



Griffith Club of America

DECEMBER 1976

For many, foul weather is once again upon us! Most Griffiths, being fair weather cars, are again packed away until Spring. Some of these cars are receiving ground up restorations, while many more will be receiving attention to particular details. Nevertheless, Spring should have it's share of surprises, as far as Griffiths.

The Salisbury Conversion Kit for 200 Series from Chassis Dynamics is complete and being tested. A dynamite kit! About all that is needed to install it are a hacksaw and a gas or electric welder. The complete installation can be done in a day. If you don't have welding equipment you could possibly rent it or hire someone to do it since the welding only takes about half an hour to do. I am presently installing one in my car to become familiar with the conversion. It should be marketable at a price of about \$200.00 plus or minus - next issue. Roll bars will also be available.

Does anyone know where Jack Griffith is? Unfortunately, we have lost contact with him over the last couple of years. As most of you know Jack was present at our 1st Annual Griffith Meet and naturally should be part of our 5th Annual coming up next year. If you have any info. concerning his whereabouts please drop me a line.

Peter Filby's book, "Sucess Against the Odds" has been released. Rather than go through the hassle of getting a Club order together, I've noticed the book is available from Classic Motorbooks at \$14.95. You can place the order by phone toll free at 800-826-6600. It should be required reading for any T.V.R. or Griffith enthusiast.

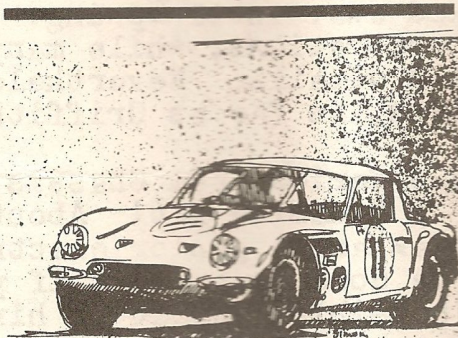
Griffith side vents are available. The Complete Automobilist Ltd., 39 Main Street, Baston Nr. Peterborough, PE69NX, England have them in stock, brand new and chrome plated. The part no. is 224-Ventilator. They come by the pair for \$23.00 plus \$5.00 Air postage.

George Livergood from Kansas dropped us a line. He has a pretty hefty motored "200". He is presently painting it '68 Shelby Red with two white Shelby stripes. Sounds good! We're all looking forward to seeing the pictures.

As you have probably noticed we have dropped J. C. Taylor Insurance from our classified section. Well, it really seems that they dropped us. As of the beginning of this past year they no insure special interest cars later than 1959!

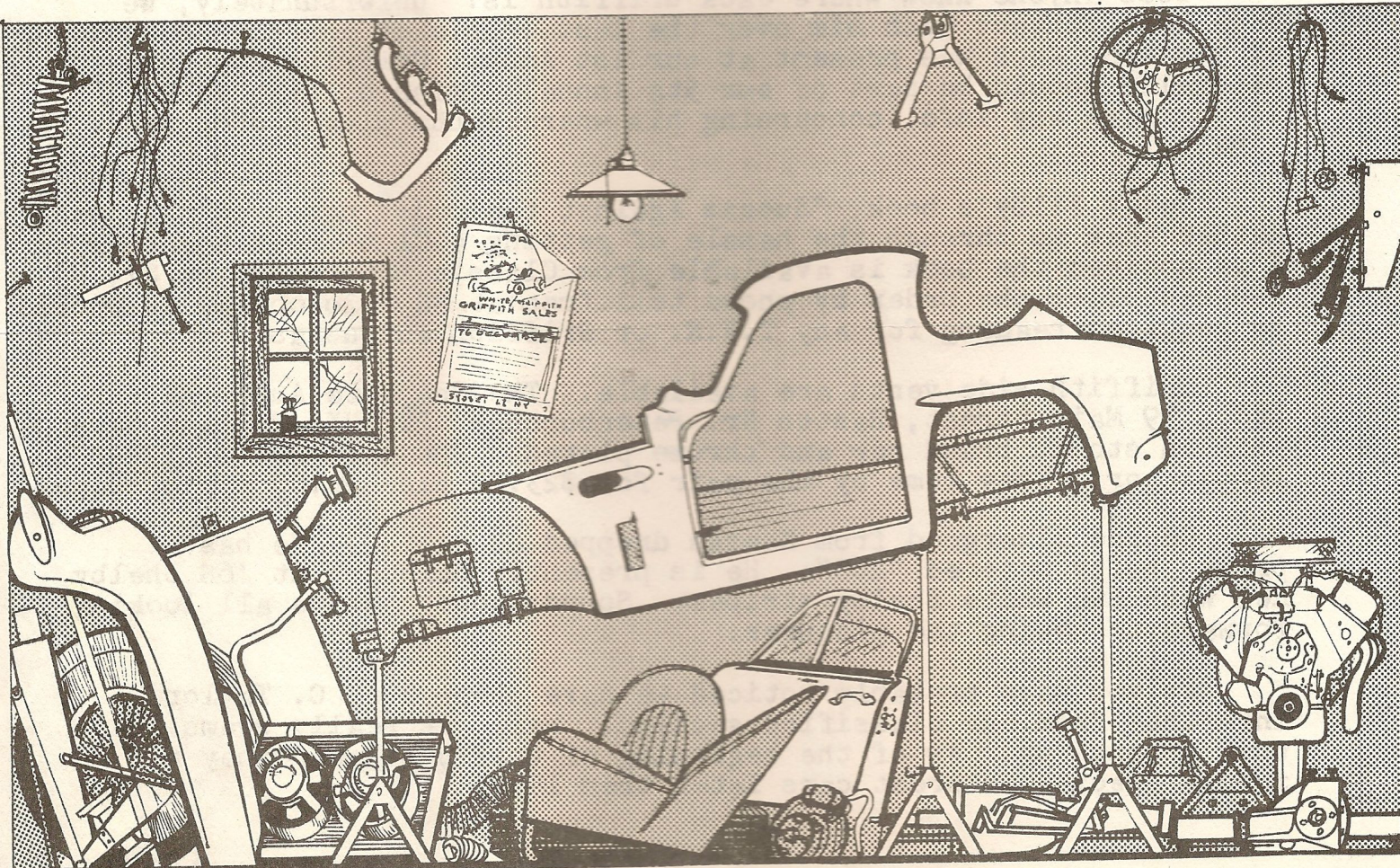
Condon & Skelly, however, will cover our cars and at a more reasonable price. They do, however, frown upon cars that have had the mfg. H.P. rating increased. Is that blower stock Foster? Most of us should be able to get around that! Write them for an application form: Condon & Skelly Antique Motor Car Insurance Brokers, P.O. Box 1000, Willingboro, N. J. 08046.

Well that's about it. Thanks to Art Patstone for the Motor Cars Griffith Road Test and Bob Mariani for the cartoons. And a Merry Christmas and Happy New Year to everyone.



