

FOREVER '57



Volume 6

Issue 4

April 2008

STROKER '57 FORD



**Bigger !
Better !**



Fitting the Big Rubber

Fairlane



Speedmaven : the Series

Table of Contents

- 3 In My Corner - - - Editorial
- 4 Calendar of Events
- 5 In the Shop
 - Fitting Big Tires
- 9 Retirement Plan
 - Jim Nolan's Fairlane 500
- 12 On the Web
 - A guide to `57 Ford sites
 - `57 Resources
 - Sources for `57 Ford items
- 16 Speedmaven `57 Build Series
- 19 Event Coverage
 - FFW Pacific Nationals 2007
- 21 Stroker `57 Ford
 - James Potter's former street machine
- 26 Tail Pipe
 - Last page, announcements



FOREVER `57

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This is a temporary address until I acquire a PO Box. Watch for the new address soon.



9 Retirement Plan



21 Gone but not Forgotten

In My Corner

Editorial by James Potter

As I sit here writing this editorial, the March issue has just been uploaded. I have seen this month, just how quickly time can get away from you. I wound up being a bit late on the March newsletter because of a hectic schedule. There just wasn't enough time in the week to get everything done. So, this month, I am getting a head-start, trying to make a conscious effort to be sure this issue gets out in a timely manner.

Along those lines, I have also seen that you have to make time for everything. You have to compromise so that everything and everyone receives your attention. Over the last month or so, I haven't worked on my '57, so that I could let my wife have a weekend off to go to a Ladies Retreat, or so that I could go fishing with my kids, mow the lawn, or any number of other necessary activities. I have dropped back to parts buying status on the old '57, so that I can spend a little time building a better relationship with my family.

Lately, my oldest son has expressed an interest in going to the track with me, or to shows, or just hanging out in the shop. I had bought an early Ford Maverick just before I bought my '57, mainly just to have something old to play with. I told him that he could have the car, with the proviso that he do the work, and keep up his grades, and his regular household chores. Since it runs, and is closer to being finished, we have started getting it ready to paint, and he has already torn down his first engine to get ready to build. The car presently has a 200 6 banger, which is being canned for a 302 and automatic. We are having a great time doing the father-son thing, and getting a cool little car to boot. We will do a little slow bracket racing with it, and when he is old enough, I will let him have it outright. He is only 12 now, so he has plenty of time to learn the ins and outs of the car, plus he will learn to drive in it. It will really be his, once he does all the work on it.

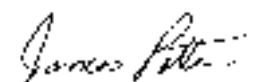
I will still be attending the events this year, but unless I can clone myself, my '57 won't be

driveable in time. On the other hand, I have bought a running 292, which I could install and get around with. For certain though, the Twin Turbo 292 won't be done this year, probably sometime in early 2009.

The point of all of this rambling is that you have to have your priorities in order. I used to be one of those people who claim that the car hobby is a lifestyle, that it is the "be all, end all" of life in general. Since I am growing ever nearer to my kids leaving the nest, and even more importantly, and to my own end, I have begun to see what is really important. Don't get me wrong; I still love my cars, but I now see them more as a toy, instead of a necessity of life. My wife and kids seem to like me more now that I have made that realization.

Moving on, the spring event season is now well underway in some parts of the country. The number of all Ford events has dwindled a bit this year. FFW has begun allowing a "Battle of the Brands" at some of their events, in the evenings. The World Ford Challenge is no more. The Ford Expo, remember went to the NMRA a couple years back, but is still a Ford event. As long as there remains a major event we can piggyback onto, we will, but at some point in the future, we may have to organize our own stand alone events.

Be sure to watch the event calendar, and if you have anything you want to add to it, try to get it to me by no later than the 15 of the month. These are your resources, use them. If there is something you would like to see in the way of a project, let me know. I may be doing it myself, or someone else has and documented it. Otherwise, I may research it, and undertake it myself if it seems doable. There is always room for improvement, and with the help of the membership, it can only get better. Participation is what makes a club grow, and you guys are the cream of the crop.



Events 2008

May 4 Sacramento, CA

6th Annual Ford Lovers West Coast Nationals
Bracket Racing - Car Show _ Swap Meet
Sacramento Raceway
Ford or Ford powered only

Info: <http://www.fordlovers.com/>

May 2-4, Baytown, TX

Texas Thunder Fun Ford Weekend Nationals at
Houston Raceway Park
All-Ford drag racing, car show, manufacturers' midway,
and swap meet.

Info: American Autosports Productions, P.O. Box 911,
Denham Springs, LA 70727; 225/664-0996; www.funfordevents.com

May 23-25, Belle Rose, LA

Cajun Fun Ford Weekend Nationals at No Problem
Raceway.
All-Ford drag racing, car show, manufacturers' midway,
and swap meet.

Info: American Autosports Productions, P.O. Box 911,
Denham Springs, LA 70727; 225/664-0996; www.funfordevents.com

June 6-8, Carlisle, PA

All Ford Nationals
Carlisle Fairgrounds, All Ford show and swap meet.
One of the biggest all Ford events in the country.
Info: <http://www.carsatcarlisle.com/ford/index.asp>

July 27, 2008 Cincinnati, OH

28th Annual All Ford Show
Location: The Streets of West Chester, West Chester
Township
Host Hotel: Comfort Inn at Union Centre call 513-645-
1700

August 8-10, 2008 Fort Worth, TX

19th Annual Yellow Rose Classic SW All Ford Nationals
Contact info coming. . .

