



THE DRIVELINE

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Fall 2023



The Driver's Seat

A Year to Remember

Notes from the Club Secretary - Paul Sherbo

It is beginning to sound like an old record, but one I never get tired of hearing; we did it again! As the year draws to a close, I am pleased to report that Galaxies NW had a spectacular show season. I always count the electronic files that I have from the year as a measure of our activity, and I have 26 for 2023. Most of those are from shows we attended; a number are club activities. We had club members attend over 18 shows, and while we had 6 shows scheduled as official club events, we ended up with 12 that we attended with a group of cars. There were many others that were attended by at least one member so it is safe to say that we flew the Galaxies NW flag all over our area, particularly Oregon and Washington. It is so nice that covid is becoming a distant memory.



Last year, I thought I hit the jackpot with my wife attending 6 shows. This year I counted 10! I swear that bribing her with shopping had nothing to do with it. She has really started to tune in on cars she likes. Unfortunately, they are almost all Chevy Bel Airs! I swear this will only minimally impact our marriage - for now. Seriously, I am thrilled she is so engaged.

I continue to be pleasantly surprised by how many people come up to us at show commenting about how they are really starting to get into Galaxies, and based upon our membership growth, it seems that the popularity of these big Fords is on the upswing. Some of the new members had never had a Galaxie prior to joining our club. That is encouraging to say the least.

While shows are our main activity, they were by no means our only events. An example was on Saturday, November 18, when we were pleased to be hosted by Denny Aldridge of Aldridge Motorsports and Engineering. Denny is a well-known Ford racer, having been a crew chief of both NASCAR and Grand National teams, as well as a member of the Jack Rousch engine program from 1972-1980 in NHRA Pro/stock and B/FX class. He also has a stunning collection of rare Ford cars and engines. We love these kinds of events. We learn so much about the history of Ford and the cars, as well as share information on our own experiences. There are members of our club who are expert engine builders and are a walking encyclopedia on Fords from the era. Several have owned their own shops...you can't beat experience! All this adds up to a club that is both exciting and super supportive of its members. We have already started work on our 2024 calendar of events and for sure we will be out in force again.

Our Holiday Gathering was once again a hit, and there is more on that later in this issue. We wish you all a most joyous and blessed Holiday Season. Get all the off-season work done on those Galaxies and let's keep these babies rolling strong into next year!

Member: Ken Barker

Car: 1961 Sunliner

Member since: July 2023

Written by: Paul Sherbo and Ken Barker

Ken is a new member who bought this '61 from member Ray Tope. Ray's health had been an obstacle in completing this resto-mod project. Ken was a champ when the time came for Ray to move on from the car, and trust me when I say he is wonderful addition to our club.

Ken is a friend of member Larry Propeck and it was Larry who suggested Ken might want to look at Ray's '61. Next thing you know, the deal is done and the car was on the way to its new home.

As you know from previous issues of Driveline, we love to feature cars in the "before" and "after" stages of restoration. In this case we will get to know Ken and a little of his history, as well as what makes up the nuts and bolts of his new ride....and she is a beauty getting ready to come out of the cocoon.

Ken got started with cars influenced by his dad.

"When growing up and something broke, Dad would just start in on it and keep at it until it was fixed". Reminds me a bit of my dad too. In those days it was common to do your own repairs. Ken got into the action by age 10. "I had some mechanical ability and the old man took advantage of it. I remember one time when we went to one of my Dad's friends house in our '46 Chevy panel truck. On the way there, the generator went out. While my dad was inside partying with his friend, I spotted and an old '37 GMC pickup that had a generator still in it, As a tinkerer, I took the generator out of the pickup, took the brushes and parts out of it and was able to make ours work. My Dad was too tipsy to drive and I ended up driving home. I was 10. It just sort of took off from there."



Ken's other cars include a '67 Chevelle, a 396 4-speed, where he just installed tubular A-arms, so the '61 Sunliner is not the only thing he works on. In fact, Ken really ramped things



up at about age 15. "I bought my first car, a '50 Chevrolet. I started buying and selling cars to make a few hundred extra bucks to pay for school clothes and other things when I was in high school. I sat one time about 10 years ago and started counting the number of cars I have owned. It's over 300 cars." Hearing this from Ken, I about fell out of my chair.