DRAWING: DENNIS SIMON

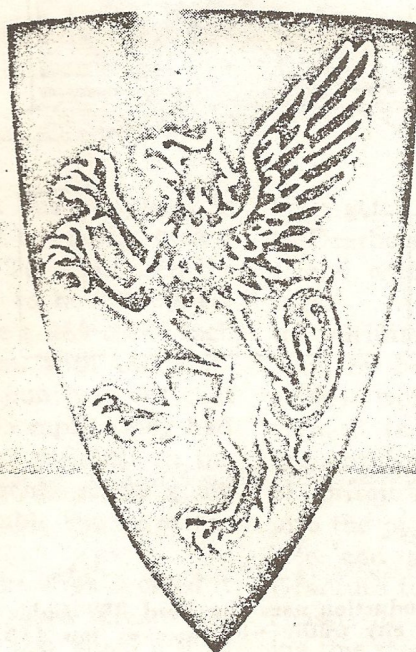
Randy
Randy Hartigan
Director



Now what?

**AND
NOW**

THE



GRIFFITH

A NEW FORD ENGINED SPORTS CAR

ONE OF THE BEST SPORTS CARS to come out this, or any other year, is the new Griffith. Not only is it a fine looking automobile, but its performance matches, or betters its looks, and that's saying something! The fact that it has chopped seconds off a Cobra record and has a top speed of about 150 mph, speaks well for it.

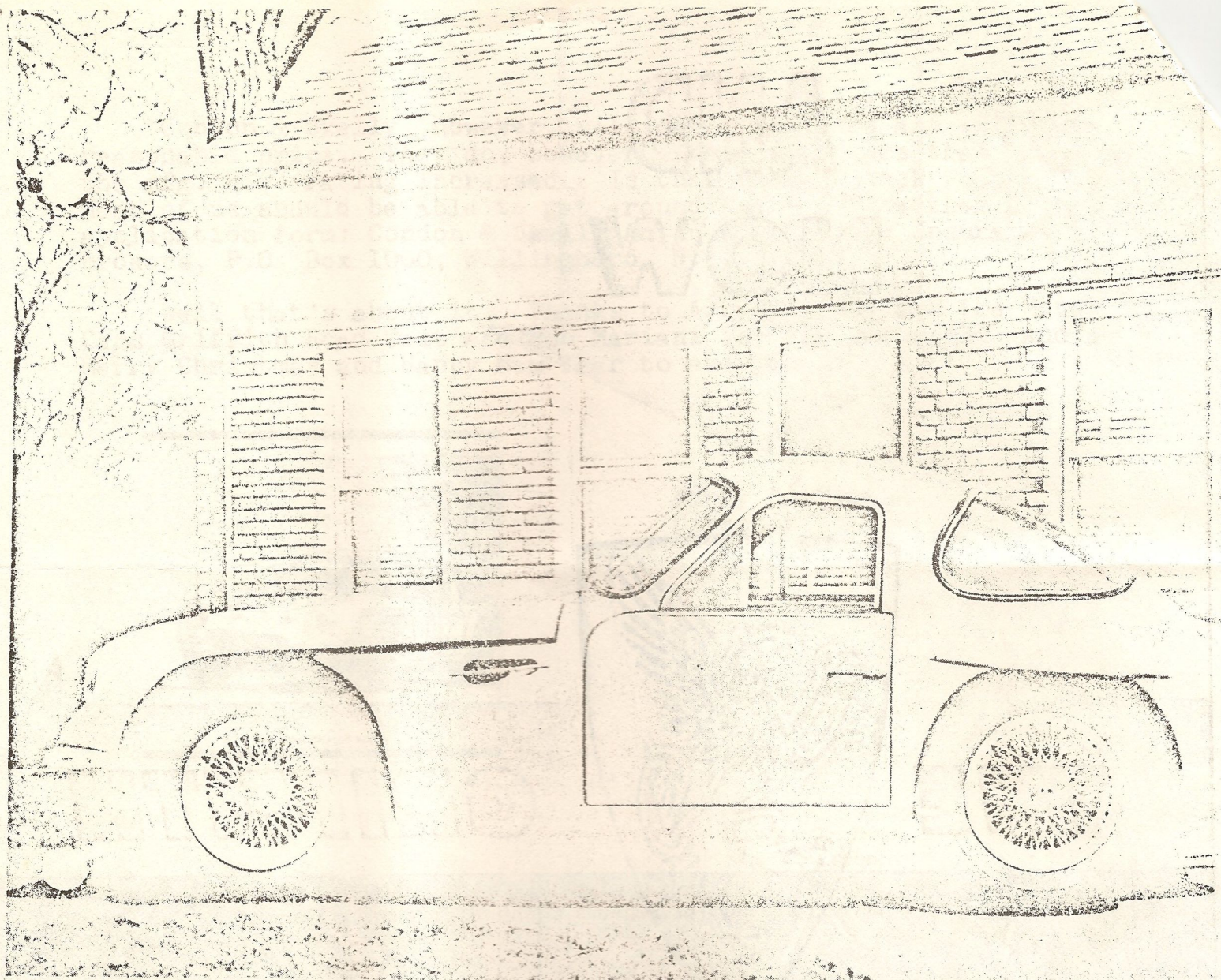
Someday soon we all will be seeing this car taking most of the races with ease. We are quite confident of that, because we have spoken to the gentlemen at the Griffith plant. Some of them turned out to be old friends of ours who have always been connected with sports cars and know what makes them tick. We can say that we have been lucky enough to have been in at the start. New automobiles are always exciting and the Griffith is no exception.

While going through the plant we knew that Motor Cars Illustrated had to do an article on the way Griffith began and what their plans were for the future.

Here is the story exactly as it was told to us by the Griffith people themselves.

Jack Griffith, enthusiastic young president of Griffith Motors and builder of America's newest sports car doesn't think there's anything really unique about the way the Griffith came into being. Although most observers of the automotive scene frankly confess that to start a bonifide sports car production operation and make it go is well nigh unheard of in this day and age. Sure, there are those who will readily point to the phenomenal rise of the Cobra. But it must be noted here that that particular setup was largely run as a custom order operation until Ford picked up the ball and ran with it.

Actually, Jack admits that the Griffith probably never would have materialized at all if he hadn't gotten interested in racing via the Cobra. As owner of one of the most progressive Ford agencies in the New York Metropolitan area, he became hippped on the Cobra



The Series 200 Griffith coupe. This car, now in production uses the Ford 289 Cubic Inch Vee 8 engine coupled to the Ford four speed gear box. It will glide through city traffic with ease or top 148 mph just as a sports car should.

during one of his trips out to Dearborn and returned home the first Cobra dealer on the east coast. What happened after that constitutes a bit of sports car history. Jack wasn't content to just sit on the sidelines and sell this speedster, he wanted to go out and show the folks what it could actually do. Result, the Griffith race team, headed by Dick Monnich, one of the most respected men around the sports course circuit. In no time at all, the most famous Cobra of them all, Number 41, Bob Brown at the wheel, was breaking old records and setting new ones at every major meet going.

Now, Jack and Dick, bitten badly by the bug, were moving another step closer to the day of their big leap into unbelievable accomplishment. In the summer of 1963, they had begun working on modifications for a special Falcon. Today it's known as the Cobra-ized Falcon and there are special kits to convert it. But at that time it was another experiment along the path to a car that would be the answer to a non-millionaire,

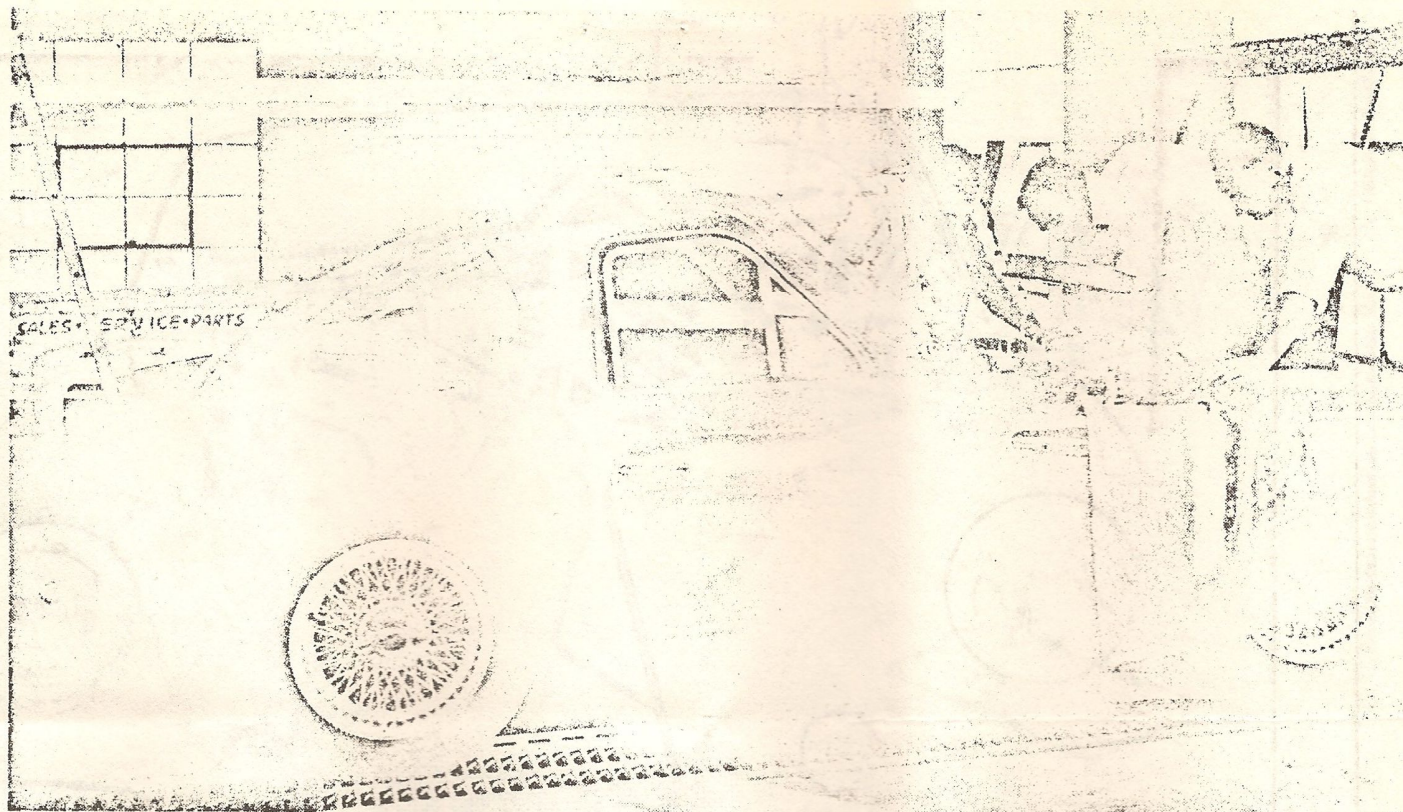
speed buff's dream . . . something that looked and acted like a Ferrari, carried a price tag lower than Jaguars and carried the kind of rugged power plant that only American production seemed capable of turning out for that kind of money.

The two were having lunch one day while waiting for special parts to be used in the Falcon. Dick had been extolling the advantages of a TVR on which he had recently taken shipment as a dealer for the Middle-Atlantic region.

"What a terrific body and chassis design," Dick remarked. "Too bad it doesn't have more of a decent power plant instead of that poor little old eighty five H.P. job!"

"Can you just imagine what something like that would do with a 195 Ford Fairlane engine up front?"

"Like a 1400 pound bomb," Jack answered. The two looked at each other wide-eyed, then grinned and nodded in perfect agreement . . . and the Griffith was born.



Naturally a lot has happened in between. The first car really took a lot of modifying. To begin with the TVR chassis had to be completely redesigned to take a 289 cubic inch Ford engine. Then, with the Fairlane power plant punching out that kind of speed (145 mph), they had to plan for greater stability on the road. This they achieved by going from single to double shocks at the rear.

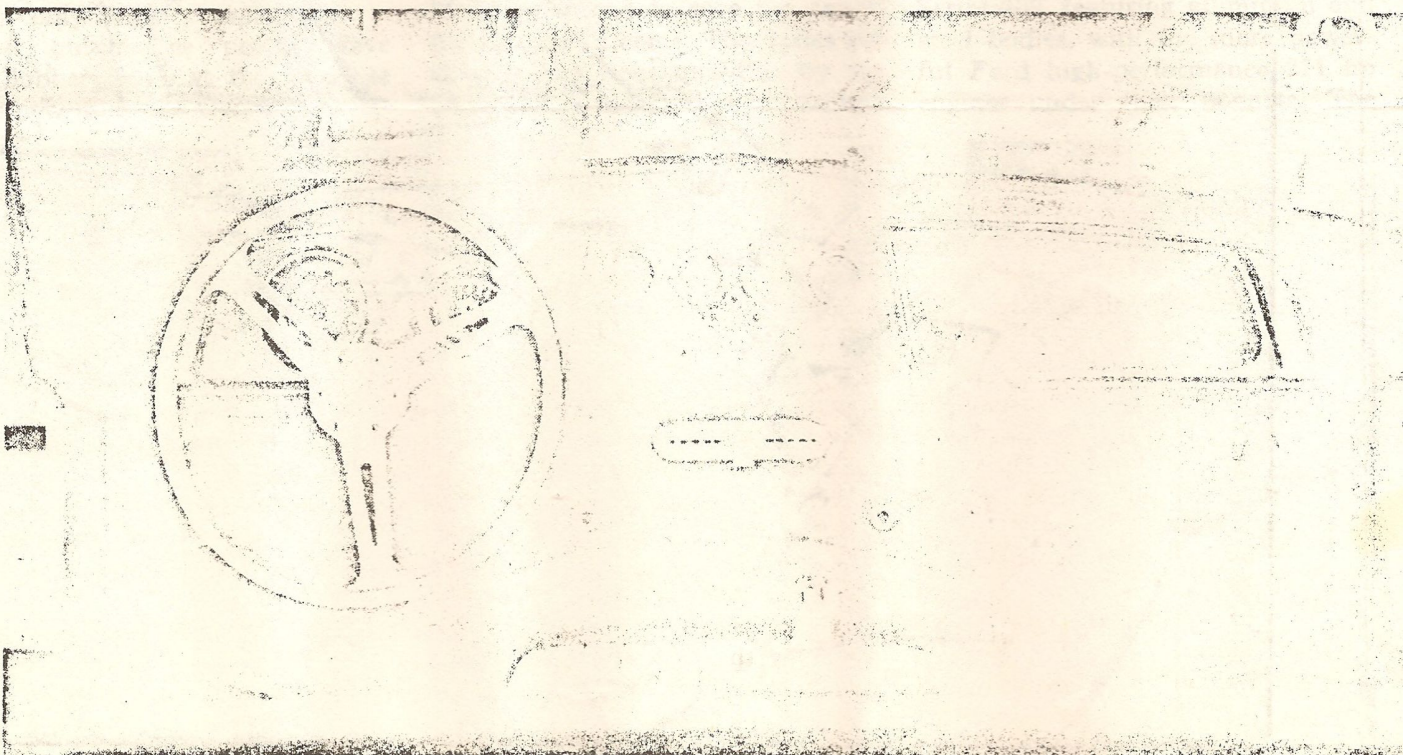
In October 63 the boys decided it was time to give their dream car more of an acid test than it had

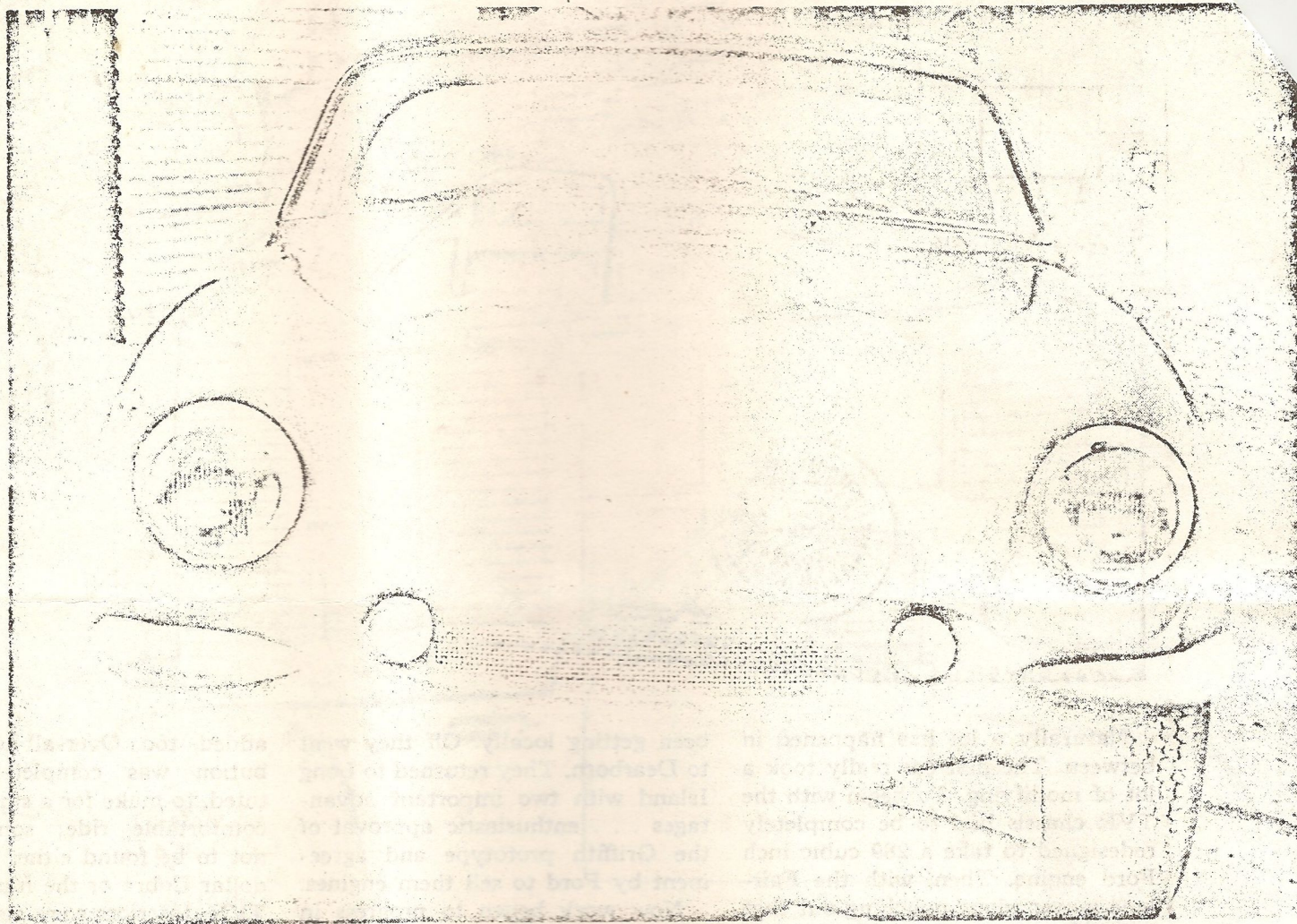
been getting locally. Off they went to Dearborn. They returned to Long Island with two important advantages . . . enthusiastic approval of the Griffith prototype and agreement by Ford to sell them engines.

Now work began to progress in earnest. In February 1964, Griffith brought Keith Aitchison, a director of Britain's Grantura Engineering, into the picture. Designs were finalized and arrangements made with Grantura to turn out the bodies and chassis for the new sportster. During this stage other refinements were