August 29-31 Columbus, OH

NMRA Ford Expo
National Trail Raceway
Heads up and Bracket Racing
Car Show with mini meets galore
Large Swap Meet and Vendor area
Nostalgia `78 racing and Y Block Shootout

Info: <http://nmracing.com/events/event6.php>

September 19-21 Fontana, CA

6th Annual Pacific Nationals
FFW event, but be advised this is an all-run produc-
tion, ie Ford-Chevy-Mopar will compete
Heads up and Bracket Racing
Car Show

Info: <http://www.funfordevents.com>

October 5-12 Gulf Coast MS

Cruisin' the Coast
Cruise on 26 miles of beach highway in 6 towns
Car shows everywhere there is a parking lot
Swap meets at dragstrip and colliseum
Drag Racing
Casino entertainment
Classic auto auction

Info: <http://www.cruisinthecoast.com>

More Next Month



FITTING THE FATTIES

Text and Photography by James Potter

Nothing says "HOTROD" quite like a rear fender opening stuffed full of big rubber. Trouble is, sometimes the car designers didn't really have that in mind when putting pen to paper. Still you can't deny it, it does look good, and whatever work that is necessary to fit the big skins, has to be worth it, right?

One of the most common questions concerning the '57 Ford is how to get a big tire in the small fenderwell. From my own experience, you can put a good size tire in there without cutting anything. I have had a 15 X 8 Weld Pro Star with 5.5 inches of backspacing and a 275-60-15 on an uncut Custom 300. Now, on my present Custom, I have plain 15 X 7 black steel wheels with 255-70-15. They look great, but still will be replaced with flash when I get ready for new wheels. The subject of this article is how to get the big tires in there. There is some amount of cutting and welding involved, so be sure your fabricating skills are up to snuff before diving in.



After a bit of slicing and dicing, the 295-50-15 radials fit well. In retrospect, I should have went with 295-60-15s.



This is what I started with. I originally had bought a set of 15 X 8 Pro Stars with 5.5 inches of backspacing. The 275-60s fit ok, but the wheel was shallow, and I didn't much like the way it looked. So, I ordered a new Moser rear housing, 55 inches axle to axle, or 2 inches shorter than stock. I also ordered 31 spline axles to match up with my new Detroit Locker. To be honest, the work involved in mini-tubbing the car was not much less than tubbing the car for really big tires. It's all in what you want I guess, as I was really into the 10 inch tire racing thing when I did this project. As with any project, be sure this is what you want before you commit.

The first cut is always the worst, being essentially the point of no return. The first thing I did was to cut the trunk floor almost completely out, since the dropped section in the center would interfere with my soon to be narrowed rear frame section. I cut the wheel tubs offset from the center, about two inches to the middle of the car from the center seam of the tub. After that, I cut the floor over an additional 3 inches, following the original shape of the removed section. I used another set of inner tubs from a parts car. I cut it right at the seam, so that when assembled with the existing half, it will be a little more than three inches wider, allowing a pretty big tire. If you work your backspacing and move your leaf springs in, you can fit up to a 14 inch wide (section width) tire inside. I ended up with another pair of Pro Stars, this time with 4.5 inches of backspacing, and the 295-50 tires. To get them in there, I had to get the frame rails and leaf springs out of the way. That was the hardest part.

FITTING THE FATTIES



The key to making this all work is to eliminate the portion of the frame rails in the rear, that kick toward the outside of the car. I did a bit of measuring, and found that with the frame moved in, I could fit more tire than I really needed.

I started by cutting the frame rails off at the top of the arc, directly above the centerline of the rear housing. I had to pie cut the frame on the inside, underneath the square metal in the photo. That was originally there as a plate to weld a new shock mount to, but I changed my mind. Once you have the frame rail pie cut and rewelded, the frame section is now running straight fore to aft. You can then insert a section of 2X3 rectangular tubing into the end of the rail and weld

it solid. Remember to measure twice and cut once. Since the leafs will need to be moved inboard, you will need to fabricate the forward spring mount, as well as a new spring shackle hanger for the rear. I used sections of the 2X3 tubing for this as well. Notice I cut holes in the old frame rails, and fill-welded them for extra strength. Once the rails are welded back together, the frame is as strong or stronger than before. I put several very hard passes at the dragstrip, besides beating on it on the street, never any flex.

I used a new shackle kit from Concours Parts, as well as a leaf spring rebuild kit. In the process of rebuilding the springs, I cut down an extra leaf from a spare set, and added it to the leaf pack, for a total of 5 leafs. I believe this helped it out a lot.



I did a little searching, and found that a set of the old Southside Lift Bars made for a `64 Galaxie would fit the `57. These things work. It's too bad the company went out of business. This heavy old Ford, with worn slicks cut a 1.62 60 foot time, so evidently they were working pretty well.

