

Issue 6

Volume **17**



Editor: Mark Reynolds

NOVEMBER/DECEMBER 2000



1964 GALAXIE 500-XL-MODIFIED 460 LIMA

OWNED BY TED McMURRAY OF MONTROSE, MICHIGAN

Bi-Monthly Publication of the Ford Galaxie Club of America and the International Ford Galaxie Owners Association

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1963	1963¹/₂	1964
REPRODUCTION	NOS	PARTS

145 Page

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The articles contained in this magazine are the opinions and research of the authors and not necessarily endorsed by the Ford Galaxie Club of America or The International Ford Galaxie Owners Association.

We cannot be responsible for all information given in this magazine and suggest you follow up with research of your own. We do the best we can to provide information from reliable sources but have no way in the time allowed to verify the accuracy of all articles.

The Ford Galaxie Club of America

The site's navigational page is located at:
<http://www.galaxieclub.com/navigate.html>
The members only site is located at:
<http://www.galaxieclub.com/lima385.html>
The International Car Show is located at:
<http://www.galaxieclub.com/xtra.html>
The password to the members only page is **lima385** and this doesn't work with AOL. If you can't use the password, use the URL for the members only site.

CHAPTERS:

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PLEASE NOTE

IF THERE IS A RENEWAL NOTICE STAMP IN THE ABOVE BOX!

From the Drivers Seat *by Mark*

Can you believe it? Y2K is over, and we are now into the year 2001. Let us take a look at this last year's progress...

First off, I want to thank all of you that bombarded AMT/Ertl with letters, phone calls, and E-mail. It paid off. Our first ever diecast 1/18 scale Galaxie has been produced by them in a large number of colors. It is the 1960 Starliner and it was the pictures that we took of Earl Wilson's car in Rolla, Missouri, that really got things rolling. And then there is the 1964 Galaxie 500-XL Convertible that a company called Sunstar is making and producing in 1/18 scale diecast also. Anyone who wants one can contact the Northern California Galaxie Club and get one through them. I am pulling out of trying to get our folks to get one through us, and since I found out that they are making them available I am sending you to them. If you prepaid for one or two through the club, if you will contact me I will either issue a refund, credit the amount towards dues, or exchange the amount for other club 'stuff'. To contact them send a note with your request to:

Nor-Cal Galaxies
433 Wall Court
Livermore, CA 94550.

Anyhow, lets keep it up! I need SOME-ONE to use the 1960 spread I made up as a model to do one for a 1962 406, a 1963 427 and a 1966 7 Litre Convertible. After they are complete I will put them on line and we can bombard AMT to go to those and take a look. I suspect that we can get one of these three made up or maybe two made up for 2001! BUT I will need someone to do the job! I may go see Arthur Hoyt in Greenbriar in the spring and do his 1966 Galaxie 500-XL Convertible.

Another thing we may start this year is putting TWO member profiles in each issue. However, only the one with the best picture is going to make it to the cover. I keep getting some nice profiles with not so nice pictures. Also, when you

take your pictures, please make every effort to do so on an overcast day and always make sure that the car front is pointed to the right. The word GAZETTE is a problem when the car front points to the left.

This issue is the FIRST issue that we have ever used an engine shot on the cover. And it will probably be the last. The reason I did this is because the engine of this car is one of the most unique of any of our member's cars. You can read about it in the profile. This issue is NOT the 1964 specific issue. That will be next issue, so, yes there will be 2 issues in a row with 1964 in them. I can't help it! There are 4-to-1 1964 profiles being sent in. That is Four 1964 profiles to every one of other years!

Another thing that is changing this year are the dues. All new members will be signing up for \$30 a year now. The reason being, the magazine printer has gone up on his prices and we need to cover the difference for each issue. This \$30 amount will be for NEW members for the next year. In 2002 we will be raising the rates to \$30 for everyone except original charter members. Theirs will remain at \$25 and they get first class postage as a benefit. We have managed to keep the dues at \$25 for the past 4 years and I hope to not have to raise them anymore for at least another four. We are still \$10-\$15 less per year than most national clubs. The \$5.00 increase for new members will take care of the printing increases this year. Unfortunately the postage costs and some of the other costs still won't be covered. We have had to get a new computer this past year and some of our programs are getting way behind on updates. Anyhow, existing members don't have to worry about an increase until 2002. Just be sure if you sign someone up that they get a new

application so that it says \$30 on it.

The club has added a number of new chapters this year. However, we are running into a problem with none sending in updates on schedules so that we can utilize the two pages dedicated for chapter use. Eventually as we increase the magazine size I expect to use 4 pages for their use. If the chapters don't send in anything, how can we use the space? By utilizing that feature, no chapter really would need it's own newsletter. If you send in ads we will take care of them.

Getting together 40 pages of information isn't that easy! I really could use more of you writing articles and technical information for the magazine. Remember, if you can do this in your spare time, your membership dues are taken care of if you write more than 2 two page articles a year. We could use an article on removing the frame from a car, one on engine swaps, one on transmission swaps, and one on transmission rebuilding. I am sure we can use a lot of them!

I want every one to know that last issue, the September October one, passed the 2000 mark with late renewals and new members! I am not sure how many we will be sending out this issue but it looks to me like we are getting real close to the 2000 active member mark.

We are seriously thinking about trying a different mailing method where the magazine will come in a plastic bag and with a slick cover. That is also one of the reasons for the new member dues increase. Hopefully by next year we may have enough members to keep it that way! The club has also switched to Paypal on the WWW so that new members and current members can renew their dues with a credit card. We just can't take them over the phone still.

The Detroit Iron CD's are getting very popular and we can't recommend them enough. If you need a shop manual it is a good way to go. Well enough of my typing on and on...until next issue, keep the Gals warm!



Honk Your Horn



I just wanted to say that I truly enjoyed the story last issue about John Maltese and the family Galaxie. I guess this is what brings those of us who love cars together. I know **exactly** what John felt when he described taking that Galaxie out at night at 14. It is easy to tell when you meet someone else who knows; their eyes light up anytime a story like this comes around. I have four children. The oldest two are 16 and 15 and they don't have it. My 11 yr old is probably a little young to tell. The baby is absolutely mesmerized by sitting and playing at the steering wheel or being in the garage. We'll have to see if it sticks with this one. Anyway, thanks to John for sharing something memorable between he and his father. The car is beautiful. Maybe one of these days I'll get back to Pueblo and can stop by.

Dan Leih

'66 Galaxie 7Litre

'67 Mustang

_____ <— reserved for '70 Torino GT
(Yes, that was a great article by John! Mark)

Mark,

I read the article about Tommy Dowling's 64 Galaxie. I thought I would share with you, Tommy, and the other members of the club an experience that I had with my 57 F100, which I own in addition to my 63 Galaxie 500 XL. About 2 1/2 years ago, I was deploying to Palmer Station, Antarctica. My job takes me there. On the day I was leaving, I was headed to the Post Office to stop my mail as I was going to be gone about a month. In route, I went thru the intersection at 20 th and Kipling, here in Lakewood, CO. I was about 1/3 of

the way through it when I realized that a north bound car was going to run the light at approx 40 MPH. I managed to move the impact from an almost head-on, to a shot in the side, in the rear corner of the cab and the front part of the bed, on the driver's side. The impact spun the truck 180 degrees in the middle of the intersection. The up side of all of this, is that no one got seriously injured. The Honda went to the wrecking yard and my truck went home on a tow truck in need of some work. After I returned home, I spent a couple of days on it and put it back on the road.

Then I started to deal with her insurance company. I had very much the same response as Tommy is having. I had to do the following to get their attention, and to get paid for the damages to my truck. It took me about a year to make it happen. First I made it very clear to the agent that the only thing that they owned on my truck was the damage done to it and they would never own any more than that. I would not listen to any offer that involved totaling my truck. The next thing I did was to get into Hemming's Motor News and find the listings for trucks of the same era as mine. From that I established what I considered my truck was worth. I sent all of this to the insurance agent. I still did not get a response to my settlement offer to them, so I filed a claim in small claims court against the other driver. Keep in mind that you do not have to deal with their insurance company as the other driver is liable directly for the damages. When the sheriff delivered the summons to court to the other driver, the phone lit up. I was then much harder to

deal with by now. I told the other driver that all I wanted was to be paid for the damages to my truck. I told her that I would drop the charges only if I had payment in hand before I went to court.

The agent refused to deliver the payment to me, as we were only about two days away from the court date by this time. The other driver delivered the payment to me on the day of the court date, to keep from going to court. The reason this works so well, is because in small claims court, no lawyers or insurance company personal are allowed. If you go to court and win, it opens the door for the other driver to sue their insurance company for failure to provide the liability coverage that they have paid for. This could be a major problem for an insurance company.

When you prepare your settlement offer, make sure that you can back it up. Where can you get the repair parts and for how much? Call a few body/repair shops and get their labor rates and don't forget to include all of your time that you have had to spend on putting this all together. I used the hourly rates from the repair shops to charge for my time. If you turned this over to a body shop to repair your vehicle, this is how they would prepare the estimate. I even charged them for a rental car for the time it took to get the truck repaired and back on the road. I treated this just like I would have if the truck had been a late model. The only limit you have to be careful about is the total amount you can sue for in a small claims court. This works only if the amount you are seeking is under that limit.

A side note to all of this,

HONK YOUR HORN

Continued...

during the year this was going on, I got hit a second time on my way to work. The whole show started all over again. However, when the first insurance company settled with me, the second one settled right away without me having to sue. Do you think that maybe they talk to each other?

My opinion is that if the insurance company is not willing to give you what you think the damages are worth, file a claim in small claims court. This makes the insurance company deal with their client and not with someone who has no leverage over them.

In looking at the pictures of Tommy's 64, I believe that he can get his Galaxie repaired, even if he has a shop do it and stay under the small claims court limit. I have just recently rebuilt the front suspension on my 63, so I have many suspension parts available if he needs them. I found a 64 Galaxie in a wrecking yard and I bought the whole front suspension and steering system from under it. I used some of the parts on my 63 but not all of them. This 64 was a 4 door (390 with a crustomatic), that had the top cut off of it, but the rest of it was still there. If it has not gone to the crusher by now, there are probably enough parts there to do most of the repairs to Tommy's 64. If anyone has an interest in this car, let me know and I will see if it is still there.

I hope this helps a little. If you have any questions, you are welcome to call or e-mail me. I will be deploying again around the 11th of December, so you will have to e-mail me after that date until around the 1st of March. Thanks,

Jim Fox

Lakewood, CO., 303-232-4470
foxji@polar.org

(Jim, I appreciate this information for it seems that every so often a member gets in it with an opposing insurance company due to damage caused by one of their clients. As of this issue Tommy was able to settle with the insurance company for close to its actual value and was able to buy back his Galaxie for \$100. One of the main reasons was due to the effort of our members and the use of the club's resources to establish a fair market value for his automobile. Mark)

Hi Mark,

Enclosed is my renewal to the club. The club has helped me out tremendously working on my grandmother's 63 1/2 Galaxie "XL-500" which she bought new in Los Angeles, July 29th, 1963. After she passed away, uncles in California drove the "XL" until early 1998 at which time I had it shipped to my home in Wisconsin.

The ol' "XL" needs a lot of TLC since my uncles only did what was needed to keep it running. It has NO rust! The car was hit in the right rear bumper while my uncles drove the car so it needs a bumper, trunk lid, and the right quarter panel straightened. At least I hope it can be straightened. And as typical for an original "black plate" California car, all the weather stripping is shot and the seats are cracked and torn including the cushion.

I'm sending a copy of the original bill of sale and "build sheet". Could you please decipher it and let me know what all the codes mean and how rare this "XL" is? Any help would be appreciated. Thanks again.
Sincerely,

Larry Tuman

(Larry, unfortunately I do not have the ability to decode the build sheet. If any members can do it for Larry let him know so he can send a copy to you. You can contact him by E-mail at: cobrajet1341@aol.com or send him a

note at: 1341 S 119TH ST West Allis WI I did decode the VIN and data plate for you and this is what it reads:

Serial (Warranty) Number: 3J68Z180640

Body: 63C Color: A Trim: 86 Date: O36

DSO: 71 Trans: 1 Axle: 4

Year (3) = 1963

Plant (J) = Los Angeles

Model (68) = Galaxie 500, 500XL 2-Door Fastback

Engine (Z) = 8-Cylinder 390 Cubic Inch (4-barrel)

Consecutive Unit Number (180640) = 180640

Body (63C) = Galaxie 500, 2-Door 500XL Fastback

Color (A) = 1724, Black/Raven Black

Trim (86) = Crush Vinyl, Black

Date (O3) = Incorrect Code (apparently you wrote this down wrong!)

DSO (71) = Los Angeles

Transmission (1) = 3-Speed Manual-Shift

Axle (4) = 3.25:1

Mark)

A note on chapter websites:

As most of you know, the chapters get their own website as they form. I am more than willing to get one up and running, but since there are so many chapters now, each chapter needs to make the effort to find a member in that chapter that can update their website. It doesn't cost the chapter anything for the website, and that is the best I can do for now. If you have a graphic for a logo I need it to be big enough to work with. Also, all chapters need to keep us posted as to their schedule of events so that we can make it available to the national members. If we don't know about your events we can't come to them! And a lot of us live close enough to come to an event but far enough away that we can't really join the chapter due to driving considerations. So keep us posted!

2001 Galaxie Club Nationals

brought to you by the Ford Galaxie Club of America, September 6th-9th 2001

We need you to start making reservations for the 2001 Eureka Springs, Arkansas, meet. The Motel address is: Victoria Inn, 4028 East Van Buren, Eureka Springs, AR 72632. The phone number is 800-844-6835. We have 50 rooms reserved and the driveway is a nice, huge, flat one with lots of room for the trailers. The room rates have been quoted at \$65 per night double occupancy. King rooms, suites and jacuzzi rooms are also available, as well as a honey moon suite. A package with map, itinerary and ID to show for banquet will be sent two weeks before the show date. The current plans are as follows:

Thursday, September 6th, noon to whenever.....Registration at host Motel and get-acquainted icebreaker.

Thursday 6pm to 7pm.....Social hour

Friday.....Cruise through Eureka, meet in Victoria Inn parking lot

Saturday (approx. 10am to 3pm).....Car show in Eureka in conjunction with the Antique Automobile festival. We will have independent judges and trophies, 8 classes are being established. Let us know if you would be interested in a swap meet space. PLEASE get your registrations in BEFORE August 6th so we have a decent idea of classes and the cars that will be registered. Save \$15 for early registrations!

Saturday 7pm to 9pm.....Banquet, presentation of trophies and short meeting after the banquet

Saturday 9pm to ???.....Sock Hop with 50's & 60's music

Sunday morning.....Saying our Good-byes.

Registration below. Sure, it is going to cost a little more but it is going to be a lot of fun!!! If you have any other questions you can call Mark Reynolds at 870-429-8264 or E-mail to: galaxieclub@collector.org So far we have two pre-registrations! Congratulations to Ray Tregoning for being the first one to be sent in!

EUREKA SPRINGS, ARKANSAS NATIONAL MEET

Yes, I am coming to the Ford Galaxie Club of America's 5th National on September 6th-9th. I will be there for these days: _____. I am bringing _____ cars for the show. I am a member, pre registering for the tour for the donation of \$65.00 for the show and banquet and \$20.00 for each additional person for the banquet children under 12 \$10 .

PLEASE NOTE:

If you send in this registration before August 6th, 2001, you can deduct \$15 for early registration bonus.

(PLEASE send this fee to FGCoA - 4583 Wilburn Drive, Everton, AR 72633-8242)

I hereby certify that the vehicle to be used on this tour is insured for minimum required by the state it is registered in.

Signed _____

Address _____ **City** _____

State _____ **Zip** _____ **Telephone:** _____

Galaxie(s) _____ **Year(s)** _____

The Great 3,040 Mile Parts Run

Episode Three: By Greg M. McVickers

"We meet the real Dr. Gas!!" or "Dave,...stop twisting Boyd's tail!"

It's Monday morning, June 26th, slightly overcast, a few clouds, but still 80 degrees or so in Salt Lake City. We have just finished dropping off 24 parts for high tech, metallic ceramic coating at High Performance Coatings (HPC), which was discussed in the last episode.

Our next stop is still in Salt Lake, a bit south to the suburb of Sandy, Utah. Here is where I get to meet an old friend of Dave's, Mr. Boyd Butler, nicknamed "Dr. Gas." Boyd is the owner of two companies: (1.) Dr. Gas Inc., Manufacturing high performance exhaust systems, "X" crossovers, entropic mufflers, boom-tubes, ovalized & mandrel bent tubing. (2.) Pro-Motor Sports Engineering, suspension & handling components for the early Fords, (read: Mustangs, "big time!") and some for early Ch__y's, I just can't spell that word! (address, phone, fax, etc. @ end of article)

I am going to focus primarily on the first company as this is where the exhaust system for my Galaxie was built. "Super Trick" may be a more accurate description of these Dr. Gas exhaust systems. That is because the difference in horsepower loss between running open headers and one of Boyd's "street legal"

exhaust systems is measured as only point zero something!

As to whether this is really the way to go, one just has to look at the recent racing history of the company. That is the best advertising there is. After years of invention and fine tuning, Boyd had pretty much put together a complete high performance exhaust system by 1993. In 1995 his system was installed on Sterling Marlin's #4 Kodak car, and he in turn won the Daytona 500 the same year. According to Boyd, after Marlin's victory, (and ever since) Boyd's business "just went nuts." Now at least two thirds of all NASCAR, Winston Cup, etc., racing fields are all running a "Dr. Gas" exhaust system! Just recently, Rusty Wallace's Ford Taurus, with Boyd's system placed 2nd at the "Brickyard 400." (Indianapolis) He then won the Michigan 500! This for me is the most convincing testimony there is, as everyone knows when it comes to professional racing these guys are "super competitive," and to pick up just four or five extra horsepower, I believe some of

these guys would seriously consider committing a "heinous crime" if necessary!

Boyd was born and raised in Salt Lake City. He attended Brigham Young University (BYU), where he earned a degree in Physics, and another degree in Manufacturing Engineering. Boyd's not your stereotypical "motor head." To get a picture of Boyd, imagine one of those fellows at a nuclear test facility like Los Alamos in New Mexico. Now have him don a white lab coat, standing tall, wearing glasses, and being one serious dude! That could be Boyd. Don't get me wrong he does have a great sense of humor, he has to, he's got five kids ranging from 27 to 18 years old!

Boyd had just finished bending, welding, and finish grinding one of the pipes for my Galaxie. He turned around and proudly showed it to Dave, pointing out the smooth "mandrel" bend. Well,..... first one has to understand "Dave," my "engine guy" and partner on this trip. Admittedly, I cannot attest to being all that straight myself, but now

Kathy Knox

Marty Vieau

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when it comes to "Dave," let me tell you, this guy is one "twisted sister!" I mean he would twist a Nun's tail over her "Habits!" OK, OK, bad pun, I'll stop it, but you get the message, there is no one's chain that Dave won't give a tug on! So Boyd is proudly showing Dave this high tech piece of custom work, and Dave with a straight face says: "Oh cool, that's just like you get done down at Midas Muffler." Oh man! Boyd seriously launches into an explanation: "Oh no, Dave, they couldn't.....and all over the shop the other employees start to chuckle and turn away. As Dave starts to lose it, Janice, Boyd's wife, starts yelling: "Boyd! Boyd! He's just kidding you, Boyd he's just twisting your tail!" Then the "light bulb" finally comes on for Boyd, he gets a little smile on his face, and everyone has a good laugh over it! No, I don't think the average franchise muffler shop is going to be building these gizmos!

Traditional mufflers have normally used one of two methods to reduce sound. **Absorption**, ie: "glass packs," The absorption materials are usually some form of fiberglass which burns out in a relatively short time. With the higher temperatures of today's modern engines, the packing is destroyed even sooner. **Friction**, ie: "baffles, plates, etc." These work well to reduce the sound and last longer than the above, but they create a terrific amount of back pressure, and a resulting loss of horsepower. Now the muffler is just one component of the entire exhaust system. Some of the other areas that cause problems are the piping, excessive distance from the end of the exhaust manifold to the tail pipe, running around obstacles, etc. The early Mustangs were notorious for this! Bends in exhaust piping result in crinkling, ripples, etc., this causes turbulence within the pipe impeding the flow of gases out.

There is the problem of balance and harmony between cylinder banks, and of course there is always the problem of adequate pipe diameter to ensure that there is an adequate Cubic Feet per Minute (CFM) flow of the exhaust gasses.

Well then, just how does Dr. Gas have an exhaust system that reduces sound, is not restrictive to the escaping gasses or cause loss of horsepower due to back pressure, and doesn't burn out after a couple months? It does kind of start with the muffler, I asked Boyd to

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tell me in "Joe average" language how he engineered his system, yeah right! That worked. Within 30 seconds we were deep into the 2nd Law of Thermal Dynamics. Dave's eyes began to glass over and he instinctively began to look around for someone's chain to jerk.

Starting with Boyd's patented "Spin Tech" mufflers, this is one application where he put his Physics degree to work. I happen to have a Science degree and was barely able to keep up, because his design does adhere to the 2nd law of Thermal Dynamics, utilizing attenuation (reduction), via entropy. Keeping in mind, sound is just another form of energy, and energy cannot be cre-

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ated or destroyed, but its form can be changed. Therefore, the sound, the noise itself, in the form of randomized wave patterns of energy enter the muffler. They are then processed in specially designed circular spiral "sound traps." Thus, time and a minimum of friction results in a conversion of **sound energy back into heat energy**, and then that heat energy is simply added to the heat energy of the exhaust gasses, and both are expelled out the tail pipe. Wow! Wasn't that a cool load of pocket protector techno geek, stuff?! Good, then lets continue. At the discharge end of the headers or exhaust manifolds, one starts off with a round opening, anywhere from two to four inches in diameter. The problem, not that big of a deal for Galaxies but for a "Winston Cup" type car, is ground clearance. These cars are aerodynamically designed to keep them pressed down on the track. What may begin as 3"-4" of ground clearance while the vehicle is sitting at the starting line, soon can be reduced to just over 1" when the car reaches 200 MPH.

That 2"-4" off the end of the header needs to be reduced down to only about 1"! It starts with the **round** hole going to an oval to eventually the "Boom-tube" exhaust pipe, which is **rectangular** about 1" high, but may be 12", 24" or more wide! The key is in the engineering, one must calculate for the correct amount of exhaust gas CFM to flow without creating back pressure. Next is the piping. When a bend is made in a metal pipe or tube, on the outside of the bend the metal has to stretch to cover the greater distance, usually not a problem. Although, on the inside of the bend due to compression, this results in an excess amount of material which normally crinkles, and ripples up. This creates a disturbance of the inside surface of the pipe, which in turn causes turbulence in the exhaust gasses, and finally ends up impeding their flow. The same principal holds true for hydraulics; corrosion or other imperfections inside a liquid conduit will cause "tubular circulation." So when routing fuel or other liquid lines, first you want them as short and straight as possible, but if a bend is necessary it should be as gentle, and smooth as possible.

When it comes to the bending of exhaust piping, the key is in the "Mandrel" bend. This is where the pipe is bent to the degree necessary, yet the inside of the bend remains perfectly smooth, no ripples, crinkling, etc. The technique used is a

very labor intensive method of applying mass and pressure inside of the pipe during the bending process. Dr. Gas has this down to a real science, he can virtually make 90 degree bends that are as smooth as a "baby's bottom." To view some of his finished products including the "Spin Tech" muffler, dial up his web site at: www.drgas.com

That pretty well wraps things up for Salt Lake City until our return trip in a few days. Next stop is way South..... in Phoenix, Arizona! To say Phoenix is hot is an understatement, I believe "old Beelzebub" takes his temperature readings there just to make sure his own "climate controls" are set properly!

When one needs to deal with extreme heat produced by the environment and an engine pumping out six or seven hundred horsepower, do you go to a guy in Anchorage, Alaska, or Michigan? I think not. Next issue we will meet one of the premier cooling system manufacturers in the country, Mr. Ron Davis of "Ron Davis Racing Products," building way cool and very efficient custom aluminum racing radiators. A final note: Shortly after our visit we were very sorry to learn that Boyd's wife, Janice, passed away. Both Dave and I, extend our most sincere condolences to Boyd and his family.

The businesses supporting our Galaxies:

Dave Thompson's Performance Parts

300 Nelson Road, Reno, NV 89511
Phone: 775-849-2684

High Performance Coatings, (HPC)

550 West 3615 South
Salt Lake City, UT 84115
800-456-4721 or 801-262-6807

Dr. Gas Inc. High Performance Exhaust Systems, & Pro-Motor Sports Engineering Suspension and handling for early Fords

PO Box 499
Sandy, UT 84091
801-563-1111 or fax: 801-563-1110
<http://www.drgas.com>

NEXT ISSUE: Episode Four:

"Don Quixote's Windmills" Or

"Are you crazy Dave?...We can't just drop in on Bob Hope!!"

Rating That Galaxie!

**** 1 ****

EXCELLENT: Restored to factory original by a professional restorer. 95-point plus car that is not driven. It is stored under controlled circumstances and is trailered in an enclosed trailer to and from shows. It has become a piece of art to be looked at and enjoyed. In Number One condition it is likely to win top honors in its class. Very few of these exist.

**** 2 ****

FINE: A very well done restoration or a combination of excellent original and excellent restoration. Or a *very carefully* maintained original showing almost no wear. Only the closest of inspections can tell this vehicle from a Number One. The Number Two vehicle will take top honors in many judged shows except when competing with a Number One automobile in its class. It can also be driven 1000 miles a year to shows, on tours, and for pleasure.

**** 3 ****

VERY GOOD: A complete, operational original or an older restoration showing some wear. Could also be a very well done amateur restoration, presentable and serviceable inside and out. A combination of well done restoration and good operable original components, or a partially restored auto with all of the parts necessary to complete it including valuable NOS parts.

From 20 feet away the car may look perfect. However as it is approached you may notice that the paint is getting thin in spots. Looking inside, you may detect wear on the driver's seat, carpeting and pedals. The chrome, while still being presentable, may not be as reflective as it was when new. All systems and equipment in the car are in good operational condition. Most automobiles you see at a car show are Number Threes.

**** 4 ****

GOOD: A drivable vehicle needing no, or only minor work to be operational. It could also be a quite old restoration or a very badly done amateur restoration. All components may need restoration but the car is mostly usable as it is. Usually this is a driver. It may be in the process of restoration, and even from 20 feet away, there is no doubt it needs major work.

**** 5 ****

RESTORABLE: This vehicle needs a complete restoration of body, interior, chassis, and all running gear. It might be running, it might not. It isn't that weathered, or wrecked or stripped to the point of being only a parts car.

Basically it needs everything. It may not be running, but it is essentially all there and it might have a minor surface rust, if any rust at all. While presenting a challenge to someone to restore, it won't keep him looking for missing parts.

**** 6 ****

PARTS CAR: May or may not be operational, it is weathered, could be wrecked and it is stripped to the point of being used primarily for parts.

It is usually incomplete, very deteriorated, could be rusty. It usually would be a vehicle that only has value as a parts donor for other vehicles that are being restored.

With this simple guide and a copy of Old Cars Price Guide you can come pretty close to an estimate of the value of your Galaxie. If you send a SASE to the club, we will send you back the current value. Or you can E-mail the question to us at Galaxieclub@collector.org

RESTO-TIPS

BY GREG DONAHUE

<http://www.GregDonahue.com>

*A little about Greg: He is the Restoration Editor of the Number One muscle car magazine in the country, **Muscle Car Review**, and has coauthored the book, **How to Restore Your Muscle Car**, which is considered the muscle car bible of restoration. He has written how-to articles for five different magazines and won over 200 National Awards. Congratulations on the Muscle Car Hall of Fame induction!*

-1-

I am restoring the engine compartment of my 64 Galaxie with a big block and I would like to know what are the correct colors for the engine compartment.

I will try to cover most of the major components in your question. The inner fenders are painted 70% gloss black. The firewall can be either 70% gloss black, 70% gloss black and the color of the car, or the whole firewall can be the color of the body of the car. This depends on where the car was built. Each of the plants were somewhat different when it came to painting the firewall. You will have to do research to find out which one is correct from your car. The radiator core support is painted gloss black. The clutch linkage is natural in color. The automatic kick down linkage is natural. The underside of the hood is painted the body color. If your car is an XL, it will have

an under hood pad. Under hood pads were an option on every car except for the XL so only some of the Galaxies 500s and below had a hood pad. Your upper control arms are 70% gloss black. The lower control arms are 70% gloss black. The inner and outer tie rods are natural and are color coded. The tie rod adjusting sleeves are either semi-gloss black or they are natural. The center link is either natural, magnesium phosphate or 30% gloss black depending on who made it for Ford. The idler arm and bracket is cast iron. The coil springs are gloss black and color coded. The shocks are semi gloss black or 70% gloss black. The backing plates are 70% gloss black. The spindles are cast iron and they are color coded. The sway bar is natural and is color coded. The Pittman arm is cast iron and color coded. The steering box is cast iron and color coded. The power steering control valve, control cylinder and power steering pump are all 30% gloss black. The brake drums are semi gloss black. The master cylinder is cast iron with a copper colored lid or chrome plated if it has the chrome dressup kit. The power brake booster is natural if it is a Midland Ross booster. If it is a Ford, Bendix, or Wagner, it is

70% gloss black. All of the brake lines are natural steel color. The radiator is radiator black. The horns are gloss black. The power steering reservoir is 70% gloss black if it is mounted on the inner fender. It is Argent if it is mounted on top of the power steering pump. The hood hinges are 70% gloss black. The hood hinge springs are natural. The radiator fan guard or fan shroud is gloss black. The radiator supply tank is gloss black. The fuel pump is natural. The oil filter adapter is natural. The coil mounting bracket is either semi gloss black or black oxide. The regulator cover is 70% gloss black. The throttle bellcrank is natural. The battery tray and hold down are gloss black and the hold down nut and bolt are cadmium plated. The inner fender to outer fender mounting bolts are either black oxide or gray oxide. All of the other engine compartment core support, inner fender, firewall etc. mounting bolts are again either gray oxide or black oxide. The upper control arm shafts and bushings are natural. The steering column is the color of the interior. The engine block, heads, intake manifold, water pump, timing chain cover, are engine black. Oil filler cap and tube is 70% gloss black. The oil dipstick tube and transmission dipstick tube are 70% gloss black. The dipsticks, both oil and transmis-

sion, have a natural steel handle. If the car has the engine dressup kit, the oil level dipstick has a chrome plated handle. The fan, water pump pulley, generator pulley and crankshaft pulleys are 70% gloss black. The generator and starter are 70% gloss black. If the car is equipped with an alternator, it is natural. Generator or alternator mounting brackets are 70% gloss black. The bellhousing or automatic transmission case is natural. Air cleaners and valve covers are painted their respective colors for their engine size unless the car is equipped with the engine dressup kit. Then these items along with others are chrome plated. If the car is equipped with a high performance engine, the intake manifold is left in its natural aluminum color. This is most of the major components.

Now you must remember that 70% gloss black and 30% gloss black can actually mean the same thing depending on which company is supplying the paint. The actual description of this is a gloss that is between gloss black and semi gloss black. In other words, it is not as shiny as gloss black but it is shinier than semi gloss black. That is what a 70% or 30% gloss black means. You cannot buy this black paint pre-mixed. It will have to be mixed to order. Both humidity and temperature affect it when it is sprayed so it is actually a trial and error effort when you apply 70% or 30% gloss. When they say 70% gloss this means it has 70% of the gloss retained. Now in some instances a company will call it 30% gloss which means 30% of the gloss has been taken out. That's why they can both mean the same thing. You have to make sure when you are having the paint mixed that the person mixing the paint understands what you want. You want a gloss that is between gloss and semi gloss. If you are not building a show car, you can use semi gloss black in place of the 70% gloss black. It is not 100% correct but then again, if you are not building a show car, it will look basically correct and if you have to touch it up you can buy semi gloss in spray cans.

I hope this information helps with your restoration.

DIAGNOSING DRIVELINE PROBLEMS

Diagnosing Noise

Whirring noise only while decelerating at any or all speeds is most likely caused by bad pinion bearings or loose pinion bearing preload, and almost never by bad ring and pinion gears.

A howl or whine during acceleration over a small or large speed range is usually caused by worn ring and pinion gears or improper gear set up.

Rumbling or whirring at speeds over about 20 mph can be caused by worn carrier bearings. The noise may change while turning.

Regular clunking every few feet may indicate broken ring or pinion gears.

Banging or clunking only on corners can be caused by broken spider gears, lack of sufficient positraction lubrication, or worn positraction clutches.

Rumble while turning may indicate bad wheel bearings.

A steady vibration that increases with the vehicle's speed can be caused by worn u-joints or an out of balance driveshaft.

Clunking only when starting to move or getting on and off the gas might be loose yokes, bad u-joints or worn transfer case or transmission parts.

All They Can Do Is Dream...

by Jeff Kanter

Twas the night before Christmas and caught at the light,
Was a domestic V8 with no cops in sight,
I will try, I will try, I will try this small motor,
To beat this Galaxie, even with its big stroker,
As the light goes green and I pull like no joke,
The Galaxie erupts in a cloud of tire smoke,
Now Smasher, now Revver, now Stroker, now Blitzin,
These are the names of my four VTEC pistons,
Racing ahead I'm the Star of the action,
But I know I'm in trouble big when that V8 gets traction,
Grabbing second I hear the RPM sing,
My mirror is blocked by my Shopping Carts Wing,
I now hear the roar of that big monster Ford gaining,
All I can do is keep that four-banger straining,
In a second the shock wave hits with a blast,
And my stickers go flying, a thing of the past,
Don't bother with third, cause now it's too late,
Just try to act cool like you can relate,
Looking up at the taillights as they get smaller,
The driver backs off just to give me a holler,
"You can't win them all," he says in fling,
"You may not win any, in that silly thing,"
I smiled and revved as he pulled out of sight,
With my new mods tomorrow...it will be a close fight.

If you are going to the Northeast Galaxie Club regional,
you need to get this in to Carlisle right away to save some \$bucks\$!

CARLISLE ALL-FORD Nationals June 1, 2 & 3, 2001 CARLISLE PA FAIRGROUNDS	Club pre-registration form. \$20 allows two adults into the show all 3 days. Form must be received on or before January 31, 2001.	
	Club Name: <u>Ford Galaxie Club of America</u>	
	Name: _____	Phone (____) _____
	Address: _____	
	City: _____	State: _____ Zip Code: _____
	Year: _____	Make: _____ Model: _____
	Enclosed Payment: Pre-registration: \$20 per vehicle TOTAL ENCLOSED: _____	
	Mail completed form and payment to: Carlisle All-FORD Nationals, 1000 Bryn Mawr Rd., Carlisle, PA 17013-1588 or to your club official	

The Little Ones

By Paul Maddams

Once again we have more good news from the miniature car world to share. It seems that the good people at ERTL just keep looking at our website and listening to what we have to say. Now the new 1/64th scale 1963 ½ Galaxie 500 XL 2dr hardtop is to be released in early 2001 in the American Muscle Series # 32653.

Yep, a 1963 Galaxie fastback is on its way to the toy shelves in 1/64th scale. It is also rumored to show up in the 1/18th scale later this year.

Another newcomer will be the 1964 Fairlane Thunderbolt in 1/64th scale # 32654. Once these are released they will offer a multi-pack American Muscle Series # 32663F which will include a 1962 Pontiac Super Duty, 1963 Galaxie and the 1964 Fairlane Thunderbolt. The 1960 Starliner in 1/64th will be offered in a multi-pack # 32663B with a 1957 Chrysler 300 and a 1958 Plymouth Belvedere. Now you might be thinking the same thing I am, why not put all the fords together? Sounds like a plan to me. It's all marketing and it makes you buy more.

Now don't think this is the end of the 1960 Starliner just yet. They are adding even more to the collection. Besides the stock AMT 1/25th scale 1960 Starliner assembly kit # 30044 they have added a custom 1/25th scale assembly kit # 30045 that includes custom wheels, engine pipes etc. This kit is made to go from mild to wild customizing in a very detailed kit. So more fun for us kit bashers to play with the plastic. Not that we ever needed an extra kit to customize with, but every little bit helps.

Also added to the group is what AMT calls the MASTERPIECE kits. These are pre-painted die cast models that you can assemble. If you haven't seen these in the stores yet, you will. They should be with all the regular plastic assembly kits. There will be a stock 1960 Starliner # 31171 and a custom Starliner # 31177 both in 1/25th scale. So if you don't like to paint and like to assemble then these are the kits for you or just leave them in the box as is.

The only problem I have had so far with all these new releases is actually finding them. I have had luck by going to local swap meets or flea markets to find some of these things especially the 1/18th scale Starliner. The white one with a blue inte-

rior is my favorite, custom wheels and engine. I usually have to go onto EBAY to order or at least find toy shops that are selling them and mail order it. You might need to go to a local hobby store in your area and ask them to order them for you. My parents who happen to live outside Detroit found three of the 1/64th scale Starliners in a store in Windsor, Canada, but not in the Detroit area; go figure.

I have been able to find the 1964 Galaxie 500-XL convertible by SUN STAR toys in some local hobby stores but they are a hot seller. I found mine at the local swap meet for \$18.00 so if you are lucky you might find them. These are very detailed also as Mark has stated before.

Now if we can just get them to start making station wagons of our favorite cars that would be great also. I am sure Mark would love a 1/18th scale 1967 Country Sedan. Maybe you can offer yours as a model, Mark. What do you think?

Other noted releases you might like to get from AMT ERTL:

1971 Torino Cobra in 1/18th scale American Muscle Series # 32495.

1962 Thunderbird Convert 1/25th scale AMT assembly kit # 30081

The Monkeemobile. Yep, from the TV show. AMT kit # 30259

Raiders Coach. Not the football team. Paul Revere and the Raiders Band AMT kit # 30261

Munster Coach. Yep, that too from the Munster's TV show. AMT kit # 30098.

SO once again, happy hunting and enjoy them while you can.

This is the first article I have written for the Little Ones in quiet awhile. Over the past 6 months I have decided to do something I have always wanted to do and that is sit down and write a complete novel. Well, I finally found a story that inspired me enough to sit down and write one, so I did. Nope, it's not about cars or toys. In November it went off to D.C. for copyright and is in the process of going to publishers for review. Hopefully by the time you read this I will be on the way to the newsstands across the country. I will keep you all posted.

Paul Maddams

F.A.Q.

from Mark Reynolds

As the director of the Ford Galaxie Club, I am continually being asked questions on the phone and via E-mail on the internet. Here are some of the most common questions and the answers:

ALTERNATOR

Alternator gauge shows charge, but the battery light is on dim. **The alternator has a bad diode. It's still charging, but if it is not repaired or replaced you may not know when it does go bad.**

Motor starts fine in the morning, but engine dies after a short drive. **Alternator is not charging. The alternator will need to be tested and either rebuilt or replaced. Check the charging system.**

The headlights are very dim, until I race the motor.

The voltage regulator is bad. And will need to be replaced. On most systems the regulator is inside on the radiator support and it will need to be replaced.

BATTERY

Battery is dead in the morning, but works fine the rest of the day. **The battery has a dead cell and loses charge overnight. The battery needs to be replaced.**

Turn the key and get one loud click and then nothing.

Check and clean the battery terminals, and replace if necessary.

BRAKES

Squeal or squeak that disappears when the brake is applied. **Most disc brake pads have a warning clip that rubs the rotor when the pads need replacing,**

check the front brakes.

I installed new disc brake pads and now I have a squeal when braking. **Disc brake pads need a proper backing so they don't vibrate. A good product to eliminate this problem is called "Brake Quiet."** The brake pedal pulsates when I apply the brakes.

Disc brake rotors are out of round and need to be resurfaced.

When I'm stopped at a traffic light, the brake pedal slowly goes to the floor.

The master cylinder is bad and needs to be replaced or rebuilt.

Car pulls to one side while braking. **The front disc brake caliper or wheel cylinder, opposite of the pull is not working and will need to be rebuilt or replaced. You could also have a collapsing brake hose. If you have changed brakes and calipers/wheel cylinders lately this is a common problem. Plus with drum brakes you must have them properly adjusted.**

When I apply the brakes, one rear wheel grabs.

A rear wheel lock up is caused by fluid on the brake shoes. Check the rear wheels for a leaking wheel cylinder or axle seal, or you could have a frozen wheel cylinder on the opposite side of the car.

COOLING

Motor overheats very quickly when started.

Thermostat stuck in closed position or was inappropriately installed backwards.

Motor never overheats but runs much warmer than normal. **Radiator is partially restricted, and needs to be cleaned or replaced.**

Coolant appears foamy and a brown color.

Oil has gotten into the coolant. This is because of a bad headgasket or a cracked cylinder head.

ELECTRICAL

Turn signals come on but only blink on one side.

There must be a bulb out, check the bulbs on that side.

Turn signals come on, but will not blink on either side.

The turn signal flasher is bad and needs to be replaced.

When trailer is hooked up, turn signals blink very fast.

The turn signal flasher is not strong enough, install a heavy duty flasher.

STARTER

I hear one click, then after 2 or 3 tries, it starts.

The starter solenoid (relay) is bad and needs to be replaced. On Galaxie models this is mounted on the inner fender near the battery.

I hear a rapid clicking sound when I turn the key.

The battery is weak and needs to be recharged or replaced.

The starter tries to turn, but then just whirls.

The bendix (starter drive) is bad and needs to be replaced. Make sure you inspect the flywheel or flexplate for worn teeth. Usually because of where an engine stops every time there are 4 points that the teeth wear out. Once they get worn enough the starter will not engage.

Even when cold the starter turns very slowly.

The starter is drawing to many amps. It will need to be rebuilt or replaced.

How To Choose The Right Body Shop

From The National Institute for Automotive Service Excellence - A.S.E.

As a vehicle owner, your chances of needing the services of a collision repair and refinishing facility are greater than you think. Whether it's from storm damage, rust and corrosion, acid rain and harsh sunlight, or an automobile accident outright, the risks are real. It's wise, then, to know how to select a body shop. Many times when people are involved in an accident they think "the insurance company will take care of it for me." In fact, it is your responsibility to choose who will do the repairs for you. This is not a choice that should be taken lightly, as it can involve protecting a major investment.



Get your special order 12 x 18 heavy gauge aluminum with 3M reflective coating, silkscreened in red letters, *Galaxie Only* parking sign for only \$25 including shipping!

I. Preliminaries

- Start shopping for a body shop before you need one; you can make better decisions when you are not rushed or in a panic.
- Ask friends and associates for their recommendations. Even in this high-tech era, old-fashioned word-of-mouth reputation is still valuable.
- Check with your local consumer organization regarding the reputation of the facility in question. Ask about the number of complaints, if any, and determine how the complaints were resolved.
- Always try to visit the shop before making the decision on who will repair your vehicle.

II. At the Shop

- Ask if the shop customarily handles your vehicle make and model. Ask how long the shop has been in business.
- Look for a neat, well-organized facility with modern equipment. Many vehicle manufacturers recommend specific repair procedures and equipment for the repair of their vehicles. Ensure that the facility you choose is trained in these procedures and has the proper equipment.
- Professionally run establishments will have a courteous, helpful staff willing to answer all of your questions.
- Look for signs of professionalism in the customer service area: civic and community service awards, membership in the Better Business Bureau, customer service awards.

- Many times you can see the vehicles being repaired by the shop. Are you impressed by the type of vehicles the company is repairing and the way the vehicles are being handled?
- Also look for signs that the staff is technically competent, such as trade school diplomas, certificates of advanced course work training from I-CAR (the Inter-Industry ASE Conference on Auto Collision Repair, and certifications—a national standard of technician competence issued by the non-profit National Institute for Automotive Service Excellence (ASE).
- All policies, guarantees, and methods of payment should be posted or explained to your satisfaction.

Remember:

The backbone of any shop is the competence of its technicians.

National Institute for
**AUTOMOTIVE SERVICE
EXCELLENCE**
13505 Dulles Technology Drive,
Suite 2
Herndon, Virginia 20171-3421
Toll-Free Information Line:
1-877-ASE-TECH
(1-877-273-8324)

Another Galaxie Freak

by Amy J. Rynearson

My husband, Butch, and I are the proud owners of a 64 Galaxie 500 fastback. Last summer I was out for a ride on a back road and about wrecked when I saw this really tough looking old blue car sitting in someone's yard. I drove by it several times, and pretty much had my mind made up that I wanted it, before telling my husband about it.

My husband, is by nature, a Chevy man. About 2 weeks before, he had told me about this big blue boat he remembered as a kid, and "that even though it was a Ford, it was really cool." He was only about nine or ten at the time. The day I took him to see my new love, he recognized it right away as the same car. The guy we bought it from said he just couldn't find the time to work on it and finally decided after 15 years it was time to sell it. So we gave him \$800, soaped up the gas tank and drove it home.

It looked, ran and sounded cool, covered with dust and all. It originally was an automatic and someone dropped a 390 with a 4-speed in it. It had old bias ply white-lettered tires on Magnum 500 rims and would lay a hellatious patch! The motor had been bored out .30 the year before it went into storage. All of the trim was in excellent shape, with the exception of the grill, which is pretty dented and scratched. The body had only two very small rust holes in it, one on the rocker and in the trunk, and no bondo at all. The rear bumper was not great but better than some and the interior, well, if we can ever get

that mouse turd smell out of it I'll be happy.

Since then we have: completely replaced the brakes, (I'm pushing for power brakes and power steering but I doubt Butch will go for it. This way he knows I'm still leery to get on it.) entire front end, gas tank and sending unit, heater core, water pump, starter, coil and other little stuff. We threw some gas shocks, leaf spring and traction bars on it to lift the rear a little. Eventually I would like to find a posi for it; Butch says I'll hurt someone, but we'll see. We replaced the old carburator with a Holley 750. The exhaust is like new on it but is too small so that will come soon. We just sent out the bumpers to be rechromed last week and the car will go for paint and light body work next week. I picked out Ford royal blue metallic for the color. We put a fiberglass teardrop bubble hood on it and some Torque Thrust D's to give it that Thunderbolt effect. The inte-

rior will come this summer, first thing first, even though I want it all right now. We're expecting our first baby in February so we will have to put seat belts in it after all.

We've only taken it out a few times this summer either using a dealer plate or running it up and down the road without plates. (Stupid, I know, but we can't resist!) Finally, it looks like there is a light at the end of the tunnel and by spring it will be on the road and safe to drive. Everytime I go out to the garage to get something I end staring at it, talking to it, petting it, like it's my dog or something. I sit in it, look around, start it up and rev it a little, and imagine what it will look like when everything is done. It's amazing how one can become so attached to a car. But it's not "just a car" it's like a part of the family now. This car is our pride and joy. I am so glad I took that back road last year. The pictures I'm sending you were taken the day we brought it home. We'll send you some when it's back from the body shop.

Another Galaxie Freak,

Amy J. Rynearson

Deposit, NY

Just finished!

A new static cling window decal
based on the design below!



What to do in case of an accident...

(With all the talk about insurance and accidents recently in the club, I thought the following information may be helpful.

Mark) Most drivers make costly, long-term decision errors immediately following an accident as fear gives way to anger and frustration. Questions race through your head faster than the mind can register them. Who was at fault? Will my car ever be right again? What are my rights and responsibilities? A calm and informed reaction to an accident will reduce your chances for additional grief and expense.

- Move your vehicle to a safe place, then stop and identify yourself to the other driver. (Some state or local statutes may require the vehicle be left as is.) If it can't be moved, turn on the hazard lights. Seek medical help if you or other parties require it, and notify the police. Tell them who you are, where you are, and about any obvious or claimed injuries.
- Exchange information with the other driver(s) including driver's license numbers. Get the driver's name, address, telephone numbers and name of insurance company. Also, list any passengers and witnesses.
- Get names and badge numbers of any police

CLUB JACKETS

ARE AVAILABLE

SPECIAL ORDER ONLY!

These are silver in color with quilted lining and have the club logo embroidered on the back as well as on the right front. Your name is embroidered on the left with your favorite car underneath. If you are a member of a chapter you can have your chapter name placed over and under the logo on the back and the same on the front. The price is \$80.00 plus \$5.00 shipping, 4-6 weeks delivery. There is a \$5.00 extra charge for chapter embroidery or XXL sizes

please allow 4-6 weeks for delivery

officers who arrive at the scene. If there are injuries or extensive damage, the police should file a report. Ask to get a copy.

- Avoid any extensive discussions at the scene about who is responsible for damage. If the other person admits responsibility, offers a money settlement and you accept, any future claim against the driver may be compromised. You or the other party may later find damage and bodily injury not apparent at first.
- Write a complete description of the accident as soon as possible. Include weather conditions, estimated speeds, and as much precise information as you can observe. Take photographs if a camera is available.
- Have the vehicle towed or driven to a collision repair facility of your choice. If in doubt, there are some 14,000 Automotive Service Association (ASA) member-businesses around the nation. Look for the ASA logo in the Yellow Pages or the red, white and blue ASA sign. (Search the Find Nearest ASA Shop database to find a shop in your area.)
- Notify your insurance company of the accident as soon as possible.

Consumer Bill of Rights

The following information is designed to aide you in the repair of your damaged vehicle. The material is intended to be general in nature. Before obtaining repairs, you should contact your attorney to ensure that the information complies with your state laws and regulations. This material has been prepared by the Automotive Service Association (ASA).

Question: Must I obtain three estimates?

Answer: Generally, no. Unless your policy states otherwise, no one can tell you to obtain more than one estimate. You, as the car owner, may do so, should this be your desire.

Question: I was told that I must take my car to a certain repair shop. Must I do this?

Answer: Generally, no. No one can force you to go to a certain repair shop unless your policy states otherwise.

continued on page 37

Member Profile: Ted McMurray

1964 Galaxie 500/XL - Montrose Michigan U.S.A.

I graduated school in 1962 and enjoyed working for \$5.00 a day on weekends and delivering the Detroit News, Sunday edition, covering 150 miles on Saturday night. I moved up to Generous Motors for \$5.00 an hour. In '64 I really liked the style of the Galaxie XL, but \$5.00 an hour wouldn't support a family and a new car. Over the years, as most young guys, I had to either repair my own car or I watched and paid a mechanic to make the repairs. I found myself to be a fast learner and became rather good at doing my own repairs. I found it quite fulfilling to be able to diagnose and then figure out how to make the needed repairs. Over the years other people thought I was good at what I was doing also.

General Motors just wasn't my bag and I couldn't see going nowhere for 30 years or more. Retirement wasn't worth anything at this age, besides I was going to live forever, so we all think at that age. Now, a good retirement would be nice. During a strike at G.M. I decided to start my own business. With the help of the customers I was off and running. The state said to be a mechanic and work as one you needed to be state certified. One certification would specialize a person and would not allow a man in a small shop to make a living. I took all the tests the state had to offer, 11 at that time, and by the Grace of God, I passed them all the first time. I did it all on what I had learned over the years. So much for on the job training. I was now a State Certified Master Mechanic and could make any repairs I chose to make. Over the years the shop grew and the enjoyment of being self employed but generally broke, as any self employed person understands, I continued to support my family.

When I was 36 with two boys and my own repair shop, I went to Alabama with a

friend specifically to look for a '64 XL. I found two. There was a triple white 352 auto car and a turquoise 390 4 speed- Both cars were 2dr hard tops. The choice was to shift or not to shift. My quarter mile years told me to take the stick, but my maturity said to enjoy the auto. Besides, autos were really coming into play. With Power glides and Hydros, Clutch Cruise-Os and Clutch Flites, I made the choice to take the auto. I bought the car for \$1200.00.

I was quickly disappointed in the performance of the car, when compared to my 427 4 speed Falcon I used to race. It wasn't long before I went to work on the old girl. She was solid and the interior was decent. In fact she still has the original interior in it yet. I went looking for muscle and a 460 fresh rebuild, never installed engine became available. An older man was restoring a 67 Ranchero, but became tired of the project and offered me the engine for \$200.00. Owning a repair shop, I knew I couldn't rebuild a tired 460 for the \$200.00 he wanted. I took the engine back to the shop and put it on the engine stand. After a couple of calls to S.V.O. they gave me their recommendations for parts to make the 460 go but still stay a daily driver. It runs 10.5 to 1 forged pistons, cam, roller rockers, aluminum intake and Predator carburetor. The rest I left alone. With Ported N.O.S. and a Power-Dyne super charger, which by the way, my wife bought for me, my engine was complete. A C6 Lenco and a 2800 stall converter took care of the transmission coupling the engine to the 3:55 9 inch posi rear end. It's not a quarter mile car but it does get the ice-cream home from the store before it melts.

The car is a daily driver and averages 11 miles to the gallon. It's been driven to Carlisle and to Branson. It isn't the fastest car in the world but it shocks the pants off the youngsters. My two sons drive Tonka toys,

Mustangs, and Novas; you know those little cars you push backwards for fifty feet, then jump in to go fifty feet forward. They said my '64 was big enough to be a land yacht so we've named it Dads Boat. It may ride like a yacht but runs like an Unlimited Hydro.

The car was never meant to be a restored classic, more of a good looking butt kicker. It looks stock with the exception of the Thunderbolt style hood. It's won a few trophies at local shows, but as those of you at Branson saw, it's no match for a lot of your cars. Again it wasn't built to be one of those. It's show and go and does well for what I built it to do. First you see it then you don't. Since joining the club it's been a pleasure to do what I could to help members and promote this great group of

owners. The ACTIVE members are what keep it going.

I need to thank my wife for her help and tolerance of me and my hobby. With out her understanding and love for me, the Boat would never be what it is. She has never refused to allow me to go forward with the car and more often has pushed me along. It's not her bag, but because she loves me she allows me my freedom with my hobby. She's also not afraid to help and get dirty if need be. I'm always glad to have her working with me when she can. Thanks Hon!

Ted McMurray

Montrose, Michigan



Galaxie Club Chapter News

Three Rivers Chapter News:

2000 was a memorable year for Three Rivers. In spite of less than perfect weather, we had made some great memories, and more importantly we made friends. From our Memorial Day cruise to the Ford Nationals at Carlisle to our cruises at our headquarters, The Oasis, we had a productive season. Check out our collage to see what we mean. 2001 promises to be a busy year. Bill.

From Galaxies NW:

Mark you calendars for June 2nd, 2001, on your calendar for the 4th Galaxies NW Regional Show and Shine. We will be a part of the All Ford Swap Meet and Car Show in Hillsboro Oregon again. This year we had 50 Galaxies and we won the club participation award.

Attention Galaxie Owners:

In the **Southern California** area. So Cal Galaxies would like to hear from you. Give them a call at: 714-530-8435 [CA] or mail them at: 11632 Flamingo Drive, Garden Grove, California 92841 or E-mail them at: bigfords@pacbell.net if you are interested.

In the **North Central , Texas** area! Bob Eads has started a North Texas Chapter of the Ford Galaxie Club. Contact Bob Eads, at: 817-268-1458 or E-mail beads@flash.net, or by mail: 1741 Westridge Drive, Hurst, Texas, 76054-3711

In the **SW Washington, NW Oregon area!** Joe DeTemple and Bob Schultheis have a Northwest Chapter of the Ford Galaxie Club. Contact Joe DeTemple, at: 360-835-8251 or E-mail CaptASTJoe@aol.com ,or by mail: 4105 Center Street, Washougal, Washington 98671-9141 Contact Bob Schultheis at: 360-573-3439 or by mail at 3304 NW 112th Street, Vancouver, Washington 98685 or E-mail bobsuzie@pacifier.com

In **Western Pennsylvania, Eastern Ohio, and North-West Virginia!** We have formed a tri-state chapter of our great club based out of the Pittsburgh area. Fellow Galaxie owner Larry Sheatsley and myself, Bill Czyzewicz, would like to hear from you and we would love to have you join with us. Contact Bill Czyzewicz, at: 412-262-5211 or E-mail XL500CZ@aol.com, or by mail: 101

Claridge Drive, Moon Township, PA 15108. Contact Larry Sheatsley at: 412-835-7401 or 1040 Centergate Drive, Bethel Park, Pennsylvania 15102-1412

In the **Eastern Pennsylvania** area! John Orndorff has started The Liberty Chapter in your area. Contact him at: 610-494-7628 or E-mail crusin4ever@hotmail.com, or by mail: 1033 Galbreath Avenue, Boothwyn, PA 19061-3517

In the **Midwest** area! Larry and Beverly Wake have started a club in your area. Contact them at: 217-364-4888 or E-mail wake@davesworld.net, or by mail: 10345 Bell Fountain Road, Dawson, IL 62520-3095

In the **Kansas City , Missouri** area! Scott Grubb and Amy have started the Ride Thru Time Chapter of the Ford Galaxie Club. Contact Scott, at: 816-690-4503 or E-mail sagrubb@oread.com, or by mail: 6522 Stillhouse Road, Oak Grove, MO 64075-8269

In the **Chicago and Milwaukee and covering the Wisconsin, northern Illinois** and any points further, there is now a Great Lakes Galaxie chapter for you. We look forward to having you join us. We plan on Galaxie get togethers at cruise spots and shows all over our covered area as well as a main regional show.. Contact Jeff Kanter at 847-546-7187 or E-mail SVO460@juno.com or by mail 2032 Westview Ln. Round Lake Beach, Illinois 60073-3743

The following members are trying to start a chapter near them...

In the **Milwaukee Wisconsin** area: Rick Alfke would like to start a Club chapter in the area. Give him a call at: 414-774-5237 [WN] or mail him at: 1043 South 88th Street, West Allis, Wisconsin, 53214 if you are interested.

In the **Tampa, Florida** area: Wayne Haynes would like to start a Club chapter in the area. Give him a call at: 813-986-2670 [FL] or mail him at: 4905 Stanley Road, Plant City, Florida 33565-4905 if you are interested.

In the **Virginia Beach, Virginia** area: Chris Mangino would like to start a chapter in this area of the country which should border the Three Rivers Chapter. If you are within an hours drive and would like more information, contact Chris, at: 757-427-2029 ,or by mail: 1625 Gallery Avenue, Virginia Beach, VA 23454.

Three Rivers 2000 Highlights



Mr. Gasket Answers Some Gasket Questions

1. What is the difference between the standard Mr. Gasket intake gaskets and the Ultra-Seal gaskets? The Ultra-Seal Silicone Beaded Intake Gasket is the perfect solution to eliminate sealing problems encountered with today's aluminum cylinder heads and intake manifolds. With small sealing surface areas between ports, and different expansion rates of cylinder heads and intake manifolds, this gasket is the first choice for these difficult sealing applications.

ULTRA-SEAL ADVANTAGE

1. A blend of nitrile rubber and fiber forms a durable base material that will not crack or split under excessive clamp load.
2. Resists wicking and withstands 600 degree temperature.
3. A specially formulated silicone bead, compatible with racing gasoline and alcohol fuel, is precisely placed around each port to increase sealing pressure creating a tight, leakproof seal.
4. Most gaskets are available in 1/16" and 1/8" thickness to compensate for any machine work done to the block or heads.

2. I'm having a problem with short life on exhaust gaskets between head and headers. I see you now offer Copper SEAL gaskets for my engine. Will the

Copper SEAL gaskets solve my problems?

The embossed o-ring design increases sealing pressure around exhaust port to create a tight leakproof seal, even on irregular surfaces.

ADVANTAGES OF Copper SEAL

1. Long-lasting copper - will not shrink or blow out.
2. Race track-proven. Ideal for street, race, motor homes, etc.
3. Includes hi-collar lock washers to insure fasteners retain clamp load on headers or manifolds.

3. I want to buy a Mr. Gasket Street Scoop from a friend of mine, but some of the parts are missing. Can I buy any of the parts separately?

Yes, the small parts are listed on pgs. 2-3 of the Mr. Gasket catalog. Your dealer can order any of these parts you may need.

4. I would like to get some information on the Desk Top Dyno 2000 software that I see advertised. Where can I find it?

A. You can go to the Mr. Gasket web site at www.mrgasketsoftware.com. We have an entire section devoted to the software that we offer. There are demonstrations available as well as ordering information.

We thought it was so cool, the next page talks about it!

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Cylinder Heads

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Any Carburetor(s)

Any Injection System

Turbochargers

Supercharger

Intercoolers

Intake Manifolds

Exhaust Systems

Compression Ratios

Gasoline, Methanol, LNG, Natural Gas, More

Nitrous-Oxide

Any Cam Timing

Any Valve Lift

Lobe Centerlines

Durations, & More!

Requirements: The Dyno2000 runs on any Windows95/98+ or WindowsNT (NT v4.0 or later with service pack 4 or later recommended) equipped IBM-compatible PC with at least 16MBytes of RAM Memory. A basic VGA video system is required (minimum 640 x 480 (800 x 600 or 1024 x 768 recommended). A CD-ROM is also required. A complete Dyno2000 install requires 120MBytes of disk space (a 30MByte Compact install option is also available).

Purchase and see demos at:

<http://www.mrgasketsoftware.com>

The Dyno2000™ lets you design and build any 4-cycle engine on your PC! This state-of-the-art technology helps you find optimum component combinations for street or racing engines in just seconds.

Packed with new simulation models, the Dyno2000 allows you build an even wider range of engines (see list at left). Analyze turbochargers, centrifugal blowers, and roots superchargers. Test alternate fuels, nitrous oxide, and forced induction. And you can evaluate any cylinderhead since flow-bench data can be used in the Dyno2000

User Interface And Features: Dyno2000 has a completely new user interface built from the ground-up for Windows95/98 or WindowsNT.

Change parts simply by clicking on any component shown on screen. Nothing could be easier! Analyze engine performance using a wide range of full-color graphics. All data and graphs can be printed (and previewed) in color on any Windows printer. You can even model several engines at once; just click on an Engine Selection Tab to focus on any engine you choose.

Graphics Displays: Select any of several ways to view and study Power, Torque, Manifold Pressure, Cylinder Pressures, and more. Auto-scaling graphs and numeric listings of vital statistics are just a mouse click away.

You can graph and print "technical" engine data at each power point within the dyno test. Use this data to gain deeper insight into engine operation and efficiency. Print any graph on any Windows printer in full color.

Built-In Calculators: The Dyno2000 also includes enhanced versions of three powerful, built-in calculators: The Cam Math Calculator, The Compression-Ratio Calculator, and The Air Flow Calculator. Each of these easy-to-use dialogs let easily convert and manipulate cam specs, cylinder head flow-bench data, and even determine the effects of changes to combustion-chamber volume, dome heights, gasket thicknesses, and more. Never before has so much dyno simulation power been available for such a reasonable price.

Technical Capabilities: Here's how the Dyno2000 works: The simulation calculates the gas dynamic, thermodynamic, and frictional physics of virtually any 4-cycle internal-combustion engine. Horsepower is determined from an analysis and integration of cylinder pressures from 2000 to 11,000rpm. All basic engine components and specifications are accurately modeled, including bore, stroke, 1-to-12 cylinders, a wide range of cylinder heads and port configurations, valve sizes, compression ratios, naturally-aspirated and forced-induction systems, airflow, exhaust systems, and virtually any camshaft timing or valve lift. American and Metric units are supported, and conversion between unit systems is fast and easy. Advanced functionality includes manual entry of cylinderhead flow data to permit testing any cylinderhead and port configuration. Roots and centrifugal supercharging, turbo-charging, intercoolers, a variety of fuels (gasoline, methanol, ethanol, propane, LNG, etc.) and nitrous-oxide injection are all supported.

Business Classifieds

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Halogen headlights dim? Is your headlight switch overheating causing the headlights to go out or flicker? The answer is a "bright box" relay set designed to splice into your existing headlight harness allowing your headlights to receive full power permitting a 15-25% increase in brightness. The power bypasses the headlight switch extending its life indefinitely. Pre-built, complete ready to install units in 3x3 black box \$43.20 including shipping. "Kits" no longer available. These can be wired into ANY automobile. Send check or money order to Mark Reynolds, 4583 Wilburn Drive, Everton, AR 72633-8242 Call for more information: 870-429-8264 (AR) or E-mail: galaxieclub@collector.org {3/01}

Classic Ford Sales: Has over 200 Galaxies with parts waiting to go on yours! Call 800-894-4300 Ask for Lee and tell him you are a fellow member. 1197fa

Crites Restoration Products: specializing in classic Ford automobiles. Has fiberglass fenders for the 63 Galaxie. Fiberglass inner fenders for the 63&64, along with mounting kits for engine swapping and transmission swapping. They have real nice aluminum radiator replacements and kits for installing them. They also have (usually) headers for the FE engines with automatic trans. and power steering. Give them a call at 740-983-4777 or drop them a line at: 13155 USR 23 Asheville, OH 43103. Tell them you saw them in the Galaxie Gazette! And ask them for a catalog on Galaxie related items. 0796fa

Bob Russell has Continental Kits available for 1959-1970 Galaxies. He also has them for many other years of Ford products as well as GM. These are exact duplicates of originals. He will be at the Carlisle Ford Nationals at booth C-76. You can see an example of one of these on the internet at: <http://www.galaxieclub.com/members/2752/b-russell.html>. Give him a call at: 516-352-7865 (NY) (ex mj01)

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You can visit them on the WWW at :

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They offer a location service as well. Call 800-897-8693 or e-mail: mcdonald@psci.net Master card or VISA accepted. {mbrad397}

MANUALS MANUALS MANUALS: - Service manuals; 1959-1974 Ford Full Sized \$6-\$60. Owners manuals, parts manuals, and sales brochures also available. Call and ask for Alex Voss at: 248-357-4750 or drop him a note at: 21849 Virginia Drive, Southfield, MI 48076 You can also check out their web site at: <http://www.books4cars.com> E-mail: vossmotors@books4cars.com {3-00/1-01}

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C3AZ-13450-B 1963 Galaxie 500 / XL500 taillight lens with glass backup lens. Fits left or right. \$50.00ea

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C6AZ-13450-H 1966 Galaxie taillight lens with backup lens and chrome plated die cast metal bezels. Fits LH or RH & all Galaxies except wagon. \$60.00ea

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Items Wanted

1963 Galaxie 500-XL convertible Driver's side sunvisor bracket needed. This is chromed with four holes. If you can help, please call Mitch Williams at 605- 224-2463 or by E-mail at: Yankton103@home.com (SD) {12-31-00}

1965 Ford Galaxie front floor mats NOS only full or twin wanted. Call Bill Youngs at 816-322-2459 or by E-mail at:

GALAXIE500LTD@aol.com (MO) {12-31-00}

Wanted for 1964 fastback: Rear glass stainless trim for adhesive (glue in) rear glass installation. Call Jerry Ostalecki at 248-344-4063 or by E-mail at: jerry64@peoplepc.com (MI) {12-29-00}

Wanted for a 1962 Galaxie: Rear bumper guards, do not have to be show quality, just presentable. Call Len McKenna at 207-369-9390 (ME) or write: 116 Knox Street, Rumford, ME 04276 {12-29-00}

Wanted for a 1964 Galaxie 500-XL convertible Black interior, passenger side Sunvisor Pad (I have the bracket) also need one lock assembly and key for the dashboard Glove box . Also would like a console glovebox liner its the plastic one that tends to crack around the mounting holes. Please call Wayland at: 630-279-9050 or by E-mail at: waypor@yahoo.com (IL) {12-21-00}

On page 43 of my original owners manual for a 64 Galaxie 500 there is a picture of a center mounted rear deck antenna. I want one. Contact Brian Mayhall at: 501-268-2059 (AR) or by E-mail at: balcony@cswnet.com {12-21-00}

Parts wanted for a '64 Galaxie 500:

pair of rocker panel moldings, pair of chrome eyebrows above the taillights, set of front bumper guards, set of factory correct steel wheels, set of original seat belts (front and back). Contact Casey at: 405-447-0791 (OK) or by E-mail at: ctarp@tmparch.com {12-21-00}

Need 1963 rear bumper brackets for a 1963½ that I am restoring. Call Donald Hull at: 814-437-3601 Saturdays, 814-673-0832 Cell (PA) {12-18-00}

I want to purchase a NOS or excellent used molding strip with snaps, part #C1AB-76423120-A for a 1962 Galaxie 500-XL Convertible. This is the molding located behind the rear window of the convertibles. Call Al Hibbert at: 520-364-5509 (AZ) {12-18-00}

Looking for a 1957-1960 Ford Country Squire or 1958 Edsel Bermuda in driving condition. Reasonable Call C.

Marshall at: 650-854-1755 eves/weekends (CA) {12-18-00}

Wanted: I would like to find out if the 1964 Galaxie 500-XL that I once owned still exists. It had a 390 engine, and was a 4 speed convertible. A Virginia car that was originally red, black interior, white top. Sold to an Ohio resident at Carlisle in 1978. The VIN may have been 4E69Z. Call Herb Cover at: 540-898-1389 (VA) {12-15-00}

I am looking for the under dash control unit for a factory cruise control on my 1966 Galaxie 7 Litre. I have all the other parts but need the control box that sets the speed. Call Jeff Behrens at: 920-457-2598 (WI) {12-15-00}

Wanted for a 1964: Galaxie 500-XL convertible. Black interior, passenger side Sunvisor Pad (I have the bracket) also need one lock assembly and key for the dashboard glovebox . I also need a console glovebox liner. It's the plastic one that tends to crack around the mounting holes. Call Wayland at: 630-279-9050 (IL) {11-30-00}

I need a package tray for body style 65B, and insert plate for console to change from auto transmission to 4 speed. Call Curt Woznicki at: 602-870-4850 (AZ) E-mail: cpoolguru@aol.com {11-28-00}

Looking for the piece of stainless that goes above the washboard on a 1959 Ford Galaxie, two door. Contact Glen Mikelson at: 920-923-6787 (WI) or by mail: 1011 Wisconsin Avenue, N. Fond du Lac, WI 54937 E-mail: kmikelson@charter.net {11-26-00}

Wanted: 1971-2 Galaxie clutch/brake pedal support bracket, pedals, any related linkage. I want to build a 4 speed '71. Call John Oliverio at: 734-284-0728 (MI) or by mail: 2429 Ninth St. Wyandotte, MI 48192 u150@aol.com or joliverio@ricardo-us.com {11-25-00}

I need for a '64 500-XL 2 door hard-top: Fox Craft or N.O.S. fender skirts, N.O.S. or excellent condition antenna, a power brake system, complete, an excellent condition or good rebuildable carb. ID# C3AAF9510BV, an transmission linkage for a Cruis-o-matic console shift. Call Art Masttrilli at: 770-452-1703 (GA) {11-21-00}

Wanted: Front bucket seats and rear seat for 63½ XL-500 Prefer black, but white or red would do. Also in need of a good trunk lid. Contact Larry Inman at: 414-257-2035 (WI) or mail to 1341 South 119th Street, West Allis, WI 53214 or E-mail: cobraj1341@aol.com {11-18-00}

I need a front and rear seat bench style for 1966 Galaxie 500 needed. Must have track and side shield. Prefer nice or easily repaired units. Call Eric Held at: 330-630-2171 (OH) {11-13-00}

Cars For Sale

'65 Galaxie 500 Convertible for sale: Red / Black / Black Matching numbers, 8,000 on engine rebuild. Older restoration, still looks good. (5,000 miles believed to be accurate. Rare headlight covers. Receipts for work done along with history. Winter price \$5900.00. Much more invested. Call Jerry at: 860-673-4307 evenings (CT) {12-29-00}

'67 Galaxie 500 Convertible for sale: Red with black top, 390 \$V engine, automatic trans, power windows, power brakes, power steering, Rebuilt front suspension, including control arm bushings, ball joints, wheel bearings, and tie rods. Springs front and rear have been replaces. It has new wheel cylinders,

Parts or cars for sale or that are being looked for. Be sure to help a fellow Galaxie owner!



Corner

master cylinders and brake hoses. New tires.

Garage kept, in great condition. Original family owner, 62,000 original miles. Asking \$9,995.00 Contact Doug at:

734-462-9423 (MI) {12-29-00}

'64 Galaxie 500 2DR. H.T. for sale: 289- 3 speed. Mechanically excellent, new tires, brakes, ect. Body and paint (older repaint) good. Needs windshield and minor work to finish. Good driver and a solid car. \$3595 Contact Tom at:

405-848-8663 (OK) or E-mail: tld1963@hotmail.com {12-21-00}

1962 Galaxie 500 for sale: 352 V8 runs strong, 3 on the tree, 4 dr, white/red. No rust, excellent shape. \$2,500.

Contact Adam at: 646-279-7749 (NY) or E-mail: adam@matadorrecords.com {12-21-00}

3 Galaxies for sale: 1. 63½ Galaxie 500, red body, black interior. Rebuilt 390 engine and transmission. Rechromed bumpers. Nice driver. Solid floors. Nice interior. Asking \$4200.00

2. '64 Galaxie 500-XL with 390, automatic. Rechromed bumpers. Turquoise and white exterior, pearl white interior. 60,000 + original miles. A real eye catcher. Asking \$6800

3. '64 Galaxie 500-XL 390 4 speed 6V induction car. White interior and white outside. A real runner. Original 4 speed car. Needs some TLC. Nothing major. Some interior work. Asking \$10,500 Galaxie cars and parts, call 24 hours. If you leave a message, I will return your call. Call Don Kish for any particular cars or parts at:

440-946-8319 (OH) {12-19-00}

1963 Ford Galaxie 500 4 Door Sedan 2nd owner and garaged since 1971. Nantucket blue with black vinyl interior.

Very nice driver that shows well. All paint, chrome and aluminum in excellent condition. Custom wheels mounted, but 4 original hub caps included. 137,000 miles on original 289 V-8. Power steering & 3 speed automatic. PA inspection good through 7/2001. I am losing storage and must sell. Call Joe at: 484-530-9119 (PA) View this car at:

<http://www.galaxieclub.com/ads/12-18-00-hochreiter/hochreiter-ad-2.html> {12-18-00}

For sale or trade 1968 XL Convertible project. 390 engine overhauled by Ford mechanic. Taken down to frame. In black primer. I have \$6000 in it, I will take \$4000. It needs sanding, painted, interior, top. Will trade for a 1930's car with no rust. Contact Jim Fox: 1520 Maple, Chillicothe, MO 64601-1533 {12-13-00}

1963½ McFaydens Ford Lightweight 427 Galaxie (Large print) Raced by Ed Jochim. Car partly restored, all the original parts, no repro stuff. IE Alloy T-10 trans, scatter shield, alloy gear lever with reverse lock out, factor dash deletes, lightweight frame with tag on front cross member, all original fibre glass hood, trunk, front fenders and doors. All bumpers, bostrom seats, 1963 427 block, 1964 heads with factory dual quads and fuel log, razor cut Kelsey Hayes wheel, original red interior panels. \$27,000 No offers. Call Joe:

1964 Ford Galaxies for sale in Central Texas.

1. 1964 XL Hardtop parts car, no

title, no engine. It has a 4 speed transmission and rear end.

2. 1964 Convertible, with rebuilt engine, needs TLC. Asking \$6500.00 negotiable Call Richard: 254-793-4042 (TX)

{11-30-00}

1964 Galaxie 500 Convertible for sale in Cincinnati Ohio, Good condition, 289. Some extra parts and pieces. Asking \$5000.00 Call: 513-683-8394 (OH) {11-21-00}

1966 Galaxie 500 Convertible Very solid body. 390 with auto trans, power top with glass rear window, power steering, dual exhaust, and factory air. Asking \$4700.00 for a quick sale. Price increases next spring! For more information contact: 502-863-3818 (KY) {11-21-00}

1963 Ford Galaxie 500 81,700 miles, 2 owner car, interior restored, original paint, new tires and dual exhaust, great condition! Call April at: 941-495-7752 (FL) View this car at: <http://www.galaxieclub.com/ads/11-19-00-mcanerney/macanerny.html> {11-19-00}

1959 Ford Galaxie Fairlane 500 Color: Black/Red Body: 2 door hard top Engine: 352 automatic trans Mileage: 54,000 Description: Fairlane 500. Excellent running condition, current VA inspection sticker, new tires, new brakes, needs trunk lock cylinder and 2 lower front fender moldings to be complete. No rust or major dents, excellent body condition. Original seats, dials, gauges, etc. New head liner yet to be installed. Excellent candidate for full restoration. Asking \$6800.00 For more information contact: Gary R. Null at 540-964-6855 (VA) View this car at: <http://www.galaxieclub.com/ads/11-17-00-null/null-ad.html> or E-mail: bgrv@netscope.net {11-17-00}

Store



Galaxie Gazette

1971 Galaxie 500 2dr hdtop, 32k miles, 240ci 6 cyl, three speed manual on the column, brown / brown int., 1 of 165 2dr hardtops with this motor/trans. int is mint, mechanically excellent, no rust two minor dents. stock except for stereo. Asking \$4000.00 OBO Call Rich: 603-532-4904 (NH) or E-mail: RICHTRONIC@aol.com {11-15-00}

1962 Galaxie 4 Door Sedan 352 V-8 3 speed on the column, PS. Runs great, body in good condition. Needs a little tender loving care. Asking \$3500.00 Call Vincent at: 404-866-0272 (GA) View this car at: <http://www.galaxieclub.com/ads/11-12-00-vincent/vincent-ad.html> {11-12-00}

1964 Galaxie 500-XL Convertible 352 automatic, console shifter, original tan interior. Pacific blue exterior. New white top. 15" smoothies with BF Goodrich TA Radials. Runs and looks excellent. Asking \$12,000 negotiable Call us at: 719-583-8997 (CO) Located in Colorado View this car at: <http://www.galaxieclub.com/ads/11-11-00-nzeus/nzeus-ad.html> {11-11-00}

Parts for Sale

1964 front bumper for sale. Good chrome, slight bend on right hand side, good for core or use as is. \$100 will pay shipping in Continental US. . Contact Mike Medlock at: 719-687-0653 (CO) or E-mail: archmoon@aol.com {12-31-00}

1967 Ford Galaxie 500 and 500 XL body side mouldings. I have the mouldings for both of these cars. I also have a pair of factory fender skirts for a 1966 Ford Galaxie. I am looking for best offer on these items. Would prefer you pick up. Contact me at: Frank Del Rossi 17-41 150th Street, Whitestone, New York 11357 Phone: 718-746-9332 or E-mail: Fdelrossi1@aol.com (NY) {12-29-00}

Parting out 1966 fastback and convertible. Fastback has good frame. Call

Kevin at: 843-871-2356 or E-mail: galaxie08@aol.com (SC) {12-29-00}

I'm wanting to sell the original 352 engine and Trans out of a 1965 Galaxie for \$450.00. I'm looking for a 65 Bubble Hood. Anyone can hear the engine run in the car. We are planning to do the swap real soon. Call Dale Hinkelman at: 800-854-8871 Daytime or 734-856-2590 evenings. or E-mail: dalestkbkr@email.msn.com (MI) {12-18-00}

Parts for sale from a '64 Galaxie 500 390 V-8 4 speed. 4-'64 stock Galaxie 14" hubcaps in excellent to good condition for \$20 each, 1 '64 Galaxie 500 front grille, good condition \$50.00, 1 front door trim piece, (short one for 4 door) good shape FREE, 1 stock radiator for 390 V-8 4 speed with new 14" electric fan, excellent \$125, 2 upper radiator hold down brackets for small fan shrouds, excellent to good shape FREE, 1 Offy Dual Quad, polished aluminum intake for FE engines, New \$250, 1 bluish colored steering wheel, fair, FREE, L&R inside door latches assy's 1 with ext outside latch, fair shape, FREE, 1 spare tire hold down screw, good FREE, 1 differential assembly, (the pumpkin) 3.5 gear ratio, with matching 28 spline L&R axles Excellent to good shape \$175. For FREE items you pay boxing and shipping only. Call Greg at: 775-853-4441 or E-mail: Gmmm7@ableweb.net for details and shipping information. (NV) {12-18-00}

Have for sale XL interior for 1964 Galaxie 500-XL, hood and trunk lid for 1964, a front and rear core bumper set for 1959 Galaxie. Call Donald Hull at: 814-437-3601 Saturdays, 814-673-0832 Cell (PA) {12-18-00}

Parting 1963 500-XL Hardtop & 1964 500-XL Hardtop: Plus lots of common Ford performance parts for all engines. 4 speeds and clutch linkage for most Fords. 65-66 clutch pedal assembly & more. I always have loads of Galaxie

parts, mostly 62-64, body parts, mechanical parts, 4 speeds, shifters etc. Please call Bruce Dodds with needs at: 732-363-1839 (NJ) {12/18/00}

FE Intake Manifold by pass hose nipples made in 304 Seamless Stainless Steel with 16 gauge walls. NEVER change this nipple again! Only \$7.00 postpaid! Send payment to Mark Reynolds: 4583 Wilburn Drive, Everton, AR 72633-8242 (AR) {12/16/00}

427 valves C5AZ-6505-N & C5AZ-6507-N 16 NOS in the box plus extra valves \$200.00 4 speed set up out of a 1969 Galaxie \$700.00; NOS 1969 Galaxie left front fender \$200: Call Keith Litteken : 314-894-4670 (MO) or write: 11394 Rever Lane, St. Louis, MO 63128-1416 {12/16/00}

1969 LTD Parts 2 Taillights, 4 wheel covers, 1 rear reflective strip, 1 hide-away headlight grill, 1 drivers side mirror, 1 rear seat 2 pieces-black, all parts in used condition, rear seat mint. Best offer. Call Shawn: 304-265-1524 (WV) {12/16/00}

The largest collection of '64 Galaxie parts in the east. Call for your wants and needs, 24 hours a day and leave a message with the best time for me to return your call. Sheetmetal, interior and exterior trim, and upholstery. Will "UPS" or common carrier where possible. All replies are answered with best available knowledge to assist you. '63 Galaxie fender skirts \$150.00, '64 Galaxie fender skirts, new with gaskets \$245.00, Front bumper guards for '63, can be modified to fit '64 Galaxie, rubber bumpers included complete for \$350.00 '64 XL Convertible rear speaker assembly and stainless pieces for seat. (3 piece) \$300.00 Call Don Kish: 440-946-8319 (OH) 6 evening until 9:00 (New stock - headliners, carpet, XL quarter spear plastic inserts, AM/FM Cassette Radios & '63-'64 XL rear package shelves.)

SHOW CHROME GALAXIE bumpers

Corner Store

available NOW. You send your core and these are WAITING.

1-1960 front 1-1963 rear 3-1964 fronts, 2 - 1964 rears (YOU MUST HAVE A SOLID STRAIGHT CORE FOR THE 64 REAR), 1 1965/1966 front, 1 - 1965/1966 rear, 1 - 1967 front, 1 - 1967 rear, 1 very nice slightly used show chrome 1966-1968 wagon rear with NOS steps. (\$400 for the complete wagon package with core exchange) 1-1969 Galaxie 500 front, 1-1970 LTD-XL front, 1-1972 Galaxie front.

In process now are front, 1 - 1963 front, 1- 1969 rear Available to be done:

1969/1970 wagon rear, 1970 front and rear, 1971 front and rear, 1972 wagon rear, and 1973 front and rear that can be run with a deposit. We will also run other model cars, but we do not have immediate exchange. RARE-RARE-RARE, I am going to make available a show chrome 1967 rear WITH a show chromed bumper hitch!

You supply the ball! \$425.00 for this very hard to find combination, show chromed! Special order only! Only one available!

I will also have brackets powder coated in black available if you need them - INQUIRE.

Polished stainless steel bumper bolts with a slightly smaller head diameter are available for \$6.00 each. All bumpers have a Limited Lifetime Warranty against peeling and rusting. \$325 EACH + \$150 CORE CHARGE on all bumpers PLUS shipping. (Core bumpers MUST be re-chromable and cannot have rust through or be damaged beyond small bends, dings and/or dents) You can either send your bumper first and then these will be sent out as soon as it is received or you can add \$150 and when we receive your bumper we will send you a refund on the core charge. If we use your bumpers there is a typical 10 week turnaround on the job. {If you send in a prepaid order, with cores, I will give you a \$40.00 credit towards shipping costs after the job is finished and in your hands.} Be sure to CALL for availabil-

ity. I am looking for a 1959 front and rear, 1960 rear, 1961 rear and a 1962 rear. Let me know what you want for a nice straight core.

I also have for sale: 2 NOS accessory hood ornaments for a 1960 Galaxie. One has the box and template for \$140.00, the other is missing the box and template \$130.00 I will copy the template for you. Highest quality carpet manufactured by well known company. I need a sample of the color you want from under your door sill plate, or you can pick any color you want out of 43 available colors. I will save you the cost of more than a years dues in the Galaxie Club! Call Mark Reynolds at: 870-429-8264 (AR) or E-mail galaxieclub@collector.org {12/3/00}

Services Offered

Power Brake Booster Exchange, Inc. brake booster rebuild 1964-1990 \$85.00, 1959-1963 \$105.00 Midland Units \$95.00. 2 day turnaround. Rebuild yours or exchange. Plating available-gold or show chrome. Power Brake Booster Exchange, 4533 SE Division St., Portland, Oregon, 97206 Phone "Booster" Dewey at: 503-238-8882

Continental Kits. Robert Russell has Continental Kits available for 1959-1970 Galaxies. He also has them for many other years of Ford products as well as GM. These are exact duplicates of originals. He will be at the Carlisle Ford Nationals at booth C-76. You can see an example of one of these on the internet at: <http://www.galaxieclub.com/members/2752/b-russell.html>. Give him a call at: 516-352-7865 (NY) (ex mj01)

MANUALS MANUALS MANUALS: - Service manuals; 1959-1974 Ford Full Sized \$6-\$60. Owners manuals, parts manuals, and sales brochures also available. Call and ask for Alex Voss at: 248-357-4750 or drop him a note at: 21849 Virginia Drive, Southfield, MI 48076 You can also check out their

website at: <http://www.books4cars.com> {3-01/1-02}

Car Enthusiasts - Have you always wanted modern power steering for your 1952-1959 Fords and Mercs? I have a newly developed power steering sector with direct bolt on and easy to install assemblies available. Order now, before the spring rush. Call and ask for Frank evenings at: 701-223-2269

Miscellaneous

HP Trends offers the "3 Deuces" computer program for Ford FE tri-power systems. Cost is \$18.00 U.S. funds payable to Kenneth G. Lechene 11905 Clay St. Huntsburg, OH 44046. HP Trends Kenneth G. Lechene 11905 Clay St. Huntsburg, OH 44046. Also specializing in complete bolt on FE tri-power restorations. Visit us at: <http://www.orwell.net/~hptrends/>

Pale Rider, '62 Ford Galaxie T-shirts for sale. They are \$18 for shirts (\$20 for XXL) and \$30 for sweatshirts, screen printed both front and back. Send order to Brian Booze, 342 Catherine Street, Greencastle PA, 17255

1960-1974 Galaxie Warranty Plate Decoding Program from Josiah Reynolds. This program decodes all the information on all 1960-1974 Galaxie Warranty plates. It has a template for every year and all you do is type in the information and press process. Send \$15.00 to Mark Reynolds for a 2 disc setup or \$10.00 for an on-line download. 4583 Wilburn Drive, Everton, AR 72633-8242.

GET THOSE ADS IN! At least this time I was able to reduce the font size to 9 point! But I still had to keep the bumper ad in. SO ORDER ALL THE BUMPERS AND I WILL HAVE TO TAKE OUT THE AD!



Ford Galaxie Club of America

Charter and stated goals of the Ford Galaxie Club of America

1. **The Ford Galaxie Club of America** is an association of Galaxie owners dedicated to the restoration, preservation and enjoyment of the Galaxie passenger automobiles built by the Ford Motor Company from the years 1959 through 1974.
2. **The main goal** of the Ford Galaxie Club of America is to unite 1959 to 1974 Galaxie owners the world over; and to preserve the name Galaxie and its association as one of the first muscle cars of the 60's in perpetuity.
3. **To help promote** the growth of the Ford Galaxie Club of America in its entirety.
4. **Members will receive** a membership card, decal, show card and a bi-monthly subscription to the magazine as well as all services currently available, (more being added all the time) for the annual membership of 30.00 bulk rate or 35.00 first class (American and Canadian members) and 50.00 US for all other countries. We will keep you posted on car shows, events and Galaxie related items through the magazine or by business sized S.A.S.E.
5. **Members are encouraged** to participate in the association. This is YOUR club, we must grow to survive. Any suggestions and volunteers to the technical committee are always welcome.

The goals of the club are to build membership to support the publishing of our 40 page, color covered magazine for members use and benefit.

To start a book and video lending library.

To maintain a data base for parts available to and from members

To maintain a Web site on the Internet for member information and participation.

Our Internet address is: <http://www.galaxieclub.com>

To maintain a parts location service for members.

To maintain a technical information service with the stated goal of having an expert technical volunteer for each and every year of the Galaxie automobiles.

To maintain free classified ads for members (3 times a year) up to 40 words in the magazine and on the World Wide Web.

To maintain the association to help each other with our projects through the use of an available membership roster I.E. "Buddy Book".

To help members communicate with each other for the purpose of maintaining and restoring our Galaxie Automobiles which are a symbol of America's past of prosperity.

Founded in 1983 by Bill & Pat Barber
Mark Reynolds: Director, January, 2001





Club of America

**4583 WILBURN DRIVE
EVERTON, AR 72633-8242
870-429-8264**

E-mail: galaxieclub@collector.org

URL: <http://www.galaxieclub.com>

Date _____


Name _____

Address

City	State	Zip+4	-	E-mail?
------	-------	-------	---	---------

Telephone: (____)_____ Can we put this in the club roster? Yes___No___ Are you willing (within reason) to help a member who may become stranded near you? Yes___No___

If you can supply the following it would be appreciated, but is not necessary. This is a template to go by.

(VIN) SERIAL NUMBER				MADE IN THE USA		
BODY	COLOR	TRIM	DATE	DSO	TRANS	AXLE

Do you own a Galaxie? What year(s) What model(s)

Member registry "Buddy Book" is available on request for \$9.00 to cover printing and postage _____
 Club cap with embroidered logo is available for \$11.50 US delivery, Black _____ Dark Blue _____ Light Blue _____ Red _____
 Hanes 100% Cotton Beefy T-shirt: XL _____ L _____ M _____ S _____ \$17.50 US delivery XXL _____ \$19.50 US delivery _____
Annual membership is \$30.00 for American and \$35.00 for Canadian (US Funds) applicants which includes all of the named services and a bi-monthly issue of the Galaxie Gazette sent bulk rate in the US and 1st class to Canada. **Add \$5.00 for First Class Postage in US** (each issue cost \$1.02 to mail) Recommended 3-5 day delivery vs 2-3 weeks) Other countries (overseas) membership is **\$50.00 in U.S. Funds** (Postage is over \$2.50 US for each issue sent overseas)

Renewals through 2001 are \$25 for US and \$30 for Canadian members.

Life membership dues are **\$400.00** (\$550.00 overseas) **Benefits:** No other dues ever paid again.

All Galaxie functions are free to enter. Free text ads of up to 6 times a year in the magazine and picture ads with text 2 times a year on the Internet. As the club gets hats, T-shirts etc., one copy of anything we produce for free. Special order items not included. All life members get life member discounts on all other merchandise, jackets, signs etc. Magazine will be sent out First Class. Life members are automatically placed on the steering committee. (A payment plan is available.)

Mail completed application with fee and photo to:

Ford Galaxie Club of America
4583 Wilburn Drive
Everton, Arkansas 72633-8264

Above and Beyond the Call of Duty Stuff Available:

1. **Baseball Caps** with **EMBROIDERED** club logo..... \$11.50 US delivery \$14.50 all other countries. Currently 6 colors: Black, Dk Blue, Light Blue, Bright Red, Dark Red, Silver. Let us know which color you want.
2. **100% "Cotton Beefy T"** T-shirts 5 colors on the front, 2 colors on the back. S,M,L,XL..... \$17.50 US delivery \$23.00 overseas XXL add \$2 XXL \$19.50 US delivery \$25.00 overseas
3. **Club Lapel Pin** \$3.00 US \$4.00 overseas.
5. **Static Cling Window Decals with club logo....** One comes free with new membership \$1.50 postpaid US and \$2.00 overseas.
6. **Window Show card for car shows**, one will come free with membership \$1.00 each extra US and \$2.00 overseas. These have the club logo on them in blue and silver.
7. **WE NOW HAVE** 5 1/2" wide jacket patches with the club logo available. Dark blue with white stitching \$4.50 each US \$6.00 overseas. These can be sewn on AS WELL AS ironed on.
8. **Ford Restoration Resources Manual... Hundreds** of Ford parts dealers, literature dealers, specialty salvage yards, companies that repair and restore parts, insurance companies, appraisers, transport companies and Ford clubs. **This is a MUST** for anyone maintaining a Galaxie! \$29.00 US delivery \$38.00 overseas.
9. Due to postage and printing costs, the **member registry (I.E. "Buddy Book")** is available for \$9.00 in the US or Canada \$12.00 Overseas. These are current as of October 2000.
10. **All aluminum Ford Galaxie Parking Only sign** for your den or garage. This is white with red lettering and is the same size as an actual parking sign you see in town. They are \$25.00 Postpaid in the US. Not available overseas due to size. Picture on page 17.
11. **Ford Factory Shop manuals on CD-ROM!** These are being manufactured by Detroit Iron Information systems and reflect a 20% discount to club members at \$42.00 delivered. Let us know which year you need. They are available for 1959-1973. If someone with a 1974 needs one let us know and we will try to get Ford Motor Company to OK production.

PLEASE NOTE:

The club is going to
make the effort to
print our own
Restoration

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If you can furnish a list
of companies that you
have dealt with that sell
parts or services for
Galaxies, please do so!

Thank You!

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FAX 202-783-6024
Web Site:
<http://www.sema.org>

2000: SEMA Action Network Year in Review (Man, have we been busy!)

Vehicle scrappage programs continued to dominate the agenda in the year 2000 as state legislators searched for additional ways to reduce pollution. The year also brought a series of significant legislative and regulatory accomplishments for the SEMA Action Network at the state and federal level.

Our successes during 2000 demonstrated the benefits of our partnership between Americas automobile hobbyist community and the aftermarket industry. Following are a few of these successes and a few setbacks.

STATE ISSUES

California

Specially Constructed Vehicles: A bill that provided for the emissions certification and model-year designation of specially constructed vehicles (including homebuilt and kit cars) was vetoed by Governor Gray Davis. The governor claimed the bill would "slow the states progress toward clean air." With pressure from SEMA, the bill was amended in the legislature to delete the changes to California's current 30-year rolling emissions exemption. The measure rejected by the governor concerned only specially constructed vehicles.

Parts Recycling: SEMA-drafted legislation to mandate recycling of parts from vehicles destined for scrappage programs passed in the Assembly Transportation Committee. However, the measure was placed in the suspense file in the Appropriations Committee, due to

the Air Resources Board's concerns about potential program costs. For practical purposes, this move killed the bill for the year.

Georgia

Nitrous: Legislation that sought to limit the street use of nitrous oxide systems in vehicles operated on public roads died in the legislature. SEMA had succeeded in modifying the bill to protect manufacturers and hobbyists from a blanket ban. As introduced, the measure prohibited public road use of passenger cars or pickup trucks simply equipped with nitrous oxide. As amended, the mere presence of nitrous systems would not have constituted a violation.

Illinois

Scrappage: The Illinois Environmental Protection Agency (IEPA) adopted a program to crush cars for emissions credits. In response to some of SEMA's concerns, IEPA excluded vehicles 25 years old or older from the program and provided that a vehicle may not be scrapped until 21 days after notification to parties with an interest in purchasing the vehicle or parts.

Maine

Scrappage: Despite SEMA Action Network objections, the Maine Department of Environmental Protection issued a proposal to start a 3-year pilot program to scrap older vehicles. Under the program, owners of 1987 or older vehicles choosing to scrap their vehicles would be issued vouchers of up to \$2,000 toward the purchase of a 1996 or later model car. Vehicle parts, except for the engine, could be recycled and sold. The program could stall in its tracks as legislators failed to allocate

money to buy back the cars. SEMA has officially commented on the proposals shortcomings. We are also looking at having legislation introduced to eliminate or modify the program on behalf of Maine's vehicle hobbyist community.

Minnesota

Blue-Dot Taillights: The governor signed into law a Minnesota bill that would allow collector vehicles to display a blue-dot taillight. The legislation, supported by SEMA and endorsed by the Minnesota Street Rod Association (MSRA), gives street rodders the same rights already enjoyed by motorcycle enthusiasts throughout the state.

Nebraska

Nitrous Oxide: A bill that originally prohibited the highway operation of any motor vehicle equipped with a nitrous oxide system died when the legislature adjourned. The bill made exceptions for vehicles en route to or from a track where the vehicle is used for racing or those vehicles from which the nitrous container has been removed. Early in the process, SEMA was successful in amending the nitrous legislation to soften its effect.

New Jersey

Racetrack Noise: The New Jersey Department of Environmental Protection (DEP) withdrew its proposed rule to regulate racetrack noise. SEMA, NHRA and New Jersey SEMA Action Network members and clubs opposed the rule. New Jersey officials readopted existing noise

*If you have access to the WWW,
be sure to check out SEMA at:
<http://www.sema.org>*

rules (effective until May 19, 2005), including the current racetrack exemption that has been in effect since 1971. The DEP will continue reviewing the issue to determine if there are better approaches to regulating racetrack noise.

Texas

Scrappage: The Texas Natural Resource Conservation Commission (TNRCC) adopted a regulation to implement a vehicle scrappage program. Under the plan, vehicle parts may be recycled except the following items which must be destroyed: exhaust system (including the catalytic converter), tailpipe, muffler, exhaust inlet pipe, vapor storage canister, vapor liquid separator and resonator. SEMA will continue to analyze the program to identify weaknesses and inconsistencies and, if necessary, we will pursue a bill next January to repeal the program.

Vermont

Scrappage: Legislation that sought to implement a scrappage program in Vermont was killed when the legislature adjourned without taking action on the measure. Under the bill, a pollution surcharge and a tax on

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- T-Bird (1958-1966)
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ENGINE PARTS TRIM PARTS



diesel fuel would have financed the scrap-page program.

Virginia

Emissions Exemptions: SEMA-supported legislation to exempt vehicles 25 years old and older from the states mandatory emissions inspection program was signed into law. Previous law in Virginia only exempted vehicles manufactured prior to the 1968 model year from emissions inspections. The new law provides a rolling 25-year exemption that would excuse pre-1975 vehicles from inspection upon enactment and pick up an additional model year for each year the law is in effect.

FEDERAL ISSUES

In 2000, SEMA supported and opposed legislation and regulations on issues ranging from air quality standards to vehicle safety equipment. In the year 2001, we can expect more federal activity on many of the same issues. The following is a brief update on what was settled (for now) and what we might see happen in the new year.

Federal Rollover Rating System:

The National Highway Transportation Safety Administration (NHTSA) will institute a rollover rating system for passenger vehicles starting in early 2001. The rating system will be determined by dividing one-half of a vehicles track width by the height of the center of gravity.

continued on page 36

The resulting number will be converted into a five-star rating scale where fewer stars will mean greater tendency to roll. Taller and narrower vehicles will have fewer stars than shorter and wider vehicles. Complicating the matter, Congress just passed another bill ordering NHTSA to also develop a dynamic or handling tests to determine rollover propensity. SEMA remains convinced that vehicle rollover is overwhelmingly due to driver error and weather and road conditions rather than vehicle design. We will continue to monitor federal rollover actions to make sure that consumer vehicle choice and common sense prevails.

Corporate Average Fuel Economy (CAFE) Standards:

Lawmakers have agreed to another 1-year freeze of CAFE standards at 27.5 mpg for cars and 20.7 for light trucks and SUVs. In exchange, the National Academy of Sciences (NAS) will study the affects stricter CAFE standards would have on motor vehicle safety, the environment, the economy and the automotive industry. SEMA has argued that consumer options in this popular market will suffer if manufacturers are forced to downsize, underpower or eliminate these vehicles in order to meet CAFE standards.

Clean Air Standards:

The Clean Air Act may be revisited in the upcoming Congressional session. SEMA hopes any new legislation will cast a more friendly eye toward the vehicle hobbies. In addition, the Supreme Court will issue a decision in 2001 on whether the Environmental Protection Agency (EPA) should have conducted a cost-benefit analysis before it issued new air pollution standards for ozone and particulate matter. Bottom line: SEMA is concerned that EPA did not carefully consider the affects on the vehicle industry and the vehicle hobby when it instituted these new rules. Tighter air quality rules set the stage for state and local scrappage programs.



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(continued from page 19)

Question: What is the best procedure for me to get quality repairs and quickly get my vehicle back on the road?

Answer: Take your vehicle to a reputable repair shop. Leave it with the manager. Instruct the manager to contact your insurance company and advise them as to the damage. You should then call your insurance company and advise them of the vehicle's location.

Question: I don't believe I was at fault in the accident. Should I use my own collision policy or try to collect from the other party?

Answer: Try to collect from the other party because you will not have to pay a deductible. Also, if you use the other person's policy, you may be entitled to a rental car while yours is being repaired, and no accident should be charged against your policy.

Question: Who is responsible to the repair shop for my repair bill - the insurance company or me?

Answer: You are. You may direct your insurance company to pay the repair shop, but the payment must be in the hands of the repair agency when you pick up your vehicle. Keep in mind, you are the customer and the insured. The repair shop owner looks to you for payment and you look to the insurance company for payment.

Question: Who is responsible for the safety, workmanship and guarantee of my auto repairs - insurance company or repair shop?

Answer: Generally, the repair shop is responsible.

Question: I am sure that the other driver is at fault, but no one has made any effort to see to the repairs of my auto. What can I do?

Answer: You are the owner of the automobile. Only you have the legal right to make arrangements for the repair of your automobile, not the insurance company.

Question: Do I have to take my vehicle to a drive-in claims service?

Answer: Generally, no. Unless your policy provides otherwise, it is not mandatory to take your vehicle to a drive-in claims service. Usually it will suffice for you to call your insurance company and tell them where the vehicle can be examined by a claims person.

Question: If I go to a drive-in claims service, do I have to take the car to its preferred shop?

Answer: Generally, no. However, if you decide to take your car to the preferred shop, ask your insurance company to implement its "elects to repair" clause (check your insurance policy). This may cause the insurance company to be responsible for, among other things, the quality of repairs.

Question: I am having a problem with the insurance company. Can the state insurance commissioner's office help me?

Answer: Perhaps, yes, but the commissioner's authority is limited! The commissioner's office in your state can describe the scope of authority for you.

Question: Can the insurance company and service shop make an adjustment and start repair on the auto without the owner's consent?

Answer: Generally, no. You should be presented an estimate to know what is being repaired on your vehicle before repairs are made, unless your policy states otherwise.

A Final Word...

Most state laws make it unlawful for any person to operate any motor vehicle that is unsafe or has defective equipment. Insist on having your vehicle restored to its pre-accident condition. Do not be pressured into having repair work done by a specific shop simply because of lower price.

The owners of some repair shops have pledged their shops to a rigid code of ethics. This code is designed to protect you and your property.

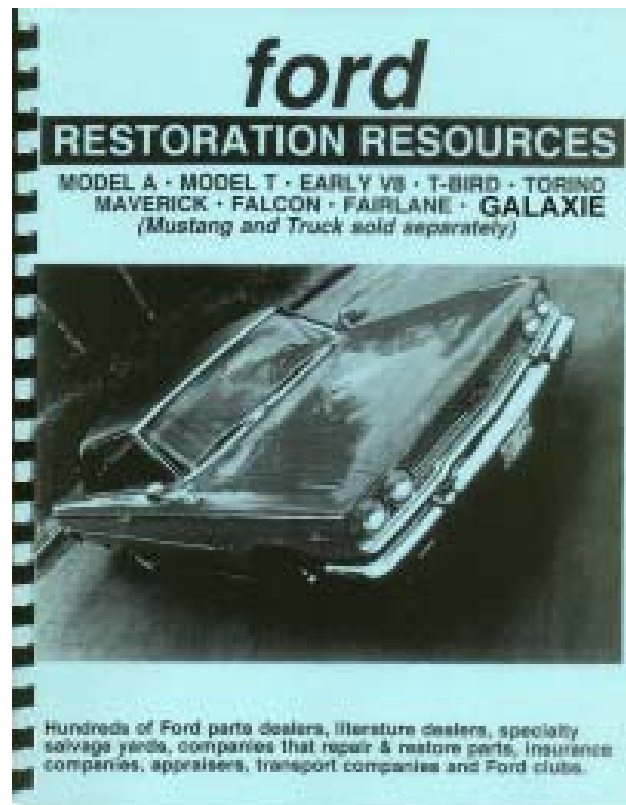
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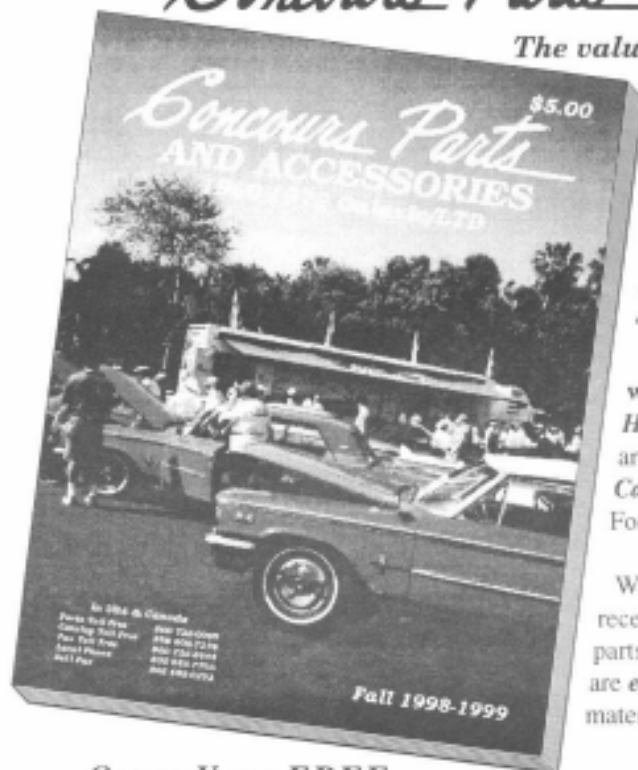
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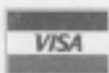
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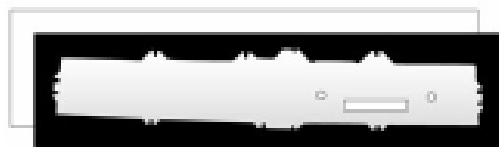


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