off with three Holley twin-choke down-draught carburettors must be a conversational piece in any language.

He warned me that aerodynamics would rear their ugly little heads at the higher velocities, and this proved to be the case.

Over 150 m.p.h., things become somewhat fraught. One must either choose a still day or risk becoming one of Those Magnificent Men in Their Flying Machines. Those owners—and they will be few—who wish to explore such velocities would be well advised to experiment with “spoilers”. I think that much of the trouble is due to excessive air pressure under the bonnet, for it burst open and rose in front of me, completely blocking my view. Having survived this episode, I acquired a strong rope, but production cars certainly ought to have a strong safety catch.

Nevertheless, the car will reach 163 m.p.h. in a remarkably short distance, with something like 6,500 r.p.m. on the clock, if one dares to spare a glance. It is well balanced on corners, both fast and slow, though bumps and changes of camber may cause a bit of darting about. The steering is quick enough to “kill” any unwanted changes of direction, however.

There is too much kick-back on the steering wheel over rough roads. This is understood, and the necessary change of geometry will be incorporated in production cars. As I had to drive the car at high speeds, racing tyres were fitted for reasons of safety. These tended to give a hard ride, but the average owner, who does not want to exceed 140 m.p.h. habitually, will be more comfortable on normal high-speed tyres. For the same reason, the cornering on wet roads was adequate without being exceptional. There is a marked absence

of roll and though the ride is not luxurious, there is no pitching. The traction, assisted by the limited-slip differential, is excellent under all conditions, the getaway being fantastic.

The test car being a prototype, one may perhaps gloss over a few shortcomings. For example, there is too much engine heat in the cockpit, and one could do with a bit more ventilation. Again, my passenger complained of petrol fumes, though I was having such a whale of a time that I didn't even notice them!

The T.V.R. gives racing performance through the gears and splendid flexibility. It also gives astonishing fuel

economy if the full performance is not used—and it's a brave man who can keep his foot down for long. As a car for long distance touring, it is utterly effortless and a sheer delight. The sensation of unlimited power is something that I shall remember for a long time.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: T.V.R. Griffith high-performance two-seater fixed-head coupé. Price according to individual specification.

Engine: Eight cylinders, 101.6 mm. x 72.9 mm. (4,727 c.c.); pushrod-operated overhead valves; 285 b.h.p. at 6,500 r.p.m.; three twin-choke Holley down-draught carburettors; coil and distributor ignition.

Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with short central lever, ratios: 3.07; 4.02; 5.00; and 6.75:1; open propeller shaft and hypoid final drive with limited-slip differential.

Chassis: Multi-tubular backbone-type frame; independent suspension all round with unequal length wishbones, helical springs with telescopic dampers, and torsional anti-roll bars; rack-and-pinion steering; Girling disc brakes all round; knock-on wire wheels with tyre equipment according to requirements.

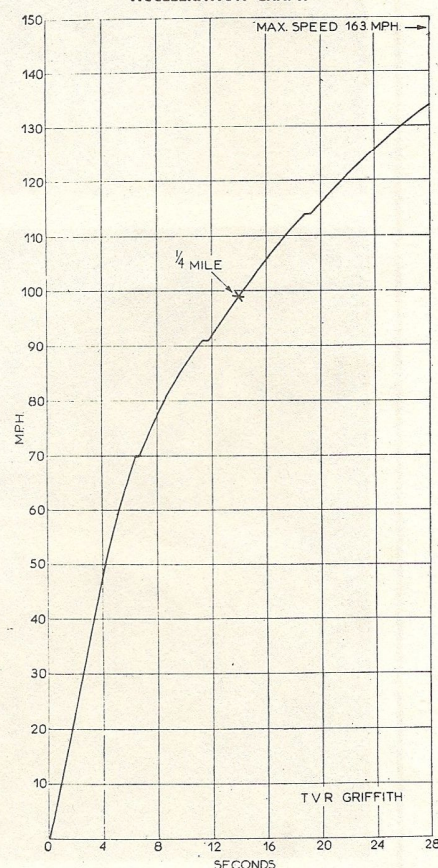
Equipment: 12-volt lighting and starting; speedometer; rev.-counter; oil pressure, water temperature and fuel gauges; windscreen wipers and washers; flashing direction indicators; reversing light.

Dimensions: Wheelbase, 7 ft. 1½ in.; track, 4 ft. 3 ins.; overall length, 11 ft. 8 ins.; width 5 ft. 4 ins.; weight, with 7 galls petrol, oil, and water, 1 ton.

Performance: Maximum speed, 163 m.p.h. Speeds in gears: third, 114 m.p.h.; second, 91 m.p.h.; first, 70 m.p.h.; standing quarter-mile, 13.8 secs.; acceleration: 0-50 m.p.h., 4.2 secs.; 0-60 m.p.h., 5.2 secs.; 0-80 m.p.h., 8.5 secs.; 0-100 m.p.h., 14.4 secs.; 0-120 m.p.h., 21.6 secs.

Fuel Consumption: 14 to 22 m.p.g.

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