

**Celebrating the Club`s
10 Year Anniversary 2001-2011**

GALAXIE TRIBUNE

GALAXIE CLUB OF CANADA



Volume 10 Issue 1

Jan / Feb 2011



Mike Basford`s 1965 Mercury Meteor Montcalm Convertible.....



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A revisit of Mike Basford`s Mercury from March 2008 club newsletter. Hello Galaxie Club, I finally drove the `65 convertible around the block today. It's been a little over two years since starting the project, but I'm pretty happy with the results. I'm aiming to go easy and go to the local show in Mill Bay. Depending on how things go, I'll try to get to at least one meet over there this year. *(Mike did attend our 2010 Car Show in Coquitlam but had to leave the Mercury at home).*

As per your question, I have two 1965 Mercury Meteor Montcalm convertibles. One is my baby, and it would take a lot of money to talk me out of that one !

The other is almost identical, other than a red interior instead of white. The frame needs repair, and I'm having that done shortly. I have a brand new convertible top that has to be installed, and the motor may need a complete rebuild, or replacement if numbers matching doesn't matter. The body is in very good condition, with minor rust at the lower corner of one door, and a couple of other small spots, but very minor. The floors and even the carpets look like new. The rest of the upholstery is also in excellent original condition. The dash pad needs replacing or repairing. The speedometer shows about 30,000 miles, and I doubt that the car would be in this condition after 130,000 miles! No paperwork, however.

Doing my homework, I have found these are very rare cars. In 1965 they built 2,500 convertible Montcalms in Oakville, Ontario, but only **628** had bucket seats and a consul. I have a letter from Ford confirming these production numbers. So.... I am the proud owner of (2) from the 628 produced.

Galaxie Car Club Of Canada Society

The Galaxie Car Club of Canada's members meet on the first Tuesday of each month at the A&W Restaurant located at 1135 Lougheed Hwy in Coquitlam, B.C (7:30 pm start) *No meetings held in December or January.*

Some of our objectives are;

- To preserve and restore Ford Galaxie cars.
- To help other Ford Galaxie owners to restore their cars.
- To share information with other Ford Galaxie owners.
- To as a group, attend various automotive related functions or events.

Members will receive bi-monthly newsletters, automotive parts discounts, local and out of town events Listings and can attend social events and cruises.

The membership base is across Canada the United States and Europe. *Ownership is not a requirement.*

Executive Members GCOC

President /	<i>Alex Bronevitch</i>	<i>New Westminster, BC</i>	604-540-8531
Editor :			<i>e-mail : acustom65@shaw.ca</i>
Vice President	<i>Steve Slusarenko</i>	<i>Surrey, B.C</i>	604-574-2550 Cell 604-838-4444 <i>e-mail : WSSlusarenko@gmail.com</i>
Secretary:	<i>Carla Bronevitch</i>	<i>New Westminster, BC</i>	604-540-8531
Socials /	<i>Myron Pajak</i>	<i>New Westminster, B.C</i>	Cell 604- 831-6445
Events			<i>e-mail : mtpajak@shaw.ca</i>
Treasurer :	<i>Barry Roughton</i>	<i>Vancouver, BC</i>	604-685-6612
Web Master :	<i>Ken James</i>	<i>Surrey, BC</i>	<i>e-mail : webmaster@galaxieclub.ca</i>
Founder/Member at large	<i>Rob Sydholm</i>	<i>Surrey, B.C</i>	604-930-8303

GCOC Ontario Chapter Representative

Guy Gallaway Kitchener, Ont. Ph 519-742-8414 e-mail : galaxie@rogers.com

The Galaxie Car Club of Canada's members Ontario Region meet on the First Saturday of each month at Over-Drive Automotive located at 1546 King Street East, Kitchener Ontario (9:00am start)

GCOC Alberta Representative

Don & Lynn Schnell Calgary, Alberta Ph 403-239-4214 e-mail dschnell@emergencyplanners.com

GCOC Saskatchewan Representatives

Henri & Judi Seguin St. Walberg, Sask. Ph 306-248-7788 e-mail hj_trucking@hotmail.com

David & Brenda Getz Birch Hills, Sask Ph 306-749-7372 No e-mail at this time.