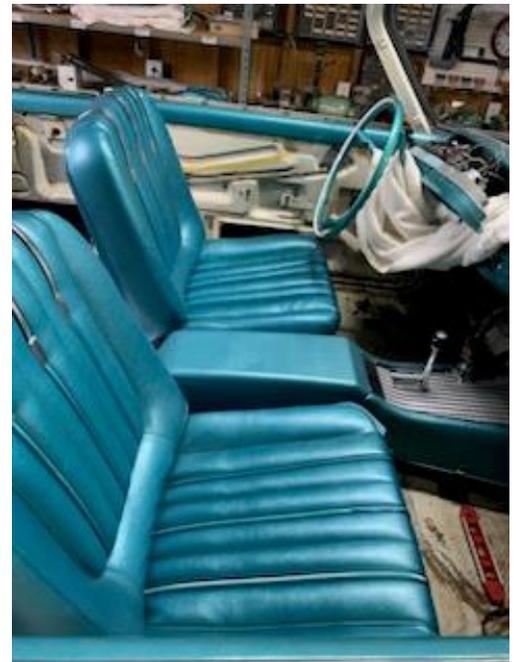
"That's not an exaggeration. I lived Salem for about 12 years. I used to go over to Capital Chevrolet. I knew the sales guys and they used to wholesale me used cars. I would buy 5, 6, 8 cars at a time. I just live a few blocks from their lot. I could pick up a car and bring it home then walk back and get another one"

Well, nothing like having a car buffet in your back yard, Ken! Pretty wild stuff. "The cars might be in various stages of disrepair, like ex-

haust or the seats needed reupholstered or whatever. I would do my thing tinkering, fix them up and resell them. We called in 'curbstoning' back then. Someone would get a pretty nice car for a good price and we were all happy. I had lots and lots of cars I wanted to keep, but you know, there were house payments to be made, and I couldn't live in the cars!

One time I had a '78 Trans Am, a '61 Corvette, and a '67 Mustang fastback. All 3 of the cars were 80 to 90% complete. Well, I got laid off from work, and had to sell one of them to make the house payment. There were all kinds of cars that could be had cheap at the right place at the right time".

I asked Ken what cars he had now besides the Chevelle and the Sunliner. "I have '79 Chevy stepside with the big block 454, It's silver with red interior, bucket seats, air, and lots of goodies. It is essentially brand new. I ordered it from the factory new. When I was dealing cars, I could get the ones the dealers just wanted to get rid of. They were all about selling new cars and not that much into used cars. You've heard of the Gypsies, right? Well, they were my competition. They wanted to buy from the dealers at rock bottom prices. I would pay a little more, and still make my money back and then some. I've always been a tinkerer and it paid off."



Speaking of tinkering, Ken is making progress on the '61. It was definitely a project with the car being mostly in pieces. There were lots of good high end parts, but in ways, the car was a bit of a jig saw puzzle. Ken didn't have that much experience with Galaxies or for that matter FE engines, so there was much to discover along the road to recovery, so to speak. "Out of



all those cars I owned, maybe there was a '65 Galaxie with a 352, or a 390 or something, but they weren't my area of expertise. When I first looked at it, I thought I could put the car together, get it running and be on my way. That is when the challenges started piling up.

It wasn't that simple. There were no transmission lines, so I needed to get those in and get fluid in the tranny. I had to fabricate transmission lines. Another thing was that the car was originally a bench seat car. Since the car was intended to be a resto-mod one conversion was that planned as part of the restoration was bucket seats with a console. The console I got with the car was actually out of a '62, so it was a bit different. I ended up having to fabricate linkage so the shifter would install in the console and work properly. All this had to be done because I had to ensure the shifter was in the right position before getting the engine started. I also had to install transmission coolant lines up to the radiator so I could put fluid in it. So there were a whole bunch of underlying things that had to be done before even trying to fire the motor. Then there was the issue of fabrication of seat brackets for portions of the bucket seats."



"Also, a conversion to 4 wheel disk brakes was part of the mods. But there were no brake lines, so I had to fabricate them to accommodate the aftermarket twin reservoir master cylinder. I had to install a proportioning valve as well. Getting that sorted out was a major pain. For some reason getting fluid to all the calipers was a problem. I am thinking I had an air bubble that I couldn't seem to get past. Finally, I opened all the bleed valves



and just let it gravity feed fluid to clear out the air. After about 6 weeks of starting and stopping, doing this by myself, I finally got some pedal on the brakes. I had a friend come

from Portland and we finished bleeding the system. I want to say that club member Bob Galli was an immense help through all of the issues I have had so far." For those readers who do not know, Bob was a former mechanic for Lincoln Mercury and eventually owned his own shop. His skills have helped



numerous club members, including me. We have so many great resources in Galaxies NW.

Ken makes a point of noting that there are a lot of new parts that were part of the planned restoration. The 9" rear drive was there, new springs, new shocks, new upper and lower control arm bushings, front and rear stabilizer bar, new gas tank, and new fuel lines....good stuff!