I rebuilt the wheel tubs before doing the trunk floor, since I new they would take the most time. You will need several welding clamps or some Cleco pins and tool. I used about 7 or 8 clamps, and worked slowly, starting at the back and working forward. The forward edge is where you will have to add the most metal, since the cut won't match up very well. Take your time, and stitch weld a couple inches or so, going back to fill in the gaps after it cools. This will

FITTING THE FATTIES

keep the metal from warping, and causing further fitment problems. There is a brace that welds in at the package shelf. This part will need to be trimmed to fit the wider tub, and welded back in. The brace that mounts the trunk hinge can be welded back to the tub at this time. Once all this is done, you can put your back seat in, and no one will know that you have done it, except that your fenderwell now holds a much larger tire.

Once you get the tubs back together, you need to grind down the metal and get it protected. I used regular paint, and followed it up with some POR 15. Rubberized undercoating also works if you want the quieter, insulated coating.



You may opt to use a stock style gas tank instead of a fuel cell like I did here. If so, you will have to fabricate a dropped floor and mounts for the tank. I tried a Granada tank, and it worked out fine, but since I was intending to do some drag racing, I went ahead and redid the floor and installed a well to set the cell down into, versus installing the cell flat on the floor and really wasting more space than necessary. I also mounted my battery in the trunk, which used up even more space.

I used flat sheetmetal, and cut a square hole the same size as the O.D. of the cell. I then cut and welded sheetmetal together to form a box which I welded to the underside of the new trunk floor. I then cut out a slot for the sump of the cell to slide through, protecting

the sump, the lines, and the fittings. Once it all fit like I wanted it to, I took the cell back out and welded the floor into the trunk, eliminating the fuel filler tunnel at the same time.

Now was the moment of truth. I had already installed the gear and aluminum driveshaft earlier, and rebuilt the rear brakes as well. With the new wheel/tire assemblies ready to go, I jacked the car up and slid them into place. Because of the shape of the original fender opening, it is still a little rough getting them in there without disconnecting the shocks, but they went in. When I set the car down, it looked good. The only thing I would do different now, is I would use 295-60s or 315-55s. The 295-50s are a little short, about 26.6 inches tall. All in all though, I was happy with it. Plus, I could also fit a 28X10.5X15 ET Drag slick on there. That really looks good.



Grab up those torches and welder and get to it.

Fountain Valley Car and Truck Show

Saturday June 7th, 2008



April 23, 2008

For a copy of the flyer below, you can download it from <http://fvcarshow.com/Forms/FVCarshowFLYER08.pdf>



Event location- FOUNTAIN VALLEY RECREATION CENTER- 16400 BROOKHURST STREET, FOUNTAIN VALLEY, CA. 92708

Event times- Registration-7:00AM
Awards Ceremony-2:00PM
End of show-3:00PM

The car show has become an annual event for many car enthusiasts. Admission to the event is FREE to all spectators. Pre-registration is required for cars that are on display. **ENTRY FORMS** are due May 1, - late entries will be accepted with increased fees.

SPECIAL GUEST - Legendary Hall of Fame drag racer, MR. TOM the "MONGOOSE" McEWEN will be in attendance as our special guest and will be providing autographs during our car & truck show.....



Tom "the Mongoose" McEwen with Don "the Snake" Prudhomme

Many vendors will be selling their goods- variety of foods for everyone's taste including a BAR-B-QUE LUNCH provided by the award winning PIT BBQ RICHARD JONES. For additional information regarding the show please email us at info@fvcarshow.com

RETIREMENT PLAN

Text by James Potter Photos by Jim Nolan



Sanitary 390 and Tremec 5 speed OD make cruising the highways a breeze

Retirement is a time many look forward to, though by retirement time, many are not prepared. On the other hand, there are those who set up a nice retirement plan for themselves and their family. Jim Nolan, of Indiana, is one of the latter. Jim said that he had always wanted to build a '57 Ford when retired, but that it always seemed a distant thing. When he started noticing his friends and co-workers dropping over at their machines at work, he saw that it was time to get that retirement project started.

This would not be the first time in a '57 Ford for Jim. He was taught how to drive in one back in 1960 by his Grandmother. Yes, you can go back.

Jim and his wife, who is supportive of his car hobby, or obsession, started looking for the right car to build into his well thought out retirement plaything. The right car was found in Montana, and in fair shape, needing only rockers and lower quarters.

RETIREMENT PLAN

After getting a steal of a deal on the car which included delivery to his doorstep, Jim found that building a car was a commitment. He worked on the car constantly, learning every step of the way. The '57, an original 312 car, had been converted to an FE 390 by a previous owner, and though the engine ran smoothly, it did smoke and was down on power a bit. Further inspection proved that with a couple bent pushrods stuck lifters, and even a broken pushrod. After repairing that damage, it ran a lot better.

The body and paint work was farmed out to Hoffman Body Shop, with Ed Martin doing the honors of spraying the Flame Red and Colonial White. The only metal replacement done was the rockers, the quarters were saved, and are still original to the car.

ABC provided the beautiful reproduction upholstery, with SMS door panels and ACC floor covering. An original '65 Ford FrigiKing Air Conditioning unit keeps the interior cool for windows-up cruising. Jim sent out the original T&C radio for an AM/FM conversion. While he was at it, he also sent out the clock for a quartz conversion, and then sent the big 17 inch steering wheel to Pearl Craft in Australia to be cut down to 15 inches, and recast in a swirl finish plastic. I have see the wheel in person, and it looks so trick. It is much better than the aftermarket wheels out there, because it just looks right in the interior of the '57.

Note the trick shifter stick attached to the Tremec shifter. Jim says he has had it for years, and it bolted right onto the shifter. After a slight polish, it looked better than new, and ready for action.



Jim went the extra mile on this great looking Fairlane by fitting it with high quality parts, and not scrimping on details. All of the chrome looks absolutely impeccable.

When Jim had **driven** this car at Cruisin the Coast in Gulfport, MS last year, the car had a BW T85 overdrive transmission installed. He got decent fuel mileage, and the car did ok, except that he couldn't get the trans to shift more quickly. I had mentioned to him that I had run a Tremec TKO in my '57, and maybe that would be a good route. Once he got back home to Indiana, about a 1300 mile drive, he did some research of his own, and got a quote from a shop there to do the Tremec swap. You read the article on this swap a couple of issues back. Jim advises that at first, the trans was stiff, but as

RETIREMENT PLAN

he put more miles on it, it got better and better. I will admit that the Tremec is not as smooth as say, a BW T-5 five speed, but the difference in strength is immeasurable. The TKO 600, which Jim has installed, is good for up to 600 lbs ft of torque, and roughly 525 hp. Of course, it will handle more, but this is its rating.

The 390 has been freshened and has 428 heads and 390 GT cam. Compression stands at 9.3 for life with 21st century gas. Intake is an S-code PIU intake with a Holley Avenger carb. Standard manifolds send the exhaust back to a pair of quiet mufflers to keep the constabulary happy. The power is transmitted rearward via McLeod clutch, contained in a Lakewood scattershield, and backed by the aforementioned Tremec TKO 600. A custom built driveshaft sends the continues the powertrain on to the original 3.70 geared 9 inch rear.

The car wears a neat set of Cragar SS wheels, just like they did back in the early 60's. However, when the mood strikes, Jim also has a set of factory 14s with white walls and fender skirts to complete the restoration image.



Either way, original or modified, this Fairlane 500 is a real looker. Bottom was before the addition of the hockey sticks. Taken at Cruisin the Coast 2007.



Flawless trunk is clean enough to eat out of. Also, note the legal for 2008 Year of Manufacture plates.



Look closely at the rear bumper on Jim's '57. I snapped this at CTC in 2007.

Jim reached his ultimate goal of retirement, and getting his Fairlane 500 to this point was another plum. For him, this car does not represent an investment, or even a hobby, but a way of life. The monetary value is not an issue, as the real value lies in the pride of a job well done; accomplishment not ownership. The '57 is driven year round, and though it causes a lot of cleanup and detail work, it is enjoyable because the car is his alone. Believe it or not, this car accumulates over 15,000 miles per year.

All of the aforementioned hardware is there for a reason, as Jim tends to hammer on it from time to time. In fact, after driving the car 1300 miles to Cruisin the Coast, Jim entered the '57 in one of the events drag racing competitions. He says he's not above getting it on at a stoplight either. Darn bunch of hot roddin' kids.

In the end, what Jim Nolan has managed to capture here is not an ultra fine old car, but a new, stress free existence, filled with the roar of FE exhaust, squealing tires, and the sweet smell of burning rubber.

ON THE WEB



This column will be for the regular review of websites pertaining to our 1957 Fords. It is my intent to stay on top of the world wide web and ferret out as many sites as I can.

This month, I will be featuring the site of a bracket racing member of `57 Fords International, Robert Lewis. Bob runs his `57 Custom sedan on the quarter miles of Oregon, and over the years, has continually modified and learned nearly every inch of his car.

Bob has several sections to browse through on his site, including links, photos, articles on projects he has done to his car, and even a neat little performance calculator at the bottom of the home page. This site is also the home of one of the best disc brake swap articles on the internet, complete with part numbers to eliminate the hassles with the AZ computer geeks. Bob has a lot of photos of both street and drag racing `57 Fords in the photos section, so be sure to get over there and check it out.

For those living on the western side of the USA, Bob has included a list of race tracks, and even a live display weather link to the ones he frequents.

Enter <http://home.comcast.net/~robert.lewis23/> into your address bar and look around Bob's informative site.

`57 RESOURCES

This will be a monthly column where we hope to bring to light resources for parts and literature concerning `57 Fords. This will include but not be limited to parts manufacturers, retailers, publications, internet commerce sites, and so on. This is not meant to provide free advertising to vendors, but to share with our members valuable sources for those hard to find parts and services. Any contributions here are welcome and will be credited to the member submitting it.

Dennis Carpenter Reproductions is one of the best reproduction parts manufacturers in the world. When it comes to new rubber parts for the `57, Dennis Carpenter is the name that comes up over and over again.

Since 1970, DCR has been making the best weatherstripping and small cast parts you can get for a variety of old Ford models. During that time, the inventory has grown to include some pretty essential parts, parts that usually deteriorate over time, and are difficult, if not impossible, to refurbish. Parts such as door handles, trunk and hood ornaments, and so on.

Most of the new parts are tooled from an excellent original or an NOS part, to ensure authenticity and great fit.



Additionally, to ensure the best quality part, only the best raw materials are used. The commitment to excellence is evident the moment you open the box when your package is delivered. In fact, the company motto comes from that commitment: "Made right, fits right, lasts longer." **12**

Dennis Carpenter has a vendor booth set up at most of the major Ford events throughout the country, and has a big selection of catalogs to hand out, all free. You can also get onto the website, and order free catalogs there. Their website is also setup for e-commerce, so you can order parts online. Shipping is usually on par with other similar businesses, and the return policy is fair.

I have done limited business with DCR and I can say that they are top notch to deal with.

Check them out on the web at <http://www.dennis-carpenter.com/>. If you haven't bought from them before, give them a chance. They have the parts to keep your `57 looking new.

As some of you may be aware, Bob Lee and Rick Crawford have made a very nice shirt available to club members. These shirts can be ordered directly from the vendor, do not send any money to `57 Fords International, as we are not the entity providing the shirts. Take a good look at what is available below, and use the order form on the following page to pick one or two up. I have one, and I will tell you that it rivals any Polo or similar quality shirt. The logo is embroidered in full color, and looks simply awesome. Jackets will be coming next, unless there is no response on the shirts. You guys asked for it, here they are.



Faded Royal Blue Polo Shirt



Gray Polo Shirt



Island Blue Camp Shirt



Light Blue Polo Shirt



Stone (Tan) Camp Shirt



Stone (Tan) Polo Shirt

IF YOU HAVE ANY QUESTIONS, PLEASE FEEL FREE TO CALL ME AT (949) 348-0808. ORDERS CAN BE MAILED TO : 26322 SAN SOUCI PL, MISSION VIEJO, CA 92692.

E-Mail address BonniesEandE@cox.net

www.BonniesEandE.com

'57 FORDS INTERNATIONAL

SHIRT ORDER FORM

NAME _____ PHONE # _____
ADDRESS _____

PORT AUTHORITY POLO SHIRT - 100% COTTON. HEAVY 7 OZ. PIQUE SHIRT.

LADIES SIZE - (CIRCLE COLOR) NAVY RED WHITE FADED BLUE PINK GREY BLACK
(CIRCLE SIZE) XS SM MED LG XL XXL (ADD \$2)

MEN'S SIZE - (CIRCLE COLOR) WHITE NAVY BLACK FADED BLUE STONE GREY RED
(CIRCLE SIZE) SM MED LG XL XXL (ADD \$2) XXXL (ADD \$4)

PRICE: \$28 (INCLUDES LOGO) PLUS TAX = \$30.17

CAMP SHIRT : 60/40 RAYON/POLYESTER MICROFIBER. EASY CARE!!!!

LADIES SIZE - (CIRCLE COLOR) NAVY WEDGEWOOD BLUE LIGHT BLUE PINK STONE BLACK
(CIRCLE SIZE) SM MED LG XL XXL (ADD \$2)

MEN'S SIZE - (CIRCLE COLOR) NAVY BLACK LIGHT BLUE WEDGEWOOD BLUE STONE
(CIRCLE SIZE) SM MED LG XL XXL (ADD \$2) XXXL (ADD \$4)

PRICE: \$37 (INCLUDES LOGO) PLUS TAX = \$39.87

PA SILK TOUCH POLO - 65/35 POLY COTTON PIQUE. SOFT AND LIGHTER WEIGHT.

LADIES SIZE - (CIRCLE COLOR) NAVY RED WHITE LIGHT BLUE GREY BLACK STONE
(CIRCLE SIZE) XS SM MED LG XL XXL (ADD \$2)

MEN'S SIZE - (CIRCLE COLOR) WHITE NAVY BLACK LIGHT BLUE STONE GREY RED
(CIRCLE SIZE) SM MED LG XL XXL (ADD \$2) XXXL (ADD \$4)

PRICE: \$25 (INCLUDES LOGO) PLUS TAX = \$26.94

SWEATSHIRTS:

CIRCLE COLOR - NAVY BLACK WHITE GREY ROYAL
CIRCLE SIZE - SM MED LG X-LG XXL (ADD \$2) XXXL (ADD \$4)

CIRCLE STYLE - CREWNECK HOODED

PRICE : CREWNECK - \$18 PLUS TAX = \$19.40 HOODED - \$27 PLUS TAX = \$29.09

T-SHIRTS: 100% COTTON

CIRCLE COLOR - NAVY BLACK WHITE LT. GREY MAROON DEEP FOREST ROYAL
CIRCLE SIZE - SM MED LG X-LG XXL (ADD \$2) XXXL (ADD \$4)

PRICE \$13 PLUS TAX = \$14.01

**IF YOU WOULD LIKE TO LOOK UP ADDITIONAL STYLES AND COLORS, PLEASE GO TO EITHER
WWW.BODEKANDRHODES.COM OR WWW.SANMAR.COM**

**PLEASE FINISH YOUR ORDER ON PAGE TWO
FILL IN BOTH PAGES AND SUBMIT BOTH PAGES.**

**'57 FORDS INTERNATIONAL
SHIRT ORDER FORM**

NAME _____ PHONE _____
ADDRESS _____

DO YOU WANT YOUR ORDER MAILED TO YOU? _____

SHIPPING: IF YOU WOULD LIKE YOUR ORDER SHIPPED TO YOU, PLEASE ADD \$7 FOR THE FIRST ITEM AND \$2 FOR EACH ADDITIONAL ITEM.

ENTER TOTALS (WITH TAX) FOR ITEMS HERE _____

ADD \$2 FOR EACH XXL or \$4 FOR EACH XXXL _____
SHIPPING CHARGE (IF SHIPPING) _____
TOTAL _____

PLEASE ATTACH CHECK MADE PAYABLE TO **BONNIE ANGLIN**

IF YOU HAVE ANY QUESTIONS, PLEASE FEEL FREE TO CALL ME AT (949) 348-0808.

ORDERS CAN BE MAILED TO : 26322 SAN SOUCI PL, MISSION VIEJO, CA 92692.

E-Mail address BonniesEandE@cox.net

Website www.BonniesEandE.com



As I mentioned before, please do not send any money for these shirts to the `57 Fords International address, as it will be sent back. We are only providing the source for the shirts. Bob Lee is the man to thank for having provided the digitized image. If you buy one or more of these shirts, I assure you, you will not be disappointed.

Please post on the club forum if you are interested in a jacket. The cost to digitize the image for embroidering on a jacket is substantial, and we will not undertake it if there is not enough interest.

SPEEDMAVEN : THE SERIES

Text and Photos by James Potter

The building of a hotrod, any car for that matter, involves a series of steps necessary to transform a rusty pile of parts into a polished street machine. This '57, being no different than any other long neglected '50's relic, came to me minus glass, interior, and a host of other little pieces. The body, though reasonably solid and sound, has its share of bumps and bruises. Fortunately, rust is limited to the passenger rear floor pan, drivers front toe board area, and a quarter-sized spot on each rear lower quarter panel. No rust in the inner or outer rocker panels and rear tail pan mean that the time usually spent repairing those areas, can be used on another subproject.

The worst part about this '57 was all of its broken glass. Every window in the car had been either shot out, or had a rock thrown through it. New windshields are available now, and good used glass is still out there. All of the side glass is flat, and is easily obtained from any local glass cutter. Since I am completely stripping this car, removal of all interior trim, rubber, and window trim will be necessary.

Once I got the '57 unloaded from the trailer, I spent a couple days inspecting the car, underneath as well as inside, and of course the exterior. Once I got the interior and trunk cleaned out, I saw that the floor pans and trunk floor were in really good condition. There is something to be said about Western cars.



Though fairly solid, the old warrior is tired and beaten



Check out these floors..Texas rust-free !

To give a little background on this car, I will have to backtrack a little. When I picked the '57 up, the fellow I bought it from told me some of its history. A friend of his had bought it from the original owner in '67, and drove it daily until '68. He then decided to make a drag car out of it. He started by welding the hood and front fenders together into a flip unit, discarding all of the inner fenders, pans, splash pan, etc. Apparently, he soon lost interest in it, for that is how it sat, outside, until the windows were smashed. Then the car was stashed in a shed, where it sat until 2005, when he sold it to the fellow I bought it from. They pulled it from the barn, then it sat at the new owners home until he decided it was too much work, at which point, it was placed on ebay, where I found it.

The tilt front end was poorly cobbled together, and nearly all of the supporting tin was gone. The radiator support, however, was cherry and rust free. The upper grille panel was rust free, but had a nasty



Doglegs are great shape. Hinges are still tight.

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dent which was filled about ½ inch thick with bondo. That was the bad news in the front end of the car. Of course, like all '50's cars, this one came with four wheel drum brakes. The standard manual steering is in good shape, still reasonably tight.

The rear of the car looked somewhat better, with the worst body damage being the decklid. The outer skin is good, but the lower center at the latch is bad, like most of the Custom/Custom 300 sedans. The trouble spot on these decklids is that around the perimeter, moisture and dirt become trapped, and begins to rust the skin away from the frame.

The lower quarter panels on the driver side had been hit, and instead of working the dent out properly, the "drill and slidehammer" method was used, followed by a liberal slathering of body filler. Consequently, when moisture and dirt combined in the trunk floor and drop off, rust began forming, and the bondo loosened, and a 1" hole formed. The passenger side quarter panel has similar damage, though not caused by any collision repair. The rust there was caused by one of the many "dirt pockets" provided to us by the Ford Motor Company.

After filling the shopvac at least twice, I was finally able to get a good look at the floors. I expected the worst because of all the leaves and dirt that was packed in the floor. What I found, however, was surprisingly solid metal. The passenger rear floor pan at first looked solid, but once cleaned and blown out, showed signs of weakness, and proved to be when I knelt down on it to reach the back seat area. It will

be replaced when I get to that part of the project. The driver side front area has the common rust underneath the accelerator pedal, and will be patched. The transmission tunnel had been cut to clear a floor shifter. I had intended to use a Toploader 4 speed, with an inline shifter, but since I have chosen to use turbochargers, I will convert to a C4 automatic with a floor shift. I will have to cover the hole, but instead of welding it up, I will dress the hole up, and fabricate an aluminum cover that I can rivet in place, so I can use a 4 speed later, without any more cutting.

The dash had been drilled and fitted with a tach at some point, now missing. The large holes, however, remain, waiting to be filled. I may end up swapping the dash out with one from a parts car, or I may modify this one, still thinking about it. The instrument cluster out and I will be restoring it, no aftermarket gauges like the last one. The radio, heat controls and clock are already missing, so I will be replacing them with a full set of delete plates from a parts car I just bought. I will be using a '59 Ford steering box and column, and am still working on finding just the right steering wheel for it. I want to use a stock appearing wheel, but smaller diameter, maybe 15 inch instead of the OEM 17 unit.

After disassembling and inventorying the parts, I turned to the roof. Apparently, in the past, some kids broke out the side glass with some pretty big rocks, or cinder blocks. In the process, they made a couple of pretty nasty dents in the roof, one on the



Unlike my last '57, this one still has its trunk floor, and more surprisingly, its spare tire well.



Most of the bad looking stuff is really superficial, surface rust. That makes it easy to get started.

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driver side front edge of the windshield, and the other on the passenger side above the quarter window. The first was easy to knock out. I also straightened the forward drip rail over the windshield. The passenger side dent was pretty big, but most of it popped out with the smack from a rubber mallet. Tapping the front of the crease with a flat body hammer released the tension from the dent, and it relaxed and lay in place. Very little filler will be needed here. Also of note on the roof, at some point after the first repaint, a vinyl roof was added. Why, I don't know, as that is the worst accessory I can imagine adding to a '50's car.

The car was originally Doeskin Tan and Colonial White, a homely combination at best. Later, it was painted some kind of red-orange, along with the black vinyl roof. Portions of the vinyl remain. Finally, someone painted the car a sort of pine green, probably with a brush. It is now getting ready for a total strip to metal. As of now, the '57 is nearly disassembled to a rolling shell. After the car is stripped, I will be sealing the car using PPG products. The body will wear a neutral shade of sealer and sanding primer, in preparation for the new screaming yellow paint.

That will wrap it up for this month's installment. I have picked up the 292 block and steel crank, as well as a set of B9TE heads, which are identical to the factory supercharged 312 heads. The parts are on the stand, being readied to send to the machine shop this fall. It will be getting the full treatment, as I plan for this puppy to make about 500-550 at the wheels with plenty of boost. Stay tuned, the insanity is only beginning.



Note the big dent above the B-pillar, and the vinyl glue.



You can see the nice radiator support still attached with round rod to the front frame section. Rockers are fine also.



Original paint is visible here, tan and white. Dealer installed heater is the only option other than two-tone paint.



Check out the cool stretched naugahyde door panel. Any bidders? Holes in floor and tunnel are the worst damage.



5TH ANNUAL PACIFIC NATIONALS FONTANA, CA

Text and Photos by Robert Lee

Well, the Fun Ford Weekend here in Southern California is over for another year. The drag racing was opened this year to all makes and run in their normal format. The car show was restricted to Ford Motor Company products only. This year the track was opened on Friday for testing & tuning runs, Sat & Sun was to be for the racing and car show. Unfortunately, our usually mild Southern California weather did not cooperate. The California equivalent of the East Coast hurricanes came in on Saturday night and are still with us (lots of fires). The winds picked up at about midnight and gusted between 50 - 80 mph, one gust was measured to be 108 mph. Those of us who spent Saturday night at the race track woke up on Sunday morning to very limited visibility and strong winds, the Sunday race and car show were cancelled. Bummer!!!

The Saturday car show was strongly dominated by Mustangs and there were about 50 Saleen Mustangs and they had a separate show judging. As per the usual Fun Ford Weekend car show program, the Saturday show is judged by the participants who select the top twenty five (25) cars each of which are awarded a very nice Class Champion plaque. The Sunday show is judged by Fun Ford Weekend staff and there are many additional awards, usually about 45 in total.

This year every 57 Ford showing was judged by the Mustang dominated crowd to be a winner, there were 2 Custom 300's, 1 Ranchero, and 1 Ranch Wagon (he drove in from Arizona in his 460 powered Ranch Wagon). Two additional 57's were there one arriving after judging was completed (shopratwoody's really fine Ranchero), and Chick's Fairlane 500 (he's the original owner) left before the judging took place. So at least the rest of the Ford crowd recognize and respect our really classic Fords.

We still have a couple of more car shows this year, but no more racing opportunities. You guys in the other parts of the country are really lucky, as you still have lots of drag strips operating. In the 60's when I did my racing we had Lions, Irwindale, San Fernando, Pomona, Orange County International Raceway, Riverside Raceway, Poway, Carlsbad all of which were in about a 75 mile radius. Now we have Irwindale (1/8th mile only) and the California Speedway (1/4 mile) to race at. Pomona is only open to the Winternationals and World Finals. The others are now shopping malls and housing developments.



Chick Chicoine's one-owner Fairlane 500, Doug Kline's Ranchero and Bob Lee's Custom 300.



Bob and Rick in the pits, waiting their turn at the 1/4 mile.



Member Ron Woodside (shopratwoody) had his always nice Rancero on hand.



Left: Bob Lee's sano 300 on its way to the track
Above: No owner ID for this cool 460 powered wagon.



Rick Cawford's Custom 300 ready to make a pass.

A long day of whipping up on Mustangs. . .

STROKER 57 FORD



Once in a lifetime, usually anyway, you own or build a car that sets the standard which you use to judge everything against. Each subsequent car is compared to it, and usually found lacking. This car, the '57 Custom is that car for the builder, and now former owner. I am that owner, and it seems that this particular car set me on a path I will probably stay on for good. After selling this car, I tried a string of other cars that could just never hold my interest. Now there is another. . .

