

Griffith Club of America

August 1982

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Cover

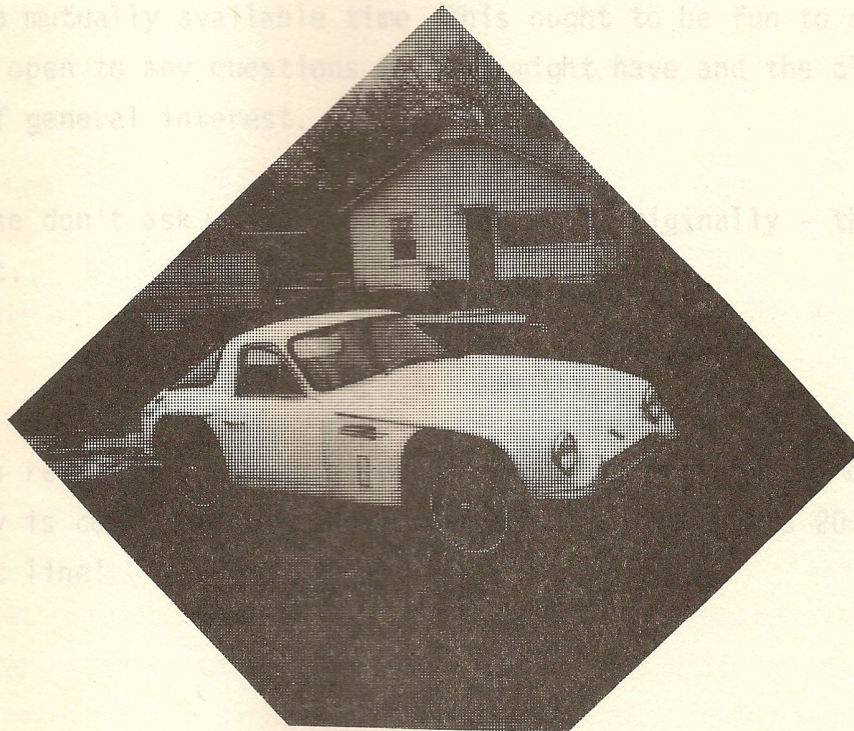
The cover is a photo taken in 1965 (?) of the Tom Truden Griffith drag car. This car was from Connecticut, but the club has lost touch of it. Anyone know where it is?

News

New Members, New T-Shirts, Cars For Sale and a NATIONAL MEET are the big news of the Griffith world.

The club extends a welcome to new members Bernard Baymler, Mike Roberts, Dr. Craig Teveliet, Craig Soukoup, Stuart Carman, Jeffrey Miller, Gary Wilson, G. H. Schuler, Charles Terhune, J. Mikowski and A. Barrett.

Several of the new members are Griffith owners and/or former owners. The Club welcomes all of them.



The above is A. Barretts' series 400. Mr. Barrett reports that he attempted to buy this car for four years before he could purchase it!

Short Notes and News

Non-Invasive Radio Installation

It is possible to install a radio in the Griffith Series 200 without modifying the body or dash in any way. Many members have installed them in the glove box hole on the driver's side of the dash, but this is a rather

Club member John Mikouski in New Jersey is looking for original gauges for his Series 400. Contact the club if you have any spares.

After the heater the oval ended rectangular hole that the heater blows through can be used to fit nearly any radio. A radio face plate will cover the hole left by the heater removal and complete the job. A similar installation

David Shannon in Canada is looking for a speedometer and/or tach for his Series 400. Also contact the club.

rear of the car via the gas line hole. The antenna itself can then be attached (via hose clamps or tie straps) horizontally to the metal overflow tube of the gas tank. The antenna is then completely hidden from sight! This installation works

The club received a very nice call from Jack Griffith who has agreed to meet with me at a mutually available time (This ought to be fun to schedule). He is still open to any questions members might have and the club is framing questions of general interest.

Cooling Systems That Work

P. S. Please don't ask what color your car was originally - the files don't exist.

The Griffith cooling system has long been a sore spot with many members. In a previous newsletter a tip was provided on using a Toyota plastic fan. While a step in the right direction, an engine driven fan must

The club has recently been contacted by the MPC Model Company of Michigan. This company is considering marketing a model of the Series 200 in their 1984 product line!

between the frame rails. The use of this setup requires a 4" inch fan spacer which doesn't exist, but 2 spacers can be "stacked" to obtain the optional clearance. Use of this fan with the stock radiator has kept my Griffith at or below 200° even in Tampa. Although time will tell, it is suspected that the length of the extension (which will act as a moment arm) will limit the life of the water pump bearings, but, of course, water pumps are much cheaper than head gaskets.

