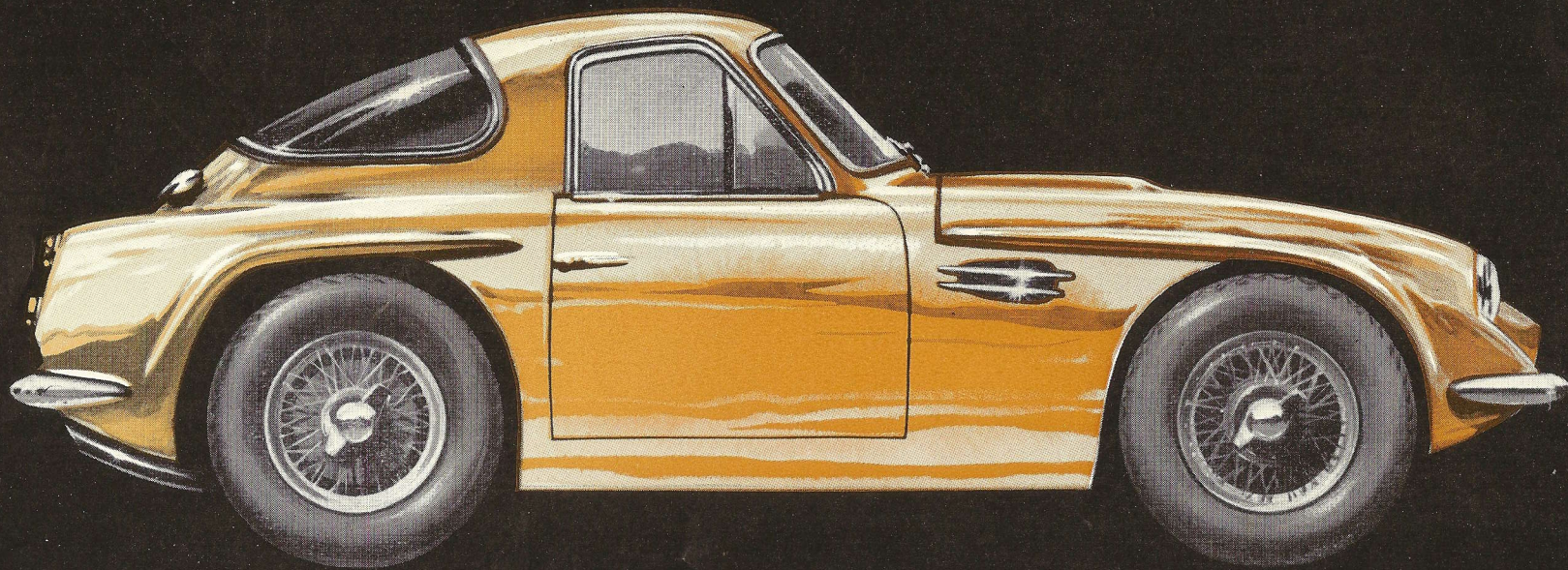

TVR

GRIFFITH
200
SERIES • **V8**



One of Britain's fastest production cars!



TVR PROJECTS YOU FORWARD INTO TOMORROW

Designed for the man who demands something different — a custom-built car race-bred to be one of the safest and most distinctive G.T. cars on the road. Check the technical specification.

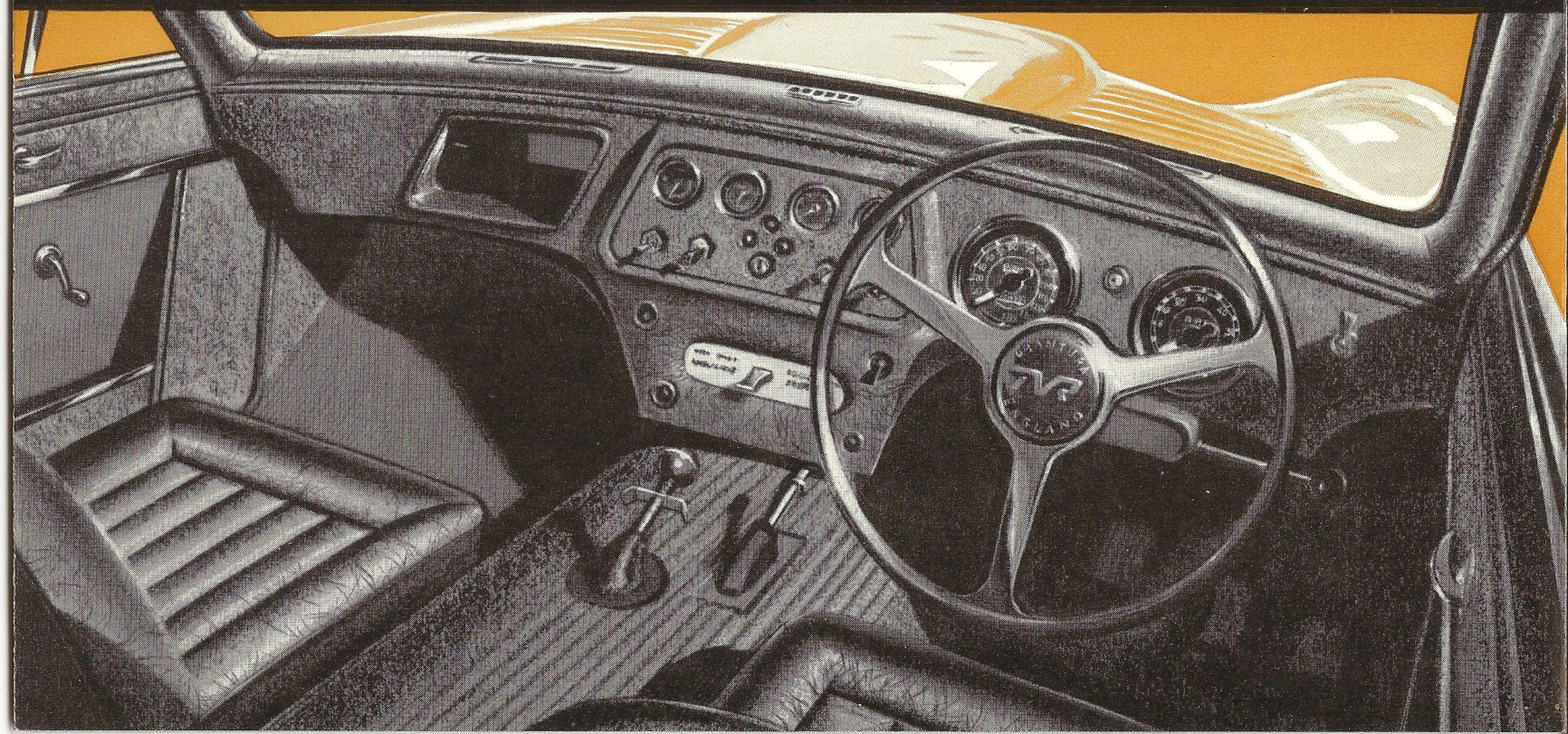
A luxury fixed-head coupe, reinforced plastic body on a rigid chassis, four speed all synchromesh close ratio gear box, superb handling, over 20 m.p.g. and 0-60 in around 4 seconds. Facts and figures that live only for the man who drives a Griffith 200 V-8.

Sit in the driving seat. Touch the starter and feel the immediate power-throb of this great engine.

Slip into first. Grip the wheel and away you go to a new motoring experience that will spoil you for all other cars.

STEP INSIDE

The two scientifically designed seats are set low in the sound insulated, luxuriously carpeted cockpit. They provide an excellent driving position, relaxed semi-reclining and just the correct amount of support for comfortable high speed long distance motoring. The chassis spine forms a handsome console for the handbrake and short but positive gear stick with reverse release. The big curved windscreen allows excellent visibility and all instruments and switches are attractively and sensibly grouped, to be seen through and to the side of the fully sprung quality wood-rim steering wheel. A car that fits like a glove, its controls immediately become extensions of your hands and feet.



