

News to Cruise



December 2020 Rollin' Oldies Newsletter

Keep Your Batteries Charged

By Lou Dupuis

Thank you to President Faller and all our club leaders for working to keep the club moving forward during a very difficult year. Club activities and car shows changed dramatically, and often at a moment's notice. The Newsletter was a bit sparse, also reflecting the times.

I'll am looking forward to seeing everyone next year and resuming more normal activities. Remember this winter to start your cars, warm-up the oil, and keep your batteries charged.

Cruises, Shows, and Activities

By Cruise Master, Tom Hinckley

January

Jan. 15 & 16 -- Rich Baily says the Winter Rod and Speed show in Albany is still on. See their website for an application to register early. (As of Dec. 7 their website says it will proceed – Ed.)

ROLLIN' OLDIES GENERAL MEETING DECEMBER 2020

The general meeting was cancelled due to Covid 19.

Ford vs Ferrari

(If you haven't see the movie, it is fun. Here is some background information from the Ford website. – Ed.)

A sparsely worded newswire release was issued on May 22, 1963 noting, "Ford Motor Company and Ferrari wish to indicate, with reference to recent reports of their negotiations toward a possible collaboration that such negotiations have been suspended by mutual agreement."

A month later, the High Performance and Special Models Operation Unit was formed with the mission to design and build "A racing GT car that will have the potential to compete successfully in major road races such as Sebring and Le Mans." Their first job was to identify a team that could build the cars. As project engineers, they chose Eric Broadley, whose Lola GT was considered groundbreaking, and John Wyer, who had won Le Mans with Carroll Shelby driving for Aston Martin as the race manager.



By April the first car was completed, and was quickly shipped to New York to be used for a press conference prior to the Mustang launch.

Disappointments were soon to follow. While the Ford GT40s were undoubtedly fast, endurance was an issue at all of the races. The suspension let loose in Nuremburg, and while they led for a portion of the race at Le Mans and driver Phil Hill set a lap record, the Colotti gearboxes gave out under the strain of the speed and number of shifts required to complete the loop. All three Ford cars were out of the race 12 hours into the required 24. The decision was made in Dearborn to move the work back to the US, with Carroll Shelby given operational control and Roy Lunn engineering control.

December Birthdays

Susan Krumwiede	4
Kevin McVeigh	6
Ruth Hammer	20
Mary Stockwell	22
Linda Meredith	25
Bryan Covell	25
Wayne Grant	27
Mike Peterson	28
Carol Steele	28
Kitty Hubbard	30

December Anniversaries

Jim and Linda Stinson	8
Tom and Lynn Hinckley	27

January Birthdays

Toni McMillen	1
Roberta Walter	2
Sharon Pleu	8
Jack Davis	16
Leroy Garrettt	17
Tracy Franell	18
Ethel Gray	20
Phyllis Smith	24
Valerie Claussen	25
Don Hammer	26
Verle Steele	28
Sheila Peterson	30

January Anniversaries

Mike and Lori Halsey	23
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Rollin' Oldies Officers



President: Dave Faller 541-926-0098



Vice President: Carol Hood 541-926-3467



Secretary: Lorna Sebastian 541 791-3301



Treasurer: Linda Meredith 541-570-1797



Historian: John Wood 541-929-6936



Cruise Master: Tom Hinckley 541-926-6564



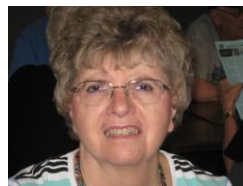
Sargent at Arms: Verle Steele



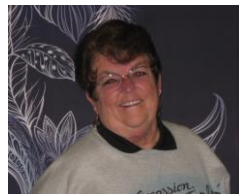
Web Master: Don Hammer



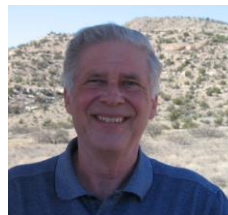
Hospitality: Dottie Anderson 541-974-6604



Membership: Sheila Peterson 541-619-9399



Salem Council Rep: Carol Hood 541-926-3467



Newsletter Editor: Lou Dupuis 541-207-3751
7945 NW Hope Drive, Corvallis OR 97330

lou.dupuis49@gmail.com