

# TVR Griffith

**T**he new-generation Griffith first appeared at the 1990 British Motor Show at the NEC in Birmingham. It revived a name used by TVR in the 1960s and followed the general concept of that car in having a large and powerful V8 engine mounted in a light body to give outstanding performance, in this case a top speed of over 160 mph. In traditional TVR style, the new Griffith used a tubular steel backbone chassis and a glassfibre body. There was a delay while design and development was finalised, and deliveries began in 1992.



## Independent rear suspension

The rear suspension of the Griffith mirrors that found on the front, with another set of unequal-length wishbones but this time without an anti-roll bar.

## Tubular steel chassis

Traditionally TVRs have had a massively-engineered tubular steel chassis, and the Griffith is no exception. Its chassis is a complex network of steel tubes, arranged to form a central backbone as well as providing body and suspension location.

## Rover five-speed gearbox

Sensibly, the Rover-derived engine is used in conjunction with the Rover five-speed gearbox developed for the original 3.5-litre version of the all-alloy V8.

## Glassfibre body

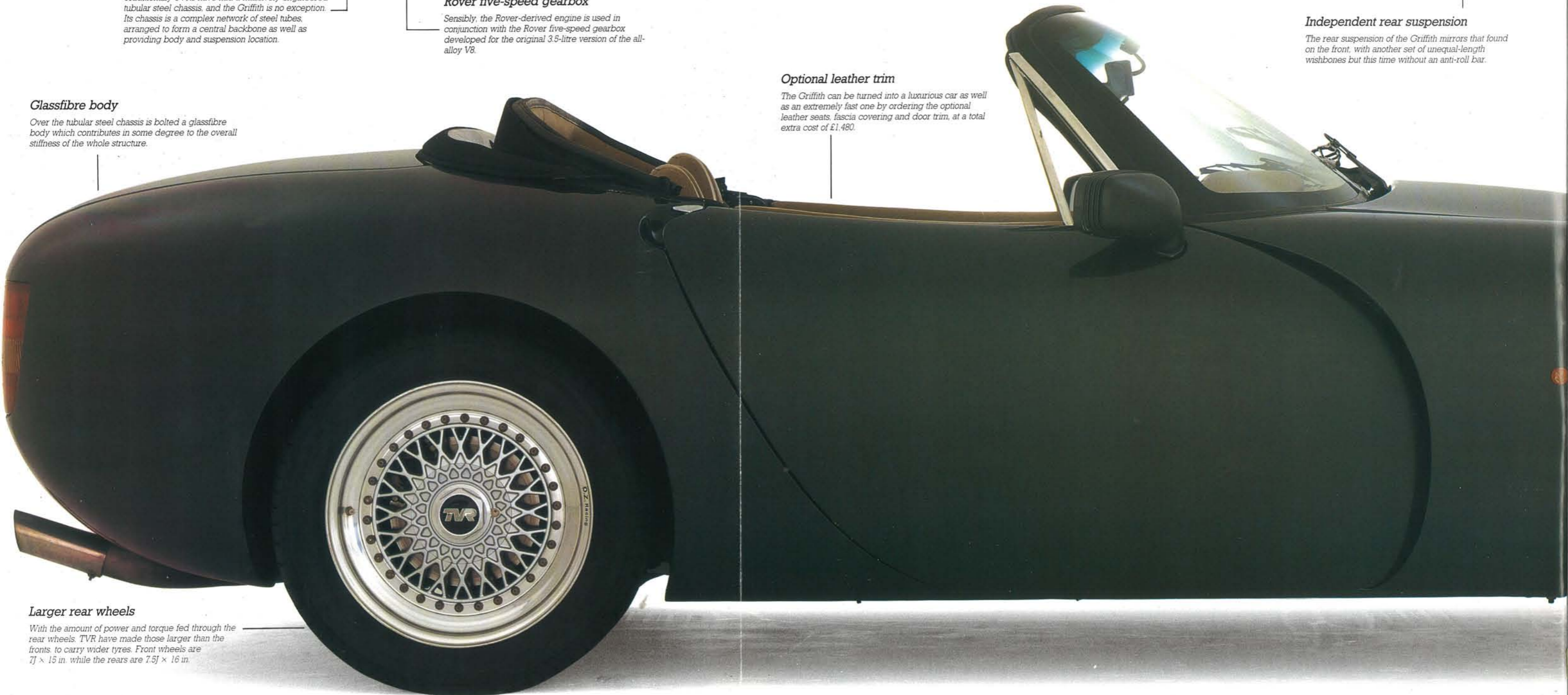
Over the tubular steel chassis is bolted a glassfibre body which contributes in some degree to the overall stiffness of the whole structure.

