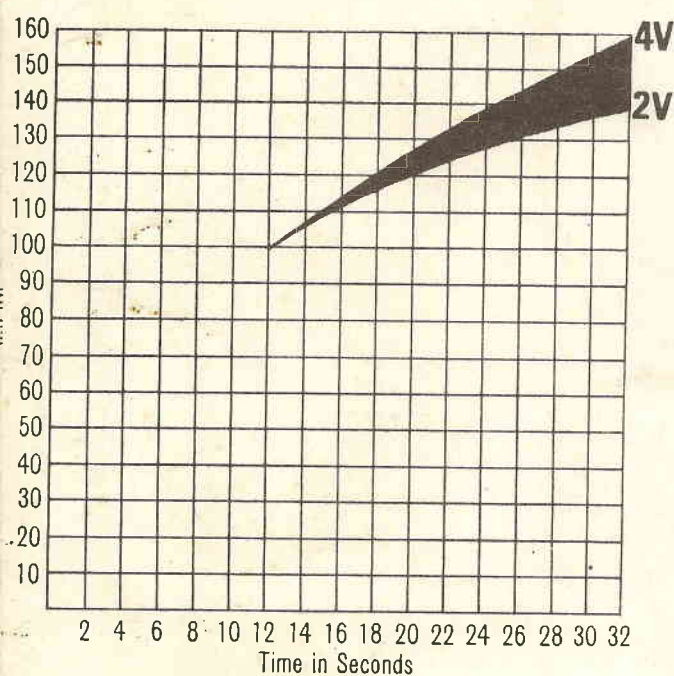


light multitubular frame of immense strength

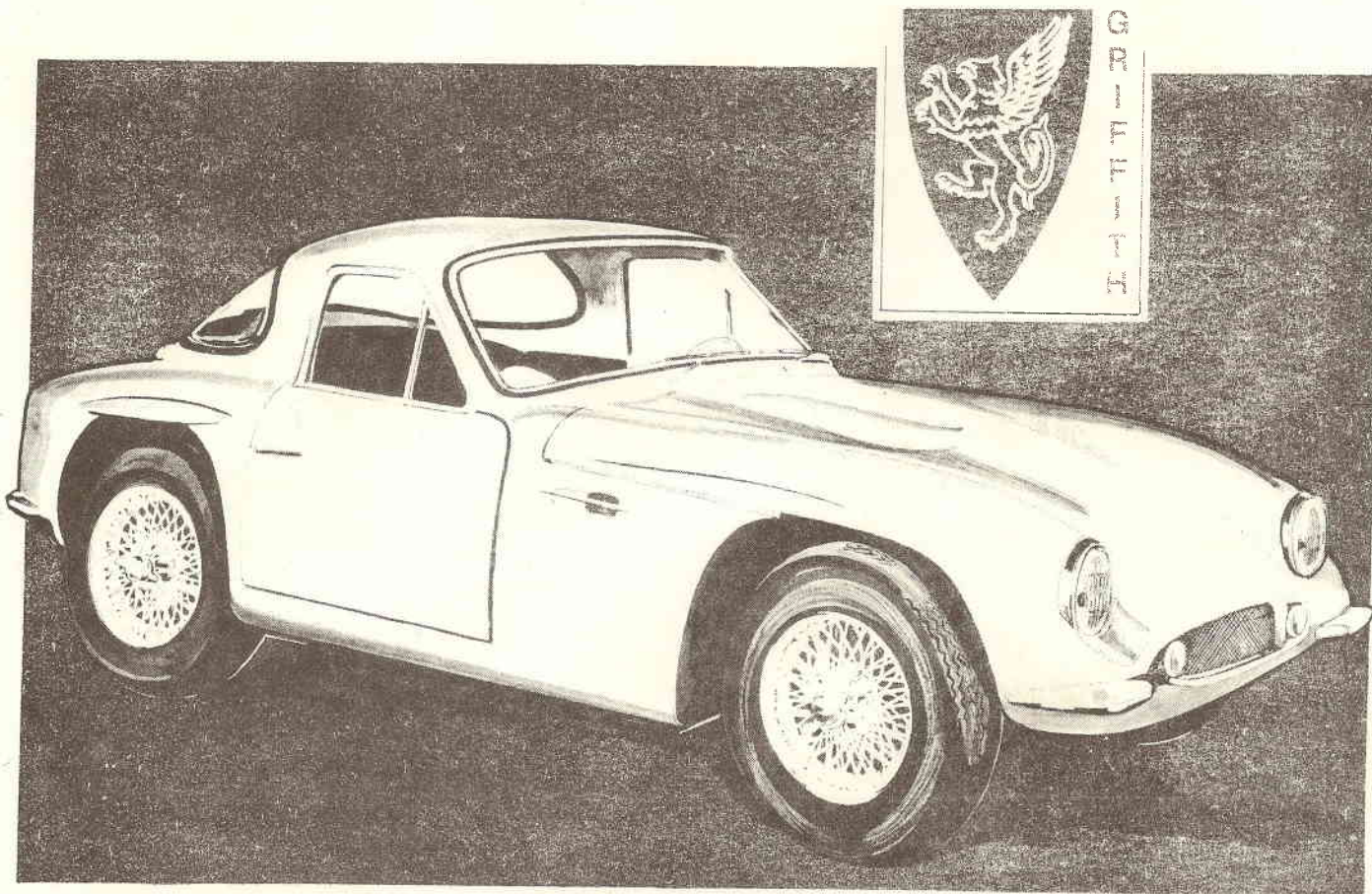


A piece of superlative design and engineering, the 200 Series chassis is more than a skeleton to hold the wheels to the body. It is a masterpiece of torsional rigidity that plays a big part in providing the leech-like road holding at all speeds and in all conditions, that is so essential to both safety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



**Griffith Club of America**

Griffith Club of America  
Feb. 1982



The Griffith Club is an organization that exists to serve Griffith owners and enthusiasts. It can only do so through your participation and dues. If you haven't sent in your dues, please do so. Thanks. With your continued help, I believe that the club can make further strides towards recognition of the Griffith as a serious collector car.

The club director (or whatever silly title) is a certifiable workaholic. Therefore, I'm sometimes hard to contact. The current phone 813-238-0586 is still good, but if you have trouble getting me, call 813- 985-4172 and, as Rockford said, I'll get back to you.

Best regards for a great '82 for the club,

Bob Adam



## Feature Car



200/5/042

The feature car of this newsletter is owned by Larry and Lynn Lohman of New York. The following is their description: " I bought this car in 1969 and drove it over 100,000 miles before taking it off the road in 1974. Over the succeeding 7 years, I stripped