



Griffith Club of America

January 1979

As editor, it is my duty to stick my neck out, not only to air my views, but to learn what the majority, i.e. most responsive, of the club members would like, and also to promote club response. This editorial means no offense to any group, and does not necessarily reflect the opinions of other Griffith club members.

To start, I'd like to express the direction I'd like the club to go and why. My goal is to raise the spirit, value, and public awareness of the Griffith. I plan to do this in two major ways: raise the profile of the car and raise the profile of the club.

Theoretically, to raise the club's profile is basically simple: exposure in national magazines, and local exposure. As for national exposure, I don't plan to run over any important politicians, but do plan to write more letters to editors and feature writers every time I believe a Griffith could fit into a story. On the local level, if four or more club members are planning a get-together, please let the club know, so it can help. If enthusiasm rises again, another East coast meet is in order. Club patches are being designed, as are T-shirts. If you have a design idea, please send it in. The next newsletter will have drawings of the shirts and badges. Reproductions of key fobs and tie tacs may not be too far off also.

One reproduction that is in definite need is the front hood ornament. This reproduction makes a Griffith, THE GRIFFITH. Terry Keeton has volunteered to coordinate this part reproduction. We would like to make this part available to all members at a reasonable cost. Terry will need help, however. First, the original badges were produced in Spain. Does anyone know by whom or where in Spain? Secondly, and most important, we need an original badge as a reproduction model. (We doubt we can find the information in Spain.) Even a badge that is falling apart will do. The first badge is very important and any help would be greatly appreciated. Rumors have been heard of quality workmanship in

the Philippines and Mexico, along with excellent prices. Does anyone have a lead or contact? Terry Keeton's address and phone number are in the classified section. In case you can't reach Terry, I will be happy to take the information.

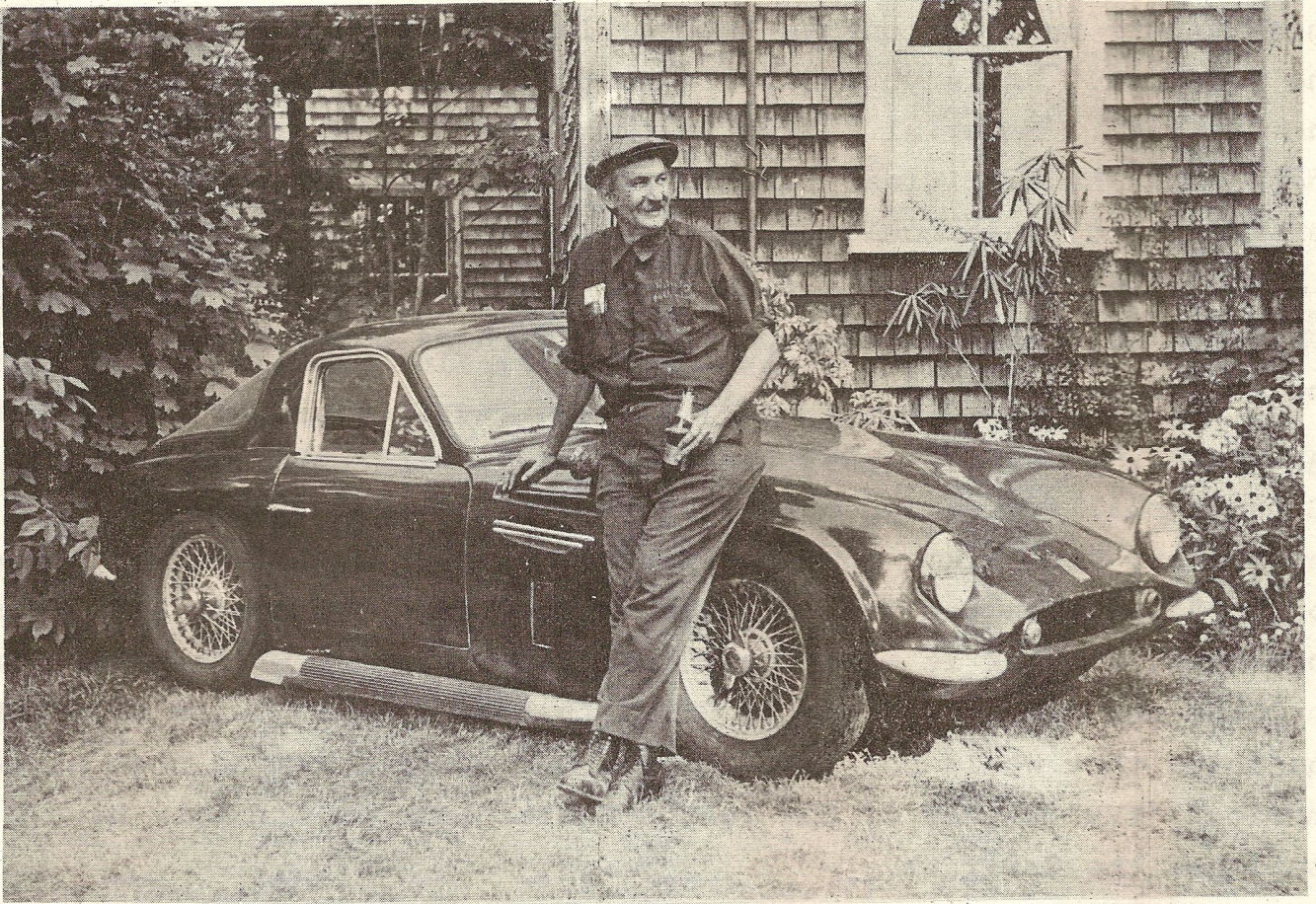
There are several parts the club should look into, in addition to the front hood ornament: the complete bonnet at low cost; the back windows for both the 200 and 400 series; and in general, any part of the Griffith that is not readily available at reasonable cost should be considered for possible reproduction.

As for raising the profile of the cars, there are again several ideas. Included in this letter is a new membership form with a "rate your car" section. This was added to help find and to keep track of the Griffiths of quality condition, in case the car will get coverage in any magazines. Another thought was the production of a full color poster.

As a final note, I'd like to initiate an action that I believe will be a major factor in car exposure. When a Griffith is sold, it is important that the seller receives the maximum price or the best home for it. The benefits that follow are higher resale value, proper insurance settlements, and widespread word-of-mouth information and knowledge about the Griffith. National coverage would increase the person-to-person knowledge about the car as well as offer documentation for future insurance settlements. The Griffith club would like to offer a monetary aid to club members with cars in good condition, who wish to sell their car, to advertise in a nationally circulated magazine. As an example; an ad in, say Road & Track, could include a picture and extra information rather than the common three line ad. Funding for this would come from the club treasury, after approval from a small panel of members. If the car sold for a price higher than honestly expected, the club would gladly accept a partial or complete refund. In this manner, this fund can operate in a revolving basis. A maximum of \$35 in aid seems right, but your reactions are appreciated.

Good feedback has been coming in. Please continue your active part in the club. The newsletters take a great deal of time, so don't feel neglected if you don't receive a quick or lengthy letter or response right away. There is a list of twenty waiting for this to get out for replies. Let's keep this line open, feel free to call. Your support is needed and it has been GREAT!

Joe



There's Loring Hall, one of our newest members, standing in front of his 190 year old house and his Griffith 400 series (#013). Loring's not too happy with the front hood bulge, but claims there are several other projects on the car that come first. Beautiful picture Loring!

Other Car Clubs and Magazines

There are several different car clubs that could benefit Griffith Owners and enthusiasts. Some of these are: the TVR club, the Shelby clubs, The Fords Parts Exchange and so on. It is impossible for me to be current or active in all, or to even know about them all. On the new membership form is a space for the list of current car clubs that you are a member. If you are a member in a club that is, or could be beneficial to the Griffith, please inform me. I may ask you to keep a friendly eye on that club's activities, and perhaps report to our club if a mutually good event is about to happen. Don't get me wrong, I don't want a spy, I want to know things that would benefit both clubs, nothing more. A future newsletter will list these clubs for other club members usage.

The Super Ford Parts Exchange is one of the magazines appreciating all

special Ford owners, taht I'd like to give some free advertising. This monthly publication has future plans of doing a complete issue on the Griffith. Again your help is needed , this time for materials on the Griffith. Material I have is copies of copies, from ancient copiers. Does anyone have original revues, show materials, promotional or advertising etc, that could be borrowed and professionally photocopied? I don't think they'll do a road test, but they may need an original condition Griffith for some photos and perhaps copy. More on this in the next issue.

Car Craft, August 1977, has a picture of Dean Pallas' 200 series. CC has a small paragraph on the car, which by the way belongs to a new member, Pete Blum. Road and Track, December 1978, wrote a "fair to poor" revue on the TVR roadster. Motor Trend, November 1978, was more kind. I think it might be a good time to start writing the editors bout the new "versions" of the Griffith that are now being sold(TVR's). Something that would not insult them, but perhaps remind them of the American "TVR".Either of the last two articles could easily have mentioned the Griffith.

New Membership Cards

New membership cards have been printed and will be sent to people sending in completed new membership forms. Please note the added information.All old memberships are good until mid-1979. I know most of you have already filled out old forms; this is to check if people are still interested. A spare picture would be appreciated. Thank you for the time.

New Members

Ken Kirk - San Francisco, California
Loring Hall - West Bridgewater, Massachusettes
Dr. Robert Harms - Thonotosassa, Florida
Jerry Schneerer -Fairview Park, Ohio
Alan Shackelford - Germany
Nick and Sharon Hidu - Orlando, Florida
Bob Bondurant - Huntington, New York

Old Newsletters

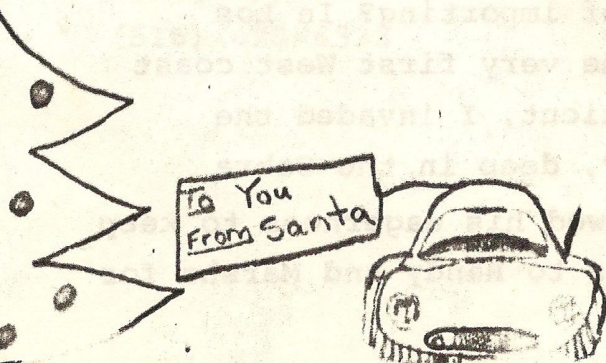
The Griffith club has available copies of all the old newsletters. The reproduction of these is done on a well maintained Xerox. Reproductive clarity is approximately 95% of the original newsletters. The prices of earlier newsletters were set by previous Griffith club directors. The newsletters are available separately of course, but now for the first time, the complete set is available, on sale for the bargain price of twenty dollars! Priced separately, the total package would run over thirty dollars. Postage is included in all prices. The breakdown of available newsletters and individual prices is as follows:

June 73 .20	Apr. 76 1.20
Aug. 73 .40	June 76 1.80
Mar. 74 .40	Aug. 76 2.00
Feb. 75 1.60	Oct. 76 2.40
June 75 .60	Dec. 76 2.60
Aug. 75 1.40	Mar. 77 1.80
Oct. 75 2.60	May 77 1.40
Dec. 75 2.80	Aug. 77 2.20
Feb. 76 2.20	Dec. 77 2.00
Aug. 74 .20	Sep. 78 .40

Originals of the newsletters will be distributed until gone. If cost and time allow, reduced prices will come. Thanks for your support of the club.

Patches

Griffith patches are available again, no limit, at \$3.00 each. Price includes postage. These are like the ones produced before, a copy of the original front hood bonnet badge. Send to the address in San Diego.



The difference between men & boys
Is the price of their toys.
Thank a lot c. ta

Griff Tips

Jerry Bugay's 200 series is now a licensed classic car in Pennsylvania. The special plates cost \$55, as a one shot deal, as long as he owns the car and passes a yearly inspection. Perhaps other states have similar offers.

Bob Rewoldt¹⁴ of Carpentersville, Illinois called in a shifter tip. The same kit (Hurst) that works for a Tiger works for the Griff. Both he and I knew the scarcity of the Tiger shifter, so here comes the way around. The complete kit can be assembled from two other kits:

Hurst shift kit 373-3167 (57 to 62 Corvette) and

Hurst shifter 391-7535 (64 full size Ford or Mercury).

Bob also mentioned a place for Griffith windshields while they last. Price quoted was \$100. Part number FCW29. Place: Lynchburg PlateGlass, 12th at Madison, Lynchburg, Virginia, 24505; telephone (804) 847-6675. That part number is important; I believe it will work anywhere. Please, however, double check the part number before buying.

Travels

November was travel month. The following members were visited. Dr. William Clearfield of Denver proudly showed his 1963 TVR under restoration and modification. The TVR dealership in Denver seemed very interested in finding new dealerships for the TVR. Next was Florida: Foster Crippen, Nick and Sharon Hidu and I had a good get-together. Nick and Sharon own one of the few Griffith convertibles. It was converted from a topping wreck. Sharon is looking into T-shirts for the club. Foster is in the final stages of restoring his mean machine. Also in Florida, I missed Dr. Robert Harms; sorry Bob! I was able to meet Jack Griffith. Jack's still converting new cars to a sort of T-top arrangement. In Toronto, I met a very friendly TVR dealer with a nostalgically strange idea: Ford v-8 in a TVR. The model on the floor looked cleanly done. It's billed as the TVR 5000. Enclosed is the literature. Does anyone know the legalities of importing? In Los Angeles, Jeff Childs, Paul Hill and I held the very first West coast meeting (only missing two members). In Connecticut, I invaded the household of Randy and Marsha Hartigan. Randy, deep in the Cobra Project, cleared up more Griff Myths, and showed his eagerness to keep the club rolling. I'd like to extend my thanks to Randy and Marsha for their hospitality and club effort.

Front Bonnet Badges

The Griffith club is in dire need of an original front bonnet badge. The club is planning an inexpensive, but accurate, reproduction of the badge. The club coordinator is Terry Keeton. Any old badge will do! The club will restore it before returning to you in case you do not wish to sell it. Payment can take many forms: from total purchase to leasing it for additional reproductions. Also, any information on the original badges would be greatly appreciated. The originals were done in Spain. Does anyone know by whom or where in Spain? How about a lead with regard to a company that would or could do reproductions at reasonable costs? There are companies in th U.S., Mexico, Philippines, etc., that do this sort of thing: does anyone have experience with them? Finally, any jewelers or enamelers in the club want to give some advice?

And now for the other shoe. Let's also hear from people that would like a reproduction of the badge for under \$25? In case you are not sure what I'm speaking about, it's the red, blue and white emblem on front with the Griffin on it. Any questions or comments or helps please call or write either:

Terry Keeton
5513 Valerie
Houston, Texas 77036
(713) 664-2384

Joe Rauh
9510 Carroll Canyon Rd. #107
San Diego, Calif. 92126
(714) 566-5867

Parts and Assistance

The following have been of great assistance. If you find good service and think the club could benefit, let us know about the dealer.

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TVR CARS OF AMERICA, LTD.
29 New York Avenue
Huntington, New York 11743
(516) 423-6333

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 Jr.

Kirk Racing Enterprises
P.O. Box 20004
Birmingham, Alabama 35216
(205) 823-6025

Griffith headers to members, \$140 plus postage. Different size collectors. Shelby GT 350 Tri-Y & Cobra headers and roll bars available on request. Ask for Al Kirk

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Advertisement : Shelbys, Thunderbolt Fairlanes, the Cougar Eliminator, the '55-'57 T-Birds, the Indy cars, the Pro-stockers, the '65-'73 Mustangs, the Sunbeam Tiger, the 289 and 427 Cobras, the Talladaga, (and coming up soon: The Griffith). These are just a few of the cars to be featured in The Super Ford Parts Exchange in it's all new Collector Series of Super Fords. The Super Ford Parts Exchange is the monthly publication devoted exclusively to Ford and Lincoln-Mercury related cars. For a one-year subscription, send \$8.00 (\$10.50 outside the U.S.) to THE SUPER FORD PARTS EXCHANGE, T-110 Ovid St. Dept. S, Seneca Falls, New York 13148. All subscribers get 2 FREE classified ads!

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Classifieds

The classified section is open to all Griffith Club members. All ads will run for a single issue unless otherwise specified. If you want to sell, purchase, or question the club member, send your copy to:

GRIFFITH CLUB OF AMERICA P.O. Box 26934 San Diego, Cal. 92126.
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For Sale: 1965 TVR Griffith good condition, Konis, 225/70-15 Pirelli's on American aluminium wheels, balanced engine rebuilt 20,000 miles ago, AM/FM stereo 8track, fast and dependable. \$9000 obo Phil Greuling 209 Third Ave. Edwardsville, Ill. 62025

For Sale: 1973 TVR 2500M parts car, full rolling chassis and body panels, (no title) \$995. George Destefano 15 Pinetop Rd. Barrington, R.I. 02806

Wanted : Window frames, L&R, door glass, heater blower motor and firewall flange. Bob Rewoldt 880 Bolz Rd. Carpentersville, Ill. 60110 (312) 428-1441

Wanted : Front bonnet badge!
This is for the total club.
SEE paragraph in this letter.

For Sale : 1966 TVR Mk 3 1800, MGB engine, fair condition wire wheels, recent suspension rebuilt, \$2500, or best offer. Phil Greuling, 209 Third Ave. Edwardsville, Ill. 62025

Wanted : 2 original Griffith tires, 2 front calipers, or replacements. Foster Crippen P.O.Box 278, Roseland, Florida 32957 (305) 589-5889

Wanted : Griffith any condition John Ihloff 5123 Cape May San Diego, Ca. 92107 (714) 223-9142

Wanted : Front bonnet for the Griff, heater blower, firewall flange, interior center console for 400 series. Joe Rauh 9510 Carroll Cyn.Rd #107, San Diego, Ca. 92126 (714) 566-5867.



Griffith Club of America

Membership Form

Name: _____ Phone: _____

Address: _____

City: _____ State: _____ Zip: _____

Series: _____ Serial Number: _____

Color: _____ Mileage: _____

Originality (rate from 1 to 10): _____

Originality comments: _____

Overall Appearances (1 to 10): _____

Appearance comments: _____

Tire size and make: _____ Flares? _____

Rear end ratio and type: _____

Interesting modifications/history: _____

Clubs: (please indicate if you would be interested to report
on favorable activities of these clubs) _____

Please indicate if you wish your name withheld from the Griffith
directory: ☐ hold, ☐ release. Would you be open to a visit? ☐

Do you have a spare picture of your Griffith for the directory? _____