## Optional leather trim

The Griffith can be turned into a luxurious car as well as an extremely fast one by ordering the optional leather seats, fascia covering and door trim, at a total extra cost of £1,480.

## Larger rear wheels

With the amount of power and torque fed through the rear wheels, TVR have made those larger than the fronts, to carry wider tyres. Front wheels are 7J x 15 in. while the rears are 7.5J x 16 in.





#### Ford Sierra final drive

The final drive housing is a Ford Sierra unit, but in the Griffith it incorporates a Quaife limited-slip differential to aid traction and prevent either rear wheel spinning.



#### Wishbone front suspension

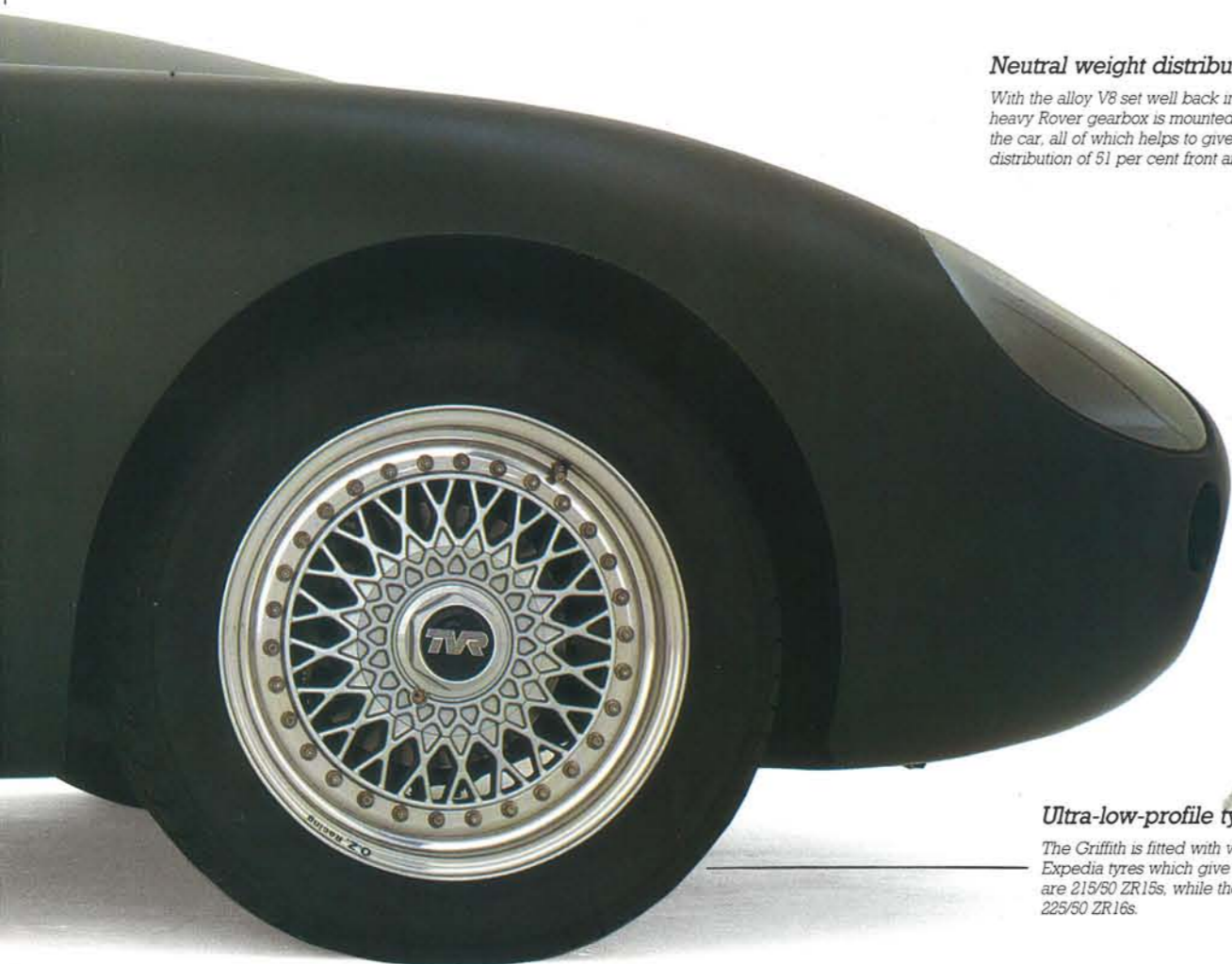
The customary form of front suspension for a high-performance car is featured on the Griffith, namely unequal-length wishbones with concentric coil spring/damper units and an anti-roll bar.

#### Flat-mounted radiator

One way in which TVR achieved a low nose for the Griffith was to mount the radiator flat, with air drawn up through it by twin electric fans. There was room for the radiator to be located flat, as the engine was mounted well back in the chassis.

#### Rover V8 engine

TVR is yet another of the small-volume specialist manufacturers to use the long-lived Rover V8 engine, but they have bored and stroked it to increase displacement and power. The unit has also been strengthened to cope with its 280-bhp output.



#### Ultra-low-profile tyres

The Griffith is fitted with very low-profile Bridgestone Expedia tyres which give enormous grip. The fronts are 215/50 ZR15s, while the rears are wider and taller 225/50 ZR16s.

#### Neutral weight distribution

With the alloy V8 set well back in the chassis the heavy Rover gearbox is mounted near the centre of the car, all of which helps to give a near-equal weight distribution of 51 per cent front and 49 per cent rear.



## SPECIFICATION

### 1993 TVR Griffith

#### ENGINE

Type:	V8, overhead-valve
Construction:	light-alloy block and heads, dry liners, five main bearings
Bore x stroke:	94 mm x 77 mm
Displacement:	4280 cc
Compression ratio:	9.8:1
Valve gear:	two valves per cylinder, operated by single camshaft in centre of 'V', via pushrods, rockers and hydraulic tappets
Fuel system:	Lucas 14CUX electronic fuel injection
Ignition:	electronic
Maximum power:	280 bhp at 5,500 rpm
Maximum torque:	305 lb ft at 4,000 rpm

#### TRANSMISSION

Type:	Rover five-speed manual, Ford Sierra final drive with Quaife limited-slip differential
Ratios:	1st 3.32:1 2nd 2.09:1 3rd 1.40:1 4th 1.00:1 5th 0.79:1
Final drive ratio:	3.31:1

#### BODY/CHASSIS

Type:	polyester-coated tubular steel chassis with glassfibre convertible body
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#### RUNNING GEAR

Steering:	rack and pinion
Suspension:	front: independent with double unequal-length wishbones, coil springs, telescopic dampers and anti-roll bar rear: independent with double unequal-length wishbones, coil springs and telescopic dampers
Brakes:	ventilated discs front, 10.6-in (269-mm) diameter; solid discs rear, 9.9-in (251-mm) diameter
Wheels:	cast-alloy, 7J x 15 in front, 7.5J x 16 in rear
Tyres:	Bridgestone RE71 Expedia, 215/50 ZR15 front, 225/50 ZR16 rear

#### DIMENSIONS AND WEIGHT

Length:	156.1 in (3965 mm)
Width:	76.5 in (1943 mm)
Height:	46.7 in (1186 mm)
Wheelbase:	90.0 in (2286 mm)
Track:	58.0 in (1473 mm) front, 58.4 in (1483 mm) rear
Kerb weight:	2,304 lb (1045 kg)

#### PERFORMANCE

Acceleration:	0-30 mph 2.1 sec 0-40 mph 2.7 sec 0-50 mph 3.7 sec 0-60 mph 4.7 sec 0-70 mph 6.0 sec 0-80 mph 7.5 sec 0-90 mph 9.1 sec 0-100 mph 11.1 sec 0-110 mph 13.6 sec 0-120 mph 16.4 sec
Standing ¼ mile:	13.2 sec
Standing km:	23.7 sec
Acceleration in gear:	mph fifth fourth third 30-50 6.3 4.5 3.1 40-60 6.3 4.4 3.0 50-70 6.4 4.4 2.9
Maximum speed:	161 mph (259 km/h)
Overall fuel consumption:	19 mpg
Price (1993):	£27,206

Performance figures from AUTOCAR & MOTOR

TVR Griffith kindly supplied by Renzo Paganuzzi