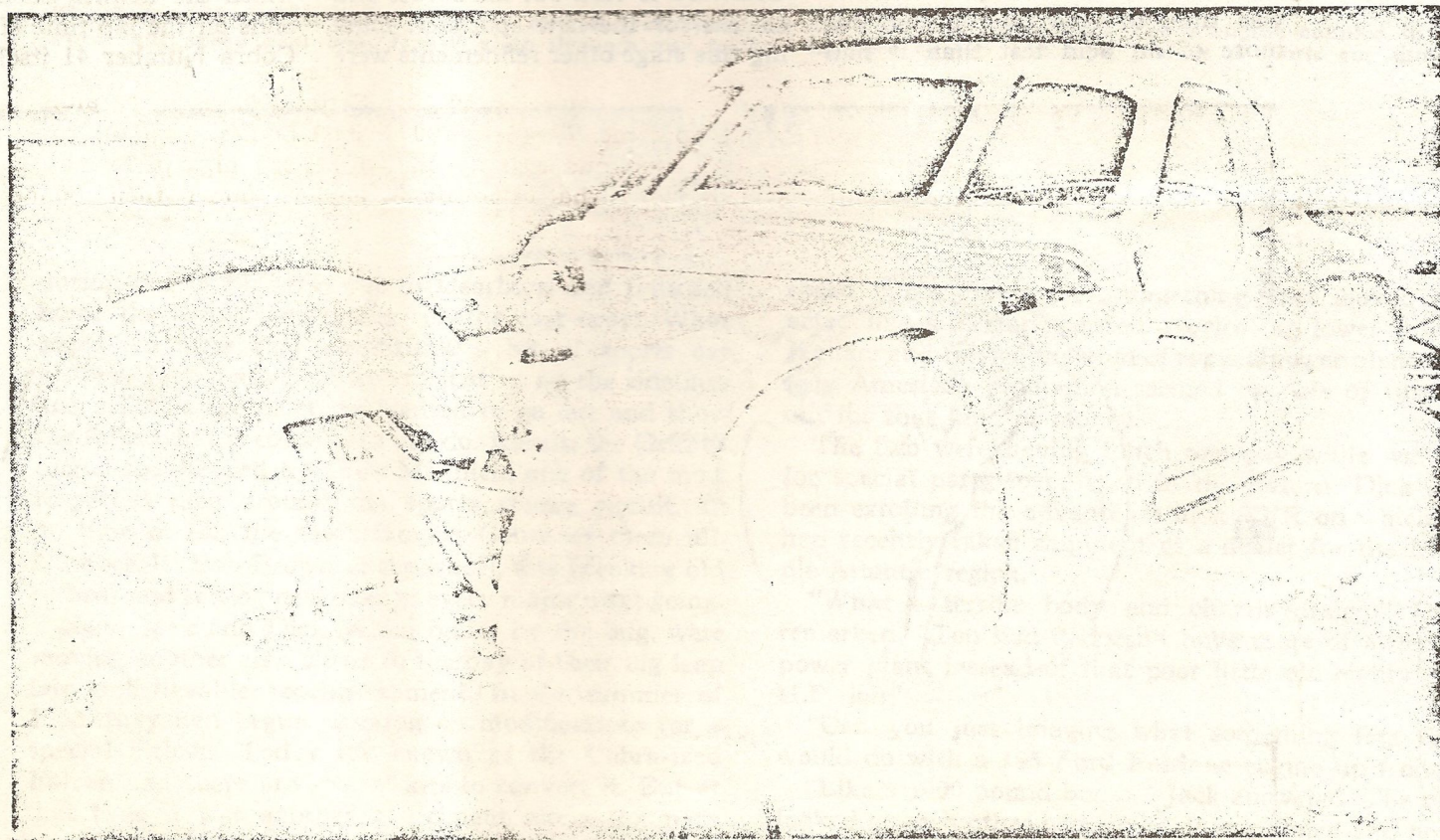
added, too. Over-all weight distribution was completely reconstituted, to make for a smoother, more comfortable ride; something not to be found either in the \$5,000 dollar Cobra or the fun loving Lotus TVR. Interiors were also redesigned to make the vehicle more competitive on the luxury seeking American market.

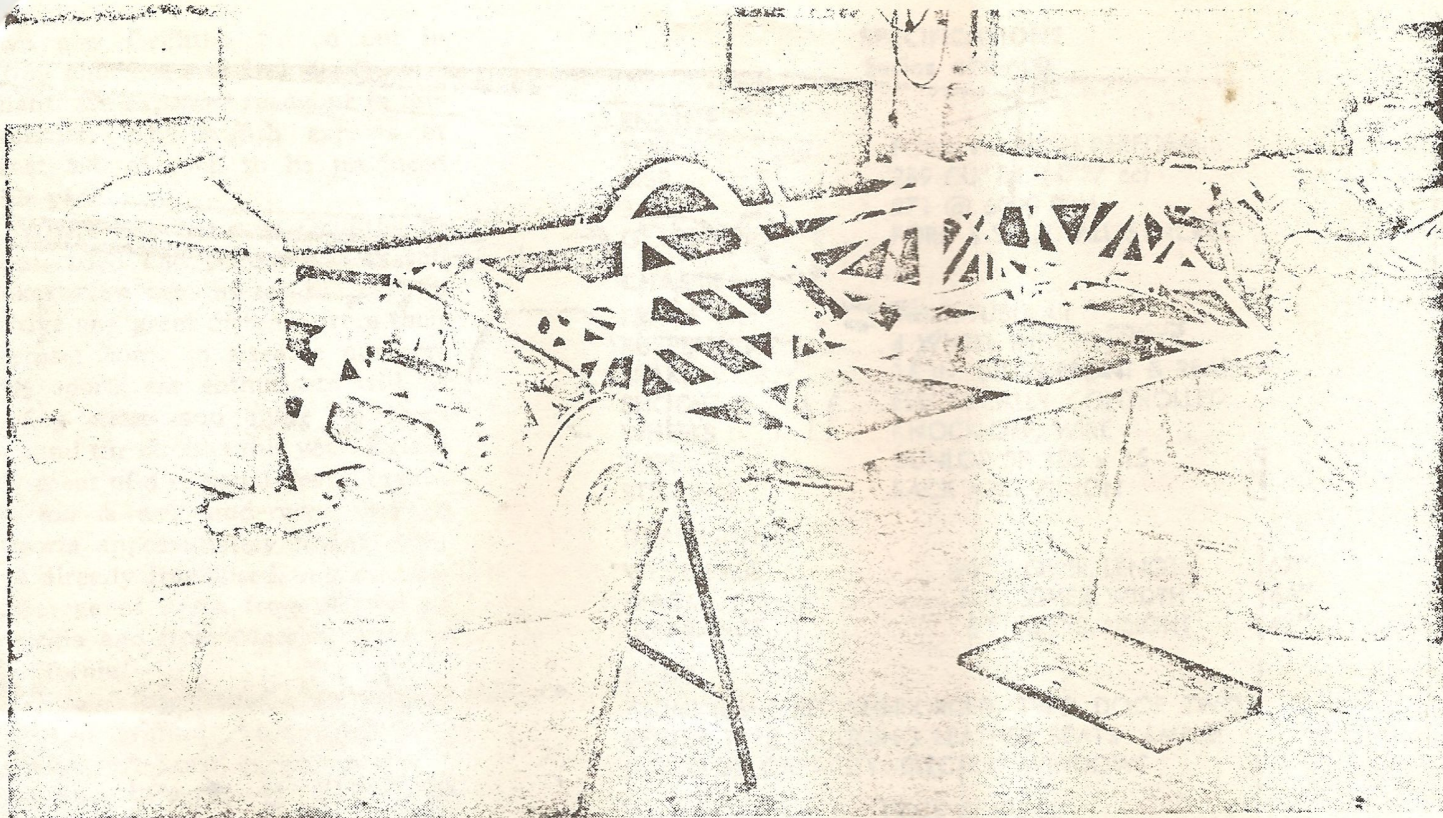
After more trials, finer tuning and still more trials (during one of which the Griffith knocked two seconds off the lap time of the vaunted Cobra Number 41 itself), the G





UPPER LEFT: From the front, the new Griffith is American with a touch of the best British and Italian flavors. LOWER RIGHT: Inside the Griffith has a well mannered look, with everything in its correct place and a correct place for everything. UPPER RIGHT: One of the prototypes being groomed for showing by three intent and very purposeful technicians. LOWER LEFT: Just so you can see, as we did, how the car is built. Here the fiberglass body, is mounted upon the frame.





The tubular framework with front and rear suspension in position. Disk brakes at the front end are visible. Radiator size is ample for cooling under almost any condition. The three other views shows the Griffith assembly line moving forward.

fifth Series 200 was ready to make its debut. This it did at the International Auto Show, at the New York Coliseum, in April 1964. The response? Phenominal . . . but what else would you expect from a production car ready to provide such features as an acceleration of 0 to 60 in 3.7 seconds; a top speed of close to 150 mph, over-all weight of only 1400 lbs. . . . and all this available in a luxurious setting of fibreglas, leather and deep-pile carpeting for only \$3995 complete!