Data common to both models

DIMENSIONS & WEIGHTS

Wheel base : 7 ft. 1½ ins.
 Track front : 4 ft. 4½ ins.
 Track rear : 4 ft. 5½ ins.
 Overall length : 11 ft. 6 ins.
 Overall height : 4 ft. 1½ ins.
 Overall width : 5 ft. 4 ins.
 Ground clearance : 5 ins.
 Kerb weight : 17 cwt. (including oil/water and 1 gallon of fuel)
 Tyre size : Front and rear Dunlop SP41 (185 × 15)
 Wheels : 72 spoke wire (5K × 15)
 Instruments : Smith's including 8,000 r.p.m. tachometer

SUSPENSION

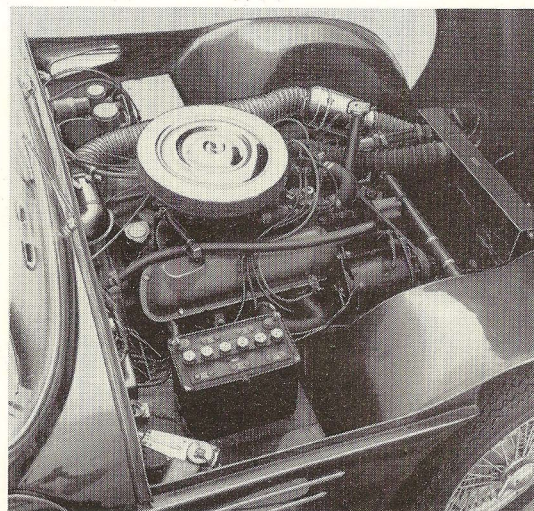
Independent allround with unequal length wishbones and coil spring damper units

BODY

Unstressed, reinforced plastic
 Doors : Fully lockable with winding windows
 Chassis : Multitubular space frame
 Seating : Two competition bucket seats, both adjustable

COLOURS

The Griffith is now available in the following range of new standard colours.
 British Racing Green ; Regal Red ; Ambassador Blue ;
 Signal Red ; Cirrus White ; Powder Blue ; Charcoal ;
 Riviera Blue ; Sunburst Yellow ;
 Opalescent Silver Blue ; Opalescent Silver Grey ;
 Opalescent Bronze.



ENGINE

Stroke : 2.87 inch
 Bore : 4.00 inch
 Capacity : 289 cubic inch or 4.7 litre
 Gearbox : Ford 4 speed forward (all synchromesh).
 1 reverse
 Top gear speed per 1000 r.p.m. : 23 m.p.h.
 Electrics : Lucas 12 volt
 Battery : 12 V. 57 amp hour
 Fuel capacity : 17 imp. gallons

STANDARD MODEL

Engine : Ford V-8 2V/289 cu. inch
 Max. b.h.p. : 195 at 4,400 r.p.m.
 Compression rate : 9:1 : 1
 Max. torque : 282 ft/lbs. at 2,400 r.p.m.
 Differential : 3:77:1 Salisbury unit without pow-lok
 Radiator : TVR with Kenlowe Electric Fan
 Brakes : Girling, disc front/Drum rear with Servo unit
 Performance : Maximum 140 m.p.h.
 Windscreen washers : Vacuum type
 Heater and demister units : Smith's Fresh Air type

Optional Equipment:

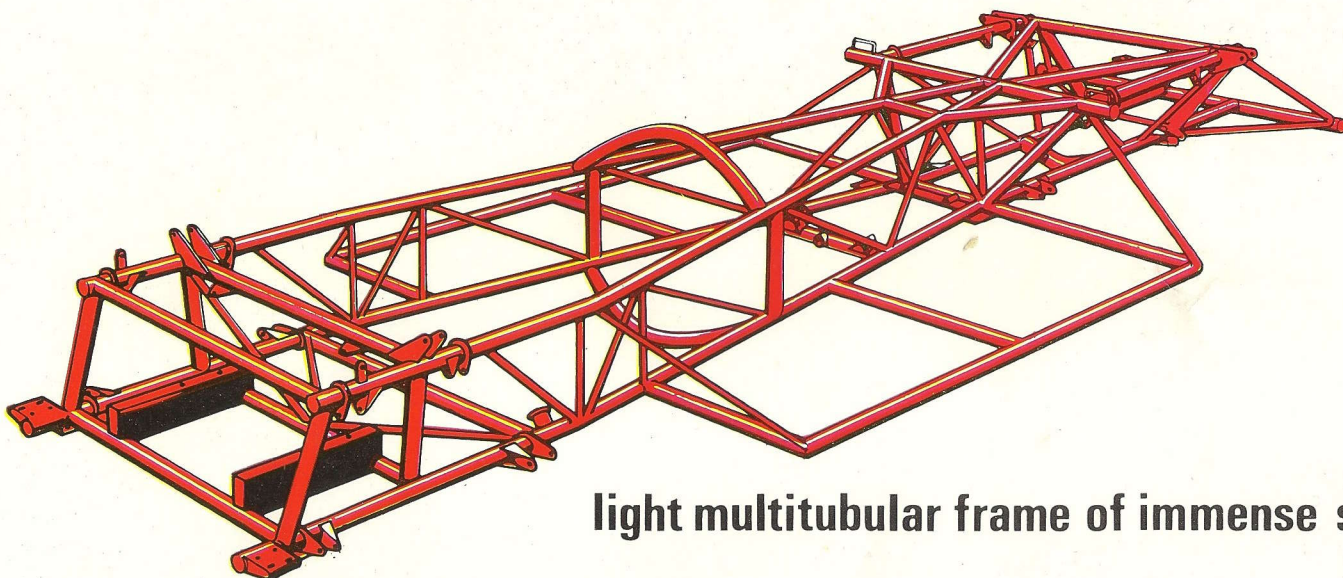
Seat belts ; two speed wiper ; cigar lighter ;
 reversing light ;
 twin fan radomatic, pow-lok differential ;
 automatic transmission ;
 4V/271 b.h.p. high performance engine