the car completely, inside and out, and rebuilt it. Having driven the car so much, I had in mind some changes that I wanted to incorporate when I put it back together. The modifications include a Corvette radiator set-up with 1980 Citation fan and motor and a Corvette rear end. The fuel tank is built of  $\frac{1}{2}$  inch aluminum plate with the battery set into a well in the center of it.

My wife, Lynn, did the interior work in oxblood naugehyde and I painted the body silver Imron. The engine is a 289 with a Cobra manifold and Windsor heads. Dayton made the chrome wire wheels to my specifications and Kirk racing did the headers. With the exception of the tank, my wife and I did all the work ourselves. We finally put the car on the road in the late spring of 1981."

### Short News

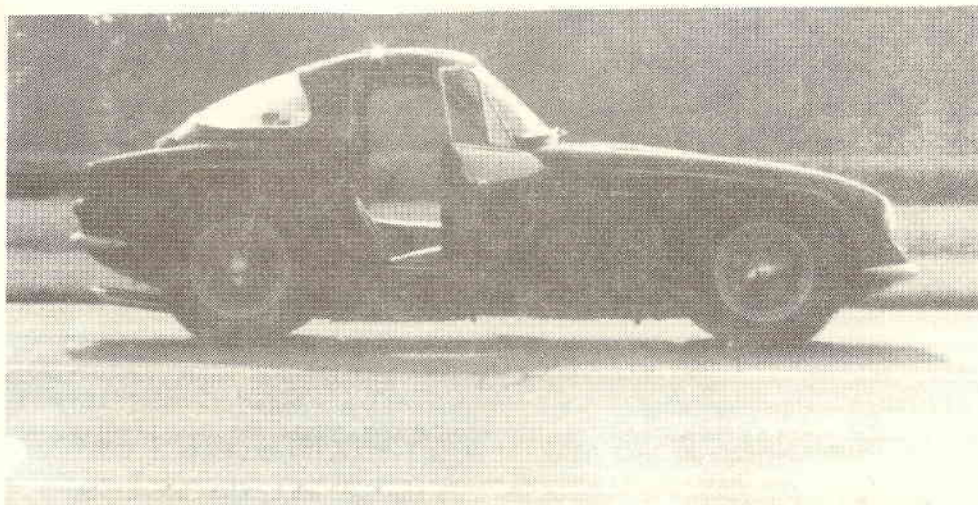
Joe Rauh, in California, is busily at work restoring his Series 400 to stock condition. Included in this is reproducing stock rear fender sections to replace the flares his car had when purchased. With some prodding, he might make some extras-contact the club if interested.

Phil Grueling, 21 Georgia, Ferguson, MO. has been doing quite a bit of autocrossing and chassis tuning on his Griffith. Phil has changed the sway bars, battery location, shock mounts and overall weight distribution. Members interested in the details should contact Phil regarding these modifications.

O.W. Coons in Colorado reports that his Series 200 now has Corvette brakes all around!