Some detective work by Ken paid off when he was able to locate the shop which did the motor and got some additional info from Ray and Jan Tope. The engine is a completely rebuilt 390 with a 428 crank. It has been bored .20 over which yields 414 cubic inches. The crank has been turned, and the rods reconditioned. It has goodies like roller rockers, Pertronics ignition, and a new Holley carb. Ken wanted to prime the engine oil system before starting it, but the distributor would not come out so the oil pump could be primed. Once again, Ken got Bob Galli's advice and by hand pumping oil into the oil pressure sending unit location, Ken could see that oil was flowing to the rockers. Yahoo! The engine fired almost immediately and idles smoothly. But before the driveline and brakes could be tested, the dash need to be installed. That began another saga. The gauges are proving to be another bit of a challenge. Ken believes they are out of a '62, and there are issues like screw holes not lining up, so more work has to be done there. Needless to say, taking over a resto mod mid project has required a lot of patience and Ken, like anyone has had his share of frustration. .

"If I had started the restoration myself, it would have been much easier. I have had my '79 pickup apart so many times I know every nut and bolt in that truck. This is different than working on a car that was already together but needing some work. The parts were there, but in cans and boxes and sorting it out has been a real project."

Ken is still mesmerized by this beautiful '61 and when the going gets tough, he just throws the cover over the car and walks away for a couple of weeks. "I had to do that a couple of times before or I might have fire bombed the thing." Ken's frustrated tone gives way to one of loving care however, and soon he came back to the well, so to speak. We are happy he did!

The punch list is whittling down toward hitting the road. The bumpers and grill are installed, though there are still a few pieces in the front area that need to be installed.

Sorting out the heater controls was another issue. Ken had all the switches working and controls hooked up, but ended up with an unconnected cable that had to go somewhere. A trip to his friend and fellow club member Larry Propeck's house to look at his '64 Merc revealed where it went, which meant that the dash had to come back out again and the heater box as well, because the heater box was incorrectly. Expletives were deleted from this discussion.

We are at the fine tuning stage now and the first trip up the road is coming soon. We are excited for the grand reveal. Bring it on Ken! This car is going to be a stunner. A little research revealed that 44,614 convertibles were built in '61. Given the cars relative rarity and the fact that most of the '61's that I see are Starliners, it seems that we won't see many other convertibles like Ken's at shows. I make a bet that this beauty will be the hit anywhere it goes. Once again, we have a new star in our Galaxy or should I say Galaxie. Hopefully I can speak on behalf of the club and say either way is just fine by us!



Member: Garry Goodwin

Car: '63 1/2 Mercury Super Marauder 2 door fastback

Member since: August 2023

Written by: Garry Goodwin

Editor's Note:

Here we go with another one of the in-process goodies. This time it is a super rare '63 1/2 S-55 Super Marauder. Ever seen one in the flesh? I haven't until now. Garry joined us this year and what fun this is going to be. The car is moving along one step at a time, and we are like kids waiting for Christmas day to open a present. We love having Merc's join the family. They are like cousins and not once-removed, because they are close to our hearts. The elegance of these well adorned and usually more expensive rides is always attractive and dare I say intriguing, particularly when it comes to checking out the differences and upgrades on the Mercury. High performance Mercury's go back a ways, though, so I thought it would be fun to explore a little history of the more performance oriented Mercury's before we jumped into Garry's very cool story.

Even in the old days of flatheads, their engines were usually larger and higher horse power than Fords. I suppose part of that was luxury, part of it was probably needed to motivate these heavy beasts. All those features and chrome adds up in weight.

The picture at right is tell tale regarding the seriousness Ford placed early on



with high performance Mercury's. Ford's first 400 HP engine was called the Super Marauder.

The standard Mercury 430 - with a bore and stroke of 4.3 by 3.7 inches (109.22 x 93.9 mm) and a 10.5:1 compression ratio courtesy of a single Holley four-barrel carburetor - was rated at 365 hp. Though it was ten ponies less powerful than its Lincoln-spec counterpart, the engine still delivered an impressive output figure, especially for 1958.

But Mercury engineers had something in their sites . They wanted to develop a beast capable of taking on the competition and were intent to juice up the motor with enough muscle to

Editor's Note Con't:

take on the limited-edition, 390-hp Chrysler 300C introduced in 1957. Their sights were set on developing the first American production V8 capable of delivering 400 hp. The sought after goal was reached, thanks to performance engine builder Bill Stroppe. He added 3 –2 barrel carbs and a special aluminum intake, and bingo! 400 horsepower was on tap. The engine didn't even need a cam upgrade to make the grade.

I saw one of these in what was called the "Turnpike Cruiser". It was a barge-sized luxu-liner that no doubt suffered from being overweight for a true performance car. However, I'm sure it made for delightful high-speed cruising. Just open all those "duces" on the freeway, and I am sure the fence posts would start to become a blur....and all the time you likely felt like you were sitting in a lounge chair in your living room.

The 430 Lincoln-Mercury engine was finally superseded by the Ford FE performance engines. In fact, Mercury installed 406 4V and 6V engines in full size cars in the last half of 1962 production and the first half of 1963 production.

Mercury installed 427 4V engines in full size cars in the last half of 1963 production, and all of 1964. A 427 4V was available in 1965, but it is unknown if any were actually installed.



A sample Siuper Marauder 427

Also, Mercury installed 427 8V engines in full size cars in the last half of 1963, all of 1964 and 1965. In March 1963 Mercury officials talked about creating a "Light Weight" 427 Mercury, but the car never saw production.

So now that we have some background, let's dive into Garry's in-process car. As we often do, we will do a follow up article when the car is finished....before and after magic!

Garry's Story:

I bought the car 32 years ago from Jim Cherington from C s machine for \$100.00. We were having a discussion about a 1965 marauder I had and he said he had a R code 63 1/2 car and I thought he would want a bunch for it but said \$100.00 so I thought I would look at it. It had no title and was in the name of Mike Johnson Sr. of Portland Speedway fame . Jim had got it for doing some machine work for Mike Johnson Jr. when Jim worked for Dutchies in Orchards, Washington .



It was striped of all parts and had no rear end in it or rear window and had sat under a tree for 20 years. That is why it needs the trunk and bottom of quarter panels replaced. Likewise, the pans where the passengers in the rear seat put their feet need work. I have replacement panels out of other cars I got from Dan the Merc man in Milwaukie, Oregon years ago. It did

have the 4 speed console like Galaxies have and I thought if I couldn't get a title I could get my money back from it . Mike Jr. didn't want me to contact the mom to get info to where Mike Sr. died in Canada to get death certificate to be able to get a title here. It took six months and she finally signed off on it and I got a title. I have talked to Mike Jr about getting the parts, but he never gave me a price and acted like the stuff was gold plated so I didn't follow up.

I later found out that Mike mom got remarried and Mike Jr. had the parts stored in her garage and he was asked to remove it and didn't. She and her new husband got a dumpster and hauled it all to scrap except the original heads which I bought from Jim's brother for \$400.00 the next day after buying the car . That is right...4 times as much as i paid for the car but they were





the original heads and I wasn't going to find them anywhere else. We put a 31 spline rear end in it to move the car and it has been in dry storage for 32 years. If you had to pay \$100.00 per month for that that would be near \$40,000.00 in storage fees then you have to add the money spent to get and build the car and transmission! We got a numbers matching block out of Michigan but it had to be sleeved in all 8 holes and decked . Jim at C S did the work and he leaves a ledge for the sleeve to sit on. We put 9.6:1 factory boat pistons in it and polished the rods and ARP bolts. We installed an Oregon Cam 306-310-/559-574 solid cam and Kens rocker stand braces and heavy duty rocker shafts and lock nuts on the adjusters.



We did 5 oil mods and added an 8 quart steel oil pan and windage tray . In the heads we put 2.19 intake valves but did not do port work because they were original. We ran the engine on stand for break in and it runs on regular gas .We do have a video. We have the 4 speed trans rebuilt and have the clutch ,bell housing, etc., ready to go. We did find numbers matching dual

4's intake and long cast iron headers and Kh 15 inch wheels and had some 7 inch wide for rear. We are putting steel red wheels with poverty hub caps. We are going to run the Galaxie tear drop fiber glass hood and fiber glass front bumper and remove the inside



headlights and install screens.

We are painting the stock hood and the tear drop one. We are running the tall air cleaner so need the tear drop hood for that.



We are not cutting anything on the car so it could be taken back to original for the next owner when I pass away. It been said that Galaxie made 4800 427 cars in 1963 and Merc made 57 including a couple station wagons one for Parnell Jones to tow his race car and a couple 4 doors. The records burned in the factory in 1967 so some of the numbers are unclear. Kirk Dillery from the Marauder web site said it is one of three documented known to



exist. I got a Marti report and because of the missing records could not say for sure, but did say it is possible its one of three red 427 mercury cars made that year. Anyway, it is certainly a very rare car. I hope to get it off the frame one of these days but it scares me and I have no lift in my shop to do that work. By the way, Ken Heard from Oregon cam has a black Super Marauder with red in-

terior. Two of the three known to exist are in the same town! Ken's is factory high compression and requires race fuel so he doesn't drive it much.

Editor:

Well Garry, we hope you get this baby together in the near future, rotisserie or no rotisserie. No doubt it will be a show stopper, and a great addition to the others we have in the club. Better get that trophy shelf ready when this Super Marauder hits the road. You are going to need it. Meanwhile welcome to Galaxies NW. We are truly proud to have you in the club!





Meeting notes were published earlier on this club meeting and outing. Here are some more pics. What an incredible event! Thank you, Tony Ferguson for arranging the meeting, and thanks Denny for hosting. This was one of our best gigs! We won't forget it.



One of the most memorable gatherings we have had in recent memory was held December 3 at the Road House in Gresham. A highlight was when our Director Steve Thomas gave a speech about how the Ford Galaxie is retaining popularity and how fun it is to own one. which will always be treasured.

We had 28 attendees, and everyone seemed to really enjoy themselves. Hearing the car stories was half the fun, but the best half was being together as a club and sharing the world of Galaxies. We are there for each other, and it is evident.

Group pic from bottom left moving to right: Ray and Jan Tope, Marilyn Lisle, Bob Mesick, Chuck Walston, Linda and Jim Gray, Delbert Tucker, Alan Day, Sharon Day, Karen Thomas, Steve Thomas, John Ehlers, Bob and Letta Galli, Paul and Judy Sherbo, Julie Stroock, Rod Compton, Amy Mesick, Wren Duffy, Joyce and Lee Klinski, Dean Rychlik, Ross Lisle.





Last year the weather was a problem, but this year all was clear and as usual, thank you to Linda Gray and Judy Sherbo who did most of the organizing of the event. The ladies all got lovely gifts. Nice job, girls! Everyone seemed to really enjoy themselves.

As shown below, we collected LOTS of toys for Doernbecher Children's Hospital. Great job, everyone!



UPCOMING CLUB ACTIVITIES

We will hold our next meeting on Saturday, January 13 at 10:00 AM location will be announced by email shortly.

Please come prepared to continue discussions about club activities for 2024. We have some good input already, and want to continue to move toward finalizing our schedule.

Check out this link for a fun look at getting this 1959 Galaxie going. Thanks Bill Pugnetti for providing this!

[On The Road After 44 Years! 1959 Galaxie 500 SURVIVOR - YouTube](#)



HELPFUL LINKS:

Club Website: www.galaxiesnw.com

National Club Website: www.galaxieclub.com

So-Cal Galaxies Vin Decoder: www.so-calgaxies.com

Bud's Classic Cars (Parts Resource) <https://www.budsclassiccars.com/>

Crites Classic Auto Parts (Parts) <https://critesperformanceparts.com/>

CAR CLUB PATCHES



RED CAR PATCH
3.5" X 3.5"



MAP PATCH
5" X 4"

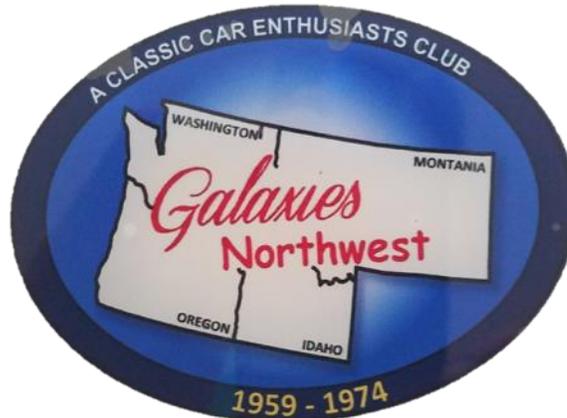
EITHER PATCH IS \$10.00 EACH

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(YOUR DRY CLEANER CAN SEW THEM ON AFTER YOU IRON THEM IN PLACE)

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ADDITIONAL DECALS COST \$10.00 EACH

Contact Ross at ramjl49@comcast.net



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Here are our latest verified ads

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. He also has for sale an original hi-po intake manifold for a 428. He is asking \$1,000 for it. Pictures below:



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

Let us know if you have parts or a whole vehicle to sell.



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Your Car in the Next Issue?

Don't forget that we are always looking for material for the newsletters and welcome your feedback on any issue. **We love to feature member cars, so don't hesitate to contact Paul Sherbo if you are willing to work with him to do an article on yours.** We also appreciate suggestions and material that you might offer for future issues. Show 'em off!

