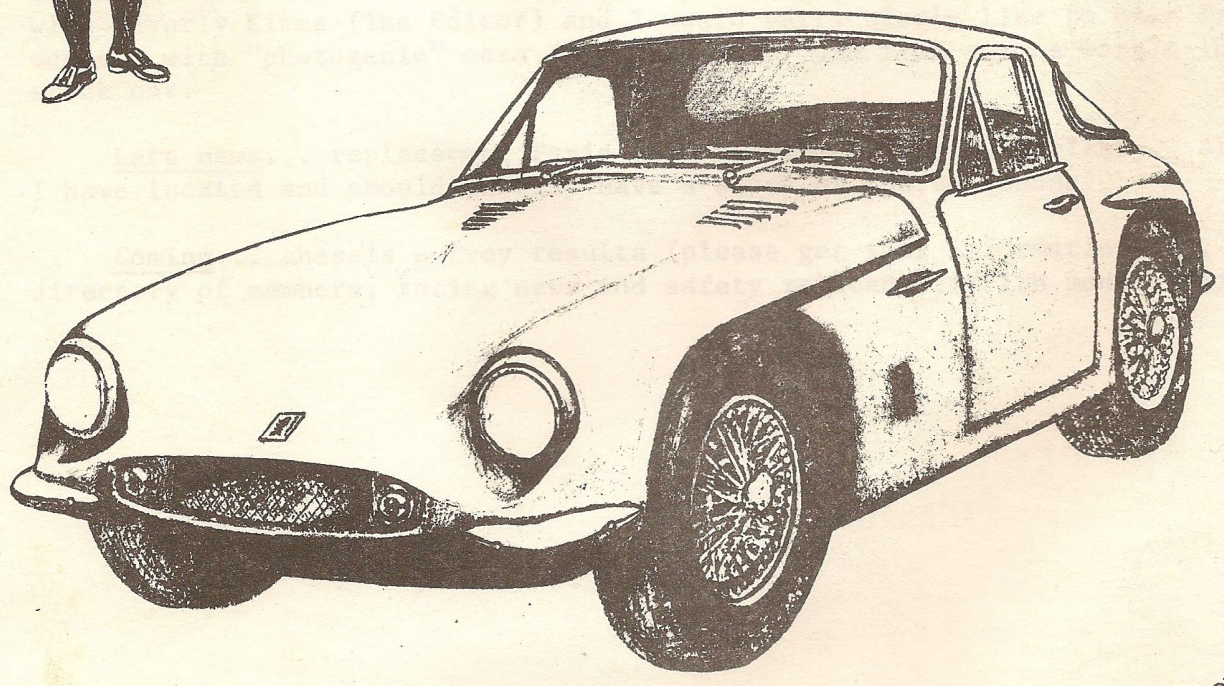




GRIFFITH OWNERS' CLUB



NEWSLETTER OF THE GRIFFITH CLUB OF AMERICA

DECEMBER 1980

The Cover

The cover reflects a bit of Griffith memorabilia. No, the name of the club has not changed! The cover is the cover of the first (and only) factory sponsored Griffith Owners Club. Thanks for this go to Art Patstone for the newsletter and to Daryl Stombaugh for retouching the art. In this and upcoming newsletters, I will be excerpting parts of it (hopefully minus the typos and misspellings). Hope you find it interesting.

News

Fortunately things are looking much better for the club than the dismal state expressed in the last newsletter. Many members have sent in their dues and provided ads and information that I have passed along in this newsletter. Financially, we now have in excess of \$1,000 although a healthy slice of this is encumbered for T-shirts and decals. Basically, though, we have turned the corner and should be solvent (but do not be complacent - printing and mailing are anything but cheap!)

On the T-shirt and decal projects... The initial cost and time projections were based on a fast response rate and an order of 200. We are short on both. Although I have disappointed some people planning on Christmas presents, the deadline has been extended until January, 1981. All orders must be received by then. It is almost impossible to get a few shirts made and keep the overall cost down. The decal sales are also slow...come on, it is only \$3.00! Everyone ought to buy at least one!

Good news - hold on about this one, but there is some possibility of a Griffith article in Automobile Quarterly in the future. I have been in touch with Beverly Kimes (The Editor) and I would particularly like to hear from members with "photogenic" cars (not like mine) and from anyone with a 100% stock car.

Late news... replacement Faria tach faces may be a possibility. Also, I have located and should shortly have a stock of Sparto lenses!

Coming... chassis survey results (please get your information in), directory of members, racing news and safety related Griffith modifications.

Updates and Corrections

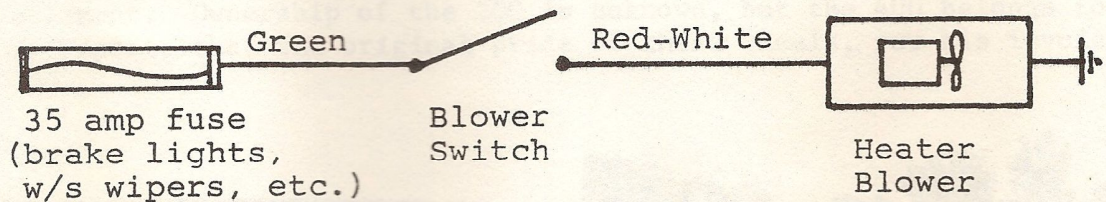
Brakes

In the last newsletter, I stated that non-relined brake shoes were available from Auto World. Not so! advises Ken Lippman. Original, non-relines are difficult to obtain, but the correct Lucas number and an American Raybestos number are included in this newsletter.

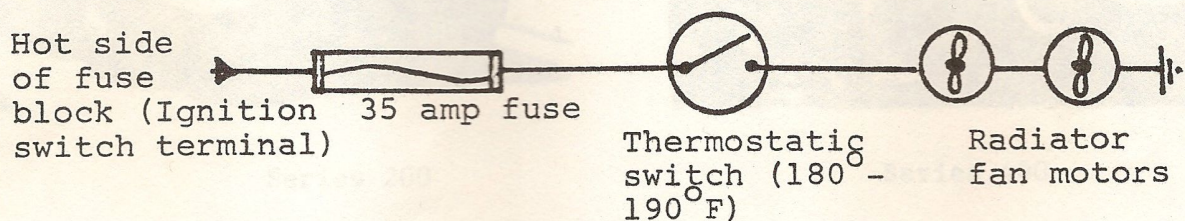
Series 200 Wiring Diagram

Included below are the notes forwarded to the club by Art Patstone. These supplement the Series 200 wiring diagram by Daryl Stombaugh. This diagram is available to anyone who requests one.

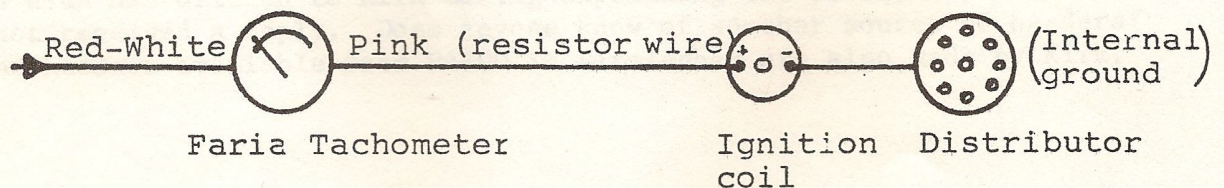
- 1) Wiring for the heater/defroster blower is missing. I believe it looks something like this:



- 2) Some vehicles (mine included) had a pink resistor wire to the coil instead of the whitewire and ballast resistor (see Item 4.)
- 3) The electric radiator fan circuitry is omitted. Wiring was as follows:



- 4) The tachometer should also be included in the ignition switch circuit. Revised circuitry would be as follows:



(Updates and Corrections - continued)

Series 400 Wiring Diagram

This diagram is included in this newsletter. Daryl Stombaugh is most interested in getting corrections/comments on it. Please send them directly to him.

Griffith Manual

The Griffith Manual, available directly from Daryl has been a great success. However, as members buy and use it, Daryl is particularly interested in your comments.

Manual (Engine Driven Fans)

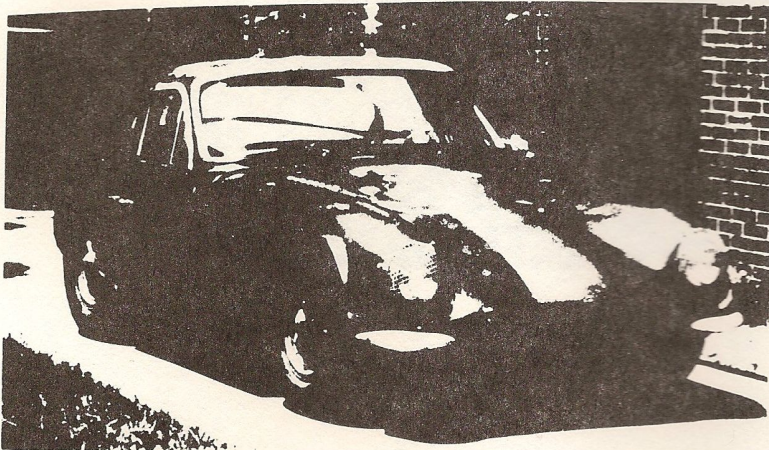
In response to questions posed in the last newsletter, the enclosed (again from Daryl) information on cooling systems and fans are included for your assistance.

Paint

The best information available seems to conclude that the original paint on the Series 200 and 400 cars was the same used by Triumph.

Mag Wheels

The question in the last newsletter about mag wheels has been at least partially answered. Included below are pictures of a 200 and 400, both factory equipped with mags. It is my understanding that these were made by American Racing Equipment. Ownership of the 200 is unknown, but the 400 belongs to Alan Zimmer who reports that the original price of these wheels, per his invoice, was \$356.00.



Series 200



Series 400

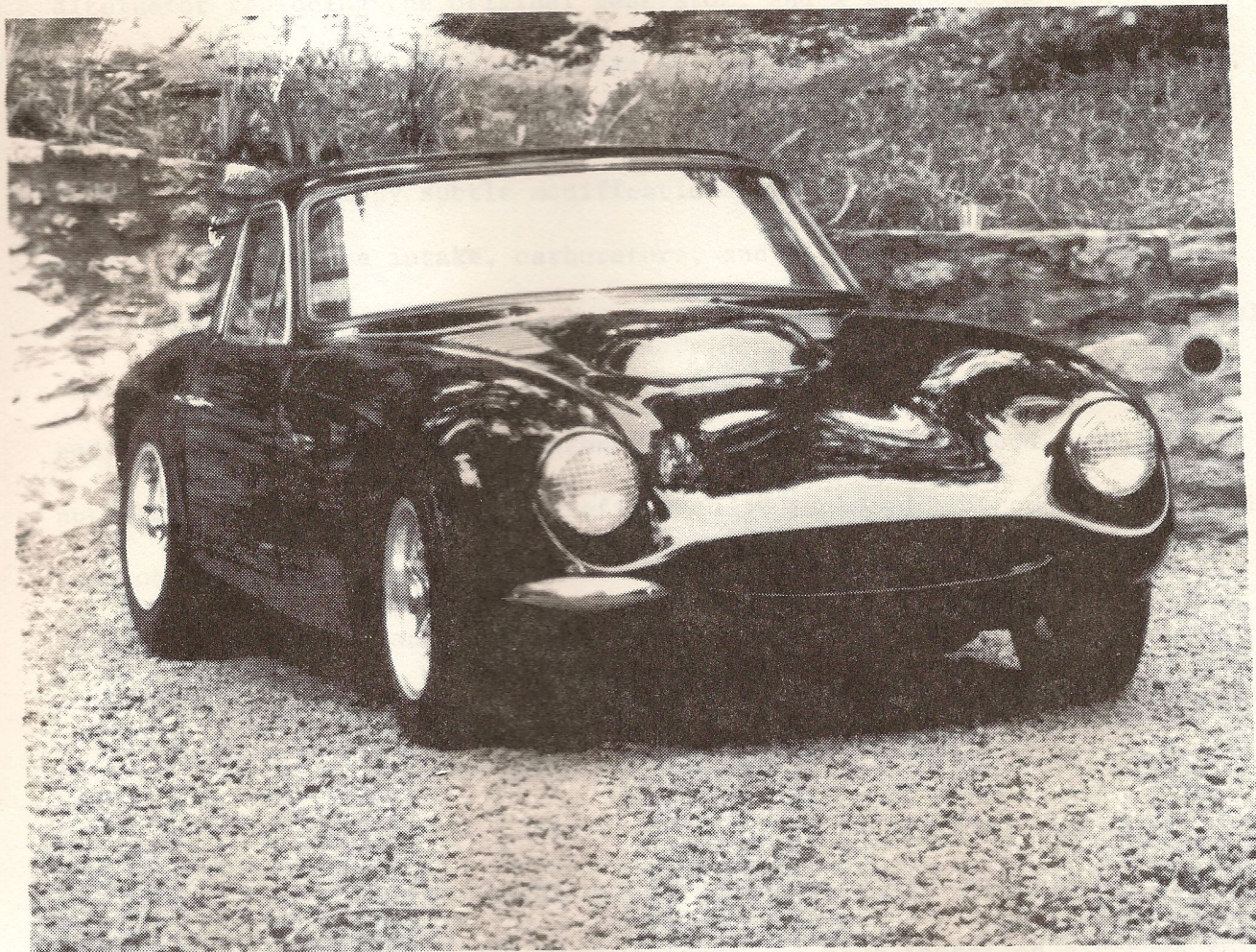
Headers

Two club members have reported trouble with the headers they purchased from Kirk Racing in Alabama. In both cases, the headers did not even come close to fitting. In fact, one member spent \$344.00 on a \$185.00 set of headers before they were usable!

The club has written to Kirk Racing explaining the problem(s) but to date I have not received a reply. Does anyone know of another source of headers?

P.S. The headers available from PAECO in Birmingham are also made by Kirk.

Feature Car



The feature car in this issue is a 1965 Series 200 number owned by Bob Mariani. The following is his description:

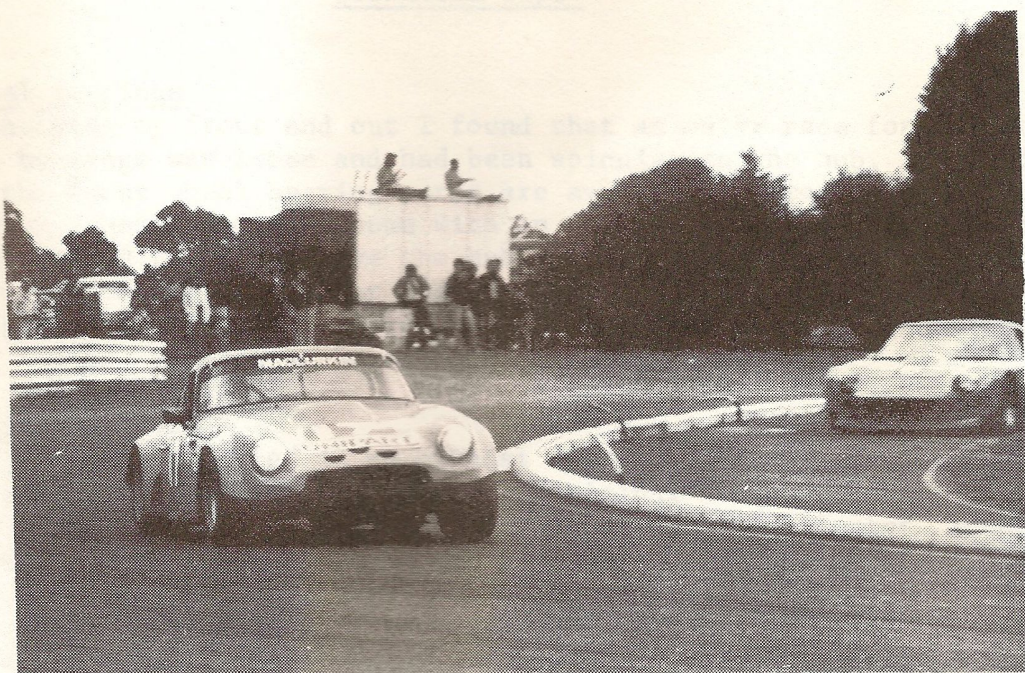
"I am sending photos of my 1965 Series 200 Griffith. It features a 289 Ford V-8, Crane cam and kit, Ford Cobra 6V intake manifold and air cleaner. It has high performance heads, pistons, rods, crankshaft and distributor (recurved) for a vari-cam; heavy duty clutch and pressure

plate. The motor has been balanced. It has a Moroso lower aluminum crankshaft pulley to accept higher RPM's without belt failure. The car has an alternator replacing the original generator, and a Lakewood scattershield for safety. It has an aluminum Cobra oil pan and valve covers, and uses a Ford 10 bolt top cover 4 speed transmission.

The body has many subtle modifications. The hood bubble has been raised to accept the intake, carburetors, and air cleaner. All fender openings have been modified by flaring. The body panels rear of front wheel openings have been flared to blend with upper fender modifications. The body has been completely straightened including the under hood area. Every nut, bolt or component has been refinished or replaced. I completely finished the bottom, designed, layed out and sprayed a graphic design which runs the length of the belly pan of the car.

All A-frames have been dipped in black plasti-sol, a rubber type plastic. Many permissible suspension parts have been chromed. Brake drums and disc-calipers have been chromed. The original windshield has been replaced with a tinted windshield. The wheels are Borrani's with XWX Michelin tires: 215/70VR X 15 rear and 185/70 VR X 15 front. I have installed a chrome roll bar, built by Chassis Dynamics of Waterbury, Connecticut.

The interior is saddle tan, using the original Griffith design and it is done in genuine leather and carpets are a darker brown (English material); the headliner is a lighter tan. The only dash modifications are: the 6 thousand RPM Faria tachometer which has been replaced by an 8 thousand RPM Faria tachometer (similar to the original) and an oil temperature gauge which has been installed near existing gauges. The steering column and steering shaft have been chrome plated. "



Ranald Maclurkin of Melbourne, Australia has been campaigning a Griffith in Australian "Production Sports Car" class races for some time now with good success. In 1980, he has had three wins and been placed in every race entered. This class, as its name suggests, is for Production Sports cars as opposed to limited sports-racing cars, and comprises cars such as Lotus Elans and Lotus 47's, MGB V8's, Porsches (of various types but not the out and out racing models), E-type Jags and a local fiberglass small production sports car, the Bolwell, powered by Cleveland 302 or 351 motors.

Ranald's car runs 10 inch wide alloy wheels with racing tires and guards extended to cover them. The body is somewhat lighter than original and the car is fitted with roll bar and full harness seat belts.

The motor is a 302 cu. inch Windsor motor extensively modified for competition, and fed with four 48mm. IDA Webers on a Cobra manifold. The motor puts out around 380 BHP, and has seen over 7,500 rpm on occasions. The car is not yet fully developed and Ranald feels it has more potential, but the new (here, in this class) 934 Turbo Porsches are making it hard! The older RSR models with the injected motors are fair competition, but the 934, whilst Ranald has been able to hold them on the straight on occasions, will require quite an increase in horsepower in the Griffith if it is to stay competitive, and an increase in power will undoubtedly require reworking in other areas: suspension, braking, driveline, etc.

The car runs the Ford "top loader" gear box, and a Jag 3.54 rear end, with original Jag inboard disc brakes. The front discs are the ventilated type. The rear hub carriers have been modified to use Datsun 180B (same as 240Z) rear axles and bearings.

Source: Ian Williams

Technical Tips

Front Wheel Bearings

In checking my front end out I found that an outer race for one of the wheel bearings was loose and had been spinning in the hub. I found that all the front wheel bearing parts are available at most any American bearing supply house and they come with an assortment of oversize outer races. All I had to do was have the hub machined out to make a press fit for the larger race - far better than seeking out a new hub! I believe you can also get undersize inner races also but would be cautious about turning down what already appears to be a too small front axle.

Mufflers and Exhaust

Some may be interested in an exhaust system that appears factory original but is a far better performer. Using the original headers, I had them cut right where the final 2-1/2" tubes combine into one 1 1/2" "collector" (choker would be more like it!) and had a very short 2" pipe adopted at the junction. The outlet of this 2" pipe has 2-bolt loose flange connections. From here on back all pipes are 2". A cross-over tube was added before the muffler. The muffler used was a dual 2" inlet and outlet used on HI-PO Mustangs, in that case mounted transverse behind rear axle. For the Griffith this muffler is perfect, being the same thickness and width as the restrictive original. It is 22 1/2" long and is really 2-straight thru mufflers in one. The sound is great, kind of a rumble when it idles and not very loud when you get on it.

Front Lower A-Frame Bushings

The plastic bushings used as the outer A-arm bearing surface can be replaced with an oilite sintered bronze bearing available at any bearing supply house. They come complete with a flange on one end of the spool. Just get a 3/4" OD X 1 1/2" ID flanged one end with 1" spool length. Bore out ID for slip fit and cut off spool to required length. Bunting also makes the bearing described: P/N FL52-10.

Source: Lou Anderson

Series 200 Modifications

If you have had trouble with the points burning up after a few hundred miles you may have one of the earlier cars which have not been changed. If this has been occurring a resistor or a resistance wire must be added in the wire between the ignition side of the coil and the tachometer. If your car has been modified you will either find a resistor or a pink wire installed on your car.

As of late we have had some problems with the differential being noisy, we have found a couple of things that are causing this. The trouble lies in the spider gears and we have found that the major cause of the difficulty lies in the owner's abuse of the car in its break in period. They are normally noisy when they are new and we have found that this has been aggravated by hard accelerations in the first 1000 miles.

(Series 200 Modifications - continued)

If you go easy on your accelerations and curb your enthusiasm, you will find that the noise will go away and you will not have any difficulty. We have also found that the gears were not being properly lubricated and we are not putting in a pint of STP and then topping off the differential with SAE 90 oil. This virtually eliminates all of the noise and it provides the proper lubrication that is required.

With regards to the hard ride you may be having I suggest 22 pounds of air all around in the tires for normal driving and for sustained high speeds 30 pounds of air is recommended. Also, keep your wheels balanced as this will also help to eliminate the hard ride and it will also take out some of the kick in the steering.

In the following issues, there will be articles directly from the development department of Griffith Motor Car Co. which will pertain to the production cars. These will include modifications, new items and performance equipment.

Source: Griffith Owners Club

SEASONS GREETINGS



Gary Courtney's Well Known
Series 200



Happy Holidays

Gary '80

Parts

Newly Located Parts Numbers and Sources

Ford Parts

Shift boot retainer	C2AZ-7262-A	from 62 Galaxie 500 with buckets
Shift boot (rubber)	C2AZ-7277-A	from 62 Galaxie 500 with buckets
Shift lever (short)	C1AA-7305-A	from 62 Galaxie with buckets and console
Shift knob	C2AZ-7213-A	
Shift lever with knob	C4JZ-7202-A	
Valve cover PCV	C8AZ-6A892-B	
rubber grommet		
Ford aluminum	C5AA-6394-B	
bell housing		

TVR/Griffith Parts

Water control valve - original number FHW 1273/30 is available through World Wide Imports, 208 York Road, Bensenville, Ill. 60106 Phone: 312-595-1600.

Factory TVR parts - TVR Engineering Ltd. Bristol, Blackpool, Lancashire, England FY20JF Phone: 025356151.

Note: The club has contacted the factory on Series 3-A (200) and 1800-S (400) parts availability, but no reply to date.

Steering Column - Triumph Herald (shortened)

Turn Signal/Bright Dim Switch Cover Decal - 1967 TRYA

Clutch Master Cyl. (66-68 Tuscan V8) - Girling 640 6 8827

Speedo Cable - World Wide Imports 61003

Stock Exhaust Hangers - Classic Sunbeam Auto Parts,
592 Baron Street
Toms River, N.J. 08753
Phone: 201-270-4958

400 Series Taillights and Parts -

Pete Snyders
323 Poplar Street
Half Moon Bay, Ca.
Phone: 415-726-2459

Non-relined Series 200 Brake Shoes - Lucas #64937126 LN

American Series 200 Brake Shoes - Raybestos PG 2012 AD

Radiator Fan Thermostatic Switch - Honda Civic

Source: Gary Fry

Parts Available from the Griffith Club

<u>Part</u>	<u>Price</u>	<u>Notes</u>
Original foil ID tags	\$5.00	Postpaid
Front and rear window seal and lockstrip	\$2.50/ft.	Plus 10% shipping
Front inner fender rubber seals	\$1.00/ft.	Plus 10% shipping
Series 200 owner's manual	\$5.00	xeroxing marginal
Series 400 owner's manual	\$5.00	xeroxing fair
Old Griffith Club newsletter package	\$20.00	Plus 10% shipping
Griffith Club of America decals	\$3.00	Postpaid
Griffith Club of America T-shirts (Yellow, Lt. Blue, Tan; S,M,L,XL)	\$7.50	Postpaid
Draft form Griffith Manual	\$20.00	Available from: Daryl Stombaugh 1273-A Johnston Dr. Aurora, Ill. 60506
Gutke/Road Atlanta color picture - 8 X 10	\$7.50	In stock
Griffith Bonnet Badges	-	Only 3 of these remain. They are unpainted. They are available for best (realistic) offer. Only one to a member. When these are gone no more may ever be available.
* Series 200 rear windows (clear)	\$150.00	Shipped collect via Greyhound.
* Series 200 rear windows (colored)	\$185.00	Shipped collect via Greyhound. Available in bronze, green, yellow and blue.
Series 200 Lucas ignition switches	\$25.00	These are N.O.S. \$1.00 shipping.

*allow 3 weeks for delivery

Classified Ads

- Wanted Series 200 less engine and/or transmission:
David Shannon, Box 89, Glenburnie, Ontario, Canada KOH 150
- Wanted 1 N.O.S. or excellent Sparto taillight/turnsignal light rubber
body for reproduction purposes. Will not be harmed:
Griffith Club, Box 7121, Tampa, Fl. 33673
- Wanted N.O.S. or excellent used Series 200 Speedo Cable:
Art Patstone, 801 Center Drive, Ann Arbor, Michigan 48103
- Wanted Chassis for a Series 400 or information on anyone able to rebuild
a badly damaged chassis:
Thomas S. Brosteau, 635 Fair Way Lane, Green Bay, Wi. 54301
Phone: 414-469-0198
- For Sale Complete set of Six new Koni Shocks for all series Griffiths. \$374.00.
For TVR Vixens, all six shocks are \$250.00 :
Brook Motoring, Rt. 46W, Garfield, New Jersey Phone: 201-478-6470
- For Sale Series 400 Griffith, 38,142 actual miles, many extras. Needs point
and tires. Thirty-four thousand dollars(!), firm (!!). Write:
Foster Crippen, Box 278, Roseland, Fl. 32957
- Wanted 3 wire wheel adapters (hubs) with coarse threads. Have 3 (2 left,
1 right) with fine threads and excellent knock offs to trade or will
purchase your hubs outright:
Bob Harms, Box 7121, Tampa, Fl. 33673
- For Sale Series 200, Number 034 - \$8,500.00:
Terry Keaton, 5513 Valerie, Houston, Texas
- For Sale Outboard rear axles: made from 4340 chrome nickel steel - \$135.00 each
- Roll bars: 1 3/4 X 1/8 tubing; six point contact with frame;
can be unbolted from the car for removal; has provisions for shoulder
harness. Fully heliarc welded \$175.00
- Speedo cable adapter: adapts Ford Speedo cable to Smiths speedometer -\$10.00
- Kick pads: stainless steel kick pads for door entry area; includes
pop rivets - \$20.00/pair
- Rear disc brake conversion: convert your rear brakes to discs.
Write for details.
- Series 200 rear windows: clear or smoked; 3/16 " thick, aircraft
quality; slow to produce:
Steve Ferron, 2211 Pullman Lane, Redondo Beach, Ca. 90278
- Wanted Series 200 rear end complete; one set used wire wheels; original shift
and linkage and shifter:
Tom Uss, 32 Maplewood Terrace, New Monmouth, N.J. 07748

(Classified Ads - continued)

Wanted Stock Series 200 hood:
Chris Wride, 226 Adams Street, American Falls, Idaho 83211

For Sale Wire wheel spoke cleaning brushes - also excellent for mag wheels;
super high quality; larger and better than commercially available
brushes - \$9.00/ postpaid:
Bob Harms, Box 7121, Tampa, Fl. 33673

Information Exchange

1. New club member Jamie Morton, 12655 26th Ave., Surrey, B.C., Canada, V4A2K8, is converting a Series 400 from automatic back to 4 speed. Any help, in terms of parts, information, etc., would be most appreciated by him.
2. Club member Richard Noennich, 1611 Elk Forest Rd., Elkton, Md., 21921, is in need of part numbers for the chrome side grills for a Series 200.
3. Club member Bill Yachovich, 106 Ash Street, Dunvers, Mass., 01923, is in need of Series 200 heat exchangers.
4. Club member Rick Hall, 132 Horizon View Drive, East Greenbush, N.Y., 12061, is in need of "a good source of Smiths parts in the U.S.", and information and/or parts for the Series 200 heater.

More From The Owners Club

THE PLAID CAR

In case you have not seen our show car at Boston, you have missed the hit of the show. The Griffith 200 that we have been showing is plaid... PLAID. That's the color. It is completely plaid. The idea came to Mr. Griffith as we were looking for a theme to attract people to our stand at the automobile shows. As a result, we have based our entire show theme around the plaid car. This includes our brochures (Brawny, Bonnie, & Thrifty), a famous race driver complete with a plaid racing suit, and (of course) our ensemble of kilt-clad workers.

The paint job took two men three weeks. The car was originally Regal Red so we decided to paint it Wallace Plaid as it was the easiest combination... so we thought. It is all done in two inch squares of Regal Red, Signal Red, and Black. Then it has Black and Yellow tracer lines. The squares had to be individually masked off and when the paint was dry, (it took about three days before they could mask over it again) the entire car was compounded, cleaned, and then striped. The engine itself has been painted white. The car has gone from Boston to other shows and has continued to be the HIT of each one. Plaid stamps is interested in offering it in their catalog. Minnesota Mining is interested in turning it into the fastest roll of Scotch Tape in the world. Policemen reporting it have been asked to take a new physical. Women claim that it was done with a "new type roller" or new type "paint". Scotchmen love it. The painters were considered for entrance to the STATE HOSPITAL. But above all...everyone stops to look at it and EVERYONE talks about it.

Source: Griffith Owners Club

SERIES L600 GRIFFITH COOLING SYSTEM DIMENSIONS

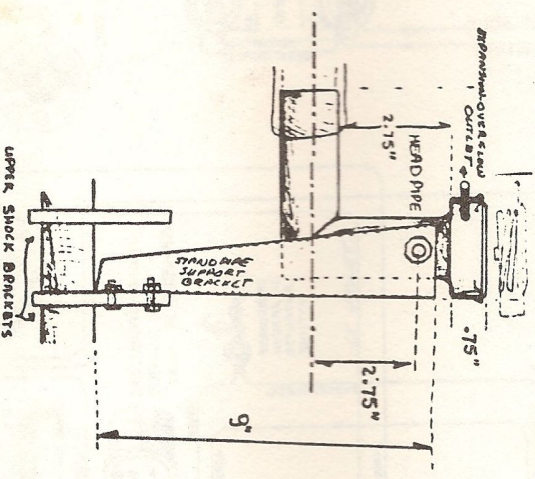
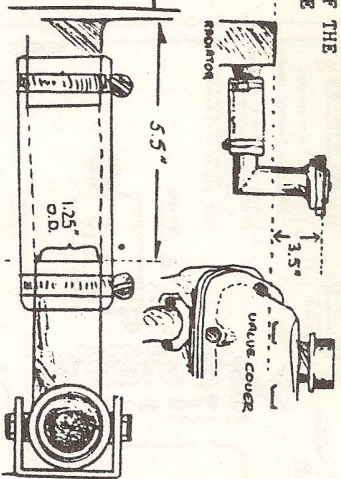
THE STOCK RADIATOR IS IDENTIFIED BY A LABEL PLATE ON THE TOP SURFACE WHICH READS:

KENLOWE ACCESSORIES AND COMPANY LTD.
Maldenhead - Berkshire - Great Britain

RADIATOR DIMENSIONS ARE: 22" in length / 3" in width / 15.5" in height

IN ORDER TO HAVE THE COOLANT LEVEL HIGH ENOUGH TO INSURE FILLING OF THE COOLING SPACES IN THE UPPER SECTIONS OF THE ENGINE, A STANDPIPE IS USED AND AN EXTENSION TUBE CONNECTS IT WITH THE RADIATOR, AS INDICATED IN THE DIAGRAMS. NOTE THAT THE TOP SURFACE OF THE RADIATOR ALIGNS APPROXIMATELY WITH THE MACHINED NOTCHES LOCATED ALONG THE INSIDE EDGE OF THE VALVE COVERS ON THE INTAKE MANIFOLD. THE TOP OF THE STANDPIPE IS APPROXIMATELY THREE AND ONE HALF INCHES ABOVE THIS LEVEL.

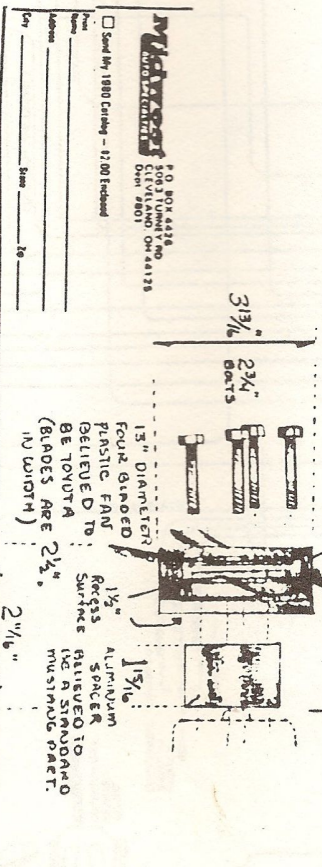
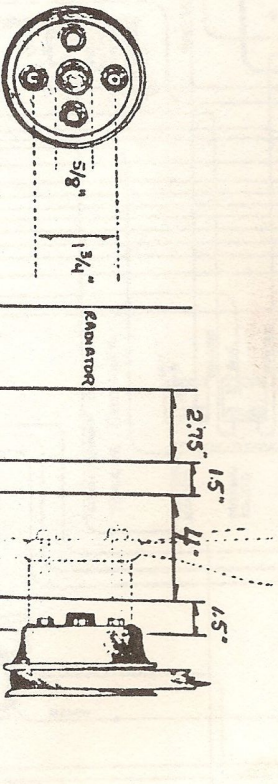
AT RIGHT IS A DETAIL OF THE STOCK DIMENSIONS OF THE STANDPIPE AND ITS SUPPORT BRACKET WHICH IS SECURED TO THE UPPER-FRONT SHOCK ABSORBER MOUNTING PLATE.



IT APPEARS THAT SOME GRIFFITHS HAVE OVERHEATING PROBLEMS WHEN THEY RELY ON THE STOCK SYSTEM WHICH USES TWO ELECTRIC FANS MOUNTED ON THE FRONT OF THE RADIATOR. NO EXACT PART NUMBERS ARE AVAILABLE FOR ANY SPACER/FAN COMBINATION WHICH ANY GRIFFITH OWNER HAS ACTUALLY INSTALLED BUT SUCH MODIFICATIONS EXIST AND ARE REPORTED TO CURE THE PROBLEM. SPACERS ARE AVAILABLE FROM SPEED-SEALERS AND SUPPLY HOUSES IN A VARIETY OF SIZES AT MINIMAL COST. A VARIETY OF FAN SIZES AND MATERIALS ARE ALSO AVAILABLE FROM THESE SOURCES; 13" DIAMETER FANS ARE ABOUT AS LARGE AS WILL CLEAR THE GRIFFITH HOOD AND FLEXIBLE STAINLESS STEEL THE BEST CHOICE IF OBTAINABLE IN 13" SIZE. TRIMMING THE ENDS OFF OF A LARGER FAN IS NOT A SAFE PRACTICE!

ONE MEMBER HAS REPORTED THAT HIS CAR HAS BEEN FITTED WITH WHAT HE BELIEVES IS A TOYOTA FAN ON A 1 15/16 SPACER. THE FOUR BOLT, 1 3/4" DIAMETER BOLT CIRCLE PATTERN USED ON THE 289 MOTOR IS WIDELY USED.

THE DIMENSIONS OF THE STOCK GRIFFITH L600 WITH WHICH YOU WILL HAVE TO WORK ARE GIVEN BELOW. A TYPICAL EXAMPLE OF WHAT IS AVAILABLE FROM ONE AUTO PARTS SUPPLIER IS ALSO INCLUDED. THE PAGES OF POPULAR CAR-HOT RODDING MAGAZINES ARE FULL OF ADS FROM SUCH SUPPLIERS AND EVERY GRIFFITH OWNER SHOULD CONSIDER OBTAINING THE CATALOGS THESE SUPPLIERS OFFER. THE SMALL BLOCK FORD IS A POPULAR MOTOR WITH HOT RODDERS AND CUSTOMIZERS AND CONSEQUENTLY AN ABUNDANCE OF SPECIAL PARTS HAS BECOME AVAILABLE FOR THEM.



SPACERS
Specs are supplied when installing spacers and electric fans or other cooling system parts and between fan blades. When installing electric fans, make sure fan size and between fan blades. When installing electric fans, make sure fan size and between fan blades. When installing electric fans, make sure fan size and between fan blades.

371-1884 - 1/2" Spacer 1/2" Fan
371-1885 - 1" Spacer 1" Fan
371-1886 - 2" Spacer 2" Fan
Year Price \$2.95
Year Price \$4.95
Year Price \$6.95

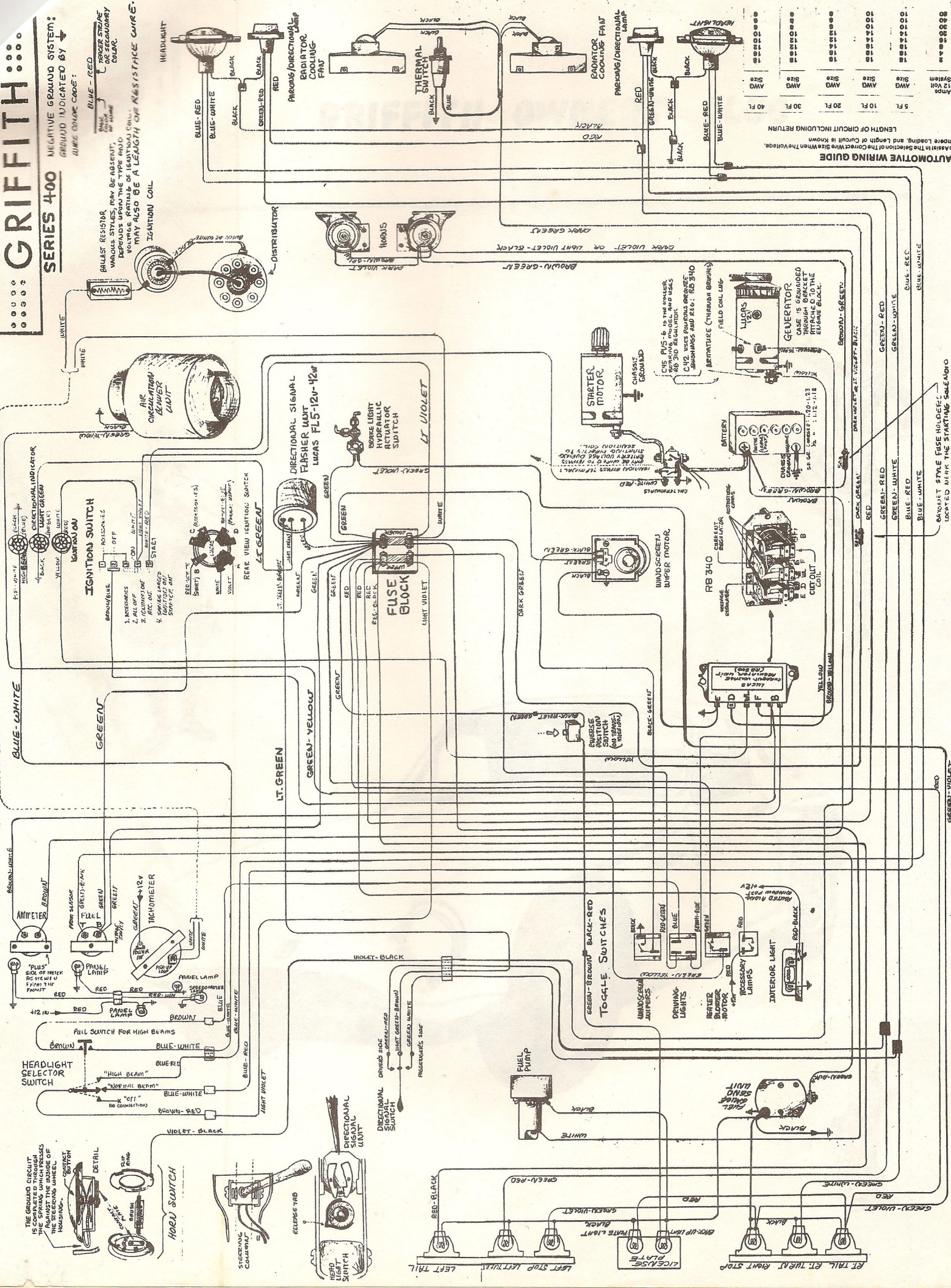


FLEXIBLE ALUMINUM FANS
FROM \$1.25
For a complete catalog of products including fans, spacers, and other cooling system parts, please write to: Ken Lowe, 1000 E. 1st Ave., Suite 100, Denver, CO 80202. Please include a stamped, self-addressed envelope for the catalog.

GRIFFITH

SERIES 400
NEGATIVE GROUND SYSTEM:
GROUND INDICATED BY +
WIRE COLOR CODE:

BLUE-RED
THREE STRIPES
STANDARD
COLOR
BALAST RESISTOR
VARIOUS STYLES, RAY BE AMBENT,
DEPENDS UPON THE TYPE AND
VOLTAGE RATING OF IGNITION COIL.
MAY ALSO BE A LENGTH OF RESISTANCE WIRE.
IGNITION COIL



Automotive Wiring Guide

TABLE 1: Wire Lengths (Feet)

Wire Size	Length (Feet)
10 AWG	10
12 AWG	12
14 AWG	14
16 AWG	16
18 AWG	18
20 AWG	20
22 AWG	22
24 AWG	24
26 AWG	26
28 AWG	28
30 AWG	30
32 AWG	32
34 AWG	34
36 AWG	36
38 AWG	38
40 AWG	40

TABLE 2: Wire Lengths (Feet)

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32 AWG	32
34 AWG	34
36 AWG	36
38 AWG	38
40 AWG	40

