



Griffith in standard roadgoing form is rare, and very fast

TVR GRIFFITH 400

Year of manufacture: 1967
Recorded mileage: 68,013
Asking price: £21,000
Vendor: Omicron Engineering,
The Malt House Mulbarton,
Norwich; tel: 0508 570351

Most Griffiths and Tuscan end up as racers so it is nice to find a properly prepared roadgoing car in immaculate condition.

Actually OUU 4F is a well known example featuring in numerous articles (*Autocar* and *Motor* tested it in May 1992) and

books, including *The Great Book of Sports Cars* and Graham Robson's *TVR Collectors Guide*. It couldn't escape a little competition success in the '70s and was fully restored by TVR in the early '80s

Martin Cliffe of Omicron (better known for his Lancia restorations) swapped the car for his Griffith racer a few years ago. Since then he has fully rebuilt the suspension and brakes, sorted out a few wiring problems and improved the

cooling system, the big 4.7-litre V8 being notoriously difficult to keep cool in this tightly-packed engine bay. With Omicron so busy now Martin gets little opportunity to drive the car so it is now surplus to requirements. Its last outing was the 1993 Norwich Union run.

The car's specification is impressive. The engine is in 271bhp 'Hi-Po' tune with a Borg-Warner T10 close-ratio gearbox, (a combination found in the 289 AC Cobra) that provides 68mph in first gear alone. Power reaches the rear wheels via a Salisbury diff.

Being a special equipment model OUU 4F enjoys chromed brass window surrounds with no quarterlights, and has a handsome dash layout with a one-piece centre console and tunnel top. The seats are trimmed in black leather with complementary black carpets.

Crack- and chip-free with a lustrous bright red finish this Griffith is excellent cosmetically, certainly one of the best in existence. Aficionados may notice that the car is wearing a later Tuscan bonnet. Stove enamelled wire wheels recently



Griffith interior is excellent

replaced the alloys the car wore for some years.

The engine is 'dressed', with chromed rocker covers and a chromed air cleaner top for the four-barrel Holley double-pumper carburettor.

Out on the road the Griffith is shatteringly fast, thrusting its occupants deep into the seat squabs with each gear change thanks to its enormous torque. The clutch and steering are both heavy and the ride from the primitive suspension poor, the wheels crashing into holes. Driven quickly the car is tiresomely noisy too, but deeply exhilarating.

Verdict: not the cheapest Griffith but almost certainly the best around - and much cheaper than a Cobra.