I know I will compare my current Custom to this one, it is inevitable. Almost everyone does it. This car was brutal, with its 427 inch Windsor, TFS Hi Port aluminum heads, custom built headers, and obnoxious exhaust note. When asked about the color, my standard reply was that it was the only



Here's the stroker 351 Windsor, 427 cubes of bad.



The 427 Windsor started life as a '71 351 W block. I used a Coast High Performance stroker kit, with H-beam rods and Probe pistons. The compression was 10.38:1, would run on pump gas with no problems. I always ran Amoco Ultra 93 in it. The heads were TFS Hi Ports (Street Heats, the originals, not the new ones). Valves were Ferrea 2.10 intakes with 1.625 exhausts. The cam was a big solid roller from Comp Cams, an Xtreme energy grind. I also used all Comp Cams support hardware, and a Comp Polymer gear on the MSD Pro Billet distributor. The only production part in the entire motor was the block. I even used an aftermarket timing cover and Weiand aluminum water pump. Romac balancer and TCI sfi flexplate round out the rotating assembly. The heads were ported and flowed by T&G Machining in Dayton, TN, and flowed a truckload of air. All this was fed by an Edelbrock Super Victor intake and 850 Demon carb. My initial estimates were in the 550 to 575 fly-wheel hp range. After running the car in the 1/4, the math showed about 515 at the wheels, about 600 hp.



Yeah, the tires were pretty big. There was room for up to a 14 inch wide tire after the surgery.



The car sat great. After the rear suspension was done, I started on the front. I rebuilt everything with new parts, and powder coated everything. I replaced the OEM coils up front with small block coils from a late model Lincoln, which I removed 1 1/2 coils from. I then used '77 Granada disk brake spindles with all new rotors and calipers. This gave me the stance I was looking for. Once the engine was back in the car, I ended up taking another 1/4 coil off the springs to get it exactly where I wanted it.

That bumper out back is an NOS unit I picked up at the Columbus Spring Swap. It was still in the Ford wrapper when I got it. Also bought the NOS trunk ornament there.

The exhaust was 3 inch into Flowmaster 2 chamber "mufflers", which dumped right at the rear axle housing, no tailpipes. It was, uh, loud, or so says the Tennessee State Trooper that pulled me over on a Sunday drive.

The rear is a Moser 9 inch with an N-case filled with Detroit Locker and 4.11 richmond gears. Traction control is courtesy of Southside Machine lift bars. They work: 1.61 60 ft time. In fact, the car did a best of 11.31 @ 123 at Gulport Dragway.



I never did finish the interior before selling the car. I was happy with the dash, with the array of AutoMeter gauges and full set of delete plates. The big AutoMeter shiflite tach is one thing I would do differently now. In its quickest form, the car ran with a Performance Automatic C4 with 4800 stall converter. It went the 11.31, or 7.27 in the 1/8 mile with that. Looking back through my logbook, I found that with the Tremec 5 speed, it went a best of 7.51 in the 1/8 mile, on the pass when I burned the clutch out.



Above: Just before it went on a trailer to its new owner. Still has the dial on the door from last trip to drags.

Below: Me and three of my boys, getting ready to go to the track. (CJ, William, & Phillip)





"Today's most important police demand is performance . . ."

70% of the officers "on the prowl" know

IT TAKES A FORD TO CATCH A FORD

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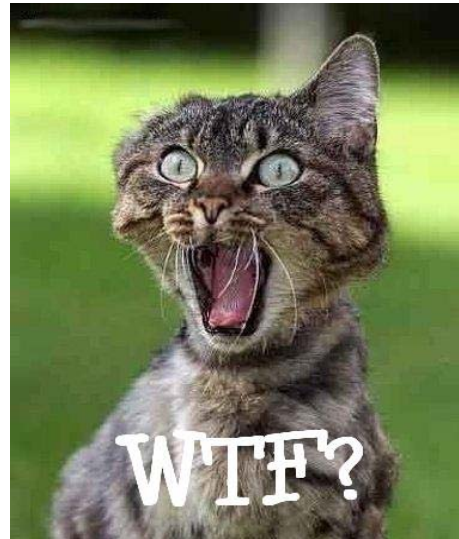
To meet your every law-enforcement need, see your Ford Dealer or write for Police folder to: Ford Division, Fleet Sales Dept., P.O. Box 605, Dearborn, Michigan.

Favored by far for law enforcement **'57 FORD**

TAIL PIPE

That's all for this month. Remember, the deadline for the next issue is always the 10th of each month. Any submissions of text or photos should be sent to either my email address, or to the snail mail address shown on page 2. With photos, I prefer digital prints, either via email or on CD-Rom. Don't worry about filesizes, any size you can send I can receive. If you don't have digital files, I can scan and use film prints. If you want the prints back, please send an SASE.

If there is any article or tech project you would like to see, please mail, call or email me, and I will try to get it in the hopper for a future issue. Be advised that this may take some time, as I will either have to find someone who has already done it, or if I am interested in the project for my own use, I will have to research and do the work and document it myself. Further, anyone doing interesting projects, please contact me with details.



Hopefully, this is not a sign of things to come. Anyone having any cool gas saving tips, or plans to build a 500 hp salt water powered '57, let me know. I am interested. Also, any plans for a compact nuclear reactor for automotive use, send them my way.



**ENGINE SWAPS
TRANSMISSION SWAPS
POWER ADDERS**



Remember. . .

26



More Next Month