AVAILABLE AS RIGHT OR LEFT HAND DRIVE

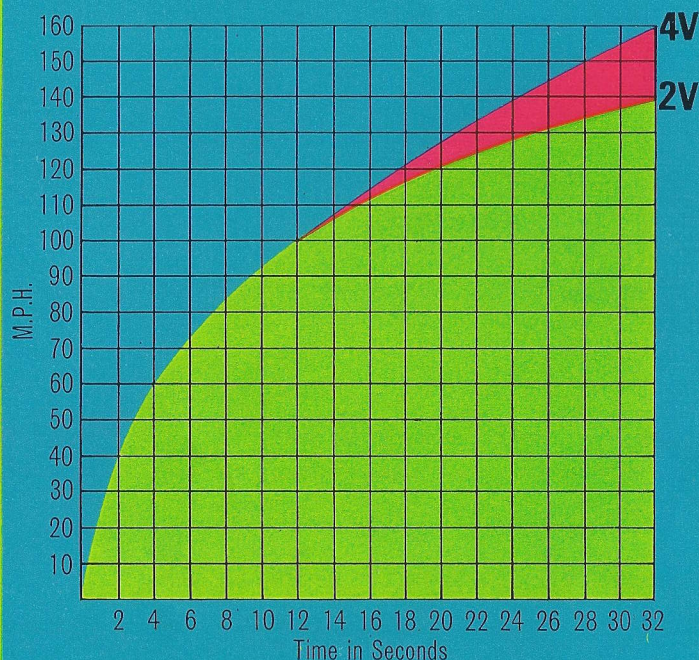
SPECIAL EQUIPMENT MODEL

Engine : Ford V-8 4V/289 cu. inch
 Max. b.h.p. : 271 at 7,000 r.p.m.
 Max. torque : 314 ft/lbs. at 3,400 r.p.m.
 Compression ratio : 10.9:1
 Differential : 3:77:1 Salisbury unit with pow-lok
 Radiator : A Kenlowe twin fan radomatic
 Brakes : Girling discs all round
 Performance : Maximum 160 m.p.h.
 Windscreen wipers : 2 speed
 Windscreen washers : Vacuum type
 Reversing Light
 Heater and demister unit : Smith's Fresh Air type

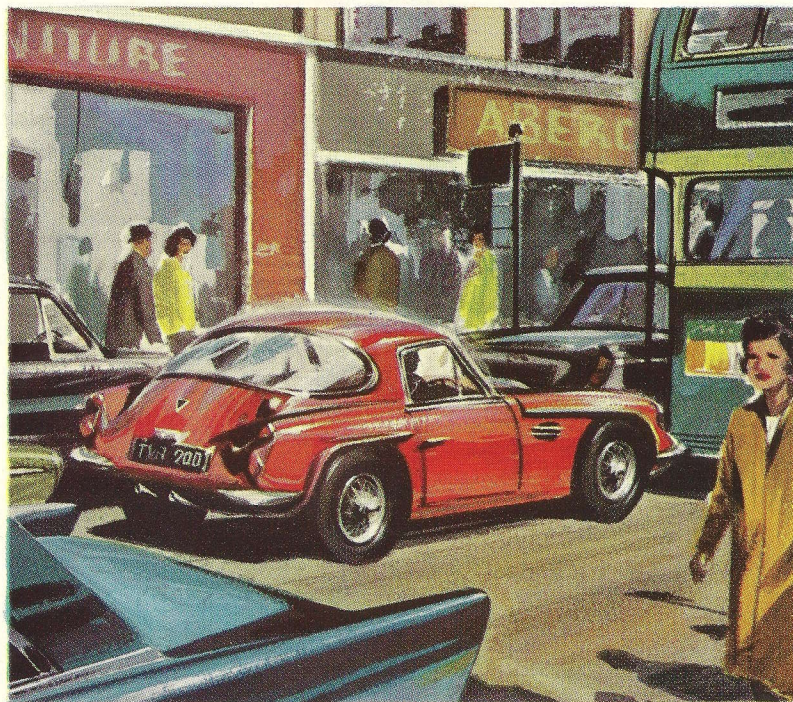
AVAILABLE AS RIGHT OR LEFT HAND DRIVE



light multitubular frame of immense strength



A piece of superlative design and engineering, the 200 Series chassis is more than a skeleton to hold the wheels to the body. It is a masterpiece of torsional rigidity that plays a big part in providing the leech-like road holding at all speeds and in all conditions, that is so essential to both safety and comfort. More ; it is *part* of the body. Built separately, the body is *bonded* to the chassis not merely mounted.



FANTASTIC ACCELERATION.... IMPECCABLE MANNERS

For all its high-speed characteristics, the 200 Series is not the car which you have to trail to and from race meetings and chock up in your garage at all other times. Drive into town in heavy traffic. The big, rugged engine, which will cruise effortlessly and endlessly at 100 m.p.h., will also crawl, comfortably top-gearred at 15 m.p.h. It is not highly tuned and thus obviates the servicing snags inherent in other more costly high performance engines. Flexibility, mobility, tractability, Granturability — the emphasis is always on ability.

TVR CARS

Proprietors & Manufacturers: Grantura Engineering Ltd. Blackpool, England

TVR Distributors for Norfolk, Suffolk and Essex

Messrs. Viking Performance Ltd., Grove Road, By-Pass, Woodbridge, Suffolk. Woodbridge 3228

