

1964 Plymouth Fury.....LARRY & LOUISE GAMMON

I guess the beginning is a great place to start a story? After selling my customized 1955 Plymouth 2 door hardtop, which incorporated an early DeSoto hemi powerplant, 1960 Chrysler boomerang tail lights & a mid fifties Pontiac split rear



bumper, painted cobalt blue metallic among other mods, my thoughts turned to something newer & more powerful! I really liked the looks of the 1964 Dodge & Plymouth B bodies but initially couldn't decide which looked better. Since the Plymouth Fury had a slightly shorter wheelbase than the Dodge Polara & a much better sounding name, I was persuaded to focus on the Fury as my first brand new vehicle. The fact that my father worked at Renfrew Motors, as it was called back then, was



also a factor in choosing the Plymouth over the Dodge, as he recommended a certain salesman that was knowledgeable & honest. I still remember his name, Jimmy Anderson! What a great guy! Armed with a down payment borrowed from a friend and a commitment to sell my soul to Industrial Acceptance Corporation for a period of three long years, even with the outrageous sticker price of \$3,800.00, my mind was made up & I ordered the car from Renfrew Motors in the fall of 1963! It was to be a two-door hardtop equipped with the 383 four-barrel, 330 HP engine, four speed Hurst shifted manual tranny with console, bucket seats, painted Nassau Blue Metallic with white side trim. Back in the day outside mirrors & seat belts were options I didn't need! The days to follow passed much too slowly as I waited in great anticipation



for the delivery date to arrive. When eventually that phone call came on November 5th, I rushed to the dealership to bring home my very first new vehicle. The drive home could only be described as completely awesome, rowing through the gears while that powerful 383 hummed along! There was, of course, that wonderful new car smell!

In 1965 Louise & I were married, so the Fury became our wedding car (some dumb ass at our reception crossed all the plug wires as a joke, now that was hilarious) transporting us on our honey-





COLD
WAD

NORTHERN
CALIFORNIA

BFGOODRICH
Radial T/A

BFGOODRICH
Radial T/A

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moon trips to exotic places like Pincher Creek and Banff!

Over the years the Fury became our daily driver, its longest trip being from Calgary to Windsor where it was born, then to Niagara Falls, eventually towing tent trailers for camping, with our two daughters on board. When my employer provided a company car at a later date, the Fury still served as a daily driver for Louise. The first car show we ever attended was the "Authentic Northern Mopars" first annual at Deerfoot Mall in 1990 where our Fury was awarded second place in the "Best Dodge" class. Huh? This error was eventually rectified by the club! I joined the club around that time & the only current member that I recall is Mark Levorson.



After a few fender benders, a repaint in 1980 something & rebuilding the engine .030 over, adding Max Wedge exhaust manifolds & complete exhaust system, a Max Wedge type hood, I decided recently to replace the quarter panels, wheel housings & trunk drops with brand new AMD reproduction panels. (Rust bubbles were starting to appear around the wheel wells). These AMD panels are awesome! Naturally I wouldn't go to any shop other than club members Terry & Josh Levair's Investment Vehicle Restorations in Granum, to have this accomplished. This is the third vehicle Terry has painted for me, including my '69 GTX



convertible & '56 Fury. The '64 Fury was repainted in the original hue of Nassau Blue Metallic base clear & appeared at the recent Nifty Fifties Spring Thaw show on April 20th at Heritage Park in Calgary. Thanks to Terry & his crew for their fine craftsmanship, Jamie Phillips & his Dodge Ram for hauling it home & Wayne Harris for all his help in reassembling my Fury! Summer cruising & car show season, here we come!

LARRY.

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