

DUES: \$10.00 (PER YEAR)

GRIFFITH CLUB OF AMERICA
15 Pinetop Road
Barrington, Rhode Island
02806

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:



Griffith Club of America

FEBRUARY 1975

An important breakthrough has been offered to members of the Griffith Club. Many owners have showed their concern for the reproduction of exhaust headers. In the past, we have tried but failed in locating a company that would cooperate with our needs. However, within the last month, we have been fortunate in that a header company from Alabama has offered us a deal that should be welcome to all Griffith owners.

Kirk Racing Enterprises, 1433 Montgomery Highway, P.O. Box 5867, Birmingham, Alabama 35216 (205) 823-6025 is the company that has come to our rescue. Mr. Al Kirk has informed me he will produce Griffith headers-exact duplicates of originals. A special price for Griffith Club members is set at only \$110.00 per pair. A quantity order of five or more can be purchased for \$100.00 per pair. They can also repair any existing headers if new ones aren't required. In addition to Griffith headers, Kirk Racing Enterprises manufactures Shelby GT350 Tri-Y headers, A.C. Cobra 289 & 427 headers and sidepipes all of which are exact reproductions of the originals. Roll bar fabrication is available for street and strip. If you are interested in any of the above, contact Mr. Kirk and he will be glad to give you a quotation on prices. I urge all of you to take a good look at this offer.

In other news, it looks as if the U.S. Postal Service has done it to us again. Oh well... what else is new! Many new club members have showed an interest in newsletters prior to the ones they have received. On April 1st all previous newsletters will be made available for a minimal fee plus postage. The prices will be set at that time and information concerning this will appear in the next newsletter.

This months newsletter highlights include an article written by Road & Track magazine. As you will see, the article shows Walt Dudley's Griffith as the overall winner. Also included is the road test by Autosport magazine which shows the English version of the Griffith, the TVR Griffith 200.

At this time I would like to announce that on June 1st, Randy Hartigan of Connecticut will take over as director of the Griffith Club for the 1976-1977 season. At that time, all club information and remaining funds will be transferred to him. I am sure that Randy will continue to serve all members in a friendly manner which we have tried to establish since the club was formed in February of 1973.

Dates for our upcoming meets are now being scheduled. If you wish to host a meet, please contact us as soon as possible.

Sincerely,

George DeStefano
Director

THE GRIFFITH FORUM

by Randy Hartigan

Well, here we go with the patches again. Because of the interest and demand, a second order for Griffith embroidered patches is now being taken. These patches will be identical in design and size to the Griffith nose plaques. They will be woven in the proper red, white and blue colors. The price is still \$2.50 per patch and delivery will take about 6-8 weeks. To place your order, send a check or money order to Randy Hartigan, Bushy Hill Road, Deep River, Ct.. The deadline date for ordering is February 25th! Please act now so that all orders may be filled!

More and more owners are replacing the original wire wheels with "mags" of one brand or another. Adaptors are one way to put them on, or machining the hub to the new bolt pattern is another. As far as machine work goes, you might try J&M Machine Company, 1536 Gold Star Highway, Groton, Ct. 06340 (203) 445-7139. I recently had mine done there and they do a real nice job at a reasonable price. Send them your hubs, brake drums, and new studs. They will drill them, press and/ or weld in the studs for \$65.00. Anyone sending their hubs please contact me first, as I have the special jigs made up by J&M needed to machine the Griffith hubs.

Anyone contemplating replacing shocks or springs is faced with the job of separating the two. One way to do this is to use a hub spline, that the wire wheel mounts on, from the car and 4 battery holdown rods with hooked ends. Place the shock in the hub spline and run the 4 holdowns through the springs. Work around the circle tighten each one a couple of turns until the spring is compressed enough to pop the retainer off. Now loosen the holdowns and that's it!

HELPFUL HINTS

Need a rear view mirror to replace that long slot suction cup model - try a Pinto or Vega mirror and a couple of drops of perma bond. It looks great and the size is right. How about a thermo switch for the radiator - try one out of a Saab Sonnett - it works! Having trouble keeping the rear axles and hubs from spinning....keyway and all - try one of two things:
(1) heat the hub and freeze the axle, then put them together with an impact wrench. You should be able to get further down on the taper this way.
(2) have them electron beam welded together. There is no reason for them being 2 pieces in the first place. So far a few people have tried this with good results. Not a bad idea!

Anyone having any "helpful hints", send them in.... let everyone know.

Randy Hartigan
Bushy Hill Road
Deep River, Ct.
(203) 526-5531

INFORMATION WANTED

Front windshield or information on how to obtain one.... Series 200!

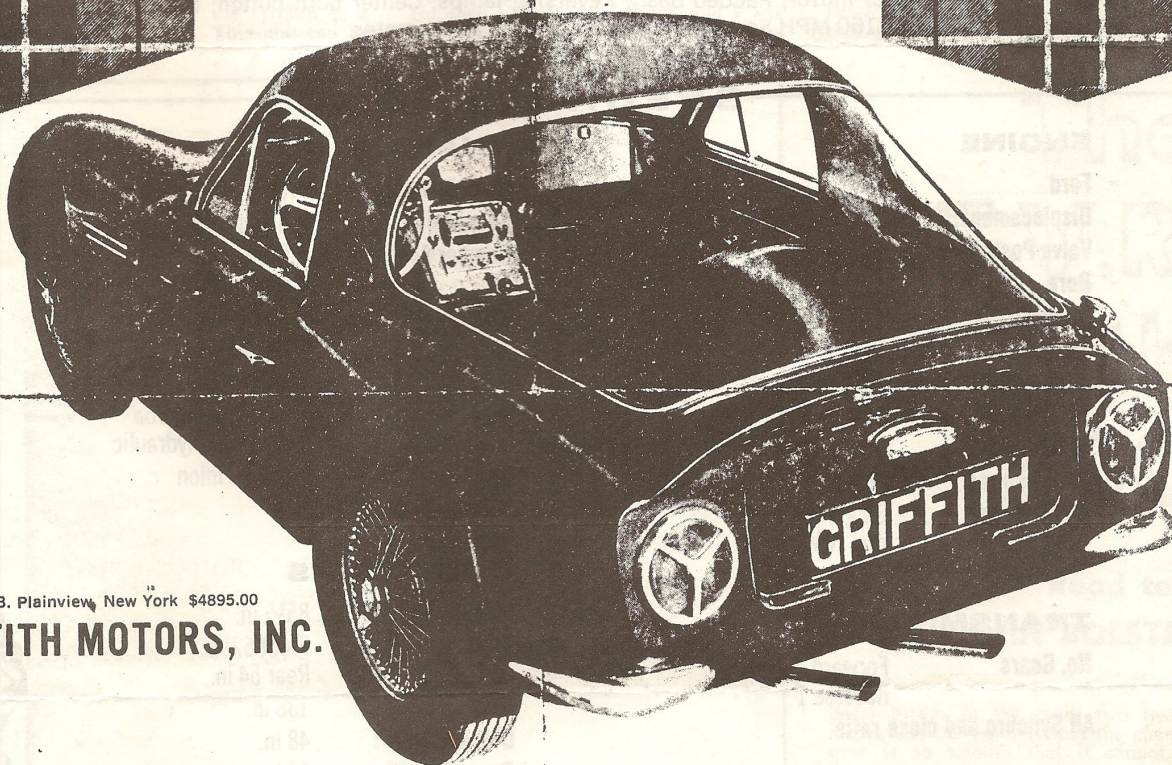
Thomas Luzzi
19 Harrison Avenue
Westerly, R.I. 02891
(401) 596-4213

The AUTO SHOW

1241 FALL RIVER AVE.
BEEKONK, MASS.

ED. 6-97/77

GRIFFITH Series 400



F.O.B. Plainview, New York \$4895.00

GRIFFITH MOTORS, INC.



WE
the Gr

2. 6. 1997

SPECIFICATIONS

ENGINE

TRANSMISSION

No. Gears..... Forward 4
Reverse 1

No. Gears..... Forward 4
Reverse 1

BODY

CHASSIS

DIMENSIONS

A black and white illustration of a woman standing in profile, facing left. She is wearing a dark, long-sleeved jacket over a plaid skirt. She is also wearing tall, dark boots with a grid-like pattern. She is holding a book or a folder under her left arm. She has short, wavy hair and is wearing a headband with a feather.

Signal Red	Regal Red
Cirrus White	British Racing Green
Silver Blue	Powder Blue

-Prices and Specifications Subject to Change without Notice.

THE T.V.R. is a small sports coupé which has been built in various forms for a number of years, powered by different proprietary engines. A feature of the car has always been its multi-tubular chassis forming, in effect, a backbone. The seats are outside this main central frame, so the car is fairly wide, and the body is of unstressed glassfibre construction.

Originally, the T.V.R. had trailing arm suspension derived from the Volkswagen. This gave insufficient lateral stability and the suspension is now by wishbones and helical springs all round, with anti-roll bars. In front, Triumph suspension components and rack-and-pinion steering are used. At the rear, all the parts are made by T.V.R., and enormously rugged drive shafts of 1½ in. diameter transmit the power to the rear hubs. Girling disc brakes are fitted all round.

The power unit of the Griffith is a Ford V8 of 4,727 c.c. This unit can be

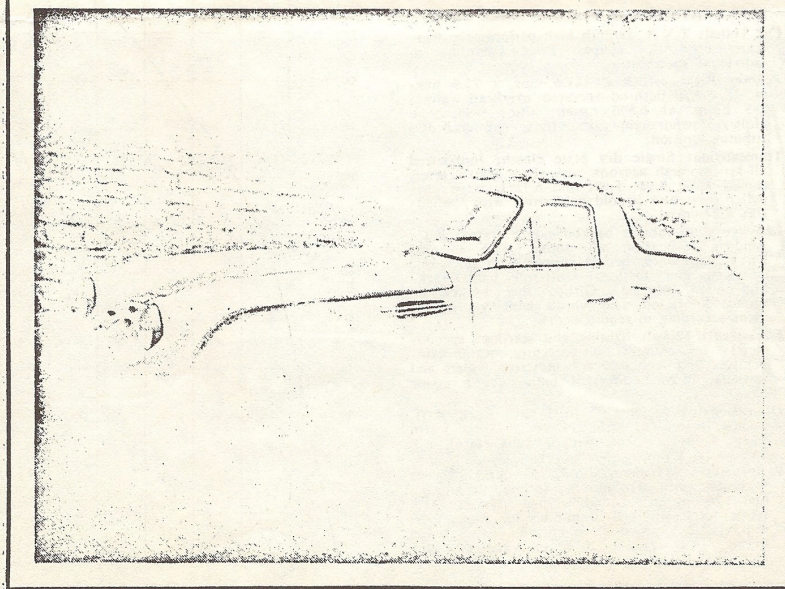
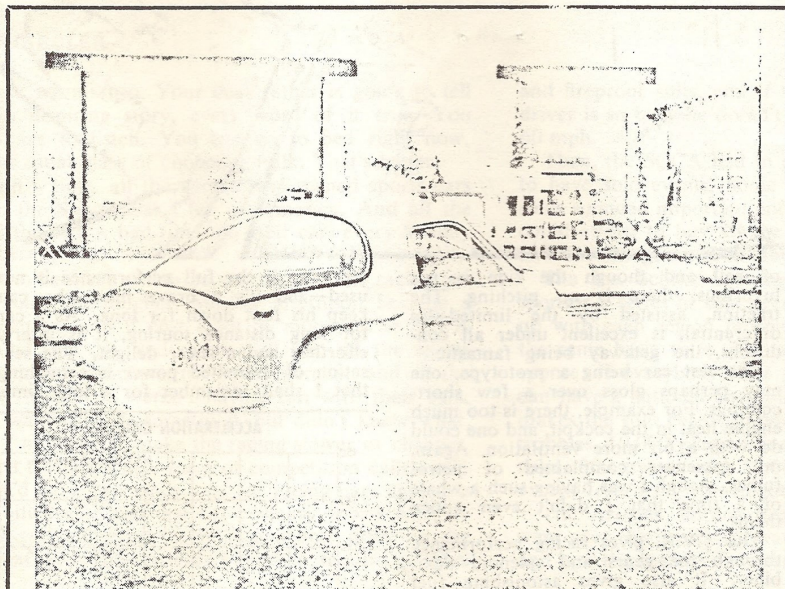
had in various states of tune, and the test car had the high-performance version, which gives 271 b.h.p. at 6,000 r.p.m. in standard form. However, three twin-choke Holley carburettors were fitted, and at least 285 b.h.p. must have been available, and probably a lot more, at about 6,500 r.p.m. The four-speed, close-ratio gearbox by Borg-Warner had also been installed.

You don't just drop an engine of this calibre into an existing sports car and live happily ever after. Four months of arduous development work had been done on the test car by Chris Lawrence, so it can be regarded as the prototype of future Griffiths. Deficient in certain details which would be properly installed in production cars, the test machine was nevertheless an extremely potent instrument which had been raced in Continental hill-climbs with success. The Continent seemed the best place for such a rapid conveyance, and I was soon on board the good ship *Free Enter-*

prise 2, making my way to Calais and points south.

The original T.V.R. body was a manx-tailed affair, but a more normal rear end, with a useful luggage boot and the fashionable cut-off tail, has now been grafted on to it. This provides enough space for the baggage of two people on tour. One sits down low beside the high but well upholstered central tunnel, and a delightful little gear lever projects from the top of it. The driving position is comfortable and one can see in all directions, though the scuttle is fairly high.

The whole personality of the car is dominated by the marvellous engine which is fitted to it. The solid valve lifters can just be heard at idling speeds, but thereafter the big unit is as smooth as a dynamo. The central twin-choke carburettor is used at all low and medium speeds, the fuel economy then being comparable with that of a 14-litre saloon. Further depression of the



The T.V.R. Griffith 200

Road test
by JOHN BOLSTER

pedal brings in the other two instruments, but the point is that the change-over is so smooth that it cannot be detected.

With all six chokes in action, the performance is so vivid that it is almost beyond description. Sports cars powered with large American engines are now dominating motor racing, and this T.V.R. gives the sort of acceleration that those dramatic monsters demonstrate on the circuits. The machinery makes just the right noise—never loud but most exciting—and though bottom gear gives an easy 70 m.p.h., it also literally sets the tyres on fire if one is not careful. A snatch into second gives a useful 91 m.p.h. almost instantaneously and third is good for 114 m.p.h.

Yet, the car will throttle down below 20 m.p.h. in top gear and flash up to three-figure speeds with a touch of the toe. Without a torque converter, only a steam car could be more flexible. A smooth and silent 5,000 r.p.m. gives exactly 125 m.p.h., which is an easy and economical cruising speed. It is greatly to the credit of Chris Lawrence that the stability at this speed is first class, in spite of the short wheelbase.



4,427 c.c. COBRA V8 engine topped off with three Holley twin-choke down-draught carburettors must be a conversational piece in any language.

He warned me that aerodynamics would rear their ugly little heads at the higher velocities, and this proved to be the case.

Over 150 m.p.h., things become somewhat fraught. One must either choose a still day or risk becoming one of Those Magnificent Men in Their Flying Machines. Those owners—and they will be few—who wish to explore such velocities would be well advised to experiment with “spoilers”. I think that much of the trouble is due to excessive air pressure under the bonnet, for it built up and rose in front of me, completely blocking my view. Having survived this episode, I acquired a new rope, but production cars certainly ought to have a strong safety net.

Nevertheless, the car will reach 163 m.p.h. in a remarkably short distance, and at one like 6,500 r.p.m. on the tachometer one dares to spare a glance. The car is well balanced on corners, both fast and slow, though bumps and changes of direction may cause a bit of darting about. The steering is quick enough to “kill” unwanted changes of direction, how-

ever, there is too much kick-back on the steering wheel over rough roads. This is a fault, and the necessary change will be incorporated in the next version. As I had to drive the car at high speeds, racing tyres were used for reasons of safety. These tend to give a hard ride, but the average driver would not want to exceed 140 m.p.h. and will be more comfortable on normal high-speed tyres. For the same reason, the cornering on these tyres is adequate without being excessive. There is a marked absence

of roll and though the ride is not luxurious, there is no pitching. The traction, assisted by the limited-slip differential, is excellent under all conditions, the getaway being fantastic.

The test car being a prototype, one may perhaps gloss over a few shortcomings. For example, there is too much engine heat in the cockpit, and one could do with a bit more ventilation. Again, my passenger complained of petrol fumes, though I was having such a whale of a time that I didn't even notice them!

The T.V.R. gives racing performance through the gears and splendid flexibility. It also gives astonishing fuel

economy if the full performance is not used—and it's a brave man who can keep his foot down for long. As a car for long distance touring, it is utterly effortless and a sheer delight. The sensation of unlimited power is something that I shall remember for a long time.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: T.V.R. Griffith high-performance two-seater fixed-head coupé. Price according to individual specification.

Engine: Eight cylinders, 101.6 mm. x 72.9 mm. (4,727 c.c.); pushrod-operated overhead valves; 285 b.h.p. at 6,500 r.p.m.; three twin-choke Holley down-draught carburettors; coil and distributor ignition.

Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with short central lever, ratios: 3.07; 4.02; 5.00; and 6.75:1; open propeller shaft and hypoid final drive with limited-slip differential.

Chassis: Multi-tubular backbone-type frame; independent suspension all round with unequal length wishbones, helical springs with telescopic dampers, and torsional anti-roll bars; rack-and-pinion steering; Girling disc brakes all round; knock-on wire wheels with tyre equipment according to requirements.

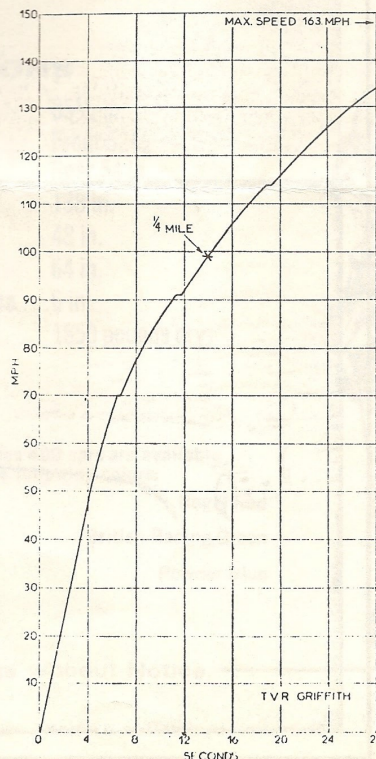
Equipment: 12-volt lighting and starting; speedometer; rev-counter; oil pressure, water temperature and fuel gauges; windscreen wipers and washers; flashing direction indicators; reversing light.

Dimensions: Wheelbase, 7 ft. 11 in.; track, 4 ft. 3 in.; overall length, 11 ft. 8 in.; width 5 ft. 4 in.; weight, with 7 galls petrol, oil, and water, 1 ton.

Performance: Maximum speed, 163 m.p.h. Speeds in gears: third, 114 m.p.h.; second, 91 m.p.h.; first, 70 m.p.h.; standing quarter-mile, 13.8 secs.; acceleration: 0-50 m.p.h., 4.2 secs.; 0-60 m.p.h., 5.2 secs.; 0-80 m.p.h., 8.5 secs.; 0-100 m.p.h., 14.4 secs.; 0-120 m.p.h., 21.6 secs.

Fuel Consumption: 14 to 22 m.p.g.

ACCELERATION GRAPH





R&T Happenings Dept:

SCHLITZ SLALOM SERIES

MAR 1971

A true (and inspiring) fable for our time

BY ALLAN GIRDLER

STOP THAT SQUIRMING. Your dear father is going to tell you an inspiring story, every word of it true. You don't have to listen. You can go to bed right now, without your usual glass of chocolate milk. That's better.

Once upon a time, all the people who owned sports cars belonged to the Sports Car Club of America. And all the members of the SCCA had fun with their cars every Sunday afternoon.

There got to be more and more sports cars. The racing got faster, the rules got tougher, Sunday afternoon became a 3-day proposition, and it cost a lot of money. The SCCA looked around one day and discovered that all the sports car owners weren't members, not by 95 percent, and all the members of the SCCA weren't having fun with their cars. The SCCA wanted to do something, but didn't know what. There wasn't any way to make the racing slower or cheaper. They decided to start a new form of competition called solo events. They'd have two kinds, one for racing cars against a clock, like hillclimbs, and one for ordinary sports cars, or any kind of car, going no faster than people drive on the highway. That way, they wouldn't need to require rollbars

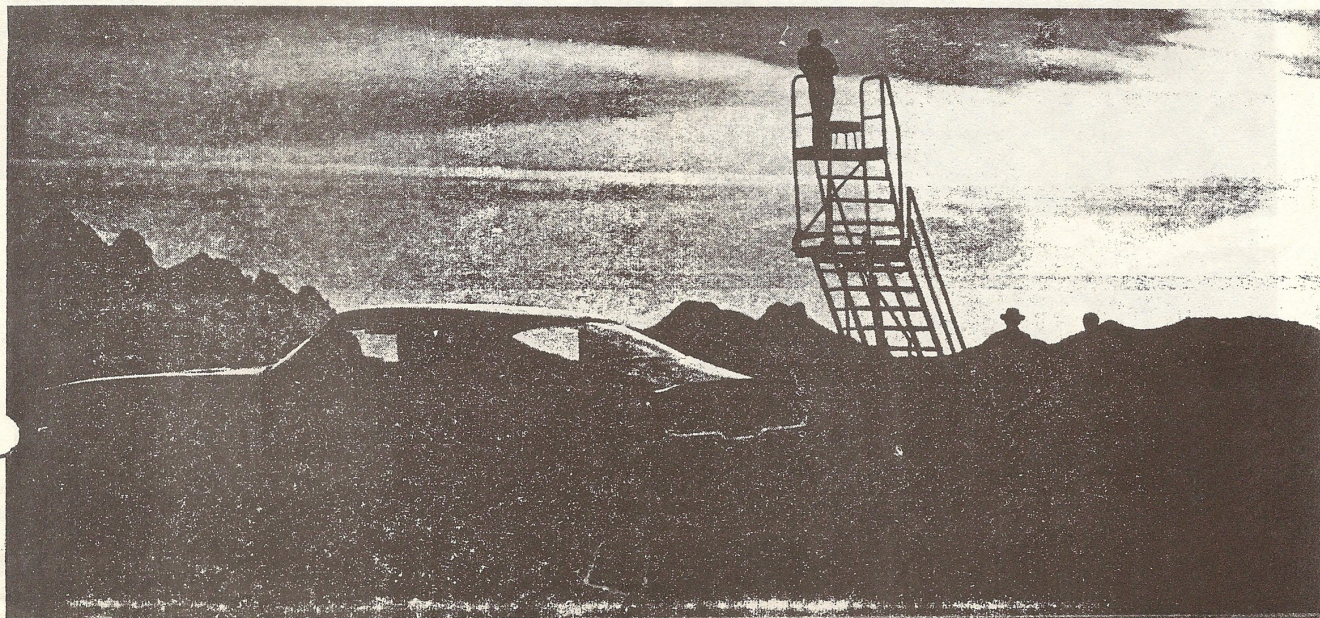
and fireproof suits, and if the course is tricky enough, the driver is so busy he doesn't know or care if he's only doing 60 mph.

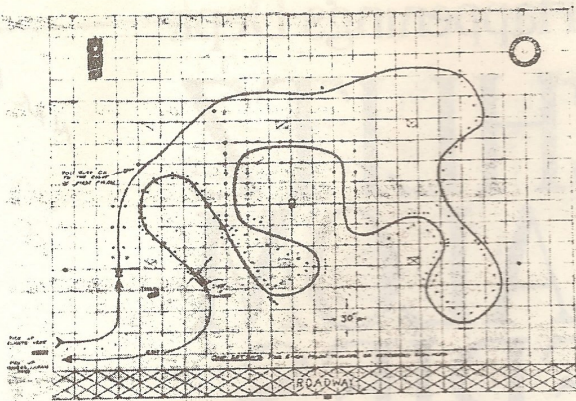
Then, the SCCA had to persuade the regions of the club to have solo events. Some of the regions didn't think the solos sounded important enough, and some weren't sure they could afford to buy all the flags and banners and trophies and not charge more money than people wanted to pay.

The Jos. Schlitz Brewing Co. helped. Schlitz agreed to sponsor a series of solo events. Thirty SCCA regions signed up with each region promising to have three events under the same basic rules. The idea is to try it and measure response. If everybody likes the program, maybe the SCCA can have a national championship, like in club racing. This makes the solo events important, and Schlitz provided 2790 trophies, 10,000 plaques and emblems, 10,000 copies of the rules, 900 pylons and 30,000 feet of pennants. Everything except free beer, you might say.

The Arizona Border Region was in the program, so I went over there with the car to see what the series was like and how the regions and members and non-members liked it. ➡➡➡

PHOTOS BY MIKE ANSON





SCHLITZ SLALOM SERIES

The region lives in Tucson. I guess you'd say, and they got to use a big air park near there. It has a flat piece of pavement 800 feet long and 500 feet wide, so they could lay out a slalom course in any shape they wanted. And as it's out in the country, everybody got to take their mufflers off.

The SCCA sets the basic rules by providing performance classes for slaloms. They're based on the road-racing production classes with the lightweights, like Lotus Elans and Super Sevens, moved up and the big-inchers, Shelby GT 350s and early Corvettes, moved down. The sedans work the same way and there's a class for sports racers and single seaters.

The sports cars are further divided into stock and modified. This is just like the old days with stock being absolutely stock and modified meaning anything from full race to optional springs or wider rims and racing tires. What this does in practice is separate the race-prepared sports cars from daily-use sports cars. A good thing.

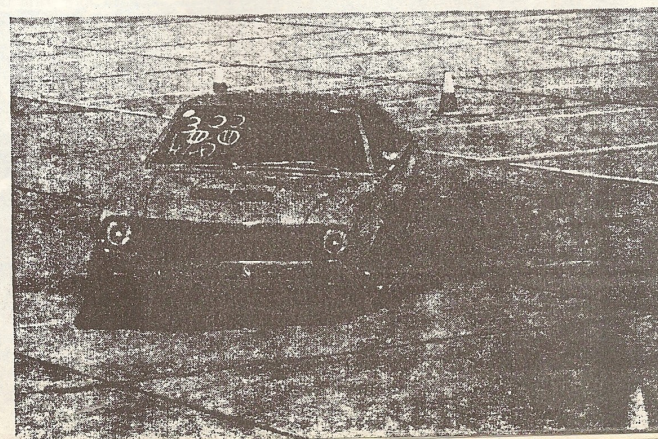
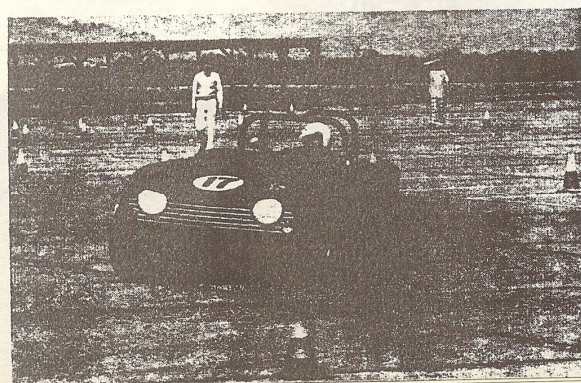
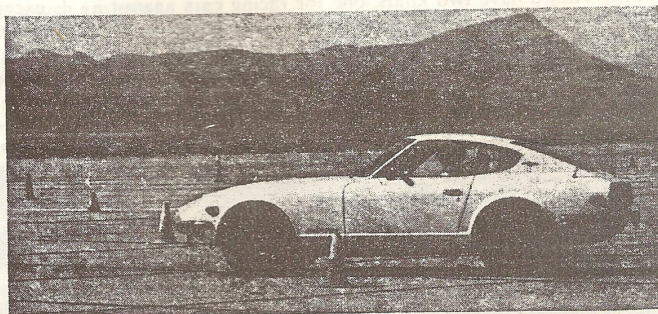
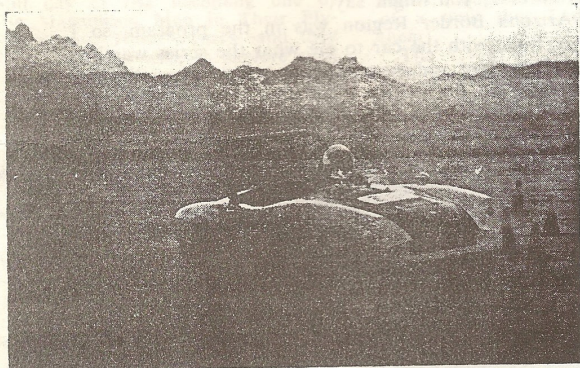
The series requires at least 10 classes, and lets each region do its own grouping. The Arizona Border did it on the basis of past slalom records. All formula and sports racing cars, modified AP, BP and DP are in group I; modified CP, EP and imported and domestic sedans in group II, and so on. The 10th class is for ladies, with their scores factored against the times of the men in whose classes the women would otherwise drive. (Women's Lib advocates should know that any woman who wishes to compete in the regular class is free to do it.)

The region officials were very happy with the series. The region members had something to do, almost filling the void left when the Tucson airport decided it no longer had room for sports car races. There are other clubs in the Tucson area for Mustang, Corvette and Porsche owners. The marque clubs turned out practically en masse with little enclaves of each parked together with cheerleaders and cheerful insults back and forth. Good fun. The sports car club council has an annual inter-club competition, in slaloms, rallies and anything else they can think of, so the best drivers in each club are on the club's slalom teams, out there for the glory of club and factory, as well as personal satisfaction. Ask the stock car people: Emotionalism is good for the sport.

The help from Schlitz lets the region put on the slaloms with no risk of loss. Without the worry of paying for the prizes and posters, the club could keep the entry fee down to \$3, which is less than most race tickets.

And membership is up, as the various regions and the SCCA hoped it would be. They said a typical case was the college student who wanted to get into racing and almost went away mad when told he had to be 21. The regional officials told him about the slaloms and he came out in his Datsun 240Z. He got third in class, took home a prize and joined the SCCA.

I can't say the cars entered in the final event ranged from this to that because the ranges were in several directions. There were race-prepared cars, from Griffith 200 with Ford V-8 to Turner 950S; stock sports cars from Corvette 427 to bug-eyed Sprite, and sedans from Dodge Coronet to Audi to Fiat 600. Some of the drivers have SCCA na-



tional competition licenses, some were having their first look at a competition event.

There was a hint of creeping professionalism. One guy did so well in the first two events driving his Porsche Speedster that the local Porsche-VW dealer loaned him a 914/6. An American Motors dealer brought his Javelin demonstrator and every salesman in the agency had a shot at it. At the other end of that scale was a Volvo 544 whose owner had spent a total of \$600 for car and equipment.

It was just like real racing, somebody said, with the entrants peering at the competing cars for possible rules violations, complaining because the rules were unfair to their car and lending tools and advice. The only safety requirement was a seat belt and helmet. The latter was supplied on a loan basis to drivers who didn't have helmets. The former, well, any car without a seat belt has no business on the highway, even, and the same goes for its owner.

The guys who laid out the course varied it for each event. The intention was to give the different types and sizes an equal chance at best time of the day. A commendable idea and it worked, more or less. The best times at the first slalom, a tight course, were turned by three Porsches. At the second meet, intended for medium speeds, the top times came in the Griffith, the Turner and a Mustang Mach 1.

The course for this event was supposed to favor the more powerful cars. It began with a sweeping straight, long and loose enough to let most of the cars hit third gear. Then it went through some loops and into a U laid out with square corners and right angles. This I had never seen done. The course planners said it was to let each driver pick his own line and guess how closely he could cut the corners without hitting a pylon. Clever.

Into another loop after that and a final, tighter U-turn. The finish line was just past the U and the rules said you had to come to a complete stop. Hit the pylon blocking the line and the run didn't count.

The regional people said they were a bit disappointed with the lack of advertising support but the word got out, somehow, and they had to stop taking entries before noon when the limit of 125 drivers was reached.

There weren't any spectators in the formal sense. No tickets were sold and everybody seemed to be driving or there to cheer husband, boyfriend or fellow club member.

There weren't as many incidents as you'd expect. The man who flooded his engine and had to be pushed off course felt foolish and so did the Lotus driver whose gearshift jammed, forcing him to stop at mid-turn and fix it. Several cars got out of shape and bounced pylons into the air but with the low speeds and acres of space there was no damage.

The star, from the spectator viewpoint, was the Fiat 600. There were huge tires on the tiny car and they gripped the road so well that it tipped over. The course workers heaved the car back up and the tech team checked the car out. Nothing wrong, so he came back and made his final run. The car falls over every two weeks, the locals told me. The sponsor is a body shop.

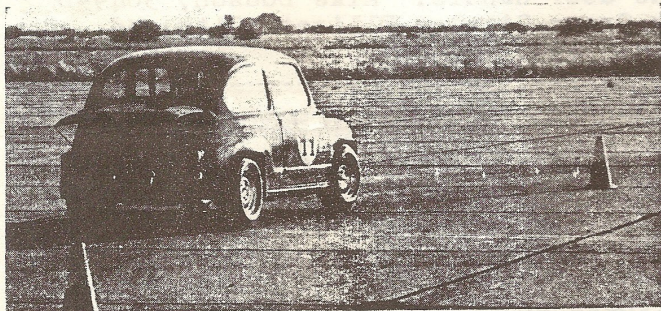
Every driver got a tour through the course, then a practice run, and two timed runs. Even with the limit on the number of entries, they were still running after sunset. Goes to show that slaloms fill a need.

The course was fast and top time went to the Griffith. The semi-sponsored 914/6 was second, followed by a Lotus Super 7, the Turner, and a Triumph TR-4.

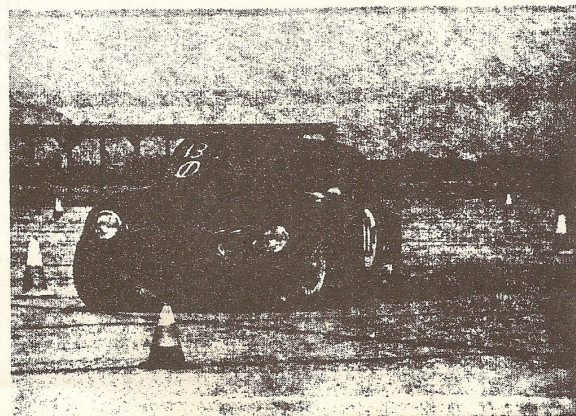
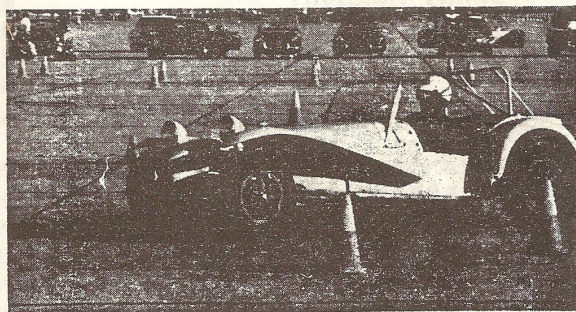
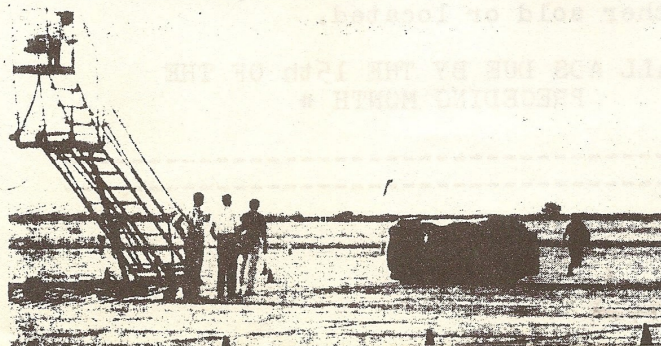
The times from there down went all over the map and across all the class lines. You don't often see Javelins beating Lotus Elans or an MGA quicker than a Corvette, but it happened here.

When the last run finished, everybody adjourned to the air park's snack bar, for beer (courtesy of the region) and mugs (from Schlitz). The winners blushed and grinned and the crowd applauded. Then they all drove home after a Sunday of having fun with their cars, just like the SCCA intended.

How did I do? I thought you'd never ask. I was second in class, after some mechanical problems too ridiculous to explain. I drove 950 miles, to get a pewter beer mug. Foolish, in a way, but you remember the man with the green car pitted next to us at Ontario? He beat me that time but I was quicker this time. He'd probably say slaloms aren't real racing, but I know a test of skill when I win one. ☐



The day's only mishap featured a Fiat 600 sedan equipped with big, sticky tires and (thankfully) a full roll cage. He got sideways, the tires bit and the car fell over. It was righted, inspected and made another, less eventful, run.



PARTS & ASSISTANCE

TVR CARS OF AMERICA, LTD.

29 New York Avenue
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Now offering a 10% discount to
all Griffith members. Ask for
Charlie Haniquet.

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.

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Barrington, R.I. 02806
(401) 245-5600

Genuine FORD parts. Now
offering a 25% discount to all
Griffith members. Contact
Dave Love or George DeStefano.

COLOR CREATIONS by DANNY

50 Tolland Turnpike
Manchester, Ct.

(203) 649-1370

Specializing in Griffith
paint and glass repair.
Contact Danny Magnon.

SPAX SHOCKS for GRIFFITHS

Dave Barris
18 Beech Street
Cranford, N.J. 07016
(201) 272-5617

Spax shock absorbers are fully
adjustable without removing
springs, also have adjustable
spring platforms available.
\$40.00 per shock.

INSURANCE

J.C. TAYLOR, INC.

8701 West Chester Pike
Upper Darby, Pa. 19082
(215) 853-1300

Insurance for your Griffiths
at very low rates.

CLASSIFIED ADVERTISEMENTS

PARTS

(2) complete rear end housings with
two sets of 3:90 gears, (1) front
half of housing with 4:11 gears, (5)
wire wheels, (1) set of headers in
very good condition - "originals",
(4) half shafts for rear end - two
of the shafts have new universal
joints. Best offer on all parts.
Thomas Luzzi, 19 Harrison Avenue,
Westerly, R.I. 02891. (401) 596-4213

289-302 parts. (all new except where
noted), Torker intake \$85, 30lb. 157
tooth Hayes flywheel \$80, Weber pressure
plate \$55 and disc \$25, Pete Jackson
gear drive \$75, Boss 302 steel crank
make offer, high po high nod iron crank
turned .010 polished and chamfered \$60,
Crane H302 cam and kit \$120, Paxton
blower used 2 months, never driven,
complete with all hardware, cost over
\$700, asking \$400. Chuck Voboril, Rte 1
West Willinton, Ct. 06279 (203) 429-4360.

PARTS WANTED

One retainer for outside door handle
(small piece with lip that bolts to door
and holds forward part of handle),
would also purchase complete passenger
side door handle. Mike Dodson, 3049-D
Oak Green Circle, Ellicott City, Md.
21043 (301) 465-8478

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, 15 Pinetop
Road, Barrington, R.I. 02806
Please notify us if car or part is
either sold or located.

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