



Griffith Club of America

APRIL 1976

The Griffith Club will hold its first meet of the 1976 season on May 30th. The meet is "1976 Show & Go East" sponsored by the Shelby American Automobile Club and will be located at Savelle Ford, Waterbury, Connecticut. I have been asked by Rick Kopec, vice-president of SAAC, to pass along their invitation to all Griffith Club members. This should be a meet you won't want to miss! Let's have a good representation of Griffiths.... I hope to see many new faces. More on the meet later. (See news release)

Many new members have requested reprints of newsletters prior to their joining the club. I have just had a limited quantity of each newsletter reproduced. If you wish to obtain any of the previous newsletters, enclose a check to the Griffith Club of America for the amount and quantity of each specified.

<u>QUANTITY ON HAND</u>	<u>DATE</u>	<u>PAGES</u>	<u>AMOUNT</u>
20	June 1973	1	\$.20
20	August 1973	2	.40
20	March 1974	2	.40
20	August 1974	1	.20
10	February 1975	5	1.00
10	June 1975	3	.60
10	August 1975	6	1.20
10	October 1975	12	2.40
10	December 1975	14	2.80
10	February 1976	10	2.00

All prices include postage. In case of back orders, more copies will be made.

In other news, I received a note from Tom Uss of West Keansburg, New Jersey telling us of a company in New York willing to help us concerning problems with speedometers. (See Accurate Carburetor & Speedometer Service under Parts & Assistance section). Tom said they completely rebuilt his series 200 speedometer and fit a cable to it properly. Thanks for the info, Tom.

I also received a letter of thanks from Mr. Al Kirk of Kirk Racing Ent. in Birmingham, Alabama. Al has offered to make headers for all Griffith members with 200's & 400's. He has sold a number of headers already and has had many inquiries concerning his headers. For the price of \$110.00 per set, it's a worthwhile investment.

With the warm weather on its way, it looks as if the wrenches are turning once again. Recently, Randy and Marcia Hartigan hosted a meeting and buffet on March 20th. It was there when we caught a first glimpse of Brent Jacobsen's 200. Brent has been restoring his car for the past few years and finally has gotten the cobwebs out of the exhausts. Also, I am happy to report that Randy's

200 will be ready for the road this year. If you had seen this car before restoration you wouldn't believe it was the same car thanks to Randy's many hours of labor and Danny Magnon's repair and paint work to the body. The difference between night and day does not describe it.

Speaking of Danny, his 200 will be receiving a new chassis shortly. As I understand it, much time and patience was taken to replace a few of the tubes I'm sure the car will be "concours" before too long.

Bob Mariani has recently purchased Dick Randall's 200. This car has 6,700 miles on it, most of which was from being towed up and down the east coast. Although the body needs some extensive work, I'm sure Danny will "bring it back" once again. "Can't keep that garage without one, can you Bob?"

Our friend John Ihloff has sold his 200 to Ron Burrows of Groton, Ct., packed up his Harley Davidson and has gone off to the sun and fun state of California. I guess John "wished they all could be California girls!" Well, I suppose if you can't fight 'em, you've gotta join 'em.... right John!!!

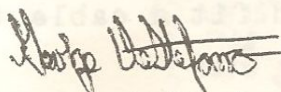
Paul Hill from San Diego, California reports that the ball joint MOOG ES290R works well with a slight modification to the upper A arm and spindle. If TVR runs out of their stock, try the ES290R - a sufficient replacement.

In obtaining information and articles concerning Griffiths, we have been fortunate in that Art Patstone of Ann Arbor, Michigan has offered to copy a number of articles for us that even I was not aware of. I hope to obtain these shortly to pass on to you for our future newsletters. Thanks Art!

This month we feature an article written about the Griffith Series 600 by the Foreign Car Guide, June 1966 and a few various articles concerning the same car. It's hard to believe only 16 or 17 of these cars were built. The first car was Ford powered and the rest were Plymouth powered.

In conclusion, this being my last newsletter before turning over my position to Randy Hartigan, I would like to thank all of you who contributed to the Griffith Club. In the past year, we have been able to grow to a membership of 65, with members located as far north as Maine and Canada, as far south as Florida and Texas and as far west as California and Hawaii. It has indeed been a pleasure to serve all of you as director. If anything, I hope we have gained a friendship that will not be forgotten. I wish Randy the best of luck with his term as director and thank him for his continued help.

Sincerely,



George DeStefano
Director

I would again like to thank everyone for their promptness in placing orders for Griffith embroidered patches. I do, however, regret to inform you that delivery will take a little longer than first announced. Due to the busy schedule of the patch company, I have been informed that delivery will not take place for at least 6 more weeks. So hang in there!

Headers...Headers...Headers...Headaches and confusion?!?! In a past newsletter we talked about Paeco, a company in Birmingham, Alabama who offered reproduction headers for Griffiths. More recently we also talked about Kirk Racing Enterprises who also offered headers at a better price. This has lead to a flood of phone calls - - so let's get the record straight. Recently it was brought to my attention that Paeco sublets all it's header work to Kirk. So, naturally, deal with Kirk unless you like paying a middle-man.

And now a note especially for the two dozen people who've called me concerning their front upper ball joints! TVR has just received a shipment of around fifty. Your troubles have ended! For a nominal fee, that is.

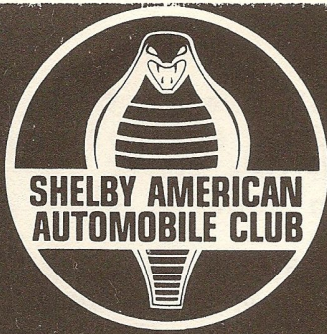
Looking for a place to have your speedometer repaired. You might try Nisonger Corporation, 35 Bartel Place, New Rochelle, N.Y. 10801 (914) 235-2400. Our friend Al Zimmer from Rochester, N.Y. has had his repaired there and was more than satisfied. Thanks Al!

HELPFUL HINTS

Looking for a thermostwitch for the radiator? Mark Hay from Rock Island, Illinois used a Stewart-Warner #D363E (\$7.55 + tax) connected to a 12 volt relay switch to supply power to the fans.

Terry Keeton from Houston, Texas writes that "200" owners might try switching to the later style Triumph steering U-joint with a rubber instead of steel joint. Makes for less road shock.

It is a common problem with 200 series halfshafts that they wear out at the area around the U-joint bearing cap. If you install new U-joints, the fit might still be sloppy. At best, try a couple of drops of Loctite Bearing and Stud Mount on each U-joint bearing cap. It took the slop right out of mine.



NEWS RELEASE

"1976 SHOW & GO EAST"

sponsored by:

SHELBY AMERICAN AUTOMOBILE CLUB

&

SAVELLE FORD - WATERBURY, CONN.

SUNDAY, MAY 30, 1976

SEE over 2000 of the wildest cars in captivity:

SEE over 500 cars from Shelby American including an example of every car produced from 1962 to 1970

289 COBRAS

427 COBRAS

THE WORLD CHAMPION COBRA DAYTONA COUPE

'65-'66 SHELBY GT350 MUSTANGS

'67-'70 SHELBY GT350 & GT500 MUSTANGS

289 FORD-POWERED SUNBEAM TIGERS

200+MPH FORD GT COUPES

SEE over 1500 STREET RODS

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CUSTOM VANS

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SPECIAL INTEREST CARS OF ALL DESCRIPTIONS

SEE SAVELLE FORD'S

Production TURBOCHARGED PINTO

* * * * *

Directions to SAVELLE FORD: I-84, Waterbury, Conn.; Exit 23-B to Meriden Road; through two stoplights; turn left on Manor Ave.; turn right on Wolcott Street. Proceed $\frac{1}{4}$ mile.

Registration Fee: \$5.00 per Car

\$3.00 per Van

General Admission: \$1.00 per person (under 12 free)

Proceeds go to the SHELBY AMERICAN AUTOMOBILE CLUB, a non-profit organization dedicated to the preservation, care, history and enjoyment of the World Championship cars from SHELBY AMERICAN.

COBRA - SHELBY - TIGER - FORD GT

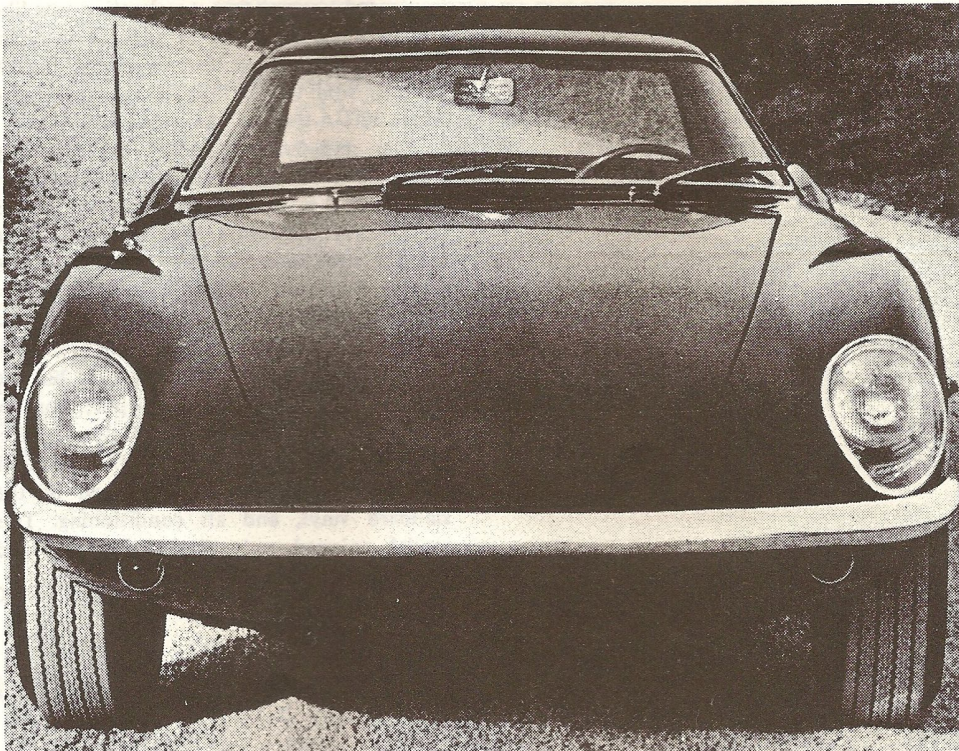
New Hybrid Sports Car

► A brand new sports car of the increasingly popular hybrid variety is now being introduced for sale through Plymouth dealers. Chevy has its Corvette, Ford its Mustang GT-350, and now Plymouth has this new, sleek Griffith. The power train is Plymouth on the prototype shown here with a Dana live rear axle, but production models will probably be Plymouth all the way. The body comes from Italy and is of steel, formed on dies so parts will be interchangeable and replaceable. Thus the car is a hybrid partly domestic and partly foreign in origin.

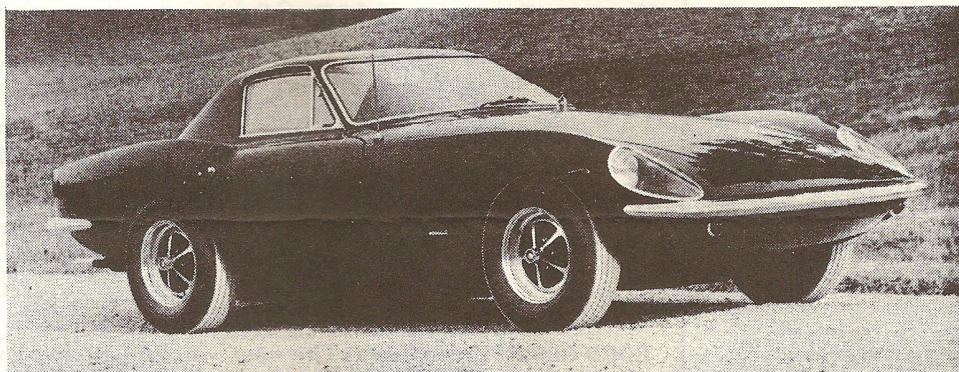
This coupling of U.S. power and mechanical parts with fancy bodies and often much more sophisticated suspensions than are available in this country has been a growing trend over the past several years. Available here are the ISO series of cars which offer fancy Italian bodies with a very advanced, completely independent suspension powered by the Chevy Corvette engine and gearbox. The Sunbeam Tiger uses Ford power components in a Rootes of England special version of the Sunbeam Alpine. And, of course, there is the well known Cobra which started life as the British AC before Carroll Shelby went to work on it. In England there is the Jensen with a big Chrysler engine in a rather weird looking sedan body mounted on an all-independent suspension.

In the case of the Griffith, as with most of the other cars of this type, the price puts it beyond the touch of most of us. It will go for between \$6,500 and \$7,000. The big selling point is the jazzy coachwork, striking design, and high performance coupled with servicing available almost anywhere in the country. Also against it, or the early models anyway, is the live axle rear suspension. Other cars in this class including the Corvette and the Jaguar XKE have IRS for improved ride and better handling. It was omitted from this model Griffith to speed introduction, but it seems to me that it might well have been worth waiting for in a car of this performance capability.

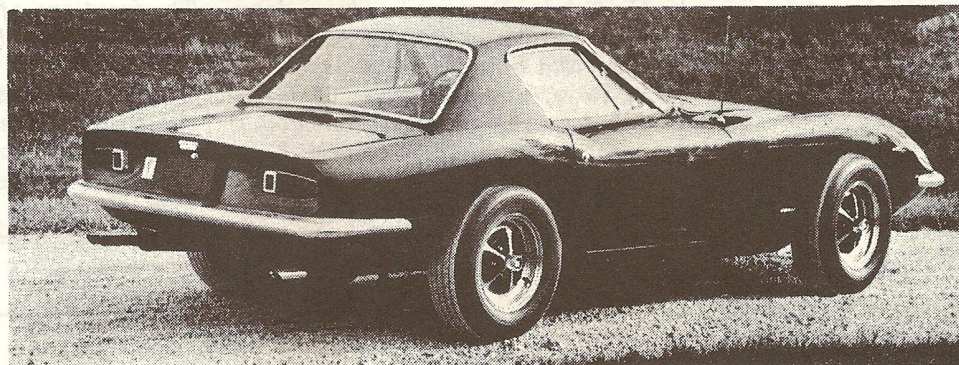
**SLEEK LINES PLUS 273 HORSES
BY PLYMOUTH EQUALS \$7000?**



Plymouth-Griffith Coupe was designed in U.S.A., though smooth lines belie it.



Made in Italy, die-formed steel body means repair parts can be interchanged.



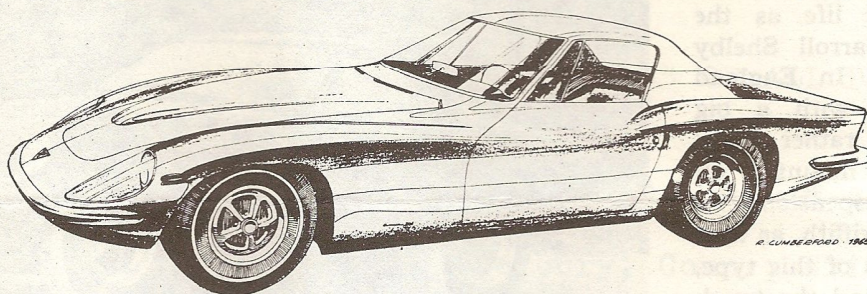
Looking like this, you could get a speeding ticket when illegally parked.

GRIFFITH was a product of Griffith Motors of Syosset, Long Island, N.Y., then in 1965 Griffith Motor Car Co. of Plainview, Long Island, New York.

Ford dealer Jack Griffith used the same fiberglass bodies used by TVR in Britain. Therefore, it might be considered indirectly related to the Jomar (1955). The multi-tubular chassis was of Griffith design. With the Ford 289 cid. 200 hp. V-8 and Ford four-speed transmission, acceleration was like a scalded cat—0 to 60 in under 4 seconds! This 138-inch long car, weighing 1,850-pounds, sold for \$4,800. It was called the Series 200. A total of 285 were built.

The shipment of bodies was suddenly ended by the failure of the British supplier. It was about this time that manufacturing rights to the Vetta Ventura were acquired. As a result a new model called the GT was produced. The new bodies came from Intermeccanica of Italy.

The GT marked a switch to Plymouth power. The 273 cid. V-8 developing 235 hp. was used along with the three-speed Torque-Flite automatic transmission, or four-on-the-floor. Price for the GT was \$6,095. Options included leather upholstery, instead of the standard vinyl, and air conditioning. This model enjoyed only limited success, and became the Omega CAR CLASSICS in 1966.



GOOD GRIFFITH: It's here! The new Griffith, and it's completely divorced from the old TVR-based Griffith. Designed by John Crosthwaite and Bob Cumberland, and built by Intermeccanica in Italy, the prototype '66 Griffith features all-steel monocoque construction and a stock Ford engine and power train. Front suspension is by the conventional unequal-length wishbones, and the live rear axle is located by a

4-link system and a Panhard rod, though independent suspension may be available at a later date. The front end of the car resembles the Frua-bodied Maserati 3500GT and the rear is styled something like the Rover-BRM, although the overall effect is more handsome than either. Jack Griffith, president of the Plainview, N.Y., firm, indicated that the price of the new car would be under \$7500. The exact price hasn't been set.

& ASSISTANCE

CARS OF AMERICA, LTD.
New York Avenue
Barrington, 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, Rhode Island 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
50 Tolland Turnpike
Manchester, Connecticut
(203) 649-1370
Specializing in Griffith paint and fiberglass repair. Ask for Danny Magnon.

SPAX SHOCKS for GRIFFITHS
Dave Barris
18 Beech Street
Cranford, New Jersey 07016
(201) 272-5617
Spax shock absorbers are fully adjustable without removing springs, also have adjustable spring platforms available. \$40.00 each.

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. Contact Al Kirk.

ACCURATE CARBURATOR & SPEEDOMETER SERVICE
670 Academy Street
New York, New York 10034
(212) 569-9370

Repairs 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 quotation, 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

J.C. TAYLOR, INC.
8701 West Chester Pike
Upper Darby, Pennsylvania 19082
(215) 853-1300
Insurance for your Griffiths at very low rates.

CLASSIFIED ADVERTISEMENTS

CARS

1965 Griffith 200, #145, good condition, Red/Black, new radial tires, new rugs, \$3500.00 or best offer. Tim Cannarozzi, 6428 Pillmore, Rome, New York 13440
(315) 337-6341.

1965 Griffith 200, #174, 6,000 original miles, new paint and bearings, asking \$5,200.00. Also 1963 TVR. Dan Fitzgerald, 6 Sharon Street, Geneva, New York 14456
(315) 789-5460

PARTS

Griffith wire wheels (5), one set of original headers. Best offer. Thomas Luzzi, 19 Harrison Avenue, Westerly, Rhode Island 02891 (401) 596-4213.

PARTS WANTED

Front retainer for outside door handle. Will purchase complete passenger side door handle. Mike Dodson, 3049-D Oak Green Circle, Ellicott City, Maryland 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, Bushy Hill Road, Deep River, Connecticut 06417. Please notify us if car or part is either sold or located.

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



The
GRIFFITH
 SERIES 200

**World's Fastest
 Production Automobile**

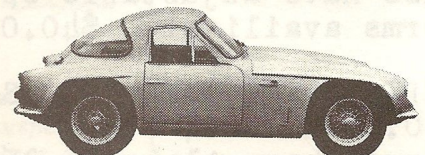
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\$3995

as shown

Goes like all get out

For those who
like to get out and go!



IT'S GRRRRREAT!!!



**Griffith
 Motorcar
 Company**

Griffith Motors, Inc.

DEPT. SCG 25 141 EILEEN WAY
 SYOSSET, NEW YORK

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:

