

# Moments in CAC's past

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Sometimes there were tent displays for special new models that came out including the Chrysler PT Cruiser and 2003 Ford Thunderbird. Some of the classics under the big tent included a Panther Pink 1970 340 Dodge Swinger, and a 1947 Ford Sportsman.

**See You at the Races:** We've also had our fair share of sporting event cars appear at the show. Past race cars included, Tom and Trish Mc Greer's Subaru WRX rally car, Chuck McKee and Don Lethbridge from Canadian Vintage Modified Racing. Ron brought down his latest Dodge for display at the 2005 Classics against Cancer show. Canadian Tire Racing has also had their team cars on display.

**Star Attractions, Hot Music:** The music is a big part of the show experience and some of the bands we've had over the years included Men without Hats, Rolly Rocker & the Hemi Heads, Ken Tocher's One Man Band, Choclaire and Bishop.



Keith Sim of Glen Williams and his 1934 Studebaker at the 2013 Classics Against Cancer Car Show.

# The Muscle Car Era began in 1964

By **PATRICK SMITH**  
*Classics Against Cancer*

Most enthusiasts consider 1964 to be the start of the muscle car era. Essentially, the idea was to take a mid-size car, install a full-size car engine and perhaps some enhanced mid-size car brakes.

Sometimes the suspension was tweaked a little as well or a special manual transmission choice was offered. The result was a faster than average car that was affordable enough that even a grocery clerk bag boy could manage monthly payments on it.

The first two cars that can honestly claim to be muscle cars were the Pontiac GTO and Plymouth Barracuda. The Mustang, by virtue of being a disguised Falcon compact, started another separate trend called the Pony Car. It was another important revolution in automotive history.

Sales of these souped up intermediates were strong enough that other companies took notice and made their own corporate hot rods. By the end of the year, you could get

an Olds 442.

1965 was the year of escalation. Suddenly you could get a Buick Gran Sport, Chevelle SS 396. Across the street, Chrysler had Satellites and Polaras running with big engines under the hood. Ford had their Mustang and Fairlane which later became a NASCAR star as Torino.



For 1966 the street hemi was offered in a Dodge Charger and the Plymouth Satellite. By 1967, the pony cars had caught up to the high performance revolution with Barracuda, Mustang, Firebird and Camaro all offering engines over 380 cubic inches.

By 1968, a return to economical performance emerged with the Plymouth Roadrunner and Dodge SuperBee offered as base cars with the hot hardware and no extras. At

the other end of the scale, you could buy a Hurst/Olds with a special 455 ram air V8, custom paint and a bunch of extras for a price rivaling a Corvette.

Most fans consider 1970 to be the apogee of factory performance cars as General Motors relinquished their self imposed cubic inch/body weight restriction. Suddenly, every mid-size car had an engine available that was over 400 cubic inches. Chrysler went one better and offered the 426 hemi and 440 Six Pack in their pony cars, Dodge Challenger RT and Plymouth 'cuda. Ford offered the Boss 302 and 429 in the Mustang and even American Motors got in the act with their Mark Donahue Javelin and AMC Rebel Machine.

1971 heralded a drop in compression ratios which weakened horsepower. Sales were off sharply as well.

By 1972, the real big monsters were on the way out or already gone. It was left to the small block engines to carry the banner. By 1975, the muscle car era had gone. Vanning was in along with imports and unleaded gas.



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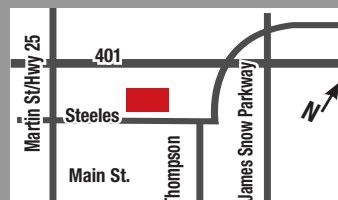
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