If any of this sounds interesting contact the members listed or send your name, address and type of car you own or would like to own to our mailing address ;

Galaxie Car Club of Canada
351 East 8 th Ave
New Westminster, BC
V3L-4K7
on the web : www.galaxieclub.ca

ANNUAL DUES \$30.00 to be sent to the club address..... Is Your Membership Due ??
This is your car club and you will only get out of it what you put in.



HAPPY 10TH ANNIVERSARY by Carla Bronevitch

WOW. I can hardly believe it's been 10 years since a group of strangers got together and decided to form the Galaxie Car Club of Canada. Over the next few newsletters, I thought we could take a little stroll down memory lane and let the newer members know how it all came about.

The first meeting took place on Mar 6, 2001 at Me & Ed's Pizza in Burnaby with an informal gathering of 10 people. We introduced ourselves, talked about our cars and what we would like to see in a car club. It was agreed that a Galaxie Club would be in order and another meeting was set up for April. Elections were held resulting in Rob Sydholm as President, Mark Gazzola as Vice President, Elli Steyer as Secretary and Barry Roughton as Treasurer. We eventually had Laurie Leblanc volunteer her services as Club Historian. Meetings were now being held at the A&W Restaurant in Coquitlam. During the season, many shows were attended and the club was fortunate to win 2 Best Club Participation awards from the Big M Club and The Lower Mainland Falcon Fairlane Comet Owners Assoc. By the end of 2001, we had 37 active members.

In 2002, the G.C.O.C. was registered as a non-profit organization and a new executive came on board with Alex Bronevitch becoming events coordinator. We also enlisted the help of Bruce Jackson to be our webmaster and Frank McKenna as newsletter editor. To start off the car show season, the G.C.O.C. as part of the Ford Car Club Council (in which Rob Sydholm is also on the Board of Directors) joined together with other Ford & Mercury clubs to have an entire wing of the Trade-X Trade & Exhibition Centre to display our pride and joys. This was the first of many displays our club would be part of at this venue. Maurice & Laurie Leblanc decided to head for greener pastures and move to Kelowna, so the title of club historian was now placed on Louise Martin's shoulders. By the end of 2002 the G.C.O.C's membership had grown to 53.

2003 brought more changes to the executives. Elli Steyer stepped down as secretary and I took over. The reins of Vice President were now handed over to Alex Bronevitch. April brings another club display organized by the Ford Car Club Council at the Trade-X where Gary Martin's 64 Galaxie Convertible, Paul Bittroff's 64 Galaxie 500XL and Steve Slusarenko's 66 Galaxie 7 Litre would be helping to celebrate 100 Years of Ford. With the combined efforts of all the clubs, the Ford Car Club Council took first place for Best Club Display. At the June meeting, it was decided our club was established enough to host our first Show & Shine with the date chosen for Aug 24, 2003 and would be held at our A&W. With sunny skies and 55 registered vehicle, the Galaxie Club's first annual Show & Shine was a success. During the year, the club took home 2 more Best Club Participation awards. The membership was now up to 64.

This is the first installment of our clubs history with more in upcoming issues.

MESSAGE FROM THE PRESIDENT

Welcome to 2011, I hope that this will be a fresh and rewarding year. First a reminder that the annual club dues and membership cost has been raised to \$30.00 New application forms have been posted and are available to hand out. I want to thank all the members who have renewed and those who took advantage of the two year renewal discount. I feel we will retain a two year membership for the listed \$50.00 cost. January and February renewal forms have been mailed out so if you're due, expect one in the mail.

Club meetings. Here are the dates and approx times for the next few meetings. Note we will be at Me & Ed's for the **second** Tuesday in March. The balance will be at the A&W in Coquitlam. If any changes we will let the members know ahead of time.

February 1st Galaxie Club meeting A&W 1355 Lougheed Hwy Coquitlam (7:30pm start)

“ **5th Ontario Meeting Overdrive Automotive 1546 King Street East, Kitchener Ontario (9:00am start)**

March 5th Ontario Meeting Overdrive Automotive 1546 King Street East, Kitchener Ontario (9:00am start)

“ **8th (Second Tuesday) Special Meeting Galaxie Club at Me & Ed's Pizza Burnaby, BC (7:30pm start)**

Events February 25-27th Club Display at the Fraser Valley World of Wheels & Auction Tradex Abbotsford

Welcome back to our renewing members and Welcome to all our new members.

Renewing members;

#221 Reg Swanson, BC. #285 Eugene & Pat Rollinson, Alb. #114 Ted Pleavin, BC. #267 Jim Gillespie, BC. #292 David Bilodeau, BC. #107 Barry Pearce, BC. #112 Robert Watson, BC. #177 John Bower, SK. #180 David & Brenda Getz, SK #177 John Bower, Sk #225 John Oates, Ont. #28 Ted Bouwmeester, BC. #293 Doug & Heather Troup, Ont. #108 Tom Mulvihill, NS. #227 Bernie Prystupa, Sk. #287 John Traynor, Ont. #181 Mike Basford, BC. #226 Peter & Jo-Ann Kamstra, Ont #176 Brian & Annette Richert, Sask. #118 Greg & Elizabeth Hauck, Alb. #213 Lawrence & Angie Friesen, Sask. #175 Alec & Yvonne Pont, BC. #219 Marc Labow, Ont. #295 Renato Perin, Ont. #235 Darrel Therou, Alb. #228 Mark Lewis, Ont.

Welcome to the New Members:

#338 Kent & Sharon Hallingshead from Grande Prairie, Alberta with a 1962 Galaxie 500 2Dr Sedan. #339 Steve Polegato from Flin Flon Manitoba with a 1966 Galaxie 500 2Dr Hard Top, #340 Andre Clements from Quebec with a 1964 Galaxie 500XL Conv and a 1962 Galaxie 500XL 2Dr Hard Top. #341 Matt Olthuis from Mission, BC with a 1966 Galaxie 500 2Dr Hard Top, #342 Murray Crawford from Vancouver, BC with a 1962 Sunliner (Galaxie) Convertible. #343 Sam M. Joseph from Akron, Ohio with a 1964 "427" 4spd Galaxie custom 2Dr Sedan. #344 John & Angele Gardner from Quesnel, BC with a 1963 Galaxie 500XL Convertible (John is looking for the Chrome luggage rack for the trunk lid) #245 Gerard Larose from ST-Jerome Quebec with a 1964 Galaxie 500XL Convertible. (Gerard is looking forward to meeting the Quebec members.) # 346 Thomas & Evelyn Gibbons, from Gibbons, Alberta with a 1965 Galaxie 500XL Convertible, #347 Barry Brechin from Bruce Mines, Ontario with a 1964 Galaxie 500 2Dr Hard Top, Barry is also a distributor for that great product "Dry Wash & Guard".

Minutes of the meeting Nov 2, 2010

Meeting brought to order at The Coquitlam Grill at 7:57 with 18 members and 1 guest in attendance.

Attending members: Barry Roughton, Sandra Walton, Gary Martin, Louise Martin, Marlene Gazzola, Mark Gazzola, Janet Sammon, Eugene Sammon, Barry Pearce, Jo Ann Pearce, Alex Bronevitch, Carla Bronevitch, Ken James, Ove Sorli, Dave Peters, Vance Frazer, Honi Frazer, Lyle Fraser.

Attending guest: Ian (guest of Ken James)

Minutes from the October meeting were read.

Barry gave his treasurers report.

Alex welcomed new and renewing members (see Message from the Pres).

Rods & Wheels website has been updated to link with Mega Ford Weekend You-tube video.

Our 2011 show will be held Aug 7 at the Starlight Casino. Info has been sent to the Harrison's List. The Starlight Casino has expressed an interest in becoming more community supportive. Possible charity for the show will be the New Westminster Animal Shelter.

Alex talked about the Lemay's Collection new location by the Tacoma Dome. He received correspondence that they are informing automotive clubs, businesses etc, about the opportunity to donate and receive a plaque that will be incorporated into the building design with the sponsors information, club logo etc.

Alex passed around a copy of the Ontario Chapter's new newsletter, Tim Banic will be the editor the official chapter photographer.

David Getz has agreed to be co-representative for Saskatchewan. Henri and David will try to correspond with Don Schnell to try and have a prairie get together of club members.

Upcoming Events: Nov 7th Kruise for Kids. Starting point will be by the Lordco at Guildford Mall.

Reminder that the first meeting of 2011 will be Feb 1st at the A&W. The meeting Mar 8th will be at Me & Ed's Pizza at Highgate Mall in Burnaby (formerly Middlegate Mall) celebrating the 10th Anniversary of our club.

Vance & Honi Frazer have acquired a new vehicle, a 64 Galaxie Hardtop which they brought and drove back from their recent holiday in Orlando, Fla.

No door prizes given out. Attendance draw winner of a Max-Power wet/dry car/truck vacuum was Louise Martin.

Meeting adjourned at 8:37.

Secretary
Carla Bronevitch

Ontario Chapter Galaxie Club of Canada Meeting of Nov 6, 2010

Hey Every One

After today's meeting, we are looking for our members to write a story on how & when they got there show car or cars, what they have done to it or what they are planning to do over the winter (restore, rebuild or whatever). And for our Club Ladies, if you have something that you might collect send in a picture and a story. For instance, Heather Troup collects dolls and has over 100 of them and would make a great story how she got hooked on doll collecting. We are going to try and do a newsletter each month thanks to Tim Banic, so we need news, pictures and stories, birthdays, upcoming weddings, family outings etc.

With the \$5.00 a meeting, we now have enough money for the dash plaques and 1/2 for the washroom for our next Meet & Greet, but we still need to get door prizes and a sponsor for the BBQ and Dash plaques & washroom so we don't have to use our savings.

Please help out Tim with your pictures and stories and keep the newsletter going each month. Whether you own a Ford, Chrysler, Dodge or Chev, let's hear about them.

Larry Doucett is going to see if we can do a tour through the DREAM CAR GARAGE in Milton this winter which should be Fun.

Have A Galaxie Day Guy & Glenna



1961 FORD STARLINER

The Classic Ford look for 1961

Ford Division greeted the '60s with three separate car lines: a bigger new standard Ford, the popular four-seat personal-luxury Thunderbird, and an enormously popular new compact, the Falcon. Though Falcon was little changed for '61, the T-Bird was all-new, with a sleek "rocketship" profile. Big Fords moved the other way, adopting clean, simple styling on carryover bodies that were actually a bit shorter and lighter than the 1960. There was also a pleasing absence of frivolous '50s-style gimmicks.

This relative lack of flash may explain why collectors took so long to "discover" the big '61 Fords, but we can be glad they have. Otherwise, we'd be deprived of the sleek *Starliner* 2dr pictured here.

October 24th, 2010 Just Old Cars.com Magazine article: The 1969 Ford LTD Country Squire; Family Was Key For This High End Station Wagon.

This LTD wagon belongs to #88 Stephen D. Mowat from Cultus Lake, BC. During the summer, Stephen had attended one of the many car shows and these pictures were taken for this well written very informative article. Thank you Stephen for forwarding it. You can read more great stories at, <http://justoldcars.com/?p=1286> there are also YouTube video links.

The year is 1969 and you are shopping for a family sedan of some kind to fit your family of 6 comfortably. You search for a while and there is a Ford brochure that has just what you need. A Ford LTD Country Squire station wagon that offers all the bells and whistles you want for your families safety.

The family 'truckster' offers comfort and room for all your family. Available in 6 or 8 passenger version, the LTD wagon was big! A 121" wheel base and overall length of 219.6" (18.25 feet) it was an enormous cargo mover. The car was wide as well, at 79.8" (6 foot 8 inches) the cargo area could easily accommodate a sheet of plywood with the tailgate down, but was just shy of 8 feet (7.8ft) with tailgate closed so you did have to either roll the rear gate window down and sit the wood on there, or leave the gate down. Either way, room was key, and for a big family, the LTD was unmatched.



The Country Squire LTD sold very well, with 46,445 units of 6 passenger versions, and 82,790 units of 8 passenger cars. Most of these cars are long gone today, having rusted to the ground thanks to poor steel of those days. The odd survivor can be found like the one in my photos here, but the car isn't exactly a collector classic, and requires a true station wagon lover to appreciate them. If you decide you want to own one, it wont take more than a few thousand dollars to be the proud owner of a LTD wagon tank.

When you ordered the Country Squire, you received simulated wood grain on the outside panels, and simulated wood for the interior dash work. Seats were vinyl foam padded bench seats (Ford called it indestructible vinyl, but we all know today vinyl seats were anything BUT indestructible.) Rear seats for the 7th and 8th passengers were sideways facing each other. A feature of the wagon, that was very handy was the tailgate design. A "Three-way" tailgate could be opened like a car door, with or without the power window down, and the whole gate could be dropped down like a truck tailgate. A very good design for practicality. The front grille only in the LTD wagon offered hideaway headlights, a feature that was very popular in the late 1960's.



The LTD Country Squire engine choices were rather limited. The base car came with a 2 barrel 302 cid V8 engine making 210HP. The optional engines were either 390 2 barrel making 265HP, a 2 barrel 429 cid making 320HP or the 4 barrel 429 cid making 360 HP. The car shown here has the 390 engine and gets reasonable gas mileage on the highway but does just barely provide enough power to move this huge car. But hey, this wasn't supposed to be a performance car but more a family car that your wife could drive the kids around in.

Driving a LTD wagon was a bit like being a boat captain, the suspension was very soft and cushy and had a nice ride on the highway as you floated over dips in the road. Hard cornering was to be sent into a major lean through the turn so it was good thing you had seat belts otherwise you would go sliding across the massive vinyl bench seats. Unless you ordered the top 429 engine, your driving experience was that you weren't going to be racing anyone off the lights in this 4,256 pound car.

GALAXIE TRIBUNE

Mike`s 1965 Mercury Meteor Montcalm Convertible.....cont.....



In 2008 I purchased the first '65 Merc in Ontario and drove back to BC, photographed here just after arriving. I originally decided to rebuild the 390, but you know how that goes. Here's the basic work I did:

- The block had all oil-ways drilled 1/8" bigger, and the corners rounded. I replaced the push in plugs with screw in ones, and did the same with the frost plugs. I added a .090" restrictor to the passages to the rockers to reduce the oil in the top of the motor. I replaced the valve train with Comp cams .571" lift cam, roller rockers, push rods, and solid lifters. The passages for the hydraulic lifters were plugged, of course. The aluminum adapter for the oil filter was drilled and smoothed, and the oil pump is a high volume Melling, along with a Shelby 8 quart aluminum pan.
- The crank is a Cobra Jet 428 crank with forged +.030" pistons and H-section rods, for a displacement of around 416 inches from the original 390 block. I replaced the valves in the original 65 heads with larger 428 size stainless ones, and added hardened seats at the same time. It's topped off by a brand new, unused, still in the box, 3 two-barrel setup. I also found the correct 1965 long cast iron headers, also brand new.



- I replaced the Merc o Matic with a C6 that Willie's in Victoria built for me. It has all the heavy duty parts, extra discs, shift plate, etc., along with a 2500 converter. The rear end is the original 28 spline 9", with a new posi 3.50 gear set in it. The rear brakes are the larger finned drums off my 79 Ranchero, and the front is basically the discs off a 1968 Mustang, including the master cylinder, proportioning valve, etc.. All lines, gas, brake, transmission cooling, etc, are now stainless.
- The engine compartment is repainted with the correct type of paint, instead of spray can gloss black on everything. I have all the original (repro) labels, stickers, etc., all the correct hoses, and have touched up the original factory undercoating. The body is starting to show the road wear with a few chips, etc., so I guess next winter will see a paint job. My friend the body man can't wait for the challenge of getting 20' long panels straight !
- The interior was restored where needed when I got it, so the only thing I've done is to add half a dozen period correct, but new, Stewart Warner gauges. I also have a correct Rotunda tach, but I'm getting the guts replaced with newer stuff for reliability, and so it isn't in series with the ignition any more. When it comes back, it will mount on the steering column.



GALAXIE TRIBUNE

I have also installed a kit to add '68 Mustang disks to the front, and I'm also adding the dual master cylinder and proportioning valve. I have a set of Ranchero finned rear drums that happen to fit too ! Under the master cylinder (68 Mustang) is a Chevy Camaro proportioning valve (sorry guys!) from a car with front disks and rear drums.



If it isn't setup correctly for the braking distribution on the '65, I'll replace it with an adjustable one, but they usually work fine. I replaced all the lines with stainless. I increased the rear with the 1/4" wider '79 Ranchero finned drums since I replaced them with disks on my Ranchero. In order to save weight (!) they dropped 1/4" off the width of the rear drums for '65, compared to earlier rears, so a simple way to improve the brakes on a '65, is to use the shoes and drums of a '63 (or in my case, '79). The front uses a custom bracket that bolts right onto the stock spindles. It included a list of the parts you need, such as Mustang disks, the bearings and seals, hoses and so on. The caliper is from a Chevy S10, and although it looks very similar to the old Galaxie caliper, the parts are FAR easier to get ! I ordered all the parts, and when they arrived, the whole swap, from unbolting the old backing plates, to being ready to bleed the disks, took about 1/2 an hour total ! It has to be one of the easiest swaps I've ever done !

The one on the flat-deck is the "parts" car I got cheap, arriving at home after 13 years in the proverbial barn. The interior was replaced before he gave it up 13 years ago, so it really only needs a good cleaning. With less that 200 miles on the complete mechanical rebuild, it blew a head gasket. After repairing it, and replacing a non-functioning power brake booster, everything now seems fine. I suspect that the gasket always leaked a bit, and the booster also, now after replacing the head gasket, it goes like the proverbial bat out of Hell ! Since I can't do two cars the same way, this is going to have a numbers correct top loader, and the original 352 will be rebuilt to a stout 390. I have the correct console parts, including the rare tach cover. One of the new "old" Sun tachs fits there. I'm also going to use a spare set of air bags I have, and "antique" American mags in 17" instead of the original 15". So far, with the changes I have made, there's nothing I would have done differently.

Mike B. #181

Member #343 Sam M. Joseph from Akron, Ohio with a 1964 427 Galaxie Custom



I am on my third Ford Galaxie, I like the '63 and '64's the best and I have owned several other Ford's over the years. I used to be a member of the Galaxie club of America years ago, but let my membership expire.

I am going to attach some pictures of my car. It is a 1964 Ford Custom 427 8V with a David Kee wide ratio Toploader 4 speed 3.70 Gear. It is not an original R code car but very correct.

I also have a very large collection of 1963-64 factory Ford Literature & Brochures, if I can help a member with information for their car or project please let me / them know.

Also the members may find this interesting. I have an E-Bay listing for a FoMoGo Music CD item # 110617330179 Songs & Sounds of Ford 427 Cobra-Shelby-Galaxie and more.....

If anyone is interested in the FoMoGo CD Please let me know, I can ship /mail them to Canada for under \$2.00



I hope you Enjoy the CD it has a lot of old Ford song's from the 1960s-70s

Sam #343

(Yes, Sam I do enjoy the CD, many different tunes I have never heard and a great interview with C Shelby.....Alex B.)

GALAXIE TRIBUNE

Member #347 Barry & Pam Brechin 1964 500 from Bruce Mines Ontario

Hello Alex and Galaxie Club members. Happy to be part of the Galaxie Club of Canada. I was going to sell my car until I saw your application in the Classic Auto Trader. Looking forward to hear from the members here in Ontario, hope I can make it out to an event. I also am a distributor for a product called "Dry Wash & Guard". The wife and I have been using it and it's other items for over 20 years now. We supply the "Bush Plane Museum" and various other car clubs here. Our Galaxie club members are invited to give me a call. I am sure they have heard of it before, and I can help them out with a little more if needed. After January we will be getting e-mail so it will be much easier to keep in touch.

ph 705-785-3518 Barry #347 Ontario



Since we have Stephen`s `69 LTD Wagon article . I thought this was a great addition sent in from R. Woolley

Galaxie Club... No Galaxies here, just two Pinto Squire station wagons, and a 1929 Model A Roadster Pickup from the Ford family. Two of my friends had `63 Galaxie 500 XL's, so I know that one well. Actually, my experience with Fords goes way back. My dad had a `30 Model A Fordor, and a `37 Ford pickup. My neighbors had a `28 Model A Coupe and a `30 Model A Tudor. But, in those days, they were not car collectors, just poor people! Many years later, reading the newspaper want ads at work, there was a 1929 Model A Roadster Pickup listed. A quick phone call, bought it sight unseen, and arranged to borrow a tow car. That night, the Model A came home with me. Its a long story, but I still have it, it just recently finished a full frame off restoration.

In 1973, now married with two kids, our `62 Chevy Nova coupe just did not fit our needs and we needed a newer car with more room. I like small cars, and the Pinto wagon had just come out in 1972, and I really liked them. We special ordered a new Pinto in 1973, a lime green metallic, 4 speed, a/c, squire. We kept it for 150,000 + miles and sold it in about 1990. *THAT I REGRET.* In early 2000, I needed a small van or wagon to supplement my "fleet" and started looking for another Pinto Squire. That proved to be much easier said than done, and it took two years to find one in decent condition, and a 4 speed, `75 or earlier for smog issues. I did find a `74 Squire, 4 speed, and very well maintained, and great interior. Paint ok, but the fake wood needs replacing. I use it too much to replace it now, so when its retired I'll use the pieces I have accumulated over time to redo it. Its nice, but still not my `73, and just a driver. I was still on the lookout for a head turner.

That actually happened about six years ago, when some fellow car collectors not far from me and with a love for station wagons found "my" `77 on a Ford dealers used car lot in Chico California, as an estate sale for a friend of the dealers. My friends owned it up until earlier this year when I purchased it from them. Pintos are just starting to come into their own collector wise, still looked down on by most. However, when people see my Squire, they sure don't look down on it! Lots of favorable attention at shows, and so many people have Pinto stories. Ford made close to 3 million, and very few still exist.



My 1977 Pinto is all original, has the 2300cc 4 cyl, 4 speed standard trans, power steering and rear window defroster. The mileage is original and now is just over 26,000 miles. The faux wood, paint, interior, all are original, and not restored. The spare tire has never been on the ground and still has the factory blue ink on it. Its a really fun car to drive, and attracts lots of attention and smiles. In California, all car 76 and newer need smog checks every two years, and this one just passed its test with flying colors!

Back to Canada. I've always had a fascination for Canadian cars as they are so similar but so different from the US versions. I've also got a `61 Pontiac Bonneville (see my eBay ME page) and sure like the Canadian Pontiac version, the Parisian (however its spelled) and with Fords, love the 50's Meteors!

The following members are good sources if your Galaxie needs parts / information:

Stephen Smith `62 Galaxie parts 604-507-6922 e-mail steves67belair@hotmail.com

Gary Martin `63 -`64 parts 604-853-8057 e-mail gwlmartin@shaw.ca

Steve Slusarenko `65-`66 parts and information e-mail : wsslusarenko@gmail.com

Barry Roughton `69 -`70 parts 604-685-6612

Alex Makkai Mechanical and Restoration at 604-870-1850



Wanted by: Dennis Anderson #63 ph 604-582-9215 e-mail dennisanderson@shaw.ca Surrey, BC

Looking for tilt steering column along with left side rear wheel well outside stainless molding and the short front seat belt passenger side - code NBR H 553 - Black preferred.

For Sale by: John Lostracco #49 ph 416-532-7749 e-mail johnracco@hotmail.com Toronto, Ontario

A fair quantity of miscellaneous body and trim parts for 1963 Ford Galaxies. Some items for other years too.

For Sale by: Don Wicklund #231 ph 604-856-1475 e-mail doncon2@telus.net Aldergrove, BC

Three (3) semi complete 1958 / 1959 "361" cu in Ford / Edsel Engines. These are the rare 4BBL High Out Put versions

For Sale by: Wilf Boardman #214 ph 250-426-5118 e-mail brdmn@shaw.ca Cranbrook, BC



1956 Mercury Monterey with Montclair chrome, `55 Merc Grill. This is a Resto—Mod. Best of the Best. All new with only 14,500 miles, 302 H/O, 6C auto, Arizona car & restoration, Rack & Pinion P/S, P/W Air, Disc Brakes, Coker tires

This car was driven on the Coasters USA Tour in 2010. Average 18 to 20 miles per US gallon, Trailer hitch. All new electrical, digital dash and gauges, led lights. Great road car, handles like a dream. All restoration work done is top notch. Nothing was missed on this 6 year old restoration. Have new project, this car must go. Must see, more pictures on request.



For Sale by: Stephen Smith #139 ph 604-507-6922 e-mail steves67belair@hotmail.com Delta BC

1962 Ford Galaxie 500 Sunliner convertible . Beautiful original big Ford V8 352 , power steering, with Corinthian white paint with matching red and white interior. Insured with collector plate status and having passed air-care. The top works perfectly. New gas tank, carb, Galaxie floor mats, a newer battery, new brakes all around. Working radio, original Ford convertible top service handbook and an owners manual included. All glass is good, all the correct exterior trim and emblems are on the car. A very nice driving car that starts right up and is dependable. Asking \$7500.00 obo.



For Sale by: Bill M. Longacre (non-Member) ph 308-762-6205 No e-mail Alliance, Nebraska USA

1963 1/2 Ford Galaxie 500XL 390 cu in, Auto Trans. Completely restored by a professional body shop. Complete from under hood to inside, looks like new from show room. New headliner, carpet and upholstery. Has four coats of paint which has never seen wax. Invested over \$15,000.00 on the restoration. Asking \$12,500.00

Galaxie

OWNERS



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