



19

# Griffith Club of America

August 1977

Saturday and Sunday, September 17th and 18th! The Lord Cromwell! THE FIFTH ANNUAL!! Griffiths from one end of the parking lot to the other. Members crowding around Jack Griffith listening inquisitively. Hoods are opening, fingers pointing, members sharing in other members cars. Be a part of it!

The Lord Cromwell was again chosen to host the Annual. It is easily accessible from all directions (see map) and all distances (Right Foster?) Airports and car rentals are available within the immediate area. The rooms are first class and the food is great. Hopefully this year we will be able to use the beautiful indoor swimming pool.

Tennis courts, billiards and an indoor putting green are all at your disposal. We will again have our own section of the parking lot, away from the main lot. A security guard will again be hired to stand watch over the cars all night.

The basic schedule for the Meet will be as follows:

## SATURDAY, SEPTEMBER 17TH

- 12:00 noon - arrivals - recreation - etc.
- 6:00 P.M. - cocktails and meeting in Banquet Room
- 7:00 P.M. - dinner in Banquet Room

## SUNDAY, SEPTEMBER 18TH

- 9:00 A.M. - Breakfast
- 11:00 A.M. - check out time - meeting in parking lot - organize tour of countryside.

We have reserved a private Banquet Room for our meeting, cocktails and dinner. Every diner will have a choice of either Roast Prime Ribs of Beef or Baked Stuffed Jumbo Shrimp, served as follows:

- Fresh Fruit Cup with Sherbert
- Roast Prime Ribs of Beef or Baked Stuffed Jumbo Shrimp
- Baked Potato
- Tossed Salad - House Dressing
- Ice Cream Nut Roll with Fudge Sauce

The prices of rooms and dinners are shown on the reservation sheet. All rooms and dinners must be paid in advance.



The Lord Cromwell will try to put us all in the same area. Some of you that plan on coming in a group might consider "doubling up" in a room for twice the fun. Again, a group of us have already reserved a balcony suite, which will host a Saturday night-Sunday morning party. Bring a bottle, pictures, stories, etc.

In order to reserve your spot at "The Fifth Annual" just fill out the Reservation Sheet and mail it along with a check for the correct amount, made payable to The Griffith Club of America. The deadline for reserving a spot is August 27th. Repeat August 27th!

I hope to see everyone in attendance.

My apologies to any member who has written me and not received a reply. Moving and a death in the family have put me a bit behind schedule. Hopefully things will be back to normal by the time you read this.

Please, we're not mind readers! Any members changing address, please advise us ahead of time. It seems at least two newsletters return every mailing because of incorrect addresses. That's not bad, except usually these are followed shortly thereafter by a letter to the effect of, "Where's my newsletter? I've paid my dues, I know my rights, etc." Thank you.

I hope everyone noticed Dean Pallas's beautiful Griff 200 in this month's (August) Car Craft. Looks real good Dean! I hope to see more cars gracing the pages of more mags in the future.

May 15th was the first Griffith meet of the year. Three Griffiths and pretty much the usual crowd attended. Lately we've been referring to ourselves as the "Slant Six." One new face did appear, Ron Byers from Virginia. Ron owns a cherry 200 and a Holman & Moody motored 400. Nice pair! Ron's black 400 was a welcome addition to the somewhat sparse line up. Plenty of food and drink was enjoyed by all. Dean Pallas took us all on a little tour and we all pulled to the roadside to observe some of Dean's driving techniques. 180 degree turns at speed - 360 degree turns at even greater speed and then - THE ULTIMATE, he disappeared in a cloud of smoke!! REALLY.

June 25th at Bob and Judy Mariani's, a super meet. Wall to wall cars. Rods, 6 Griffiths, Shelbys, Corvettes, a Lotus, Mini Coopers, even a Ferrari Dino. Lots of good food, a tour through the countryside, and the debut of the Griffith Club jacket. Many new and old members not yet seen this year made an appearance. And we all got to push start the Ferrari. A really great meet, Bob and Judy, Thanks!

Anyone ever having a front lower trunion break on their Griffith please contact me with details. More on this next newsletter.

Bob Rewoldt has been kind enough to send us an update on current numbers for the Chicago Rawhide seals for the Salisbury diff.



# OLD

Diff. nose 550062  
Diff. side 15655  
Hub rear inner 14909  
Hub rear outer 19750

# NEW

New Jaguar Pinion seal  
18657  
14935  
19745

Thanks Bob.

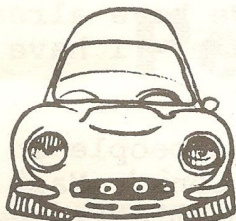
Griffith owner George Livergood has recently moved from Kansas to Texas. Apparently he has been terrorizing the local autocrosses and writes the following:

"There are three main clubs in the Dallas area. In one, I race against V-12 Jags, 240-280Z's, Alfa Romeos, stock 911s, 912s, 911Ts and 911S Porsches. I am still running 11 year old shocks and springs, as well as F-70 x 15 Polyglass tires. Not your basic racing set-up!! The Griffith is still holding its own. It's not been beaten by anything but a full race Tiger (12" Blue Streaks, etc.) No Vettes!!"

George also sent some pictures which I will have reproduced in B&W for use in a future newsletter.

Well, that's about it. Again I hope to receive Reservation Sheets from everyone for the Annual. Happy Motoring.

*Randy*



Randy Hartigan  
Director  
Bushy Hill Road  
Deep River, Conn. 06417

(203) 526-5531

FROM PAST PRESIDENT, BOB MARIANI

In 5 years the Griffith Club has come a long ways with the efforts of Randy Hartigan and George DeStefano. Two interested people willing to sacrifice their own valuable time and efforts to help to make it the success it is, and with pure non-selfish reasons for doing such a job as George did and Randy is doing for the Griffith Club.

This Club can never be as big as other car clubs, such as the Corvette Clubs, Porsche Club, 240Z Club, etc. These were high production cars, over 500,000 Corvettes have been manufactured. That means for every one Griffith built, 2000 Corvettes were built and similar figures for other cars. Because of the low production car that we own, and the performance reputation that has tagged the Griffith as one of the wildest cars ever manufactured, this



among many other things, should make this car appreciate in value faster and higher than most of the others.

The only way this car will explode in value is by our Club members finding all of the other Griffith owners, getting together and helping each other, and keeping our cars up. Keeping them impressive and desireable. The show cars, "show them", the race cars, "race them", the touring cars, "tour them", make them one of the wildest cars ever manufactured.

When showing, make sure your car is concours, super in every detail. And for race cars or guys that just want to run, get them ready, 110% ready. When you come to the line, you know you have one of the "wildest cars ever manufactured" and you can prove it by not breaking up or falling apart, but by running strong, smoothly and impressively at the races. Be a stormer.....

Don't just let these cars go to hell and then sell them cheap. The Duesenburg cars are worth \$200,000.00. Do you think they got there by going to hell and selling cheap? No. They keep them up and when they sell them, they sell at top dollar because they are a low production car and impressive, and this makes them desireable and for this they hold their value.

I know of a Griffith owner being offered \$10,000.00 for his Griffith. I know for a fact that a few owners would just consider selling their cars at \$8,000.00 because these cars are clean and near original, so keep these cars up and near original.

Plans are still being made for the Fifth Anniversary, September 17th and 18th. Hoping for a super turnout. We have already received letters and calls about the 5th, soon to come. I have heard of some real surprises coming at this convention.

We all would like to hear from some of the people in the outlying areas along with the N.Y., N.J., Penn., Conn., Mass. areas. We have heard of people possibly coming here from Arizona and Florida.

We would like to see as many cars as possible. The record of 14 could be easily broken this year.

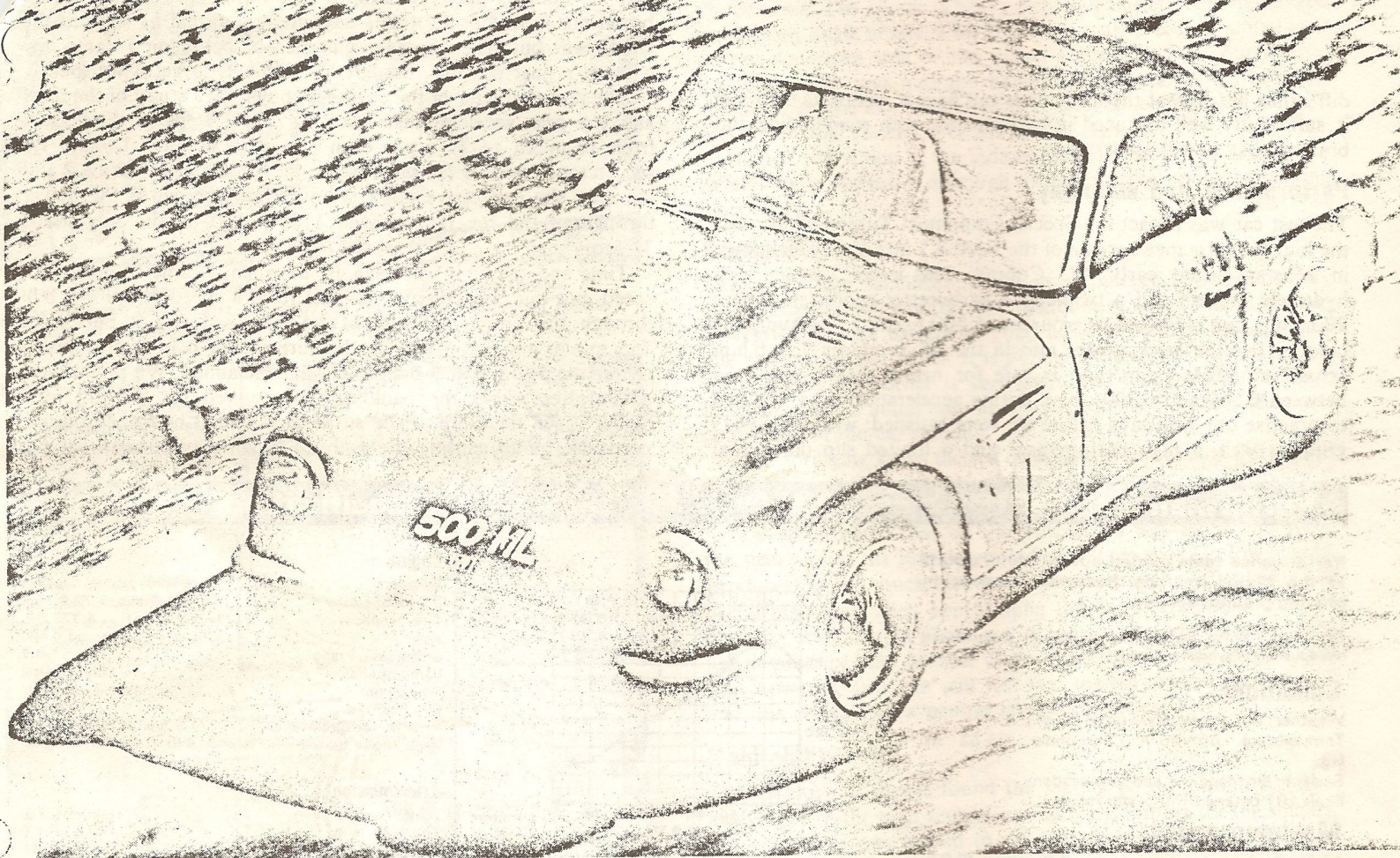
Jackets can be purchased at \$44.00 ea. They are white nylon with a silver Griffith, outlined in black and gray on the back, with lettering in red and blue and the embroidery is real nice. They are lightly lined and can be worn with a sweater underneath. They come in Small, Medium and Large. These jackets are sharp! Only one order will be taken this year, so send checks payable to Griffith Club of America, NO LATER THAN AUGUST 22nd. Allow three weeks for delivery. They will be ready for the Fifth Annual.

Send me your size and money as soon as possible.

The only reward that we can give to show that we care about the Club, its existence and all the work that goes into it, is to ATTEND the Annual Convention.

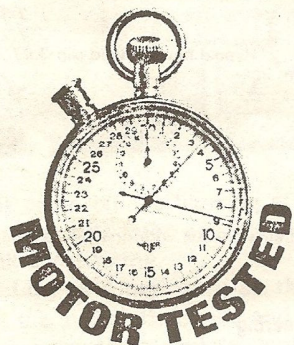
Bob Mariani





## Performance above all

*'... reach 100 m.p.h. in a mere 13.8 sec. . . .  
designed to a large extent for fun . . . still very  
tractable . . . little space for luggage. . . .'*



**B**REATHES there a man with a soul so dead that he would never ever use the full acceleration of a projectile like the TVR Tuscan and just see how quickly it reached 100 m.p.h. or 110, or 120 or 130? As a matter of fact, the 4.7-litre Tuscan will reach 100 m.p.h. with two up and test kit in a mere 13.8 seconds—our fastest ever from a production car; with one up, it will do 0-100-0 m.p.h. in 18½ sec. so the transgression need only be very temporary.

With its big 4.7-litre American Ford V-8, the Tuscan does, as one might expect, go extremely fast, and it is one of the few cars remaining designed to a large extent for FUN, for the sheer uninhibited enjoyment of performance either in a straight line or in a throttle controlled blind through an open corner. Like all really fast cars it is still very tractable and can be pottered according to states of mood or conscience—certainly 70 m.p.h. does feel like pottering.

So good is the performance that in the exhilaration of the first full throttle surge one tends to forget any irritating points: the steering is as poor on this car as it was on the 1800, there is as little space for luggage, the heater output is not particularly good

and the electric cooling fan is inadequate. In other important respects, like straight line stability and noise level, it is remarkably good; in fact we were slightly surprised that what was initially just a shoe-horn job should feel so solid and one-piece, despite the tremendous torque being applied to a chassis designed originally for rather less. It is only when using full throttle, or revs over 4,000 r.p.m. or so, that you become conscious that you are sitting so close to the power house; the noise level rises and you can feel the engine working hard and gear whine adds to the commotion in the indirects, but adrenalin is a good damper of temporary aural discomfort. Most of the time the acceleration is more than adequate on part throttle and this is also better for fuel economy; the difference between our hard driving 16.1 m.p.g. and a gently quick 20 m.p.g. is a useful gain.

The Tuscan comes in two sizes and prices. The basic version with the 200 b.h.p. engine costs £1,967 while "our" SE costs £2,364, which includes the limited slip differential, 6-in.-wide rims, laminated screen, leather-rim wheel, two-speed wipers and, of course, the 271 b.h.p. engine. Quite a package, at a price which is understandable for limited production but still fairly high.

Brute force easily tamed is as impressive in the TVR as it might be for a full blooded lion in the circus arena: even stationary both have the hint of power which makes them look restless. The



## TVR Tuscan SE *continued*

difference lies in that the TVR does not have a will of its own and is sufficiently well balanced in performance with roadholding and braking that it will stay tame.

### Performance and economy

The test car was in fact the Special Equipment Tuscan which uses the high performance version of the Ford 4.7-litre V-8, well known in Mustangs and early AC Cobras. The lesser version with hydraulic tappets and a twin-choke carburettor produces a mere 200 b.h.p. and is limited to around 5-5,500 r.p.m. by its hydraulic tappets, but the hairy power unit in the SE produces 271 b.h.p. (gross) at 6,000 r.p.m. and is safe for nearer 7,000—we used between 6,500 and 6,800 r.p.m. during acceleration tests. We had to practise our getaways before we were satisfied; with the SP41s gripping well, a high bottom gear and a limited slip differential

it was impossible to get any wheelspin, and too much throttle too few revs produced a slight hesitation. Feeding the clutch gradually with too much power produced friction material smells and we finished up by making a fast traffic-light start—neither brutal nor quite full throttle—and accelerating flat as soon as the clutch was out. The figures might even be better on a damp day when it is just possible, though still difficult, to get wheelspin.

The real character of the engine is shown by a study of the third and top gear accelerations. Take 10 m.p.h. steps in third gear; from 10 m.p.h. to 90 m.p.h. each step takes between 1.6 and 1.9 sec. In top gear over the same range, the times are between 2.2 and 2.6 sec.; the impressive point is how evenly spread is the power throughout the rev range. Even 110 to 120 m.p.h. only needs 3½ sec.

Time and the limit were against us when it came to maximum speed, but our conservative estimate from a speed of 138½ m.p.h. through the timing light on MIRA's banked circuit puts it at 155 m.p.h. and we would not be surprised if it in fact recorded nearer the 160 m.p.h. which others have claimed. We might have gone faster round the banking, and entered the straight at a higher speed therefore, if the suspension hadn't bottomed on one particular bump causing the body to touch a tyre; as it was the

## Performance

Performance tests carried out by Motor's staff at the Motor Industry Research Association proving ground, Lindley.

Test Date: World copyright reserved; no unauthorised reproduction in whole or in part.

### Conditions

Weather: Dry and windy—up to 20 m.p.h.  
Temperature 55°-60°F. Barometer 29.82 in. Hg.  
Surface: Dry concrete and tarmacadam.  
Fuel: 101 octane (RM) 5-star rating.

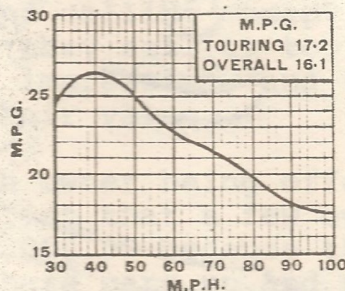
### Maximum speeds

	m.p.h.
Estimated top speed	155.0
3rd gear	114.0
2nd gear at 6,500 r.p.m.	90.5
1st gear	68.5

### Acceleration times

m.p.h.	sec.
0-30	2.5
0-40	3.5
0-50	4.5
0-60	5.7
0-70	7.5
0-80	9.0
0-90	10.8
0-100	13.8
0-110	16.8
0-120	20.3
Standing quarter mile	14.1

m.p.h.	Top sec.	3rd sec.
10-30	—	3.5
20-40	5.0	3.6
30-50	4.8	3.4
40-60	4.9	3.2
50-70	4.9	3.3
60-80	4.9	3.4
70-90	5.0	3.5
80-100	5.6	3.6
90-100	6.3	—
100-120	6.9	—



### Fuel consumption

Touring (consumption midway between 30 m.p.h. and maximum less 5% allowance for acceleration) 17.2 m.p.g.  
Overall 16.1 m.p.g.  
(= 17.6 litres/100 km.)  
Total test figure 690 miles  
Tank capacity (maker's figure) 15 gal.

### Speedometer

Indicated 10 20 30 40 50 60 70 80 90  
True 9 19½ 30 39 48½ 58 68 78 88  
Indicated 100 110 120  
True 100 110 121  
Distance recorder accurate

### Weight

Kerb weight (unladen with fuel for approximately 50 miles) 20.3 cwt.  
Front/rear distribution 50½/49½  
Weight laden as tested 24 cwt.

## Specification

### Engine

Cylinders	V-8
Bore and stroke	101.6 mm. x 72.9 mm.
Cubic capacity	4,727 c.c.
Valves	Pushrod o.h.v.
Compression ratio	11.0:1
Carburettor(s)	1 Ford 4-barrel
Fuel pump	Ford mechanical
Oil filter	Full-flow
Max. power (gross)	271 b.h.p. at 6,000 r.p.m.
Max. torque (gross)	314 lb. ft. at 3,400 r.p.m.

### Transmission

Clutch	10½ in. s.d.p.
Top gear (s/m)	1.0
3rd gear (s/m)	1.41
2nd gear (s/m)	1.78
1st gear (s/m)	2.36
Reverse	2.36
Final drive	Hypoid bevel limited slip 3.07/1.
M.p.h. at 1,000 r.p.m. in:—	
Top gear	24.8
3rd gear	17.6
2nd gear	13.9
1st gear	10.5

### Chassis

Construction Space frame chassis with bonded glass fibre bodywork

### Suspension and steering

Tyres	Dunlop 185-15 SP41HR
Rim size	6L x 15

### Maintenance

Sump	8 pints SAE 20
Gearbox	3½ pints SAE 80
Rear axle	2 pints SAE
Cooling system	23 pints (drain taps 3)
Chassis lubrication	Every 3000 miles to 13 points
Minimum service interval	3000
Ignition timing	6-8° b.t.d.c.
Contact breaker gap	0.014-0.016 in.
Spark plug gap	0.033-0.037
Spark plug type	Autolite

## MAXIMUM SPEED

110 115 120 125 130 135 140 145 150 155 160 165 170

## ACCELERATION

22 20 18

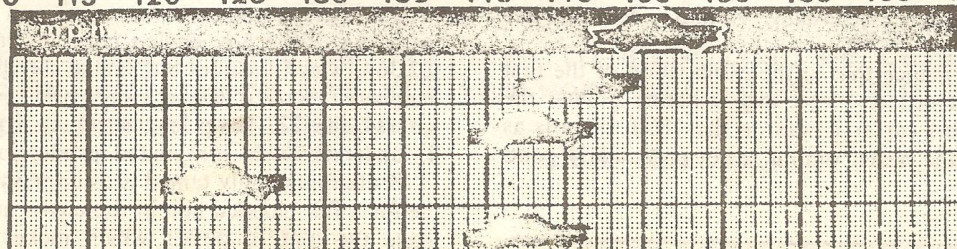
TVR Tuscan  
£2,364

Jaguar E type  
£2,068

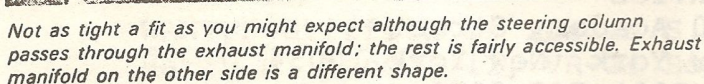
Aston Martin DB6  
£4,068

Ford Mustang (271 b.h.p.)  
£2,585

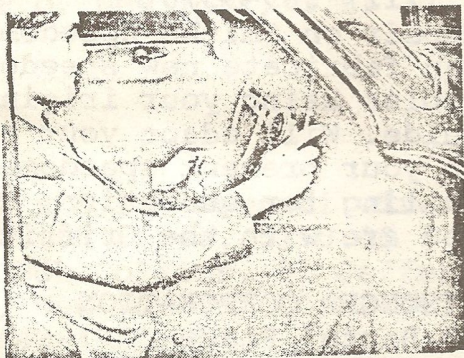
Chevrolet Corvette Sting Ray  
(365 b.h.p.) £4,162 app.



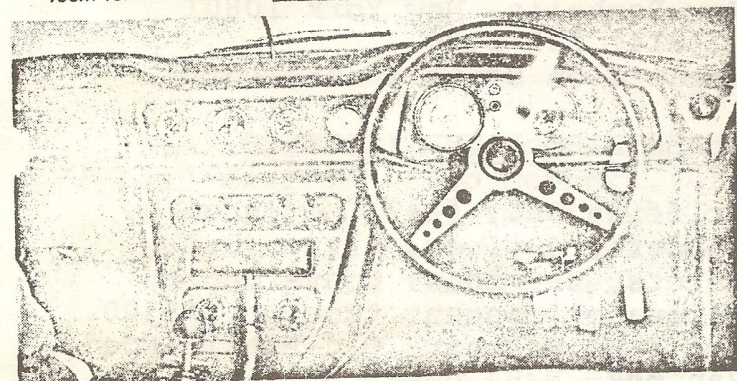




*With the seat fully back a 5ft. 9in. driver fits comfortably but it also suits taller people quite happily. Gear lever is on "wrong" side of the handbrake.*



*Facia layout (below) is different from the 1800. The pedal area looks rather cramped but there is room for the left foot.*



car came off the banking at around 120 m.p.h., was doing 135 a quarter-mile later and about 145 at the end of the next quarter, still accelerating.

Like all American V-8s, the engine fired instantly in the morning on the automatic choke and warmed up quickly. There may have been something slightly "out" with the carburation since the fuel consumption is so heavy even at the bottom end, but our road test Mustang with the same engine only recorded 13.1 m.p.g. overall, so the 16.1 m.p.g. on the TVR is probably representative; you'd be unlikely to get much better than 20 m.p.g. anyway.

As we mentioned earlier, the TVR is not the easiest car to get off the line and this is, in part, due to the very high first gear—you can do nearly 70 m.p.h. without changing. After that, second and

third come very close, and then top drops the revs considerably, but there is so much torque that any mischoice of gear goes largely unnoticed.

What is more noticeable is the effort required to manipulate the controls. The clutch is heavy although this effort is minimized by the easy angle of attack on it, and the gear-lever is mounted over on the American side of the tunnel some way from our natural position where you find the handbrake instead. With the short stubby lever, the effort required is considerable and increases with revs since the clutch is centrifugally assisted.

Neither the whine in the indirect gears or from the limited slip differential is obtrusive, although the latter groans on tight parking manoeuvres.

The suspension specification has been tailored to produce very good track roadholding; the full wishbone suspension and Dunlop SP41HRs provide extremely good adhesion and more grip than one expects on wet roads. It is difficult to provoke the tail on dry roads unless the corner is very tight, and it is surprisingly hard in the wet; one's initial natural caution soon fades into a feeling of confidence in the car's ability.

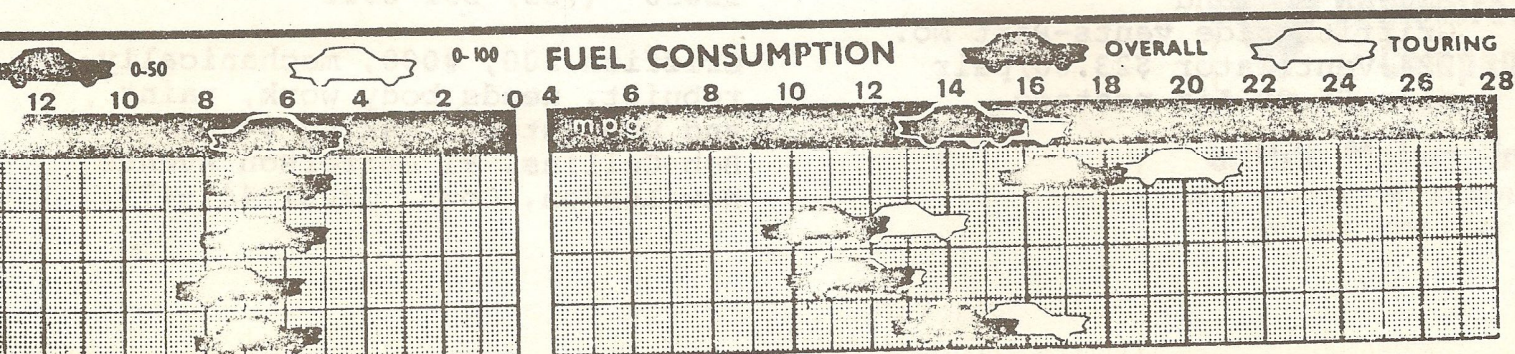
Firm springing keeps the roll down and is soft enough for a good ride on undulating main roads but around town, it is harsh and you feel most irregularities—one cannot have everything!

It is unfortunate that on the Tuscan, as well as on the 1800, the steering lets the side down. It feels rather spongy low geared, produces far too much kickback and transmits only the faintest of useful messages when approaching the limit of adhesion on wet roads. A combination of short wishbones and a bad choice of rack height produces the conflict of arcs that masks true feel. Despite this, however, you can still feel that the car understeers initially and this changes to a neutral level with power.

The majority of people found the seating position quite comfortable although the high scuttle is initially off-putting for the smaller, but one driver was moved to ask if *anyone* had a spine like that. There is a reasonable degree of sliding adjustment and the side support is good. There is, of course, no room behind the seats for anyone except the smallest and best anchored of pets: soft luggage can be distributed around the space-consuming spare wheel which the optimist could leave behind. Visibility is good except for the blind spot rear quarters which don't get in the way as often as one might expect.

Efficient heating systems seem to be the prerogative of mass production designs since many of the specialist producers fall down on this point; the TVR uses MGB controls for temperature and direction and Rover 3-litre fresh air outlets at the ends of the fascia. Flow through the screen and interior outlets is poor and not aided by the position of the outlets on the rear screen (an SE extra) which are placed in a high pressure area. The fresh air outlets are useful when travelling on the open road, but when at rest in traffic with the engine and underbonnet temperatures rising, they deliver hot air.

The facia layout is much the same as on the 1800 except that the broad expanse of wood has been split up by rather neater strips of padding separating the instruments from the switches; an addition is the hazard warning device, mandatory in America, which flashes all indicators simultaneously.





## 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.

BOB MARIANI  
32 Blood Street  
Old Lyme, Conn. 06371  
(203) 434-8544  
Now available, new Griffith wind-  
shields, clear or tinted. \$125.00.

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 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.

## CLASSIFIED ADVERTISEMENTS

Griffith 200, #147, new shocks,  
headers, springs, tires, ball  
joints, trunions. Converted to  
altenator, recent tune-up. \$5500.  
00. Fred McKenny, Old Antrim Road,  
Hancock, N.H. 03449

1961 Bugeyed Sprite, new white  
paint, clutch, top, interior,  
wiring, tires, shocks. 1970 1275  
cc engine and trans., excellent,  
many spares. Best offer. Eric  
Bries, 12P-3 Govenors Island, N.Y.  
10004 (212) 344-8115

TVR's-NEW 77's-LIST PRICE \$9255.  
FIVE YEAR/50000 MILE PARTS & LABOR  
GUARANTEE-CALL MARK ECKHAUS AT  
M.S. ECKHAUS & CO. MOTORCARS, 9925  
Main Street, Fairfax City, Va.  
22030 (703) 591-6522

Griffith 200, #008, mechanically  
rebuilt, needs body work, paint  
and upholstery. Asking \$4500.00  
Bob Collins, 91 Jefferson Avenue,  
New London, Conn. (203) 442-4751



WANTED-Griffiths-any solid car, immediate cash paid! Call Mark Eckhaus - days (703) 591-6522.

WANTED-Griffith 400-any condition considered. John Shea, 604 Broad Street, Riverton, N.J. 08077

WANTED-Griffith or Tuscan S.E. Harry M. Lanoue II, VR-24 Box 184 F.P.O. New York, N.Y. 09523

#### PARTS

15" 400 x 5 1/2 Borrani wire wheels with tires. \$150.00 firm. Bob Collins, 91 Jefferson Avenue, New London, Conn. 06320 (203) 442-4751.

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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, Connecticut 06417  
Please notify us if car or part is either sold or located.


\*ALL ADS DUE BY THE 15TH OF THE PRECEEDING MONTH\*

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## The GRIFFITH SERIES 200

World's Fastest  
Production Automobile

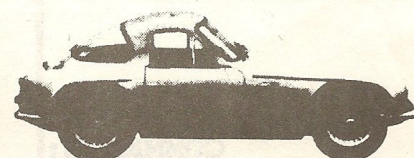
powered by 

**\$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:



# FIFTH ANNUAL GRIFFITH MEET RESERVATION SHEET

## ROOMS

NO. REQ'D.

Single (1 double bed)	1 person	\$20.00	_____
Double	2 people	\$26.00	_____
King (1 king bed)	1 person	\$22.00	_____
	2 people	\$26.00	_____
Balcony (2 double beds	1 person	\$25.00	_____
Suite and 1 sofa-bed)	2-6 people	\$40.00	_____
Each additional person		\$ 4.00	_____
Cots		\$ 4.00	_____

## DINNERS

Baked Stuffed Jumbo Shrimp	\$10.00	_____
Roast Prime Ribs of Beef	\$10.00	_____

Please fill out and return with check to cover full amount payable to Griffith Club of America.

NAME \_\_\_\_\_ NO. OF PEOPLE \_\_\_\_\_

TEAR HERE AND KEEP THIS MAP FOR YOUR OWN REFERENCE.