Modifications

Non-Invasive Radio Installation

It is possible to install a radio in the Griffith Series 200 without modifying the body or dash in any way. Many members have installed them in the glove box hole in the right side of the dash, but this is a rather inconvenient position. A much neater installation can be made by removing the already superfluous heater. After removing the heater the oval ended rectangular hole that the heater blows through can be used to fit nearly any radio. A radio face plate will cover the hole left by the heater removal and complete the job. A similar installation of the antenna can be accomplished by running the antenna lead through the tunnel and bringing it into the rear of the car via the gas line hole. The antenna itself can then be attached (via hose clamps or tie straps) horizontally to the metal overflow tube of the gas tank. The antenna is then completely hidden from sight! This installation works as well as a fender mounted antenna but no hole!

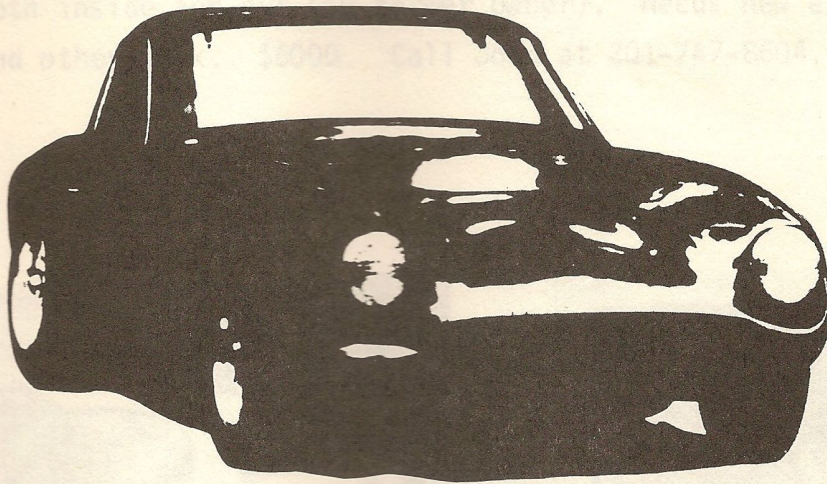
P. S. If you don't believe me, look for the antenna on a 55' Corvette.

Cooling Systems That Work

The Griffith cooling system has long been a sore spot with many members. In a previous newsletter a tip was provided on using a Toyota plastic fan. While a step in the right direction, an engine driven fan must move more air than the Toyota fan is capable of. A better fix is to use the smallest diameter (11" or 12") aluminum flex blade fan available and space it out between the frame rails. The use of this setup requires a 4½ inch fan spacer which doesn't exist, but 2 spacers can be "stacked" to obtain the optional clearance. Use of this fan with the stock radiator has kept my Griffith at or below 200° even in Tampa. Although time will tell, it is suspected that the length of the extension (which will act as a moment arm) will limit the life of the water pump bearings, but, of course, water pumps are much cheaper than head gaskets.

New Design T-Shirts

GRIFFITH CLUB OF AMERICA



Andrew J. Griffith

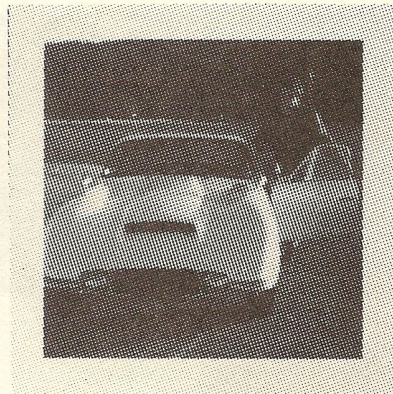
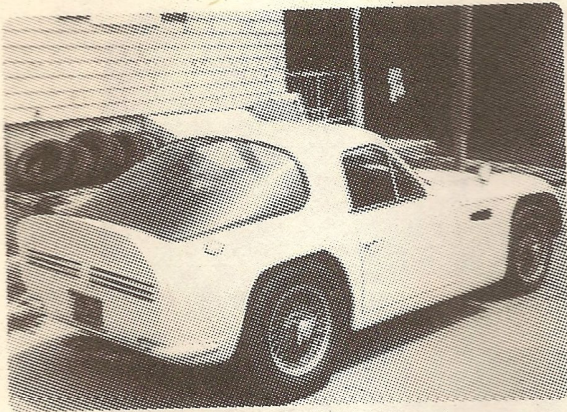
The above is the design for the rear of the new club T-Shirts. What you see is a "xerox of a positive of a negative of a positive of a silk screen", so the details are not what they should be. Regardless, I have seen the actual screen and the detailing is superb. As soon as this newsletter is mailed printing will begin.

P. S. Thanks to Jack Griffith for his autograph.

Cars For Sale

It seems that quite a few Griffiths are for sale at this time. The most recent car is that belonging to John Müller also describes his car as follows:

1965 Griffith 400, #034, 1967 302 high performance block, 283 heads, high rise manifold, 6 wire wheels, extra transmission, chrome window frames (series 600?) with single glass plus stock 400 window frames, Corvette radiator and belt driven fan, white paint with black interior, am/fm radio. Car has been customized both inside and out (by former owner). Needs new exhaust system and other work. \$6000. Call John at 201-747-8604.

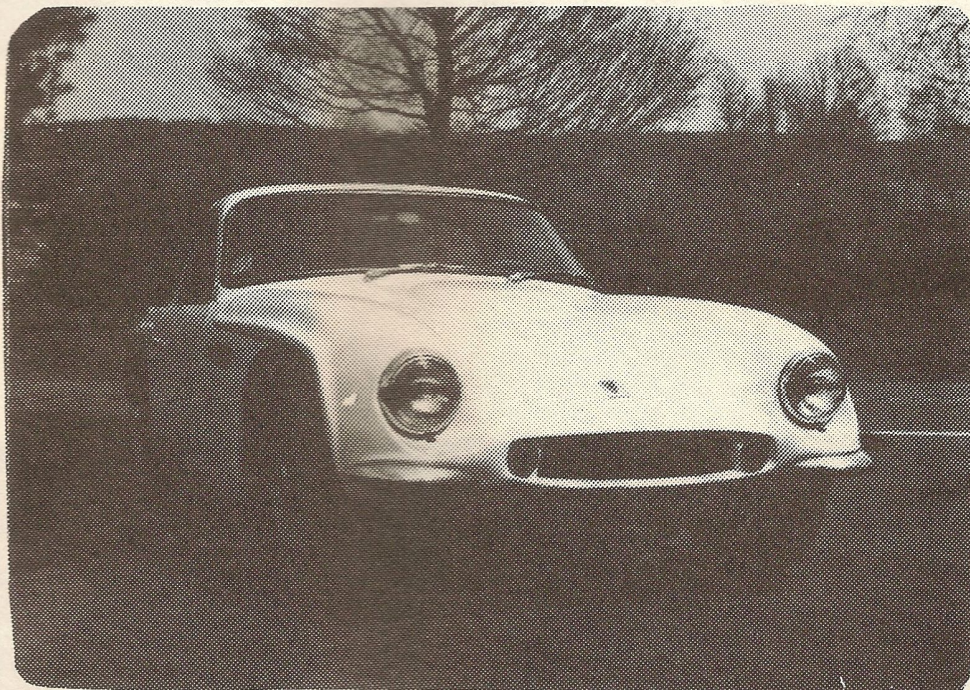


Other cars for sale include the wrecked ex-Jack Anderson series 400 in Mass. This car was hit hard on the right front, but was a nice car and it could be fixed. The present owner has most of the parts required for repair. Price is in the \$ 4,000 range.

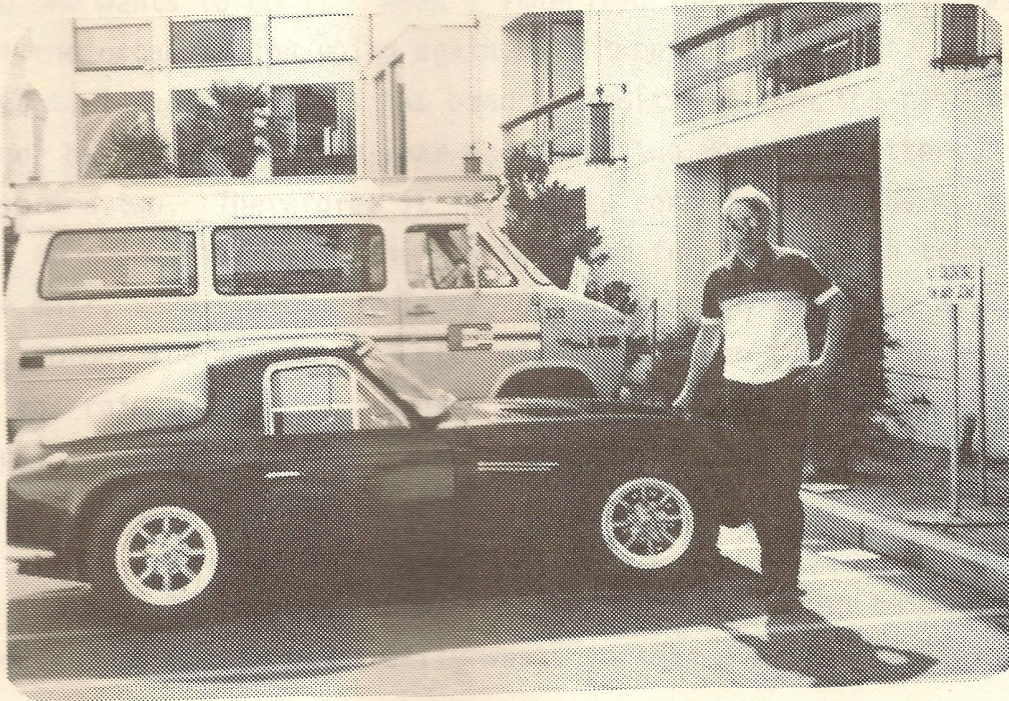
Also for sale is Paul Lipps' immaculate series 400 at \$20,000 and Bob Marianis beautifully redone series 200 at the same price.

In the future it might be more expeditious for members interested in buying or selling a Griffith to call the club as the printing delay of the newsletter makes it difficult to keep "for sale" news current. Also, members knowing of Griffiths for sale in their areas are encouraged to inspect them and report to the club so the information can be disseminated to other members.

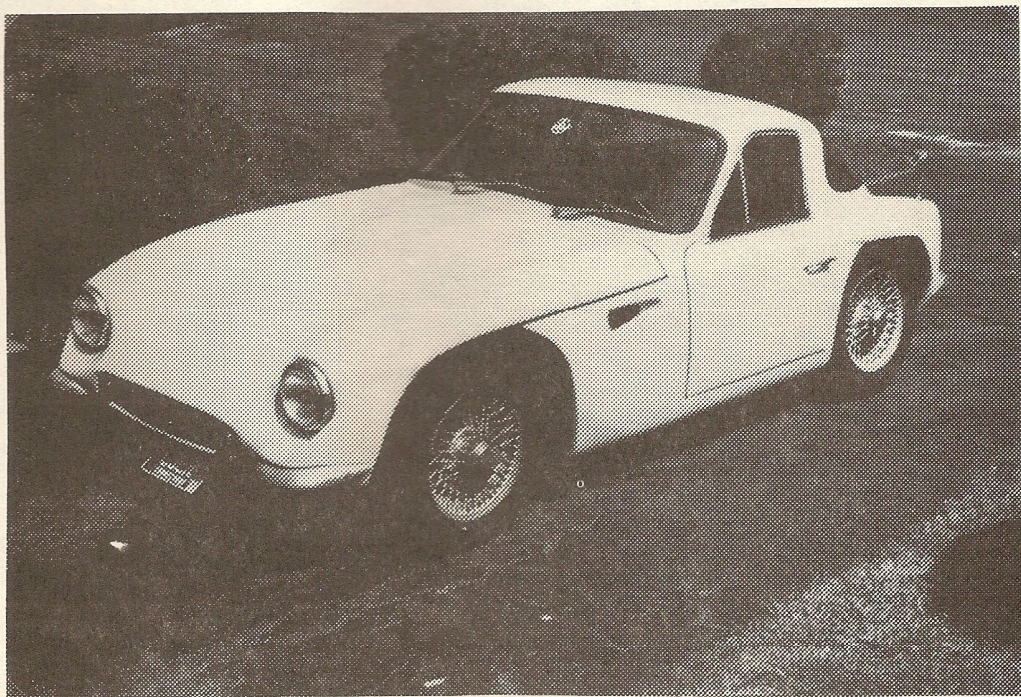
P.S. I don't know how many potential members have inquired about the Series 200 at "Fantasy Junction" Berkeley, CA.... does anyone know anything about it?



Paul Lipps' immaculate Griffith 400



P.S. Don't be bashful... Consider it! I would be glad to meet with
 The above is new west coast club member Craig Soukoup. Craig purchased
 this rather nice 400 in Denver and was stopped (for a photo) here in
 Las Vegas.



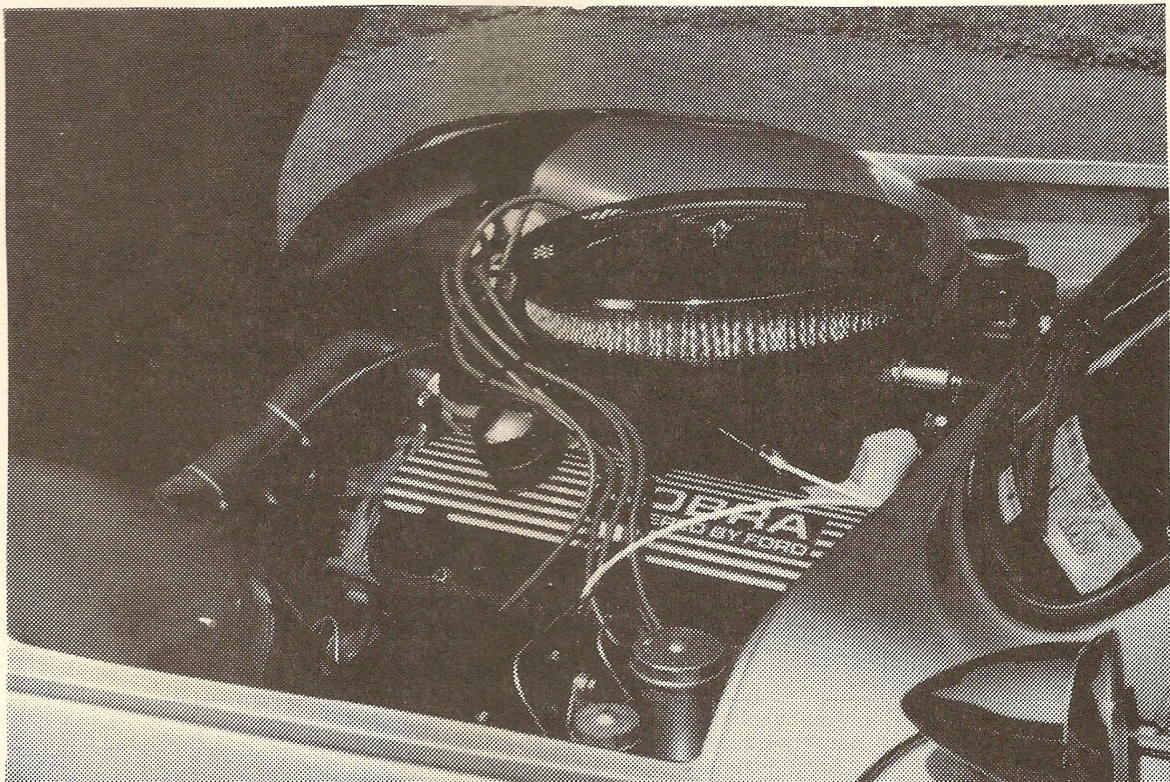
Gary Courtneys' Series 200. Hope to see you in New Jersey, Gary

Griffith Club Directorship

Directing the Griffith Club is one of those tasks that has to be done but no one wants to do it. When I inherited the job, the need was first to get the organization going again, and then to improve it. For the most part, I feel that this has been accomplished. In the past the Director has served for one year and after two more newsletters, I will have served two. Therefore, it is time to consider an orderly transition to a new Director. The job is great fun; you get to type newsletters, answer mail, xerox, lick envelopes, collate, get phone calls at 2:00 AM (oops, forgot the time zone!) etc. etc. etc. Even the pay is great ... if it was raised a quarter an hour the pay would be twenty-five cents. Seriously, though, it can be very rewarding to assist fellow enthusiasts and try to keep the Griffith going.

At this time, all records, forms, files etc. etc. are up to date, what is required is someone who really wants to take over to step forward.

P.S. Don't be bashful... Consider it! I would be glad to meet with any members interested in New Jersey to go over the details necessary to insure an orderly transition.



Under hood details of Larry Lohmans' Series 200

National (Well East Coast) Meet

At one time there was a President who complained about a national malaise. The Griffith Club over the past several years has also suffered from this condition. I have always felt that this was caused in part by the lack of a national meet. Well, members, lets go for it. What is proposed is that all east coast members (and of course all members) meet at the sports car meet at the Forest Lodge in New Jersey on October 10, 1982. This is an excellent facility and an excellent meet. The ground rules are this - contact me definitely committing yourself within the next two weeks so I can contact the TVR folks. After some idea of attendance is determined, an agenda will be scheduled, but I'd like to try for a dinner on Saturday and the concours on Sunday. The Griffith Club will handle the arrangements but we must know in advance. The Forest Lodge is in Northern New Jersey convenient for the New York folks like Rick Hull, Bill Zinssar et. al. as well as the more Southern folks like Richard Noennich and Fred McKenney in the D. C. area. However, everyone anywhere is invited. No one can really say they can not make it because its still two months away.

P. S. If I can drive from Tampa with 3:90 gears and 2 A.F.B.'s you can make it!

USF 7003-02/82

T

5-19-82 838 AM
Date _____ Time _____ P.M.
Decal _____ Reg. _____ State _____
Make _____ Color _____
Location _____ Officer _____
YOU ARE CHARGED WITH THE FOLLOWING:
\$10.00 Fine \$2.00 Fine

(1) No Decal	(9) No Parking Zone
(2) Expired Decal	(10) Out of Assigned Area
(3) Improper Decal Display	(11) Parked Over Line
(4) In Handicapped Space	(12) Facing Traffic
(5) Blocking Ramp	(13) Overtime Meter (66)
(6) Parked in Reserve	(14) Double Parked
(7) Parked in Truck Space	(15) Blocking Traffic
(8) Violating Barricade	(16) No Permit

NOTICE

No late fee if paid within 3 working days.
\$1.00 late fee if paid within 7 working days.
\$2.00 late fee if paid after 7 working days.
The right to appeal this citation is forfeited
after 7 working days.

UNIVERSITY OF SOUTH FLORIDA
NON MOVING VIOLATION CITATION



Eagle Spring Enterprises, Ltd.

BOX 18, NYACK, NEW YORK 10960 (914) 359-4864

June 1, 1982

Mr. Jeff Savage
152 San Benito Street
Watsonville, CA 95076

Dear Jeff:

Thank you for your letter and sorry I have taken so long to respond back.

I have driven every TVR/Griffeth model they've made, right up to the turbo V-6. The TVR is a nice little British specialty car, which is what I called it in Modern Classics, as I remember. The Griffeth was and is a piece of junk.

Also, David E. Davis was and is the editor of Car and Driver magazine.

Sincerely,

Rich Taylor

Rich Taylor

Addendum

A closing note from the number one persona non grata of the Griffith Club. His opinions are, as always, as good as his spelling.

-2nd Annual-

OUT of the WOODWORK

A MEET FOR ALL SPORTS CAR NUTS!

Sunday, October 10, 1982

-Starts 10:00AM,

Judging begins 11:00AM,

Trophy presentation 3:00PM

RAIN DATE: Sunday, October 17, 1982

-Held at scenic Forest Lodge, in the wooded hills of Central New Jersey
11 Reinman Road, Warren, NJ 201-754-7300

-Dash plaques for the first 200 cars

-Clubs, Dealers and Vendors invited

-Complete facilities available on 40 acre site:

FOOD

BEVERAGES

BEER ON TAP

COCKTAIL LOUNGE

FREE SPECTATOR PARKING

-Admission: Cars-\$8.00 each at door, \$5.00 pre-registration

Dealers-\$8.00 each car, pre-registration only

Vendors-\$20.00 at door, \$15.00 pre-registration

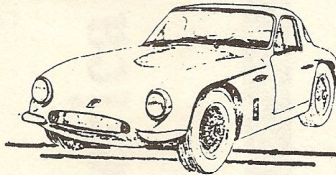
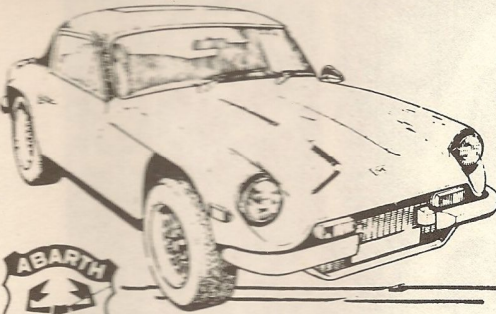
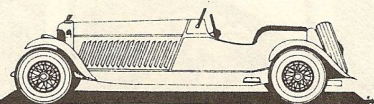
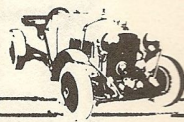
Club Display - phone for details

Adults - \$2.25

Students - \$1.25 (with I.D.)

Children under 12 - FREE when accompanied by parent

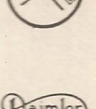
-Please no pets-



Adams



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FIAT



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