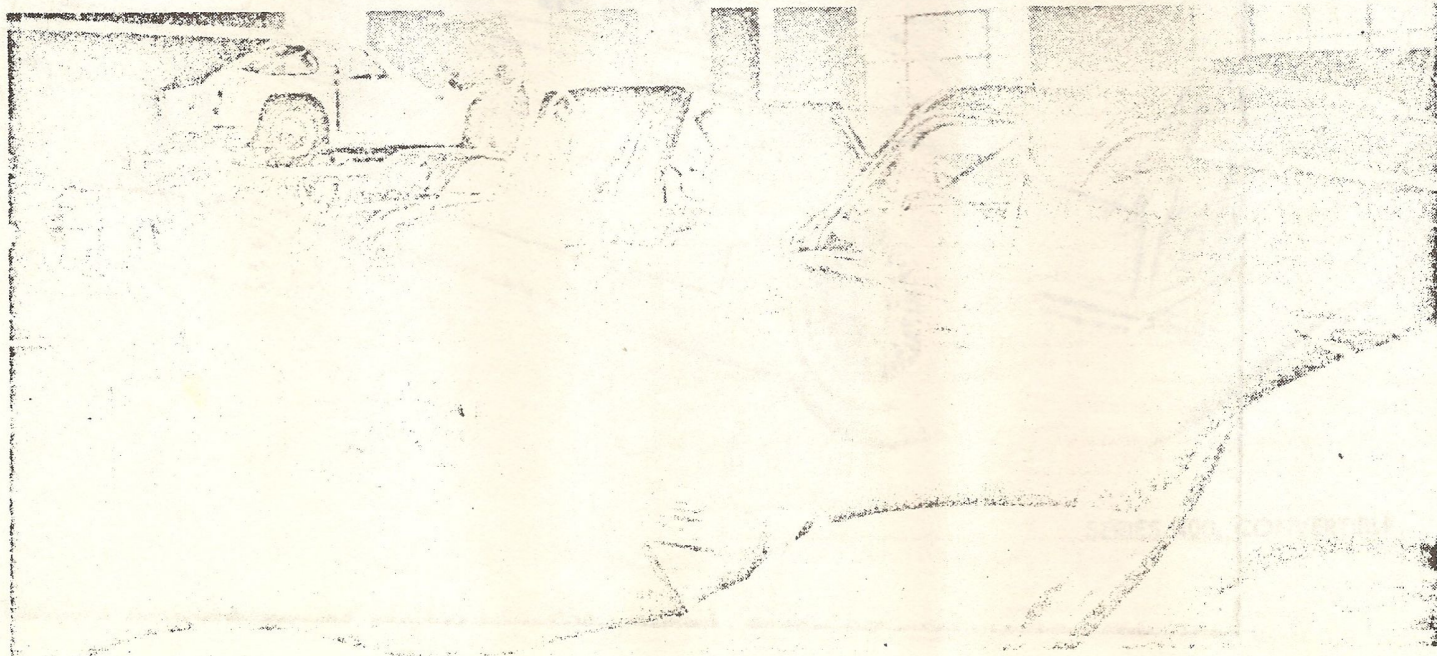
Most automotive people have been flabbergasted at the response to the new machine. Griffith expect-

ed it. "The formula is simple," he says. "All you have to do is offer greater performance per pound of car, per dollar spent than any other sports car on the market. That's exactly what we've done." He expects to do it with a total of 250 Series 200 cars this year, turned out at the new Griffith production plant in Syosset, Long Island, New York.

What's in the offing now? Several things of importance. It almost goes without saying that Griffith and Monnich intend to race the car in the months to come. The Series 200 already has been qualified by the SCCA. This means that in addition

to its creators, the car probably will soon be taken into action by some of its proud new owners on tracks around the sports car circuit.

With a new auto manufacturing company buzzing, Jack Griffith isn't idling along on a straightaway. Already the Griffith enterprise is heading for new horizons. Designs for a series 400 and 600 are now on the drawing boards and prototypes are under construction. These, he states, will differ radically from the Series 200, featuring aluminum and steel bodies, with the more powerful Ford high-performance 271 hp engines under their bonnets. The





two new Griffiths, turned out in Italy and assembled at the Syosset plant, are expected to debut in late summer, '64. Griffith expects at least 500 of each to be produced this year.

Where can the new Griffiths be seen, tried and purchased? It will take a few months for the cars to arrive any great distance from their Syosset home in sizeable numbers but sports car enthusiasts will be seeing more and more of them around the circuits this year. Establishment of a national dealer organization is well underway. Griffith reports approximately fifteen dealers already franchised, representing coverage of areas from Alaska to Florida and from Massachusetts to California.

"There's been a lot of talk about the new Griffith," Jack states, "but you haven't heard anything yet . . . just wait 'til we race!" ■

SPECIFICATIONS

Series 400-600.

ENGINE

TYPE	FORD V-8 HIGH PERFORM.
DISP.	289 CU. IN. (4727 cc)
B.H.P.	271 @ 6000 RPM
GEARBOX	FORD 4 SPEED ALL SYNCRO.

CHASSIS

FRAME	MULTI-TUBULAR
SUSPENSION	4 WHEEL INDEPENDENT
BRAKES	11 IN. DISCS FRONT & REAR
SHOCKS	ELECTRICALLY CONTROLLED
WHEELS	KNOCK-OFF, WIRE
TIRES	DUNLOP SP 185 x 15
STEERING	RACK AND PINION

DIMENSIONS

WHEELBASE	90"	OVER. LENGTH	167"
TRACK	54"	OVER. WIDTH	64"
CLEARANCE	6"	OVER. HEIGHT	48"

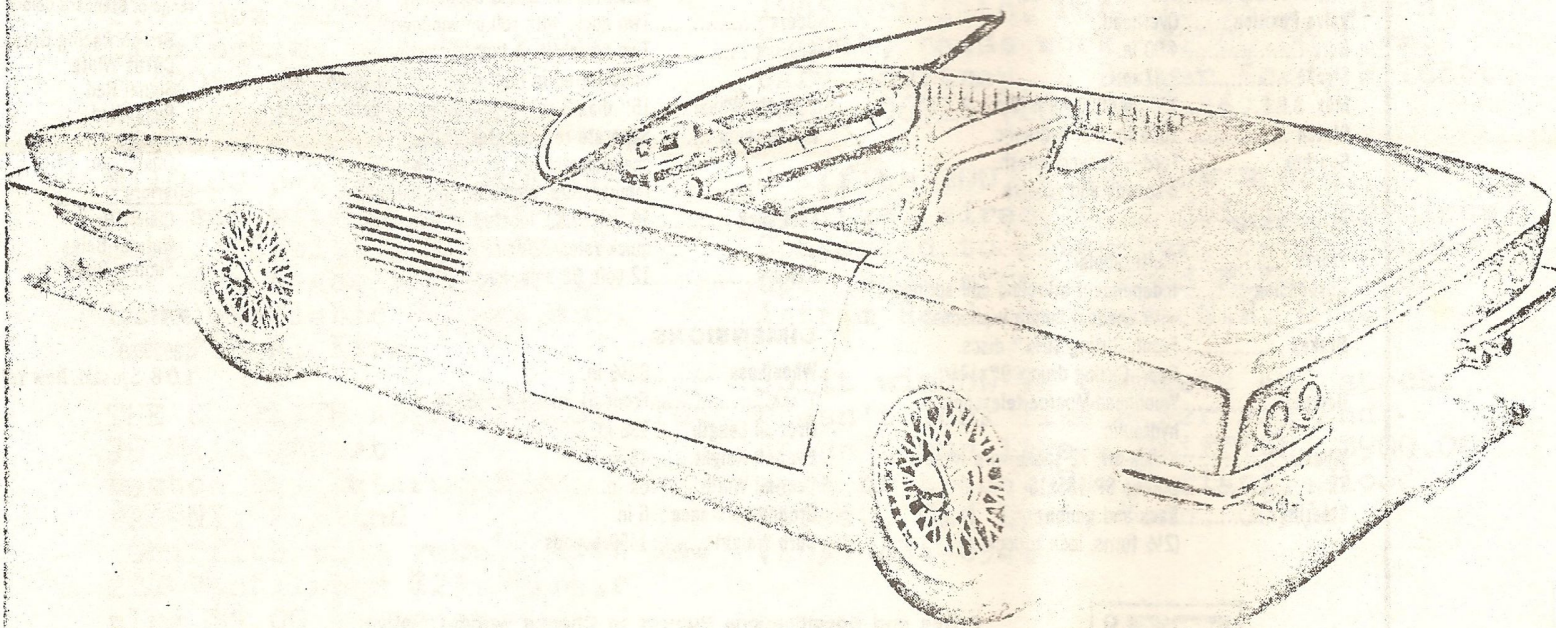
BODY

ALUMINUM-STEEL REINFORCED, TWO DOOR TWO
REUTER TYPE RECLINING LEATHER SEATS—AMPLE
LUGGAGE CAPACITY—ELECTRIC WINDOWS

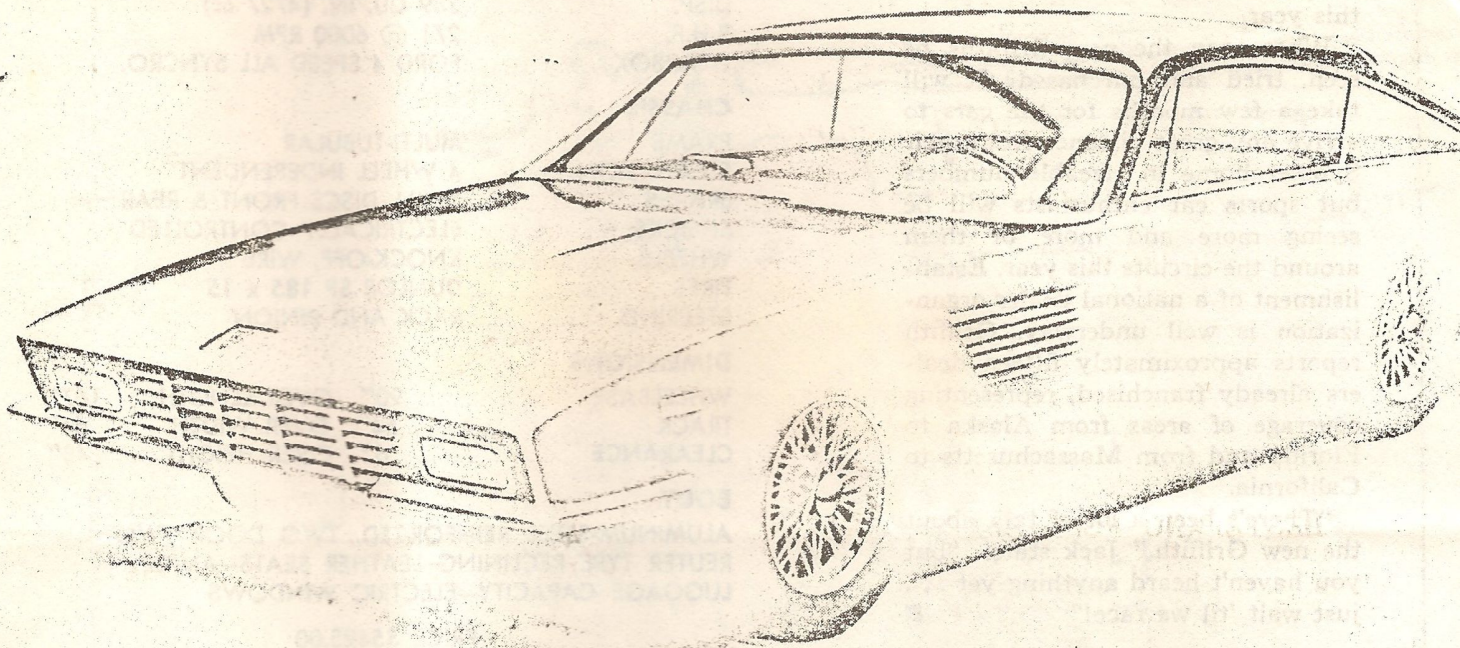
PRICE \$5495.00

F.O.B. SYOSSET, NEW YORK

Here are two artists renderings of the coming Griffith series 400 convertible and the series 600 coupe. Engine in these models has had horsepower upped from 195 @ 6000 RPM to 271 @ 6000 RPM. Disk brakes, 11" are placed at all 4 wheels.



SERIES 400, CONVERTIBLE



SERIES 600, COUPE

SERIES 200

SPECIFICATIONS

ENGINE

Type	Ford V-8 high performance
Displacement	289 cu. in (4727 cc)
Valve Position	Overhead
Bore	4.00 in.
Stroke	2.87 in.
Max. B.H.P.	195 @ 6000 RPM (Std.)
Clutch	10½ in. dia. hydraulic
Gearbox	Ford—all synchromesh, 4-speeds and reverse

CHASSIS

Frame	Multi-tubular
Suspension	Independent all-round coil springs with unequal length wishbones
Brakes	Front, Girling 10¾" discs. Rear, Girling drums 9"x1¼"
Dampers	Woodhead-Monroe telescopic hydraulic
Wheels	Knock-off, 72 spoke wire wheels
Tires	Dunlop SP 185x15
Steering	Rack and pinion (2½ turns, lock to lock)

BODY

Construction	Reinforced fiberglass on multitubular frame— insulated for sound deadening
Doors	Two doors with roll-up windows
Seating	Two competition type bucket seats upholstered in high grade leather grain vinyl
Steering Wheel	15" dia., 3 spoke, wood rim competition type
Instruments	Separate rev. counter, trip speedometer, oil pressure, water temperature, ammeter and fuel gage
Fuel Tank	16 gal. (U.S.), located in rear with quick release filler
Battery	12 volt, 38 amp. hour

DIMENSIONS

Wheelbase	85½ in.
Track	Front 51 in. Rear 52 in.
Over-all Length	138 in.
Over-all Height	48 in.
Over-all Width	64 in.
Ground Clearance	6 in.
Curb Weight	1450 pounds

COLORS

The Griffith Series 200
is available in the following
range of Standard Colors:

British Racing Green
Cirrus White
Signal Red
Regal Red
Black
Opalescent Silver Blue

Interiors

Cherry Red
Natural Beige
Finnish Black

PRICE

\$3995.00
F.O.B. Syosset, New York



Prices and Specifications Subject to Change without Notice.

GRIFFITH MOTORS, Inc. 141 EILEEN WAY, SYOSSET, L. I., NEW YORK
516 WALNUT 1-8320

PARTS & ASSISTANCE

TVR CARS OF AMERICA, LTD.
29 New York Avenue
Huntington, New York 11743
(516) 423-6333
Now offering a 10% discount
to all Griffith Club members.
Ask for Jerry Sagerman.

DAYTON WHEEL PRODUCTS, INC.
2326 East River Road
Dayton, Ohio 45439
(513) 294-2606
Wire wheel service. Dunlop
and Dayton wires in stock.
Ask for Ed Williams.

DESTEFANO FORD SALES, INC.
231 County Road
Barrington, R.I. 02806
(401) 245-5600
Genuine FORD parts. Now
offering a 25% discount to
all Griffith Club members.
Ask for George DeStefano.

COLOR CREATIONS by DANNY
River Street
Rockville, Conn. 06066
(203) 871-1791
Specializing in Griffith
paint and fiberglass repair.
Ask for Danny Magnon.

KIRK RACING ENTERPRISES
P.O. Box 20004
Birmingham, Alabama 35216
(205) 823-6025
Now offering Griffith
headers to all members.
\$110.00 per set. (\$100.00
per set with order of 5 or
more.) Shelby GT350 Tri-Y
& Cobra headers and roll
bars available on request.
Ask for Al Kirk.

THE COMPLETE AUTOMOBILIST LTD.
39 Main Street
Baston Nr. Peterborough
PE69NX, England
Griffith side vents- Part No.
224-Ventilator \$23.00/pair
plus \$5.00 Air postage.

ACCURATE CARBURATOR & SPEEDOMETER
SERVICE
670 Academy Street
New York, New York 10034
(212) 569-9370
Repair on Smiths speedometers. Can
fabricate new speedometer cables
using your original as a guide. Will
adapt your own cable to your present
speedometer. When calling for quot-
ation, tell them you are with the
Griffith Club.

NISONGER CORPORATION
35 Bartel Place
New Rochelle, New York 10801
(914) 235-2400
Repairs on Smith instruments.

INSURANCE

CONDON & SKELLY ANTIQUE MOTOR CAR
INSURANCE BROKERS
P.O. Box 1000
Willingboro, New Jersey 08046

CLASSIFIED ADVERTISEMENTS

1965 Griffith 200, #034, B.R. Green
original paint, never wrecked,
rebuilt engine, 30000 miles. Best
offer. Tom Thorson, LaMoille, Minn.
55948 (507) 454-2687

1965 Griffith, rebuilt 351, Tuscan
bonnet, needs work. \$2000.00 firm.
Gary Courtney, 4 Badger Road, Wolcott,
Conn. 06716 (203) 879-3672

Griffith 200, #147, new shocks,
springs, tires, ball joints, trunions.
Converted to alternator, recent tune-
up. Best offer. Fred McKenny, Old
Antrim Road, Hancock, N.H. 03449

Split window VW complete and stock.
Doesn't look like a Ferrari and
doesn't run like a Griffith! \$900.00
sale or trade. Bob Mariani, Blood
Street, Old Lyme, Conn. 06371
(203) 434-8544

PARTS

Griffith rack & pinion,
(1) new, (1) used, 456
ring & pinion for MG rear
(used), Detroit Locker for
MG rear, Koni shocks with
Tuscan springs, Series 400
half shafts, center section,
all brackets, Misc. interior
and exterior parts. Offers
on all parts or trade for
Shelby or Cobra parts. Mike
NiBali, 3405 Sylvan Lane,
Ellicott City, Md. 21043
(301) 747-2312

Series 200 halfshafts,
complete less U-joints,
brand new optional spicer
(large size) shafts. \$150.00
or best offer. George DeStefano,
15 Pinetop Road, Barrington,
R.I. 02806 (401) 246-0397

110 New Champion racing plugs,
various heat ranges for Boss
302 or 351C \$50.00. Holman-
Moody 8 qt. steel pan with
baffles and Wayes and a Triple
Pick-up pump for Sm. Blk. Ford
\$100.00 or trade for 3X2 Setup
for 289 Ford. Jerry Bugay,
875 Falck Road, McKees Rocks,
Pa. 15136

WANTED: AM-FM or AM-8Track with
dash plate for 1966 Mustang.
Must be factory. Jerry Bugay,
875 Falck Road, McKees Rocks,
Pa. 15136

WANTED: 289 Shelby oil pan
(aluminum), 1965 Cobra powered
by Ford valve covers. Bob Mariani,
Blood Street, Old Lyme, Conn. 06371
(203) 434-8544.

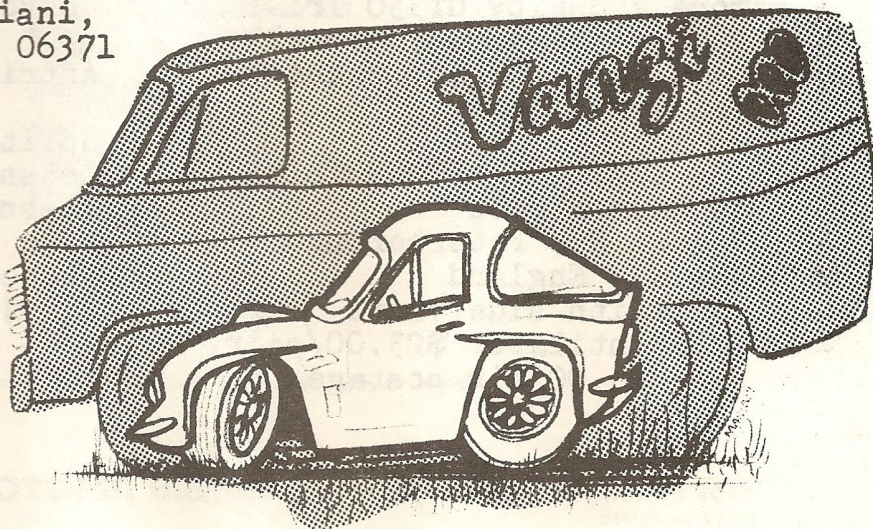
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The classified section is open to
all Griffith Club members. All ads
will run for two issues, whereupon
it will automatically terminate
unless it is resubmitted. If you
want to sell or purchase any item,
send your ad to Griffith Club of
America, Bushy Hill Road, Deep River,
Conn. 06417. Please notify us if
car or part is either sold or located.

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*ALL ADS DUE BY THE 15TH OF THE
PRECEDING MONTH*

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DUES: \$10.00 (PER YEAR)

GRIFFITH CLUB OF AMERICA
Bushy Hill Road
Deep River, Ct. 06417

APPLICATION FORM

NAME:

ADDRESS:

CITY:

STATE:

ZIP:

PHONE:

SERIES:

SERIAL NUMBER:

COLOR:

ORIGINAL: YES ☐ NO ☐

DATE PURCHASED:

MILEAGE:

PREVIOUS OWNERS (if any):

INTERESTING HISTORY:

COMMENTS: