



Griffith Club of America

June 1976

Without a doubt, the first detail on the agenda is to commend George DeStefano for the super job he performed as director for the last year. George donated much of his own time and talents towards organizing and bringing a new set of standards to the club, it's newsletter and all club activities. I'm sure I speak for everyone when I say, "Thanks George!"

Those of you who were unable to attend the Shelby Meet on Sunday, May 30th missed a real good time. The weather was a little "tacky" but the showers were few and far between. There was a good-sized flea market featuring many hard to get Ford parts and a disc jockey broadcasting from the roof. Four Griffiths motored in, driven by: Mr. & Mrs. Thomas Uss, W. Keansburg, New Jersey, Allan Wolfe, Ridgefield, Connecticut, George DeStefano, Barrington, Rhode Island and Brent Jacobsen with a little driving assistance from "Crazy" Bob Mariani.

Many other Griffith owners were in attendance sans cars, such as: Irving Davis and friend, Rockville, Maine, Andy Nukutos and crew from New York and Mr. & Mrs. Rip Collins, Connecticut, just to name a few. Griffith owner Dean Pallas cruised around in an immaculate white pearl Italia and not far behind were Mr. & Mrs. Danny Magnon in a new Cobra II.

There were a multitude of Shelby Mustangs, a dozen or so Tigers, three Panteras, two Italias, a couple 289 A.C. Cobras and four beautiful 427 Cobras. One of these contained a 427 S.O.H.C. Nice!! All in all, a really great time.

I would like to thank all of you for your promptness and patience concerning the second order of Griffith embroidered patches. All orders were filled and I trust everyone is more than satisfied. I am happy to report that we now have a limited supply of patches in stock. They will be sold on a first come-first served basis. The price is still \$2.50 per patch, but, sales will now be limited to two per person.

Rip Collins has been taking advantage of the nice weather by putting in many hours in his garage. His early 200 (No. 008) made the street for the first time since he purchased it 3 years ago. Rip sandblasted, painted and rebuilt the entire undercarriage. Super Clean! Paint and upholstery are scheduled for this coming winter. Keep up the good work Rip!

Would everyone please note the change of address for Danny's Color Creations. The move has provided Danny with a larger building and given him the opportunity to increase his staff as well. Color Creations specializes in Griffith paint and Fiberglass repair. You'll find the new phone and address in the classified section.

With the arrival of summer weather, Griffith meets will again be scheduled regularly, a picnic on June 27th at the Luzzi's in Westerly, Rhode Island, in mid-July (date to be announced) a Griffith and Ford Specialty Car meet at DeStefano's in Barrington, Rhode Island, (Always a good time!), the annual meet in late August (date to be announced). This meet is the one for all you out-of-staters. It will be changed from Lime Rock this year to an area with better facilities, points of interest, etc. And then, to finish the year we will also have an autumn tour and meet. Anyone interested in hosting any meets please contact me immediately.

We still have an abundance of back newsletters available. I hope many of you newer members will take advantage of this opportunity.

<u>DATE</u>	<u>PAGES</u>	<u>AMOUNT</u>
June 1973	1	\$.20
August 1973	2	.40
March 1974	2	.40
August 1974	1	.20
February 1975	5	1.00
June 1975	3	.60
August 1975	6	1.20
October 1975	12	2.40
December 1975	14	2.80
February 1976	10	2.00
April 1976	8	1.60

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

This month we feature the original factory sales pamphlet for that rare and elusive Griffith "600" series, and we also have an appeal from a Griffith owner from England.

Sincerely,

Randy Hartigan
Director

Bushy Hill Road
Deep River, Connecticut 06417

203 526-5531

Mr. Bob Mariani,
The Griffith Club of America,
32 Blood Street,
Lyme,
Connecticut, 06371,
U.S.A.

Fernmere,
16 Church Lane,
Cove, Farnborough,
Hampshire, England.

Dear Mr. Mariani,

For the past few months I have been restoring one of the original TVR Griffith cars. It is the car driven by Peter Simpson, the TVR Midlands Distributor from 1965-1971, and had competed regularly both in the UK and on the Continent of Europe.

The restoration of the car is to "as new" standards and of course TVR Engineering Limited have been most helpful with advice and spares etc. The car has now been verified and accepted by the Historic Sports Car Club and is currently eligible for their Group 4 races (cars built more than seven years ago).

In order that the car might be accepted into the Post-Historic Class, it is necessary for me to provide evidence that any Griffith was raced outside the UK prior to 31st December 1964.

I am told that the first Griffiths started life in the USA about April 1964, and that at least one was probably raced that summer. If this is the case, I really would be most grateful if you could help me with a photostat of a programme, result sheet or photograph showing a Griffith racing before the end of 1964.

If this evidence can be provided then it will give my car entry into a class of racing that I have sought to enter for years. I will, naturally, be happy to defray any expenses incurred in providing the evidence.

I am, Sir, most grateful to you.

Yours sincerely,

R. G. Linwood

R.G. LINWOOD



Griffith Club of America

G R I F F I T H P I C N I C

AT

Tom Luzzi's
19 Harrison Avenue
Westerly, R.I. 02891

401 596-4213

ON

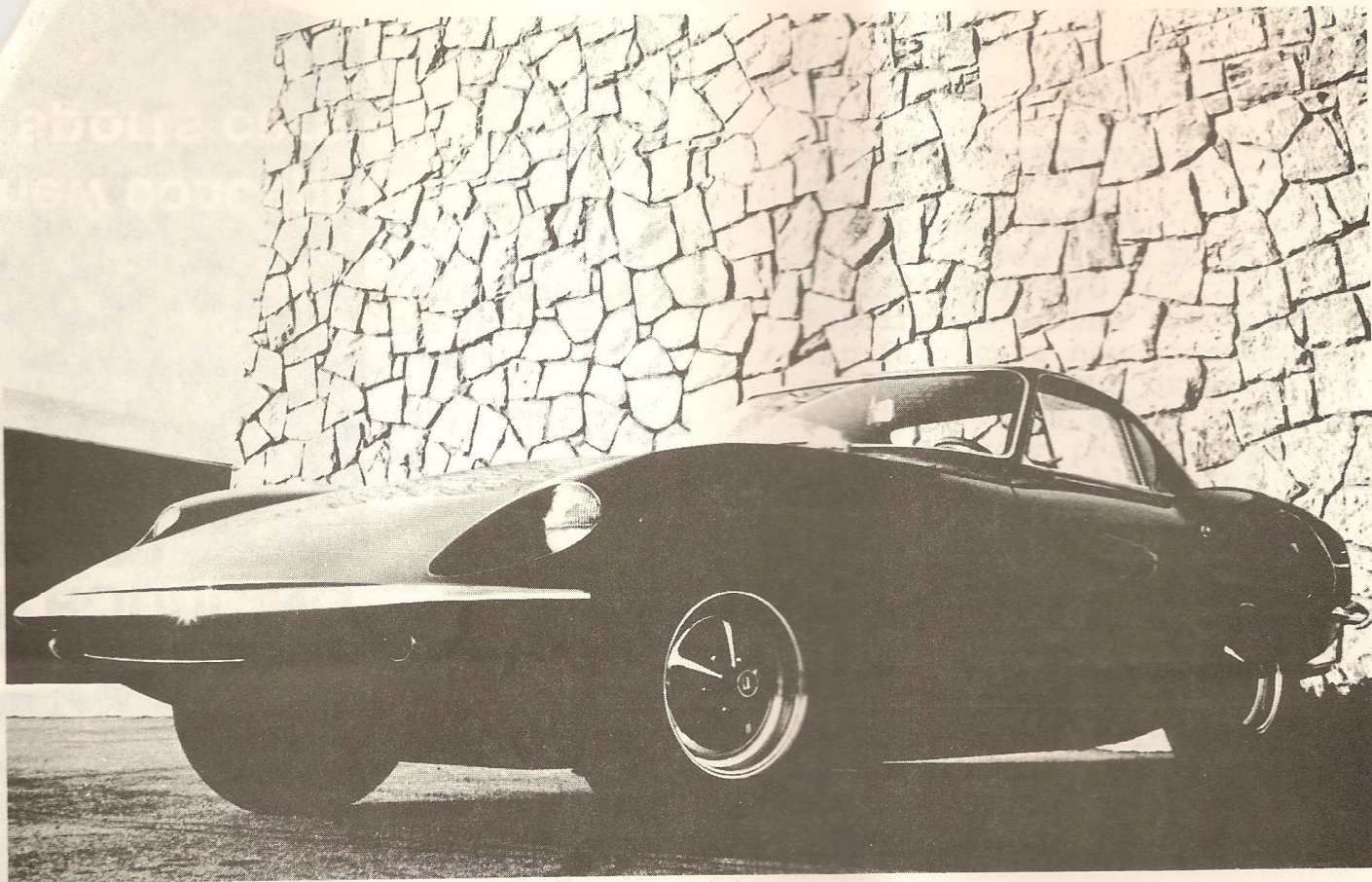
Sunday, June 27th, 1976

at 11:00 A.M.

HOT DOGS - HAMBURGERS - BEER - SODA

So that we may plan accordingly, please call and
directions will be provided at that time.

SEE YOU JUNE 27TH !!



Wouldn't you expect a lot from a car that looked like this?

17 facts you should know about the new Griffith sports car. The 18th is that parts for it are in stock in more than 4000 U.S. cities and towns.

1. Styling that can only be described as *taut*. No embellishment of any kind. From any quarter it looks small, almost feline, in its grace. Very fast, very Italian. *Bellissima!*

2. The Griffith styling is practical. The doors are large, giving easy entrance and exit. (But duck your head, it is *low*.) More than enough room for luggage for the two of you (and wide enough for golf bags!). The frontal area is extremely small, and the shape is wind-cheating, combining to boost gas mileage.

3. The Griffith body is all steel, welded into a single rattle-free unit. Because it is steel, wherever you go the local body and fender man can take out your dinks. No specialized equipment or techniques required.

4. You are cradled in a seat that wraps around your hips and holds you firmly in position... a driving throne. Great care has been taken to position all controls so they come immediately to hand. And you can see all four corners.

5. The carpeted interior is finished in softly tough vinyl by fine old Italian hands, *con amore*. (Elegant Onyx or Palomino leather is optional at added cost.) The instruments are shaded to keep reflections out of the windshield. All the necessary instruments are there, big and round, with white letters on black dials... good-looking, good looking at.



6. The Griffith is built to exceptional standards... mostly by hand.

And it goes like the clappers...

7. Up front a big Plymouth Commando 273 cu. in. engine. Comfortably, with room to get at it. With a couple million Plymouths on the roads, you know parts are in stock almost anywhere. (And rafts of hop-up equipment too.)

8. How do you like your power delivered—four-on-the-floor or automatic? Both are standard Plymouth items. (Their advertising will tell you how trouble-free these transmissions are.)

9. Okay, so it goes like the clappers—how does it stop? 10-inch disc brakes on *all four wheels* pull you down from *any* speed in half the distance of ordinary drums. Wet or dry. Squarely and surely. Time after time after time after time...

10. While the rear axle is also a standard item, we mount it differently. Trailing links on each side and a Panhard rod keep the axle in its place, eliminating wind up and wheel hop. More satisfactory than all but the most complicated independent rear suspensions... and utterly reliable.

11. With a weight of only 2540 pounds, you might expect we would worry about delivering 235 horsepower to the road. We did. The answer is partly in the suspension (thanks to assistance from John Crosthwaite of BRM, the British Grand Prix champions) and partly in the wide-based wheels and big Goodyear Red Line nylon tires. They lay down a big footprint, quietly, smoothly.

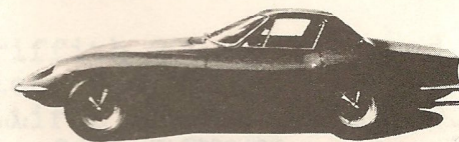
The best handling you've had since you were a baby...

12. If it looks good, and goes good, how do you make it handle? Having a knowledgeable person lay out the suspension (one with Gran Prix experience) was the start. Then, have a successful racing driver/engineer tune it. (Our Chief Engineer finished third in the Daytona 24-hour.) Results:

13. The Griffith goes precisely where you steer it... to a quarter of an inch... with its rack and pinion steering. The steering wheel (wood rimmed on spring steel) goes 3 turns lock-to-lock so that you rarely have to lift your hands from the wheel. Just when parking.

14. Even though the engine is in front, weight is shaded aft... 53% on the rear wheels. A slight understeer under all conditions means that the Griffith is steady, never "quick." Goes around corners like a cat on a carpet.

15. You don't have to be a highly skilled race driver to enjoy the Griffith. But we dare say you will want to drive with the precision of a professional.



For prospective Griffith owners only...

16. ...take note: We expect to build 512 cars this year. By hand, remember? There are both a coupe and a convertible. There are about a dozen colors available. Heater is standard, as are most of the usual options. The 7-transistor radio is optional.

17. At \$6,095 the demand is enthusiastic, *con brio*. But the supply is *moderato*. See one of our dealers about reserving a production line position, and take a look at our colorful 8-page brochure. Or write for your copy (with 25¢ to cover handling) to Mr. A. J. "Jack" Griffith, Griffith Motors, Inc., 1478 Old Country Road, Plainview, N.Y. 11803.

GRIFFITH
Plymouth Powered

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, 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
River Street
Rockville, Connecticut 06066
(203) 841-1791
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 speedo-
meter. When calling for quota-
tion, 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, 6000
original miles, new paint and
bearings, asking \$5200.00.
Also 1963 TVR. Dan Fitzgerald
6 Sharon Street, Geneva, New
York 14456 (315) 789-5460

1972 TVR Vixen, Maroon/Black,
new paint and tires, \$5000.00
James J. Mellen, 240 Center
Road, Easton, Connecticut 06612

CLASSIFIED ADVERTISEMENTS (CONTINUED)

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

Radiator shroud and complete cooling fan setup. Allan Wolfe, 19 Prospect Ridge, Ridgefield, Connecticut 06877 (203) 438-8723.

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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 PRECEDING MONTH

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The **GRIFFITH** SERIES 200

**World's Fastest
Production Automobile**

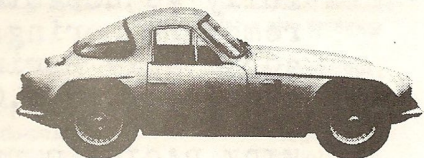
powered by 

\$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: