



# DRIVE LINE



2025 – WINTER - 2025

*Published by Northwest Galaxies Enthusiasts*

## 2025 and I am ready to drive!

*Notes from the Club Secretary: Paul Sherbo*

Welcome to 2025!

Why am I so excited about this year? Don't know about you, but I am already chomping at the bit for the show season to arrive, and since it is only January, the bit might be worn out by the time May rolls around. I guess you could say that I feel the passage of time a bit more these days, and realize more everyday that time waits for no one, including me. So, I am anxious to make the most of every hour I have remaining on the clock, especially after having a couple of surgeries to begin the year. 2025 just feels like a fresh start, so why not set out to make it one of the best years ever for Galaxies NW? We have the momentum to do it.

We have yet to even begin to discuss shows we will attend, but there is an energy and a feeling that our group is ready to drive into '25 in style and a bit of flair. We have a great group of members that represent long timers and new blood. We ended 2024 with a bang as we held our annual holiday gathering in early December. Santa was generous, and once again, we pretty much filled the rear compartment of Ross Lisle's SUV with toys. The hospital was very grateful as I am sure were the recipients. We spiced up the gathering with raffle prizes which included gift certificates to local parts suppliers, cash, and a grand prize of a wall clock with our club logo on it. It was an enjoyable event and no doubt we will continue it next year.

Speaking of enjoyable events, we paired our January club meeting with a visit to a local classic car dealership in Portland called Memory Lane Motors, which can be viewed at <http://www.memorylaneclassiccars.com>. There was a cool retro café next door called Beez Holgate Station where we had breakfast before heading next door to the dealership. We try to bring some variety to our meetings in the off season by coupling them with special activities and it is proving very popular. Many of us had not been to Memory Lane, and it did not disappoint. In fact, member Art Temps had actually purchased his '63 500 XL there. There were some 65 cars for sale which included a couple of Galaxies, including a rather nice '61 two door sedan and a '59 Skyliner. It was interesting to note that the Skyliner had both Fairlane and Galaxie badging. The list of available cars included everything from '20's cars to 80's models, including some sweet 20's and 30's hot rods. Some cars were very rare indeed, such as a '66 Pontiac Gran Prix 421ci HO-Tri-Power. I rather liked several '50s Oldsmobile and Pontiac models as well. '50's cars can be big and bulbous, but beautiful at the same time.





# Notes from the Club Secretary con't

*Paul Sherbo*

We wandered around in the dealership for about an hour and a half enjoying the classics and talking about our experiences with the variety of cars our members or their families had owned.

This was certainly one of our more fun outings. You can see pictures later in this newsletter. More excitement is on the way. We are planning some activities with NW Vintage Thunderbirds car club in the new year. That will start next month when we hold our February meeting at the local Thunderbird parts supplier called the Bird's Nest which can be viewed on line at <https://tbirdparts.com/>. Details on the meeting are later in the newsletter on page 17. I had the pleasure of visiting this business recently and was blown away by the sheer number of parts at their 24,000 sq. ft. facility. It was amazing. The building was like being in the catacombs of some European city. There are so many little rooms, each stuffed to the ceiling with parts, some of them extremely rare and many interchangeable with Galaxies. There are a quite a number that fit both Galaxies and Thunderbirds, so some of those hard to find Galaxie parts may be available through the Bird's nest.

Also, we will visit one of the private collections of cars belonging to a Thunderbird Club's members at some point as well. I likewise had the pleasure of visiting this collection recently. Holy Cow! There were Thunderbirds, a very rare Lincoln, and quite a number of Edsels! There are some cool neon signs as well. This is going to be a fruitful collaboration. As noted in the previously published November meeting notes, Thomas Przedwojewski, the president of the Thunderbird attended, and we decided to do some things together, and now we are doing just that. Here's one to put on your calendar. On Saturday, August 16th we are doing a combined Thunderbird/Galaxy night at the 99W Drive-in in Newberg. Cool stuff! I want to see those Thunderbirds they want to see our Galaxies. Let's go!

As for our own 2025 club plans, we will be soon be looking to finalize the list of shows we will attend this year. We will likely again choose 5-7 shows as club events and a number of others as optional. All in all, we look forward to an exciting year.

In this issue, we are pleased to present two members cars, starting with Bill Shearn's '61 Starliner and the story of how the car was procured. It is great to have this beauty in the club. We have not been fortunate enough to view it first hand, but Bill is working to get some items addressed on the car so he can get it out to more shows. If you are like me, '61 Starliner's are one of my very favorites. 1960 Starliner's are not chopped liver either! In fact, Bill's car is pictured next to one in the article. I'll take either one, thank you.

We then pivot to new member Blair Bell's sweet '66. This is another ride that has been in the family, so to speak, since it was new and those cars seem to always have a cool story to go with them. This one does not disappoint. I love the roof line of the 2 door cars of that year. The sweeping lines of the "C" pillar are just sexy and make the whole car look like it is in motion. We certainly have our fair share of '63 and '64 models in our club, which reflects the popularity of those years, and it is nice to feature some of the other years which are no less representative of the wonders of the Galaxie.

So, let's get to it. We start it all off with a message from the Director, Steve Thomas who gives us some insight into the person responsible for the design of the 1963 Galaxie. Good Stuff. Thanks, Steve!



## Who designed the Galaxie?

Over the years, I've had six different Ford Galaxies, two 1959's, two 1962's and two 1963's. These cars were all from the period where each new year called for an altogether new appearance, and they certainly reflected it. The 1959 Galaxies were really rolling sculptural pieces with fascinating details inside and out. The 1962 Galaxies had, to me, a certain sophistication and elegance that appeared a little bit reserved. The 1963 Galaxies, especially the mid-year Sports Hardtop, looked, I think, just plain fast.

I always wondered who came up with the design for the 1963 Fords, so I looked it up. It seems like someone has some credit coming. As it turns out, the head of Ford passenger car design at the time was a man named Joe Oros. He started at Ford in the mid 50's, and was the person who would give a thumbs up or a thumbs down to the various proposals submitted by the team of Ford designers. Often the final design approved for production would combine or refine aspects from an evolving series of proposals from the team of designers. It appears the 1963 Ford came about a little bit differently. The various designers in the Ford studio came up with some truly awful, at least to my eye, designs that fortunately never saw made production. Photos, with dates, of these proposals can be found on the internet, but a few are included below, courtesy of Dean's Garage.com and you can go to [www.deansgarage.com/design-of-the-1963-full-size-ford/](http://www.deansgarage.com/design-of-the-1963-full-size-ford/) for more info. The design that was fortunately used came almost "as is" from a single designer, James Powers. His design was OK'd almost immediately by Joe Oros. James Powers went to work for Ford in the mid 50's, and he is also known as the designer of the 1961 Ford Thunderbird. His design for the 1963 Ford seems to date to 1961, with final design/production details worked out in very early 1962, per dates on Ford design photos. The "Sports Hardtop" alteration for two door hardtops dates to 1962 in dated Ford photos. This fastback/convertible look top was also designed by Powers.



James Powers worked for Ford until the mid-60's, after which he started his own industrial design studio in California. Two of his designs that people may remember are the mechanical flip down numbers early digital clock and the Revell model company "Visible V8" plastic model car engine.

To sum things up, the Galaxie Sports Hardtop design can be entirely credited to one man, James Powers.

Steve Thomas



**Thank God none of these made the cut!**



**Member: Bill Shearn**

**Car: 1961 Starliner**

**Member since: 2010**

**Story by: Bill Shearn**

**Bill has been a long time member and we gratefully get the low-down on his car which was purchased sight unseen from Mecum Auctions**

I had been looking for an affordable Starliner since losing one that my friends and I shared in 1980's, which was equipped with a 390, and 3 speed transmission with overdrive.

The prices of restored ones that I had seen had been out of my range.

In 2022 Mecum auction had one listed as a "highly original Nevada car", an "S" code 390, 3 speed with O.D. The photos looked like a decent car, so I decided to register for on line bidding.



The day of auction arrived with me waiting for my turn. In the end I was finally bidding against one other person, and lo and behold in a few seconds it was over and I was now the new owner.

After bank transfers, I started worrying about receiving a rust bucket filled with putty to hide its flaws. But upon arrival I started checking the quarter panels, rocker panels, and fenders and found they were all perfect as was the inner 1/4 panel; they always rust. The motor looked original or rebuilt. Hallelujah!



On the seat was a note from the seller noting stating that he was the owner's good friend and that he was selling the car for the family as the owner had passed away. Being a car guy, I found this very sad as it could happen to any one of us.

I next pulled valve covers looking for sludge, and found it very clean but surprisingly, with solid lifters. I knew that Ford made Hi-PO 390 with solid lifters, so I started looking for other signs. I found 31/2" brake shoes vs 3" for standard 390, painted black aluminum intake, cast iron headers, and a 3/8" fuel line. Everything pointed to this being a rare 375 HP motor. It also had a factory dual point distributor, which I replaced with Pertronix.

Checking the VIN, I found it came with a standard 3 speed, and no O.D. Someone had done a real clean job installing it with the proper relays & lock out cable on dashboard, but taking the car for a drive revealed the OD did not work. Under car I found the OD was wired to have the OD locked out. However, after reconnecting the cable properly, I still could not get to work even though I could hear the OD solenoid clicking. The

good news was that the car really pulled hard when all 4 barrels opened up! Feels like a Z Code!



Aluminum!



No rust!





The bad news was that all the weather stripping & window fuzz was gone, and I ran into trouble with the vent window rubber rivets. I have yet to find correct replacements, and would like help on that from anyone in the club who might know where I can get them. The seat covers were dry rotted, but nice replacements were available from SMS in Canby, OR.

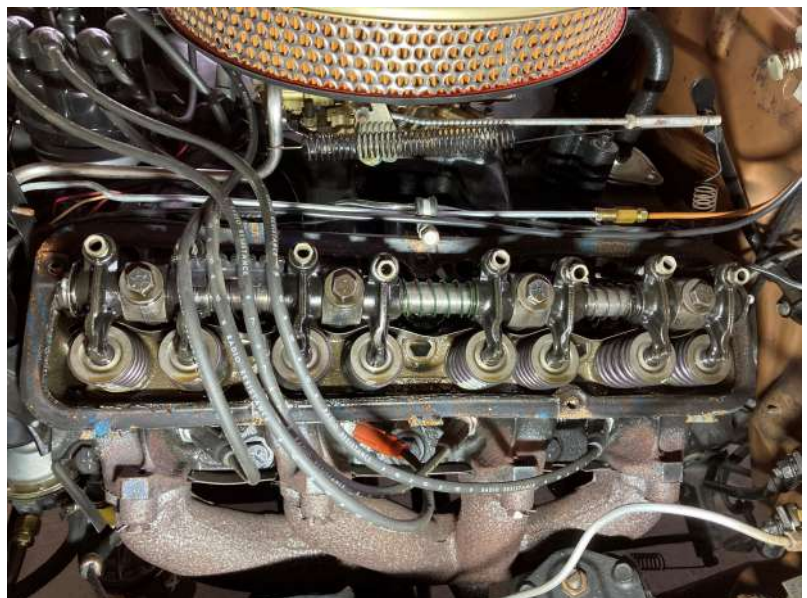
This Spring I plan on installing a Tremec 5 speed transmission. I found that Ford did offer a floor mounted shifter, particularly on the optional dealer installed T-10 four speed. So, the Tremec shouldn't take away much from the originality of the car. I currently have the interior out, but hope to come to shows with the club this year.



**Factory Dual Point Distributor**



**Incorrect! The Z code was 375 HP!**



**Sure enough, a solid lifter Hi Po motor with cast iron headers**



The 1961 Starliner is my absolute favorite car. I may not be able to afford a concours level restoration but should have a nice driver to take to club meetings that are over 250 miles away.

I have my friend in NJ working on story of our 1st Starliner. I remember as a kid the he was looking out the school bus window at a parked 1961, until he was old enough to approach the family and purchase it.

**PAUL:** We look forward to hearing that story, Bill. Please share it with us, possibly when we see you at club events in 2025? Hope so!



A look at Bill's '61 Starliner along with a '60. It's easy to understand the affection for the '61, but the '60 is pretty cool too!



**Member: Blair Bell**

**Car: 1966 Galaxie 500 LTD**

**Member since: July, 2024**

**Story by: Blair Bell**

### **New Member Blair Bell shares the history and joy of his treasured Galaxie**

My affair with '66 Galaxies goes way back to high school. My current one is the third I have owned. I bought a '66 Mustang in high school and I loved restoring it. Also, my neighbors had a '66 Custom 4 door which was a stripped-down car with a 289 and a leaky head gasket. I ended up getting it and just ran it until it quit driving. I eventually sold it and bought a '66 Custom Sedan Station Wagon from an old girlfriend's dad. I never named my cars, but all my buddies in college called it Loomis, because it was like an armored car. I drove it all through college and put 100,000 miles on that car. I



remember when the odometer turned over and went to all zeros again! I drove it all over the place. I had it during my years of going to Clackamas Community College then Portland State and finally two years down at Southern Oregon University in Ashland. I even drove it for my first job out of college. Then the transmission went out....the end of the line.

I had some wrecking company come and pick it up. I think I got \$100 for it. The funny thing was, I didn't think the wrecking company was going to show up so fast, and I didn't have a lot of money. I had just filled the car with gas, so I was out there trying to siphon all the gas out of it to put it in my Mustang when the tow guy shows up. I was taking quite a bit of time, and the guy finally says, "Hey kid, I'll give you an extra \$50 to just leave the gas in it!"



*Blair Bell gets his kicks in his highly original '66*

So I pulled the old garden hose out of Loomis, and away she went. I still miss that car. I have one picture of it somewhere. And oh yes, it had a leaky master cylinder too, so I always had to have brake fluid with me. I will always remember Loomis.

This leads us to the story of my current '66 LTD. My mom went to Oregon State, and when she and her best friend graduated, they moved to Hawaii. That is where they met their husbands and that is where I was born. When my parents got a divorce, we moved back to Oregon. Ellen, my mom's friend and her husband who I called my Uncle Jack, moved back to Oregon also. We were always close to Ellen's mother who was named Rose. Rose was like a grandmother to me. I still had my '66 Mustang, and she had a '66 Galaxie that she bought brand new from Colvin



Ford in McMinnville. She LOVED that car and was always hitting me up to help her find a missing piece of chrome trim for the rear fender-well. I tried for a while, but was never able to find it. She continued to drive the car everywhere. I remember how much we continued to talk about cars. I would talk about my Mustang and she would talk about her Galaxie. We had a connection through our cars. When she passed away, she willed the car to her grandson Mike.

Mike never appreciated the car. It sat in his driveway, pretty much left to rot. Eventually the tires went flat, and there was no car cover on it. One day I went by, and noticed the glass was broken on the pas-

senger side and there was a dent in the door. I told Mike that if he ever wanted to sell the car, let me know. It sat for a number of years, until he ended up going through a divorce and needed to clean house, so to speak. He called me one day and asked if I wanted "grandma's Galaxie". I asked him how much he wanted for it. He said that if I would just haul it away, I could have it for free. It was then he said, "I never really liked the car". I said DONE! The car went to my brother's buddy's pole barn in Oregon City for a few years, where he and I would work on it from time to time, getting it up to snuff.





*Blair Bell gets his kicks in his highly original '66*



Eventually, I had to get it out of the barn. The problem was I didn't have room for it. I also had a '68 Chevy pickup as well as my Mustang. Believe it or not, I sold the pick up to make room for the Galaxie. Funny thing was, years later I was approached by a guy who asked me if I used to own a '68 Chevy pickup, because my name and number were on some restoration notes that were given to the buyer. I confirmed that indeed I had owned the truck. He said that the lady who got the truck was his sister who passed away. He had completely restored it. He had 85K in receipts, but was willing to sell it to me for 35K because he needed money. I was really tempted to buy it back. It was lightly customized and looked fantastic.

It had a crate motor in it with only 700 miles on it. The problem was the only bay in my garage where it would fit was the one where the Galaxie lived. I wasn't willing to give it up! The other 2 spaces are occupied by my '66 Mustang, and a '67 GTA "S" code 390 Mustang coupe. That '67 is 1 of 1, according to the Marti report. It has every option, including a luggage rack on the back passenger side and much more, plus the steel wheels which apparently no other car had. So, I am all Ford.

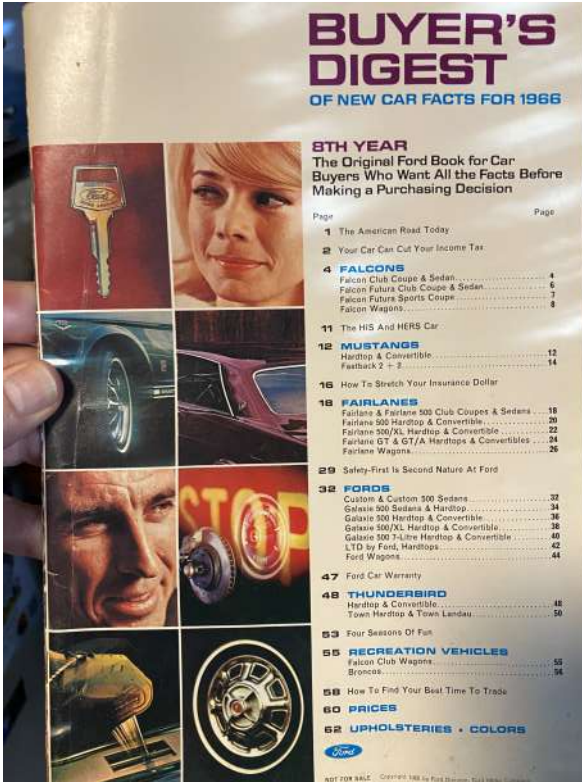


Even though I was a '60's muscle car guy, I really like that Galaxie. I still can't believe how quiet it is. I had the exhaust system replaced, ironically by the same place where the car was purchased. When I got it, it only had 58,000 miles. Today it has 65,000, so I've driven it a little over the years. The motor has never been gone through and it runs like a top. It has original paint, and I took it to a paintless dent removal place to get the dents out. I buffed it out myself. As for that missing rear trim piece, I went to the Portland Swap meet with a sign on me that said "need right rear fender trim for '66 Galaxie". I finally met a guy who had one, which was in poor shape and he wanted to fix it before he sold it. I kept talking to him at shows and we became friends. Ultimately, I managed to get the trim piece for free. I took it to a guy I found in SE Portland through a magazine who said he could fix it. He has since passed away. He charged me \$300, but he did an amazing job. It was perfect.





*Blair Bell gets his kicks in his highly original '66*



I also replaced the gas tank, rebuilt the original fuel pump and shoe box carburetor. However, the car does have a couple of upgrades. I put Wilwood front disk brakes on it after a harrowing experience of driving into Portland on highway 26. Going down the hill into the city on a super-hot day, the brakes completely faded out. I had to yell at people to let me over to the shoulder, which they did, and finally stopped the car with the parking brake. My hands were shaking. I had it towed home and it sat for 6 months before I finally decided I wanted to drive it again. So I did the brake upgrade, and I also put a bigger sway bar on the front end, which made a huge difference in the handling and body roll. Those are the only mods. In fact, it still has the plastic seat covers Grandma Rose put on to protect the original ones.

By the way, the guy who did the brakes, is Bruce Popinno who used to work



at Major Murray in Portland. His business is called Bruce's garage. It is located at 14189 Fir St, Oregon City, OR 97045. The phone is 503 313 4113. He is excellent and a Ford guy who specializes in classic cars, and the best mechanic I know. He drag races a '66 Mustang at Woodburn during the summer.

I like to buy and hold, and that will be the case with my '66. I just love Galaxies. Mine is a treasure. I love to go cruising in it, and someday it will go to my son. Having the cars I have makes me happy. Fortunately, my wife tolerates my "car problem".



At home with the rest of the family





# CLUB EVENT PHOTOS REVIEW

## *Holiday Gathering*

Another great year. What a wrap up to 2024. The group enjoyed the raffle prizes and of course the camaraderie. We shared the holiday spirit and Christmas cheer. The weather cooperated, so indeed it was Happy Holidays!







# CLUB EVENT PHOTOS REVIEW

## *Holiday Gathering*

Attendance at events was very good this year with only a couple of exceptions, but the holiday gathering always draws a crowd. We had 25 people there. Thank you all for being members of Galaxies NW and sharing your car, your knowledge and talents, and your gifts with the club.



We will look to shake things up a bit next year and maybe pick a new location or style of event. Got any ideas?







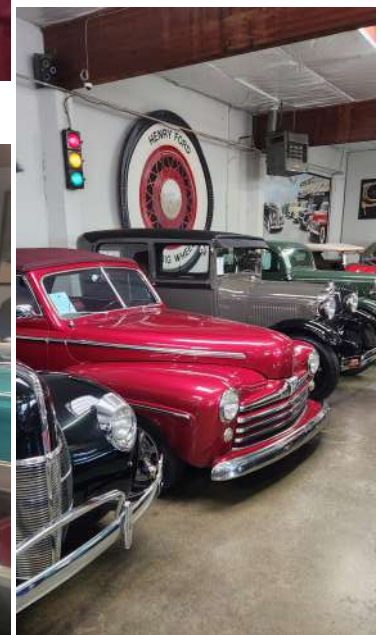
# CLUB EVENT PHOTOS

## January Meeting

Talk about a fun and new thing! The trip to Memory Lane motors was a step back in time. We had an abbreviated meeting at Beez Holgate Station Restaurant where we gathered for breakfast. No real new business was discussed because info on the 2025 shows is just beginning to come out. We will pick this up at the February meeting. Can't wait for that one! News on it is on page 17.



Ross Lisle and Steve Thomas







# CLUB EVENT PHOTOS

*January Meeting*



Art Temps and Rosemary



Kevin Forsythe , Tony Ferguson, and Rod Compton



Tony Ferguson and Bob Mesick





# CLUB EVENT PHOTOS

## January Meeting

There were some 70 cars for sale, including some pretty rare models. As previously noted, a number of us had never visited Memory Lane and that is a bit of a shocker given that it has been there for decades. We were surprised to find such a collection for sale right under our noses. The prices seemed pretty reasonable for most of the cars, but a few seemed to push the limit. No matter, we loved going to the place.







## BIRD NEST



### Our Next Club Meeting - February 8

Are you ready to fly like a bird? We will be going to the [Bird's Nest](#) as part of our next meeting on **Saturday, February 8**. As noted earlier, this place is a blast. So many goodies. I was like a kid in a candy store. For sure I spotted parts that would work on my '63 Galaxie. They also have a power brake booster rebuild shop within the facility, and there is so much more!

Located in West Linn, Oregon, the Bird Nest has been operating for more than 40 years, providing parts and services to Thunderbird owners locally and internationally. With many years of experience, the knowledgeable crew can help answer your questions about Thunderbird parts, or the cars themselves and potential Galaxie interchangeability. They have over 20,000 sq. of warehouse space filled with thousands of new, rebuilt, NOS, and re-chromed Thunderbird parts.

Matt Truax who is the owner will give us the tour and I am sure will welcome all inquires. There is at least one complete bird for sale too! Don't miss this rare opportunity to see the inside of the 'Nest. The Bird Nest is located at: **1091 Willamette Falls Dr, West Linn, OR 97068**

We will start with a meeting at the normal **10:00 AM** time with breakfast/brunch at [Lil Cooperstown Bar and Grill](#) at **1817 Willamette Falls Drive West Linn, OR 97068 (503)655-1995**. An agenda will be published shortly before the meeting. We will be joined by Matt Truax who will be our guest, and Tom Przedwojewski, who is president of the NW Vintage Thunderbird Club. After we finish our meeting, which we will try to keep to one hour max, we will then head over to the Bird Nest. It is very nearby, and it might behoove us to car pool over there from the restaurant as there is limited parking at the 'Nest. Don't miss this opportunity!





**Fun Stuff:**

Check out this fun link from Joe DeTemple on You Tube on 1960's Ford Factory Race Cars that were Street Legal <https://www.youtube.com/watch?v=cK0T8oNOGgQ> it is a great video.

1964 FORD PASSENGER CAR PRICES	
September 27, 1963	
SIX CYLINDER MODELS	Suggested Retail Delivered
<b>CUSTOM</b>	
2-Door Sedan .....	\$2,350.00
4-Door Sedan .....	2,404.00
<b>CUSTOM 500</b>	
2-Door Sedan .....	2,453.00
4-Door Sedan .....	2,507.00
<b>GALAXIE 500</b>	
2-Door Sedan .....	2,613.00
4-Door Sedan .....	2,667.00
2-Door Hardtop .....	2,674.00
4-Door Hardtop .....	2,739.00
Convertible .....	2,936.00
<b>STATION WAGON</b>	
4-Door Country Sedan-6 Passenger .....	2,829.00
4-Door Country Sedan-9 Passenger .....	2,933.00
4-Door Country Squire-6 Passenger .....	3,018.00
4-Door Country Squire-9 Passenger .....	3,088.00
<b>EIGHT CYLINDER 289* 2V</b>	
Add to All Figures Above Except Galaxie 500/XL .....	109.00
<b>GALAXIE 500/XL*</b>	
2-Door Hardtop .....	3,222.00
4-Door Hardtop .....	3,287.00
Convertible .....	3,484.00
Eight Cylinder 289* 2V - Cruise-O-Matic Transmission - deluxe wheel covers are included in these prices.	
<b>FACTORY-INSTALLED OPTIONAL EQUIPMENT AND ACCESSORIES</b>	
<b>ENGINES</b>	
Extra charge over 195 HP 289* V8	
250 HP Thunderbird 352* 4V Special V8 .....	\$ 70.70
300 HP Thunderbird 390* 4V Special V8 .....	137.60
<b>TRANSMISSIONS</b>	
Cruise-O-Matic Dual Range-6 Cylinder .....	179.80
Cruise-O-Matic Dual Range 289* 8 Cylinder Engine .....	
Cruise-O-Matic Dual Range 352* 8 Cylinder Engines .....	189.60
Custom, Custom 500, Galaxie 500 and Station Wagons .....	212.30
Galaxie 500XL .....	22.70
Overdrive - (N/A with 352* and 427* Engines) .....	108.40
Four-Speed Manual .....	
Custom, Custom 500 and Galaxie 500 (N/A on Station Wagons) .....	
Galaxie 500XL (Credit) .....	
Short on time? Ask for a quick summary	
<b>POWER ASSISTS</b>	
Power Brakes .....	43.20
Power Seat-4 Way .....	63.80
Full Width .....	
Driver Only - Galaxie 500XL .....	92.10
Power Steering .....	86.30
Power Windows .....	102.10
Power Tailgate Window-6-Passenger Country Sedans .....	32.30
<b>Air Conditioner</b>	
Ford - N/A with 500XL or 6-Cylinder	
Power Steering .....	231.70
Select-Aire (6-Cylinder only) .....	360.90
<b>Battery, Heavy Duty (standard with 427* High Perf. Engines) .....</b>	
	7.60
<b>Clock, Electric (standard on Gal. 500, 500XL &amp; Country Squires) .....</b>	
	14.60
<b>Courtesy Light Group (ash tray, parking brake signal, glove box, trunk (Cargo-Wagons), backup lights, front and rear door courtesy switches)</b>	
Custom, Custom 500 and Country Sedans ..	25.10
Galaxie 500, 500XL and Country Squires ..	14.80
<b>Equo-Lock Differential - N/A with 427* Engine .....</b>	
	42.50
<b>Glass, Tinted with Banded Windshield .....</b>	
Windshield only, Tinted and Banded .....	40.30
	21.55
<b>Luggage Rack-Chrome (Wagons only) .....</b>	
	45.40
<b>Mirror - Lefthand Remote Control .....</b>	
	12.00
<b>Paint - Two-Tone .....</b>	
	22.00
<b>Radio, AM, Push Button and Antenna .....</b>	
	58.50
<b>AM/FM Push Button and Antenna .....</b>	
	129.30
<b>Rear Seat Speaker - 500/XL Convertible .....</b>	
	13.50
<b>Rocker Panel Moulding .....</b>	
	16.10
<b>Safety Equipment</b>	
<b>Padded Dash and Visors (Except Convertible) .....</b>	
	24.30
<b>Padded Dash - Convertible Only .....</b>	
	18.60
<b>Seat Belts - Front .....</b>	
	16.80
<b>Swing-away Steering Column (Power Steering, Column gear shift, automatic transmission and 8 cylinder engine required) .....</b>	
	50.00
<b>Vinyl Roof - (2-Door Hardtop) .....</b>	
	75.80
<b>Vinyl Trim - Pleated Galaxie 500 Sedans and Hardtops (Optional at no extra charge on Country Squire) .....</b>	
	25.00
<b>Wheel Covers (std. on Galaxie 500/XL) .....</b>	
	18.60
<b>Wire Wheel Covers - (N/A with 15" wheels) All models except Galaxie 500/XL .....</b>	
	45.10
<b>Galaxie 500/XL .....</b>	
	27.40
<b>Windshield Wiper - Two-Speed Electric and Windshield Washer .....</b>	
	20.10
<b>MagicAire Heater - Delete Option (Credit) (via LPO procedure) .....</b>	
	( 75.10)

Want to see the accessory price list for a 1964 Galaxie? Kam McCormick was kind enough to give out copies of the list at a recent gathering. At left are some examples. I figure that the price for the car today if it existed would be about 17x what it was then

**Other Stuff:**

I know it is easy to forget, but if you have not paid your dues for 2025, PLEASE do so immediately. Dues are the way the club sponsors events like the above. Please send your \$25 to Galaxies NW Attn Ross Lisle, 3504 SE Claybourne St., Portland, OR 97202.



**Club Swag:** If you are interested in iron-on patches or the window decal at left, developed by member Kam McCormick, please contact Paul at [thesherbos@gmail.com](mailto:thesherbos@gmail.com). Decals free to new members.



Also, member Becca Logsdon has creatively repurposed some shirts from earlier years by taking portions of them and sewing them on the newer shirts of your choice. Contact Paul if you are interested. Proceeds go to the club treasury. Thank you for your generosity and work for the club, Becca!





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*Advertise Your Stuff Here*

**Here are our latest verified ads - These are the same as last time, as I am not able to validate them all.**

**Stan the Ford Man** in Battle Ground, Washington is always looking to buy or sell Galaxies or parts. Stan has several Galaxie wagons available, including a couple of 1960 two door wagons, and others through '67. Call Stan at 360-687-1216.

**Ross Lisle's** friend Gordon Harper has available for a 1967 Galaxie LTD the die cast 3-piece grill assembly and polished head light bezels. Call Gordon at 360-736-6434."

**Budd Bennion** stumbled across a source for wiper motors for '65 to '68's. <https://newportwipers.com/product/1965-1968-ford-galaxy/#switches>

**Budd's Classic Cars** gave Paul Sherbo some phone numbers for people who also source hard to find Galaxie parts. They are:

**Fred Brown; 970-667-8558**  
**Craig Cooley; 303-886-9848**

**Also, Bud is an excellent source for '63 and '64 parts. Reach him at [budsclassiccars.com](http://budsclassiccars.com)**

A friend of one of our members has a '71 Galaxie 500 for sale: Info is below:

Price:	\$7,500
Mileage:	62,000
location:	Kennewick, Washington
Above average condition, always garaged, runs excellent, and all original.	
Seller:	Rocky Ybarra
Messages:	(509)735-1988
e-Mail:	Rockybarr34@frontier.com



**NOTE TO ALL:** Please keep your ads current and advise if any have sold. **We will reset these next issue.**





## *Bring On Your Ride and Your Words!*

Once again, we had great contributions this month. Thank you, Bill Shearn and Blair Bell! If you are new to the club, we especially want to feature your car. Please contact Paul Sherbo at [thesherbos@gmail.com](mailto:thesherbos@gmail.com) to feature yours! We always can use more. Also, don't forget we welcome your ideas to improve the club and suggestion for activities. Also, remember that we are part of the Ford Galaxie Club of America the national club, and our members should belong to it. They love to use our articles for the national magazine . Let's do one on your car. It may very well get picked up if you are a national member. We have had many selected!



### **GALAXIES NORTHWEST CHAPTER OFFICERS**

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**Secretary:** Paul Sherbo

**Treasurer:** Ross Lisle

**Officer at Large:** Jim Gray

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