

Just one LOOK

THE DAY JUDY FELL FOR A GRIFFITH 200



PHOTO: JOSH SCOTT

AS A YOUNG woman in the 1960s, Judy Stream craved sports cars and speed. She rode horses and she skied. One day in 1965, as she walked past a drugstore, a shiny, aggressive, loud little sports car pulled up. As she recalls, "I knew I had to have one." Back then, proper young ladies in Brookline, Massachusetts, didn't fraternize with strangers. "I broke that rule when I asked for a ride," she says.

The car was a 1965 Griffith 200 — one of 192 — which was a TVR Grantura on steroids, with its 98-horsepower MGB engine and transmission replaced by a Ford high-performance 271-horsepower 289-cid V-8 and four-speed, all tucked into a stronger chassis. Hubs and wheels were also more robust, to cope with the increased power in the 1,824-pound car. Many of the modifications had been

performed by Long Island Ford dealer Jack Griffith, who envisioned the car as a Cobra competitor.

"I was hooked after one ride," Judy says. "I sold everything — my car, horse, skis — and despite being an unemployed student, I scrounged \$4,500 to buy a barely used Griffith from a dealership in Worcester." When she started working, she drove the brutal Griffith exclusively. But with all that torque, minimal ground clearance and a weak heater and defroster system, it was no joy in the New England winter, so Judy soon found an old beater for daily transportation.

With both money and competent shops hard to find, Stream did much of her own work. "Particularly routine jobs, like changing plugs, oil and batteries," she says, "but also replacing the fragile half shafts."

Eventually Judy enrolled in flight school. She earned an Airline Transport Pilot license, then commercial, multi-engine and instructor's certificates, and a total of six jet type ratings — "all without having to sell the Griffith." There were few jobs for a female pilot in the early 1970s, but in time she earned her living as a commercial pilot. The Griffith followed her everywhere; from Maine to Florida and from New York to California, she never let it go.

By 2013, despite having traveled only 36,000 miles, the Griffith needed restoration. A friend started the work, but the project languished before Judy moved it to another shop. After much money, aggravation and a new chassis, the car was completed. Judy is once again driving her fast little Griffith, and you may just catch her with it at shows around Ohio. //