Several members have reported that the hot (no pun) fan set up is a 1980 Citation electric fan mounted behind the radiator.

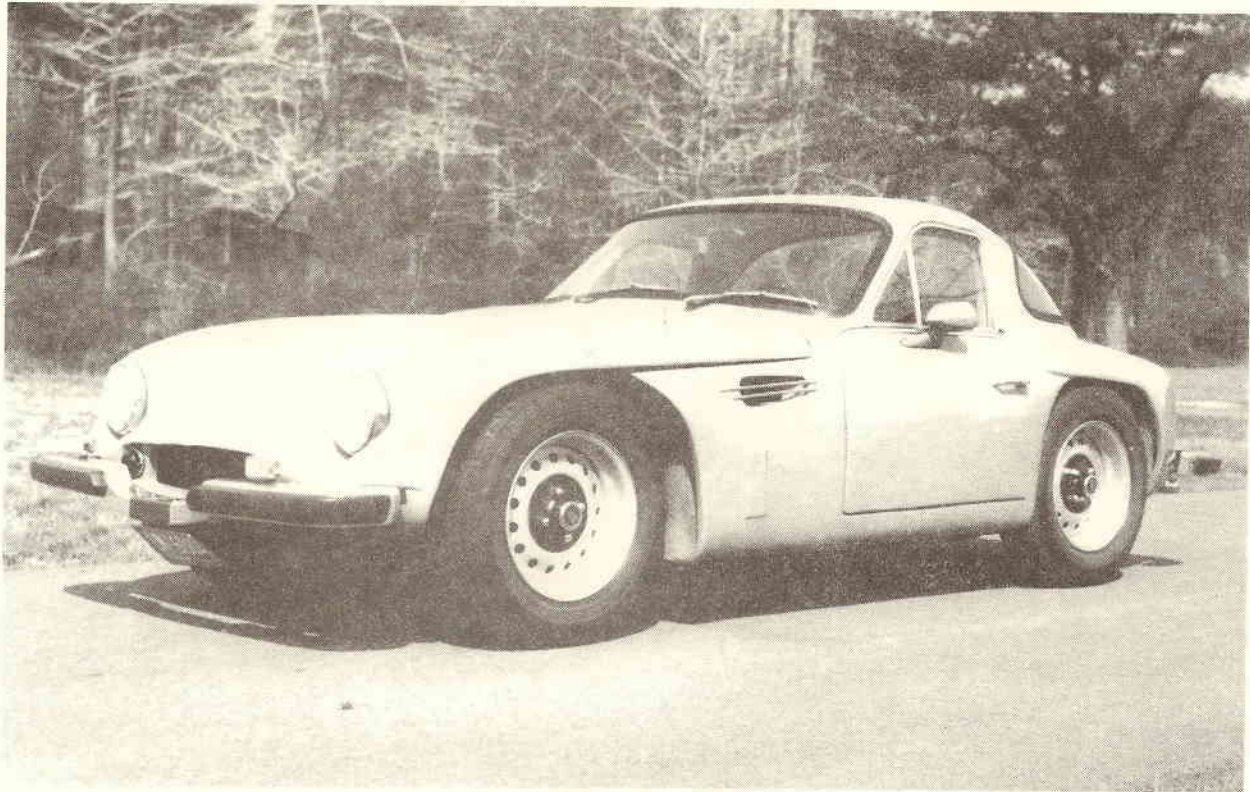
The parts car (see last newsletter) has the following parts remaining: the left  $\frac{1}{2}$  cowl, left rocker panel, left inner fender and roof section, and numerous small parts. Contact the club regarding these parts.



One of Tim Koslowskis' two Series 200's



## Cars For Sale



200/5/113

Mr. C. Dial is interested in selling his Series 200. He was kind enough to provide a detailed description, a xerox of which is available from the club. A synopsis is as follows: "200/5/113 21,403 miles Corvette rear rebuilt suspension updated cooling system complete repaint and wood interior trim. It is NOT show quality but was intended to be driven occasionally." No price is noted, but the owner may be contacted at 301-249-5094. P.S. The original bumpers are included.

Andrew Nukotos is interested in selling his 200. The car is in bare fiberglass and has a Corvette radiator. His phone is 212-326-2571 in New York.

Bob Wojta has a TVR 3000S convert in mint condition for sale. His phone is 303-770-1787

TVR-Griffith 4.7 V8 Red Very good condition. 4,950 pounds  
Phones 0924-364446 (days) 0226- 382561 (evenings) England

### Appeals

The following members are in need of parts and assistance.  
If you can be of help, please contact the club.

Rick Hall is still looking for a Series 200 Smiths heater blower, pn. FHB 2392/04 as pictured in the enclosed literature xerox.

Joe Rauh and Rick Hall both need the 90° elbow that mounts on the firewall and ducts air to the heater core.

Peter Dungle, our only Hawaiian member, is in need of the wheel pictured below. These wheels were made in England by J.A. Pearce.



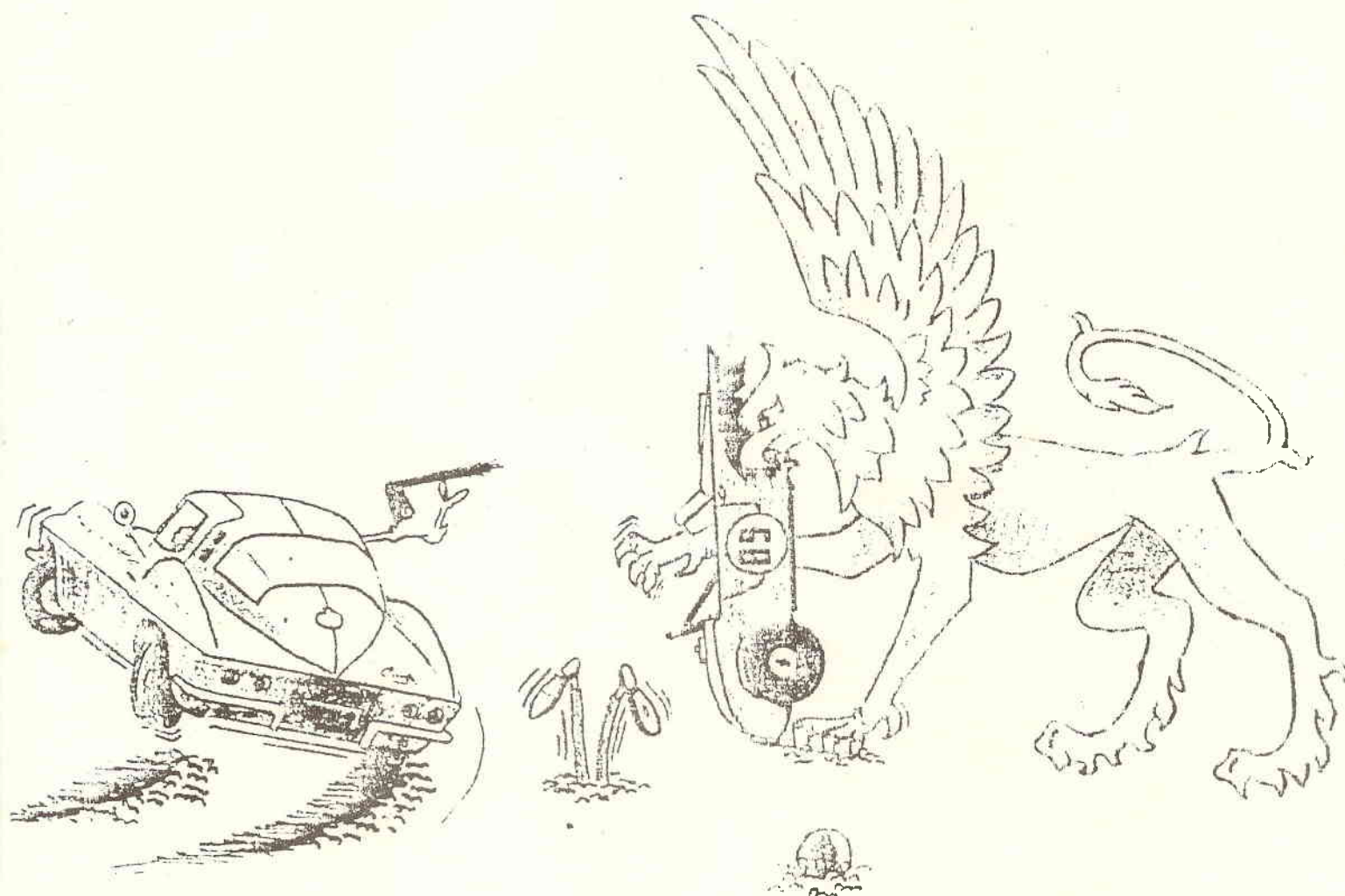
Arnold Williams provided the following..." I have just purchased Griffith no. 200/5/051 (the club has no record of this car (ed.)) and am interested in its history. The car was purchased in the Atlanta area, but came from PA. Car is currently at best in extremely poor condition almost approaching a basket case. Anyone knowing of its past, please contact Arnold Williams at 3431 Dillon Rd. Jamestown, N.C. 27282"



Blair Easton, in Canada, has recently purchased a Series 400 which has been through several owners. Mr Easton is in need of the cockpit air vents. Mr. Easton and other members are advised by Art Patstone to try The Complete Automobilist, 39 Main St, Peterborough PE6 9NX in England

Paul Hill, in California needs an original Series 200 horn/turn signal switch

Ralph Hecht is still looking for a totally stock Series 200. He is also interested in securing an original steering wheel and N.O.S. hood badge for his Series 200, id. no.007.

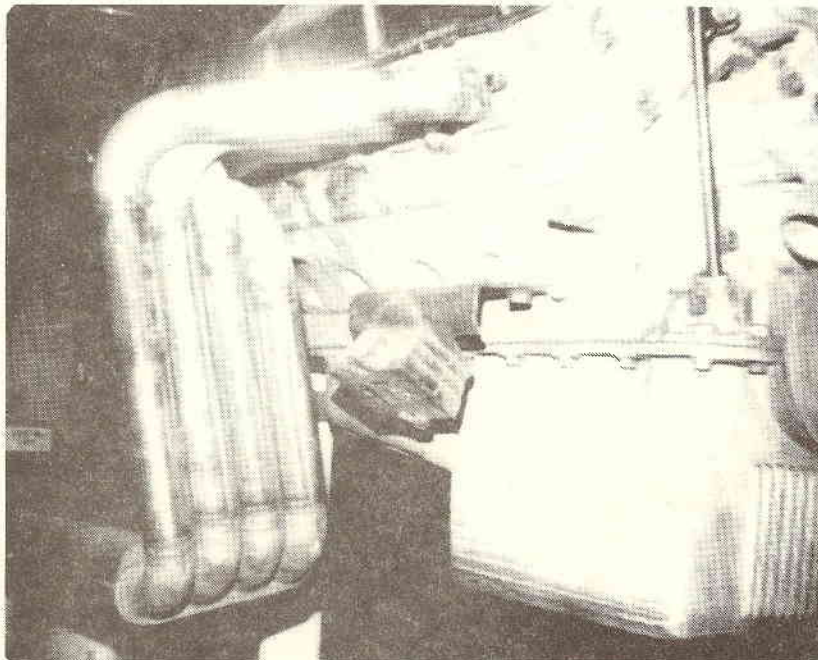


Another bit of nostalgia from the Griffith Owners Club first and only newsletter. A rough translation is as follows... the guy with the flat top in the '65 coupe is watching the Griffin (Griffith) put the hurt on the Cobra. The significance of the Stevenson shoe et. al. is apparently lost to history.

200/6/001



Griffith Club Award



Anyway, IF there was an award for the wildest set of headers it would have to go to Foster Crippen of Orlando. Foster is going "ground up" on his Series 400.



## Parts

### Repro Parts

The club is still interested in reproducing parts. Contact has been made with a small New England supplier who can produce parts in small enough quantities for our needs. However, we must get some feedback on demand before any such project can be undertaken. The following parts are under consideration: sponge rubber door seals for Series 200 and 400, the three types of Sparto lenses, Sparto chrome trim rings and rubber boots and possibly front and rear bumpers.

### Parts Numbers and Sources

The ongoing attempt to secure better rear half shafts and u-joints has provided the following, courtesy of Tim Koslowski. Tim forwarded the following Spicer part numbers: 5-153 X u-joints, 2-2-329 flanges and half shaft parts 3-128 KX and 82-58 X. Use of these parts does require machining of the yoke shaft. The cost quoted Tim, without machining was \$ 116.88 per side. Contact the club for more details.

### Freebies

The club still has copies of the Super Ford Parts Exchange Griffith article. Also available are Series 200 and 400 wiring diagrams.

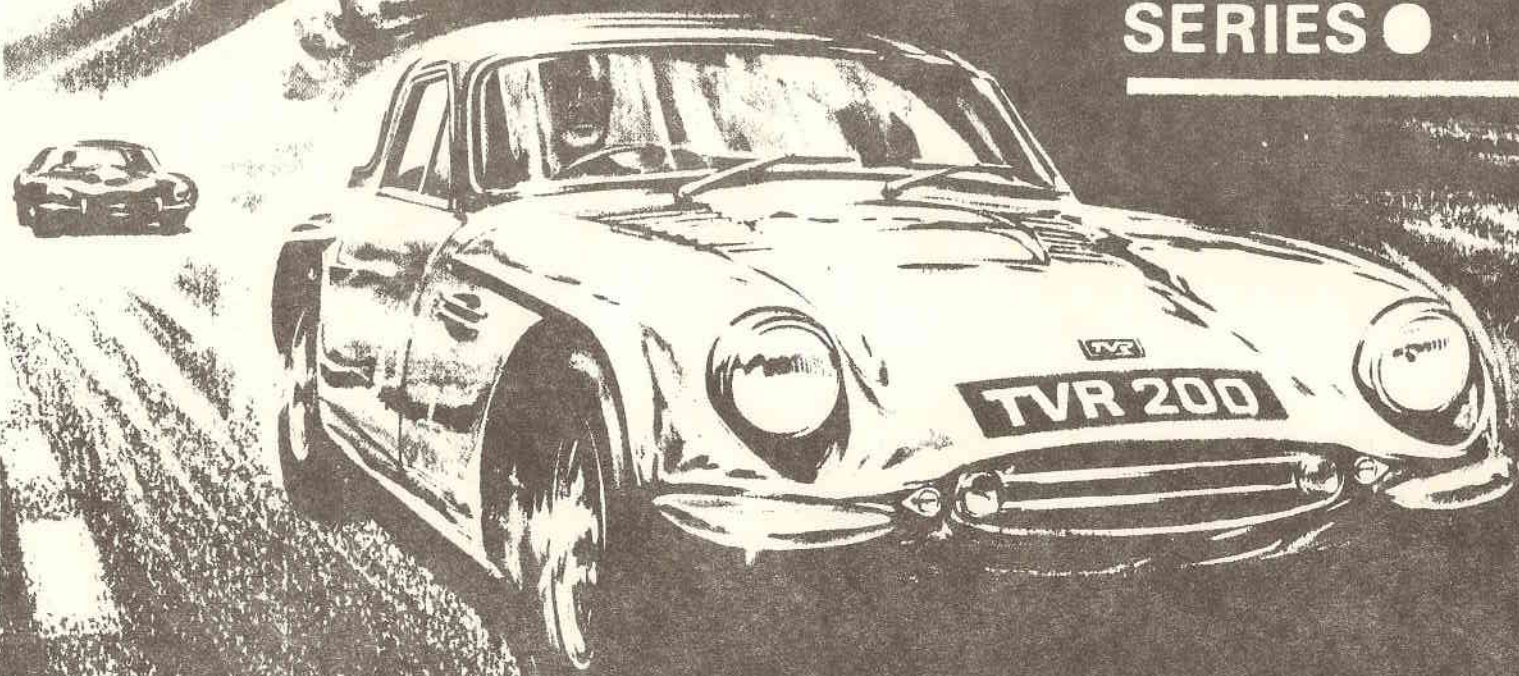
## Notes

Please forward your classified ads for the next newsletter

Please help the club by sending in your dues if you haven't already.

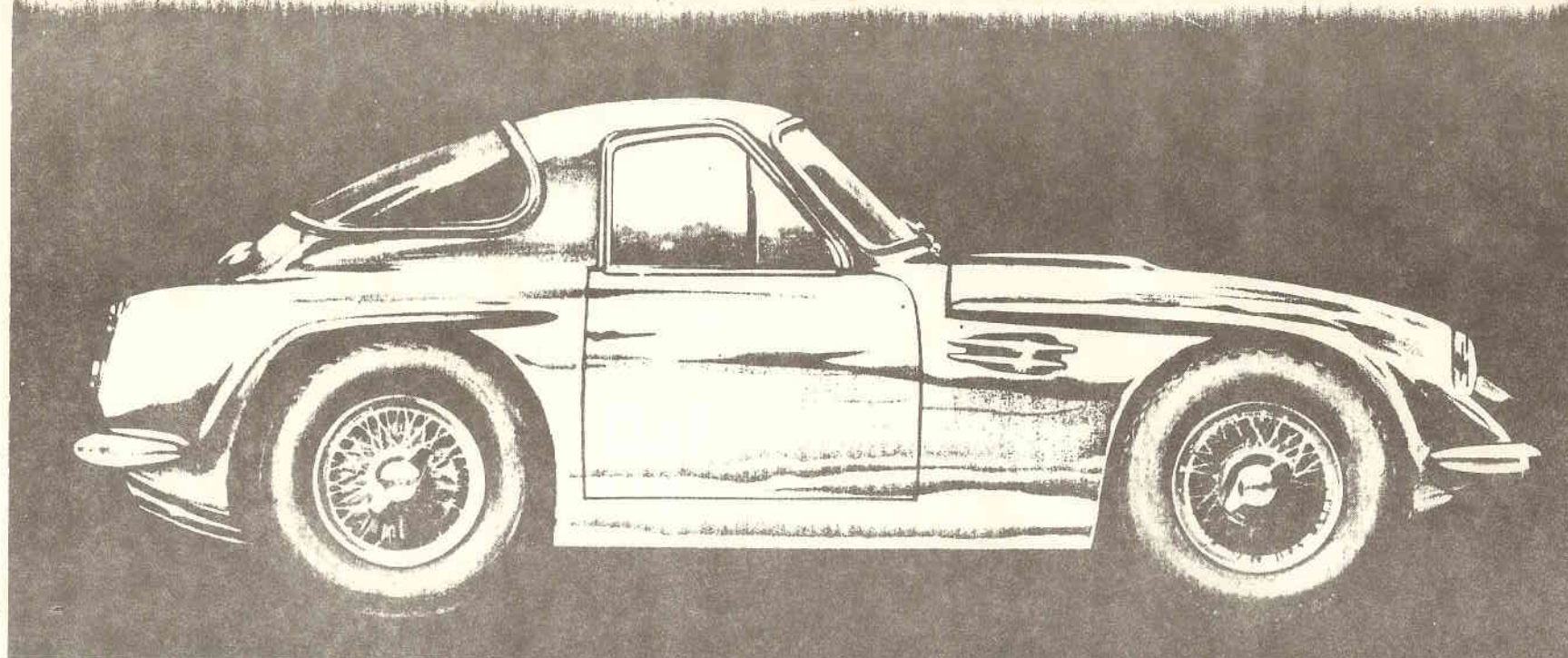
# TVR

GRIFFITH  
**200**  
SERIES ●



**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.

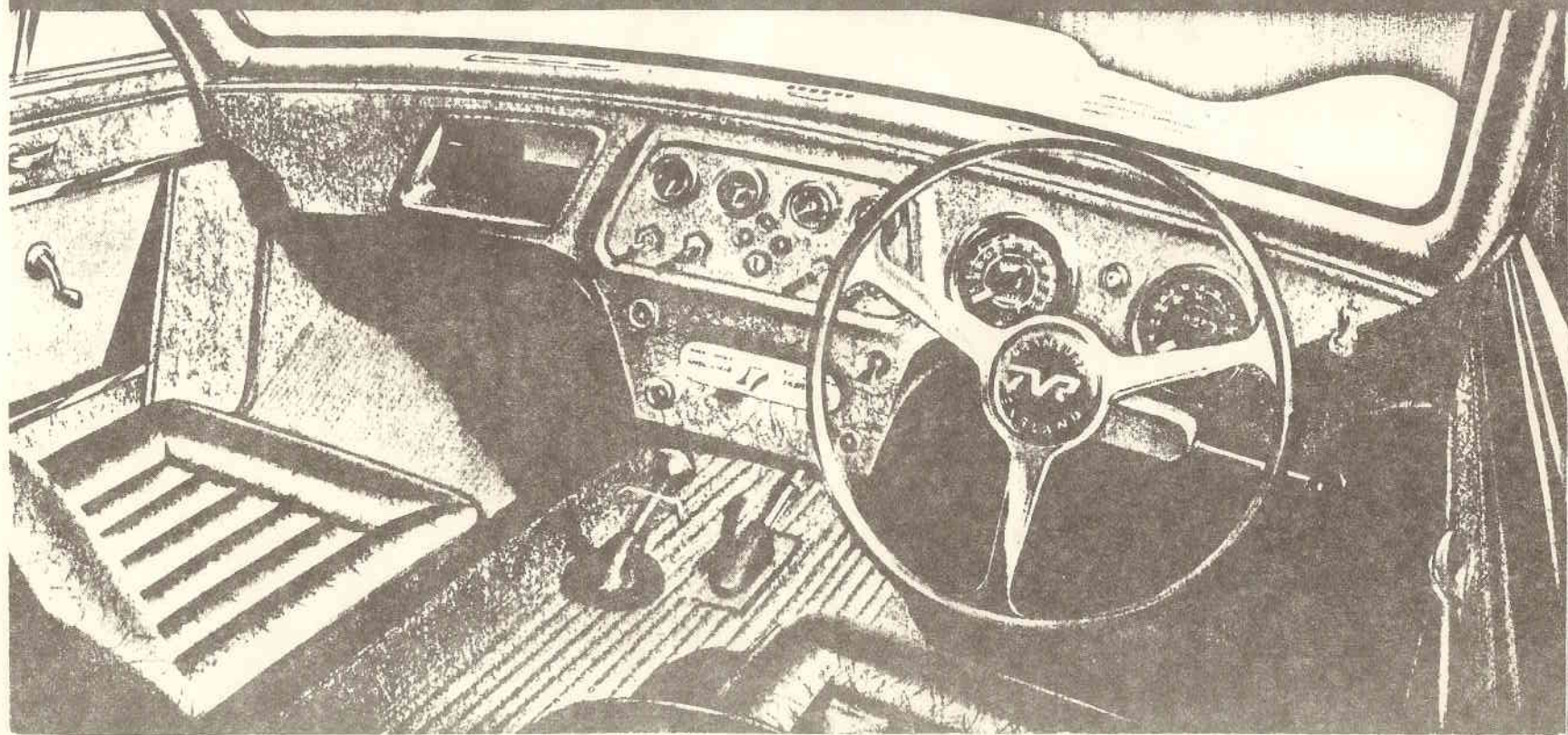
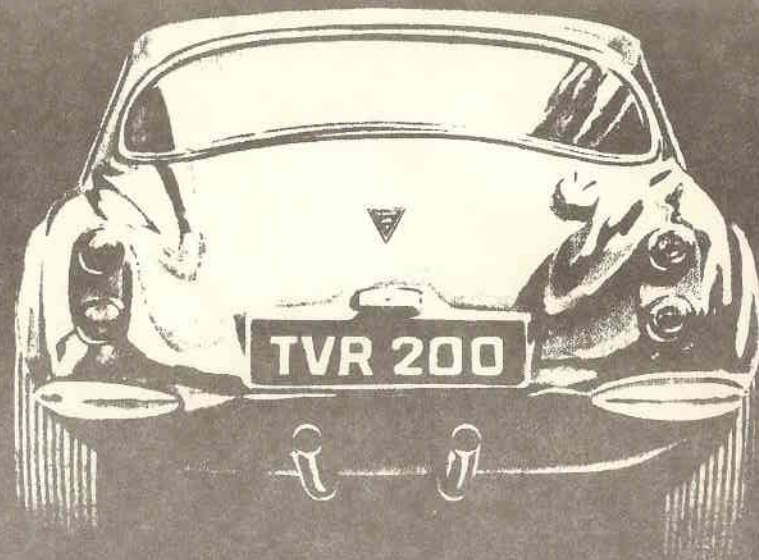
Sit in the driving seat. Touch the starter and feel the immediate power-throb of this great engine.

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

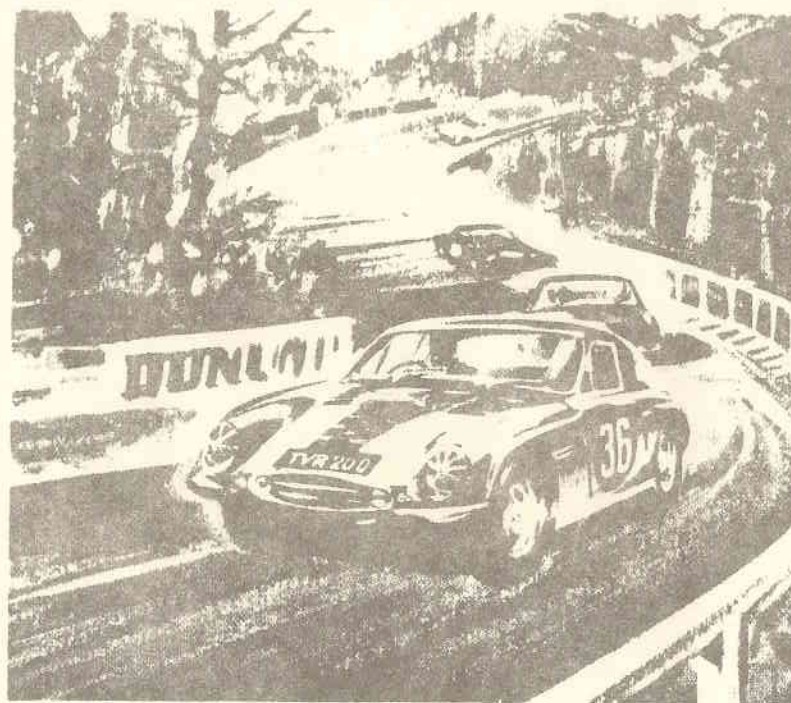
## STEP INSIDE

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.









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## 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



*Data common to both models*

# **DIMENSIONS & WEIGHTS**

Wheel base : 7 ft. 1 1/2 ins.  
 Track front : 4 ft. 4 1/2 ins.  
 Track rear : 4 ft. 5 1/2 ins.  
 Overall length : 11 ft. 6 ins.  
 Overall height : 4 ft. 1 1/2 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**

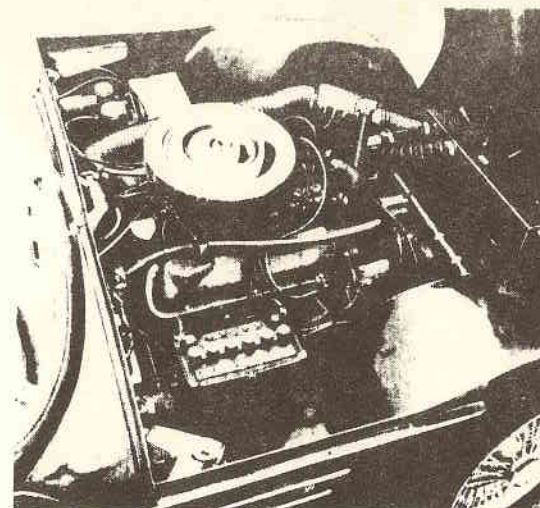
Independent allround with unequal length wishbones and coil spring damper units

# **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 ratio : 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