

May 2, 1980



# Griffith Club of America

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Dear Club Members:

I have been kidding myself and you for the lax job I have been doing as director of the club.

I have come to this obvious conclusion with the inability on my part to get this particular newsletter out. This has been seconded by Dr. Bob:

Box 7121  
Tampa, FL 33673

Griffith Club of America  
P.O. Box 26934  
San Diego, CA 92126

RE: Open Letter

Gentlemen:

Over the past fifteen years I have been/am a member of various car clubs consistent with my vehicular interests: e.g. Ferrari:Owners Club, Masevati Club (G.B.), A.M.X. Club International, VW Split Window Club, Vincent Owners Club, etc. Therefore, while not an "expert" (if anyone is) I feel I have some basis to comment on the Griffith Club of America and its progress (or lack) over the past year.

Initially, some observations: The Griffith is from my opinion nearly the ideal car: Faster than hell, cheap to maintain and reasonable to operate. In times such as this, minor modifications to the 289 engine give excellent gas mileage at minor performance expense. Clearly, even more so than many 1960's "super cars", the Griffith may be the car of the 1980's and beyond despite the 55 mph speed limit. However, the club (as any car club should do) should be furthering the marque and it just hasn't been doing so. Specifically, the problems appear to be the following:

- 1) Lack of frequency of bulletins. Many clubs use monthly letters or quarterly. Unless I'm mistaken, I've only received two in 1979. Moreover, my files show far more bulletins being issued in the 1975-1978 era.
- 2) Lack of any type of communications network. All of the data I've gotten has been through the garciuousness of R. Hartigan. Several letters to the club (even enclosing SASE) have been ignored.
- 3) Lack of follow-up on announcements in the two bulletins.
- 4) Lack of relevant technical data in the bulletins.
- 5) Lack of ads in the bulletins. I suspect this problem has been due to the long period of time and/or lack of firm publication times



of bulletins.

- 6) No national or regional meets.
- 7) Lack of a membership roster which includes phone number, series of car, year, modifications, etc. Names and addresses alone are of little general use.
- 8) Lack of any financial report in either 1979 newsletter.
- 9) Lack of reliance on membership input on club projects. For example, the membership was not consulted on what products should be reproduced, at what cost, at what sales price, etc.
- 10) No effort to recruit new club members through national publications.

Clearly, however, it does little if any good to state such problems without forwarding recommendations to ameliorate them, therefore, the following (chiefly in response to 1-10) are offered:

- 1) Election of 1980 club officers.
- 2) Publishing a financial report in the next newsletter.
- 3) Establishment of firm deadlines for publishing the newsletter.
- 4) Publishing the newsletter at least 4 times yearly.
- 5) Advertising for new members in publications such as Road & Track.
- 6) Announcing club meets in such publications as Old Cars and Autoweek.
- 7) Review of all prior bulletins and publishing up to date and printing (as much as possible, correct) parts lists.
- 8) Publishing a reproduced owners' manual in the near future.

Sincerely,

Robert A. Harms

cc

I agree with most of this. Does anyone have any time to spare? I'll keep the club running till someone gives it a lift. This is still now a one man show. When I took over, I was technical, 8-5, in an apartment. Now I'm national sales, travel a lot, live in a house.

I've had the club over a year, and haven't done a super job. Let's get a new director. I promise to help! I can still do part, if the new person wishes.



Please consider helping. With more than 1 or 2 people working for the club, we could actually get better, regular newsletters, causing regular dues, causing better parts, meets and overall club enthusiasms. We're Griff owners, a group who owns one the greatest production cars in the world!

The club is of 150. Great! Only 250 of those beautiful Griffs were made! My main purpose now is to make sure an insurance settlement doesn't do one of us wrong! Second, start to get some parts together for us at reasonable costs! I only owned my Griff for 3 months when I took the club over. It helped me get much information and I am still paying the price, and still will! I really love the Griff.

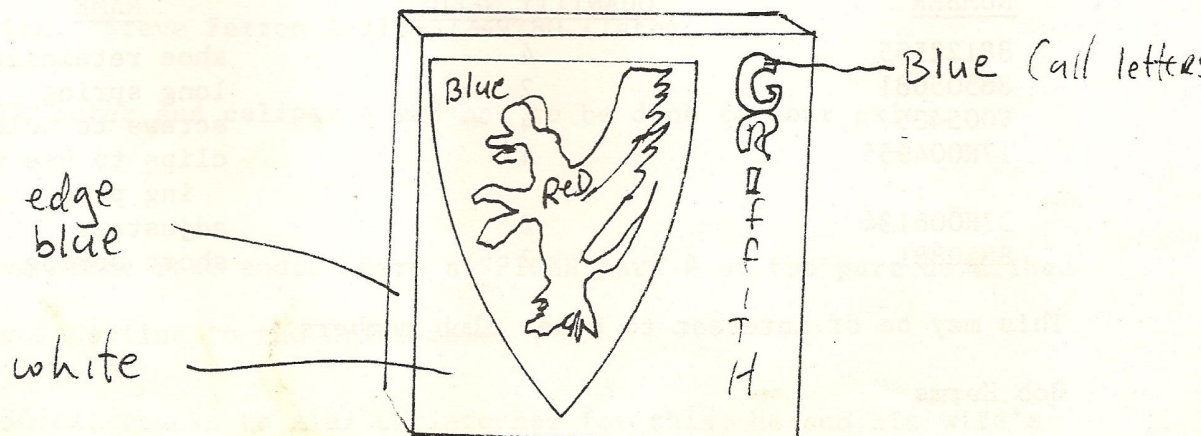
I'm glad Dr. Bob has interest. I hope I might get some help from him after this constructive criticism.

### Badges

They are here and on the way to people who ordered them! UNPAINTED. The club paid the manufacturers (grugingly) \$20 a piece. Postage, etc. brought them up to \$26. What follow now is directions on how to paint these gems.

Buy small amounts of red, white, and blue good enamel. 1 very small brush and 1 sheet 600 grit sand paper (Wet & Dry), and some sort of clear paint-on covering. I used Flecto Decopour. (Caution - Uarathane yellows!)

Paint carefully the complete badge inside the ridges the proper colors:





After all colors are painted in "valleys" let dry; 2-3 weeks. Paint must cure long enough to be sandable. Now, very carefully, under cold running water, lightly sand down to edges of badge. Badge should look good under water. Rubbing compound will take too much off. Thus, we need the covering that covers, protects, doesn't yellow. That's why I went to the resin type material. Please be careful not to sand off the metal on raised edges too much!

P.S. We got only 30 of those badges! They are the last (Thank God). If you don't want them, send them back! We sold all except 3. Those will be painted and sold later, at a much higher price.

Dr. Bob Harms has been working for us. He's looking into repro's of 200 series front and back tail lenses! Yea! Sounds great. Please send any requests or request for information to Dr. Bob. He is looking for information on the rings and rubber about the tail and light and the front turn signals! Help! Please send directly to Dr. Bob any information on this. I'll print the news on this if supplied to me. Dr. Bob Harms also sends a news tip. Throttle cable part # is C5AZ9A758R. I believe it's from a '65 full size Ford.

#### More from Bob Harms

Tampa

1/1/80

Mr. Rauh,

I recently replaced the brake hardware on my car in overhauling the brakes. The part numbers for the rear were (Triumph numbers)

<u>NUMBER</u>	<u>QUANTITY NEEDED</u>	<u>NAME</u>
88122505	4	shoe retaining pins
88505081	2	long spring
V005435	4	screws to hold drum on
17H004955	4	clips to use with shoe retain- ing pins
37H006134	2	adjusters
8850881	2	short spring

This may be of interest to other club members.

Bob Harms



No pictures this issue, but I have some great ones in store for a poster. Chuck Gutke put on a great show at Road Atlanta with his 400 series. I heard he showed the Cobra Club what a Griff could really do! I have a great photo of them doing such and will make copies if people wish. I hope to get this photo into Super Fords Magazine. SFM has the griff of Bill Zinssar of Warners Lake, New York, on the February front cover.

#### 200 series Back Windows

Cost \$125 + shipping. Safety stamp in corner. Smoke or clear.

1-213-372-9280 (late) Steve Ferron.

#### Strong New Stub Axles

Have you looked at your stubs lately? Splines twisted? Ready to pop? (Knock on wood). Well, Steve broke his, called England, priced good U.S. steel, now selling his own. The steel is 4340 chrome nickel with 205,000 PSI tensile strength. (Stuff they do diesel cranks with). Cost \$125 a piece. Heat treated. Call for details.

1-213-372-9280 (late) Steve Ferron.

#### 200 Series Emblems for the Back

Yes! Steve Ferron again. He will cast them for us for under \$30 a piece. You know who to call: Steve Ferron 1-213-372-9280 (late).

#### Rear Disk Brakes?

Have you got that phone number memorized yet? Whell, Steve's got kits for sale and/or instructions about converting to Disk in the rear. Call for price information. Steve Ferron 1-213-372-9280 (late).

The kit uses MGB rotor and caliper. A mod has to be done to your axles.

#### Another Part #

Many of you have vette rear ends. Here a SPICER part # of the part described best as the female spline to the Griff male.

SPICER # 3-3-1501KX, thanks to Alex Christopher for this, he and his wife's



hospitality in Chicago. Alex is unfortunately selling his Griff for a down on a Condo. Please call Alex if interested. 312-530-0011 or 312-453-6969.

400 Back Windows!!

Chuck Gutke has 400 series back windows, Tuscan too! (I've got the Rubber for the 400 sent windows too). I believe the prices are about \$200, give him a call if interested: 1-404-427-0020.

Griffith Intakes, Valve Covers.

Not original equipment, but what can I say?

Randy Deliso said he was looking into making these, asked for interested parties. I already bought an air cleaner and oil pan with "Cobra--" on them, they look of good quality. I heard rumors of Chuck Gutke also doing some casting work also. If interested, please contact one or both for the story.

Randy Deliso - Super Stang 315-923-5621

Chuck Gutke - Cobra Restorers 1-404-427-0020

Randy is running a special:

Cobra Oil Pan	\$174.95
Cobra Intake	\$174.95
Cobra Valve Covers	\$43.95
Cobra Air Cleaner	<u>\$61.95</u>
Separate	\$455.80
Sale	\$399.00

Caution, the oil pan is the T-type, you will have to reroute the passengers side header over the top of the T, and down before the starter. The air cleaner will not fit under the regular griff hood, without moving bubble downward about 2 inches.

Enclosed is some literature on Essence wheels, they've been good to me. The cost is from \$45 to \$65 a wheel (size). The outer rim is steel with cast alum-



inum inner. Not light, but nice looking. Has anyone found a manufacturer which has a minilite type mag with our offsets and size and patterns? The back should be between 3 and 3 1/4 inches from the hub. (I flared my car, used the original 4-4 1/2 bolt pattern with 1/2 studs. The car was not original when I got it).

#### Rubber Parts

Well, I have front and back window molding. I've held off remanufacturing other parts until I hear from some people. I'd like to make the door rubber next, if people need it, or how about between the hood and firewall?

I need some original stuff to do it first. I may only need to know what it looks like first, it might already be made for something else.

#### Mini-Meets

We had a West Coast mini-meet. Great fun. Every Griff owner of San Diego and Los Angeles got together (all 7 of us!) 1 Griff was there!

All it takes for a mini-meet is to get 1 person to get on the phone and get the locals together! (Any volunteers?) Howabout a complete club meet? Any ideas? Volunteers? I'll print any notices sent to me.

#### Other Occurences

I met Bill Jongbloed of Jongbloed (Youngblood) Modular wheels. He once owned one of the light bodied TVRs for Sebring, I believed was raced by Donahue and Sagerman. Tom Lynched then raced it in A production a while. Bill put it thru 200 feet of fence to its rest. He gave Ron Wakefield of Road & Track a ride in it before he did it in. Bill still owns 2 TVRs. One stock, one very radical.

After having poor luck insuring my car lately, I ran into an ad in the Shelby American newsletter about insuring cars for a price. Cost is steep. Call me if you want more information.



Car for Sale

Alan Wolfe has his car up for sale: Address - 51 Old Farm Road, Georgetown, Connecticut, 06829.

EXTRA! EXTRA!

I have some extra issues of the Super Ford parts exchange. It's the October, 1979 issue, the one on the Griffith 200. Call or write if you want a copy.

First come...

—  
TVR Cars of America went under late last year. Many of us were sorry to see that happen. It's inventory was sold to a place that takes minimum orders of \$1,000.

A Manual!

We have a real manual for the Griff!! I feel embarrassed at the little time I've put into the club compared to Daryl Stombaugh. Daryl has put out a great manual, or as he says, a start of a good one. Here's Daryl's cover letter:

GRIFFITH CLUB OF AMERICA  
P.O. Box 26934  
San Diego, CA 92126

February 1, 1980

c/o Mr. Joseph F. Rauh  
14340 Sycamore Avenue  
Poway, CA 92064

Dear Joe,

Enclosed you will find a Xerox copy of the Griffith manual as it now stands. This is the extent of the information I have and includes adapted drawings from the diagrams you sent to me and the parts listings sent me by Mr. Jerry Bugay of McKees Rocks, Pa.

I had expected to get some minimal response from our fellow members but have received none to this date and thus have determined that some action must be taken to get things going.

The manual as it now stands is certainly inadequate but is enough to get people interested (I hope!) and perhaps if it is made available to seriously interested persons to serve as a skeleton for whatever additions or corrections they



may make, we can get together some new information to be used in preparing the final volume.

In its current crude form it does not warrant a large scale run and too I am not sure there would be much demand for such a manual. To try and clarify this matter I would like to find out just how many persons would be interested in purchasing such a manual in

- a. its finished form if the cost were about \$30 (est. 200 pages)
- b. first draft Xerox copies (unbound) \$20 (70 pages).

The first draft copies, if returned at some agreed future date, would entitle the original purchaser to a gratis copy of the final finished work as well as return of the first draft copy originally purchased...provided he or she had made some significant additions or corrections thereto.

If those persons who are interested in receiving either the first draft in the very near future, or the final manual at some future date, would send me a card with their name and whether or not they would like to purchase either A or B, it would be most helpful. It would be best if no one sent any money at this time - only when the first draft manuals are ready to send.

I would also appreciate any assistance members might wish to volunteer and request that they write to me explaining what they wish to do to assist in preparing such a manual. Any help is welcome!

Please let me know what you think of the manual as it stands after you have had a chance to go through it. Any ideas, comments or criticisms are appreciated.

Yours truly,

Daryl Stombaugh  
1273 A Johnston Dr.  
Aurora, Illinois 60506

312-859-2057

P.S. If any of our members can get special printing rates or are themselves in the printing business I would appreciate hearing from them in regard to producing our final manual. I have some quotes from local print shops and they do not vary more than 10% from shop to shop and are reluctant to give any reduced rates.

Daryl is incorrect in only one fact: The manual, right now, is far from crude. It is fantastic! Please respond to Daryl if you can help with parts numbers and descriptions. Daryl's exploded diagrams are worth the money alone.

Daryl has also been waiting patiently for me to get this newsletter out. Please get in touch with him soon.



Wanted

Needed for Series 200: One pair rear stub axles, one heater / blower unit, one pair of upper and lower coil spring perches and retainers for original armstrong shocks, one pair of front spring spacers to raise front ride height, or one pair of "M" series coils and retainers, a speedometer working or re-buildable or the Smiths part number to help me hunt, three red Sparto lenses, four chrome rims, three dual contact sockets and any new rubber boots up to 6. Fair prices paid for good parts.

Rick Hall  
132 Horizon View  
East Greenbush, NY 12061

New Members!

We have good members in Switzerland and Australia! Good grief! Welcome aboard.

Gary Fry, our twin Griff owner in Spokane, called in a replacement # for your heater valve (water) FHW 1273/30 from World Wide Import, Bensonville, Illinois.

Bob Rewolt needs two items - Right passenger door and a heater blower motor.  
1-312-428-1441.

Mr. Chaney needs headers and 289 Cobra engine for his Griff 1-904-761-1304.  
(Daytona Beach, Florida).

For headers, Kink Racing is still the place to find them. 1-205-823-6025; \$140.



We still have:

Patches            \$3.00

Rubber Molding

Front - \$20.00

200 Back - \$20.00    Lock strip - \$4.00

400 Back - \$22.00

Engine compartment I.D. TAGS       - \$5.00  
(please include I.D.#)

Old Newsletter - \$25.00

It's been fun, educational, and hectic being director of the Griff Club. I hope one of you will take over. The members are all an interesting bunch. I won't let the club dwindle away, but I can't afford to spend the time anymore. I have the membership on computer, I have some parts lined up for us. The badges have taught me a lesson; they will be delivered after this newsletter gets out. I wish the back seat for a while.

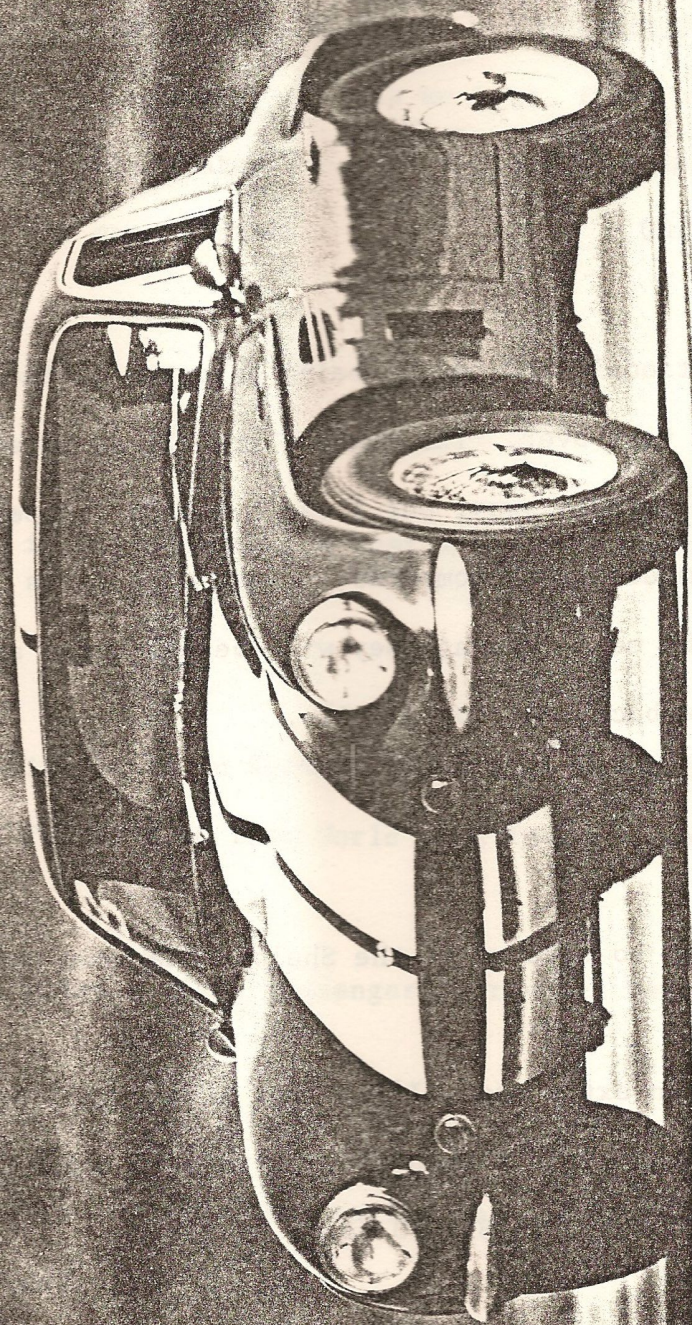
Thanks,

Joe  
714-566-5867

P.S. Does anyone wish to meet me at the Shelby American Convention in July?

P.S.S. Since I have an extra page, I'll Zerox a picture I have of Chuck Gutke at Road Atlanta. It's a beautiful picture in color of a very fast car. Is anyone interested in 8 x 10 color copies?







ues: \$10/year

# 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?