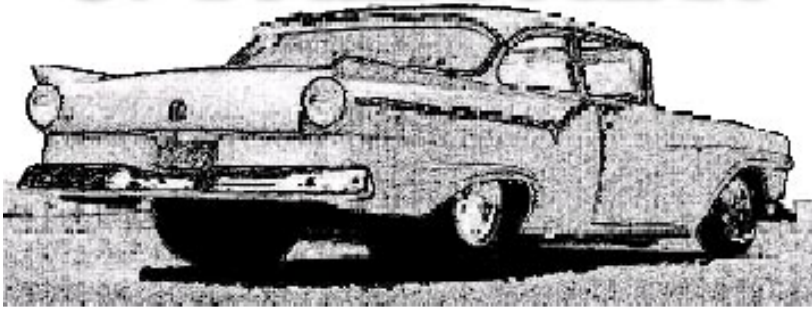


'57 Fords Forever



VOLUME 3, ISSUE 1

JANUARY/FEBRUARY 2003



*Dedicated Solely to the 1957 Ford
Passenger Car*

CAMMER CUSTOM !

**JERRY MASON'S
WILD '57 427 SOHC CUSTOM**



**Interested
in Driving
Your '57 in
Shootout
Competition?**
See page 6 for details



**You Wanna Race?
In the Garage
Ford Centennial Celebration**

INSIDE THIS ISSUE:

From the Editor	2
Contact List	2
In the Garage: Who's building what	3
Cammer Custom: Jerry Mason's `57	4
Expo Shootout sur- vey. Interested?	6
Ford's Centennial Celebration	7
Classified Ads & member info here	8
Tec in a Sec` Take the day off...	9
Event Calendar	9

SPECIAL POINTS OF INTEREST:

- *Submit Classified Ads to:*
J Potter
1874 Bob Long Road
Dayton, TN 37321
- *Email Classified Ads To:*
admin@
57fordsinternational.com
- *Membership Application request: Send large SASE and number of copies requested*
- *Submissions to Newsletter:*
J Potter
1874 Bob Long Road
Dayton, TN 37321
- *Email Submissions to Newsletter:*
admin@
57fordsinternational.com
- *All submissions become the property of `57 Fords International, however full literary and photography credit will be given where due. A signed release must accompany photos containing models, non-member owner's cars, etc.*

From the Editor

Deep Freeze

In most parts of the country right now, we are in the middle of winter. With temperatures sometimes going into the single digits, even in the southeast, we are faced with the prospect of being without our `57s. For those of us with project cars, even working on our `57s is out of the question unless the garage is heated. My workspace is not heated, but sometimes the weather breaks and gives at least 40+ degree temps, so as long as you are busy, it isn't so bad. At this point, I will have pity on my friends in the great white north of Canada, Michigan etc. Our winters in Tennessee are never as bad as those up north. Then, again, I was speaking with a forum member the other day, who lives in Alaska. It takes some dedication to the hobby, to go into a junkyard when it is -20 degrees outside. At any rate, the goal we all pursue, is getting those `57s back on the road, for a season of showing, cruising, racing, or what have you. Speaking for myself, I am so anxious to get my car running, I can't stand it. My car hasn't moved under it's own power for years, and never since I have owned it. I am aiming for firing it up in a few weeks, and driving it by late Spring. Wish me luck.

On that note, let me remind you about two important events this year. First, is the Ford Centennial Celebration. Check out the information in this newsletter, then go to www.ford.com on the internet and look for Ford 100 years. Once there, you will see what kind of activities are being planned. I will try to have something on the club site about it soon. The second important thing this year, is our 2nd Annual Gathering, to be held at the Ford Expo 2003 in Columbus, Ohio. I am awaiting confirmation on our space being reserved again this year, but I foresee no problems. We all had a blast last year, even those of us who forgot our cars (ahem!). At any rate, this year will be even better, as we are in the planning stages of possibly holding an all-`57 Ford shootout. If this develops well, we will be running directly after the Y-block crew, ideally. We will need to have enough members willing to run in order to, however, as one or two members hardly constitute a shootout. Check out the survey on page 6 if you are interested. Keep in mind that it is bracket competition, and even if you have a 6 cylinder automatic `57 retractable that weighs 5000 lbs and only runs 30 second Ets, you can compete and possibly even win. It is all for fun, though we will be working on putting together a prize package. Be sure to fill out those forms if you are interested, and we will intensify our planning of this potentially fun filled event.

Besides the possibility of a shootout, we will also continue to hold our show and shine. We will be revising our award system for showing, however. More on that as we get closer to showtime.

In closing, I would like to say I hope everyone had a great holiday season. Thanks for coming along with us as we start our 3rd year.



`57 Fords International

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Text by: James Potter Photos by members



Take a good look at this mostly rust free Arizona `57 Custom 300. Looks about like any other western rust free sedan, right? Wrong. This car is a genuine F-code sedan, originally carrying a 312 and factory supercharger. John Gambill picked up this car along with a couple other Custom 300s last summer, and is in the midst of a full restoration. It is being stripped of its paint now, and will be refinished in its original Colonial White with two-tone blue interior. John will run a supercharged 312, but will change the 3 speed overdrive out for a built FMX trans. Changes to stance, brakes and rolling stock are expected as well.

This Custom, though mostly disassembled now, is presently being rebuilt in Tennessee. President of `57 Fords International James Potter is building in the Hot Rod style, with Weld Pro Star big-n-littles. The 302 roller cam motor and C4 will be replaced this spring with a 390 and 4 speed. Earlier plans to use 406 power have been abandoned with the sale of the 406. A 427 side oiler block has been acquired and will be assembled in time. The 4 speed will eventually be traded for a 5 speed for better highway manners. Rear gear selections are 3.70 for road use, 4.56 for strip use. Hopefully on road by late Spring.



Shades of gassers past. Member Albert Schaper is building this altered wheelbase, straight axle suspended 427 fuel injected screamer. Albert says it has a 427 stroker, Jerico 4 speed, and Hilborn stack injection. Very cool. Other mods include moving rear axle ahead 10 inches and engine back 8 inches. Check club site for more pics.



Albert must have thought if one is good, two is better. This `57 Ranch Wagon is another of Alberts projects. It features stock suspension and wheelbase, but has been cleverly tubbed by straightening the rear frame section. The wheel houses were split and 3 inches added. It is to be powered by a 390 and 4 speed. See club site for more photos.

Cammer Custom !

Text: James Potter, Photos: James Potter and file photos



Be sure to check out Allen Mason and his family's business, Masons Hot Rod Parts. Their website is <http://www.masonshotrods.com>. Mention `57 Fords International and your member number and Allan will hook you up.

Every now and then, a `57 will pop up that jumps into your face and knocks you out with technical gizmos or wild paint, etc. Then, on the other hand, one will cruise into the picture, looking every bit like the ones on dealer lots across the country in late `56 and early `57. This beautiful Custom is a combination of both of those descriptions. It has the look of a bone stock Custom, until you pop the hood and look at the full compartment. Jerry Mason, of South Carolina owns this `57. Jerry is the father of member Allen Mason. Together, they own several `57s, many of which will likely see these pages.

I first came to know about this particular Custom about eight years ago, when I first started seriously looking for my own `57. I saw it for sale in Hemmings Motor News. Of course, as I had just gotten married, the answer was "No" to that question, as this car was priced in the \$20's range. Now that I look back, I wished I had bought it. Fast forward a few years to the first annual FE Club of America Shootout in Maryville, Tennessee. I was there braving the wicked August heat along with a small number of other enthusiasts, and headed from the drag pits over to check out the show area. As soon as I rounded the corner, I saw that distinctive `57 grille and bumper behind a nice Galaxie. I told my own father it had to be the Cammer Custom. I never did meet up with the car's owner, but I did get some photos. I eventually got some more photos of the Custom, and here they are. Many of you will remember this car has been featured in several magazines, namely Mustangs and Fords, and the now defunct Super Ford. As you can see, the focal point of this `57 is it's engine.

The motivation comes from a full on 427 SOHC, backed by a toplayer 4 speed. A custom Griffin aluminum radiator keeps the `57 cool. The interior is factory fresh with original style upholstery, with the only additions being column mounted tach and Hurst 4 speed shifter.

Jerry keeps mileage low due to the value of the car, the fact that gas mileage is atrocious, at 3 to 5 mpg, and the Cammer requires high octane fuel (read: race fuel) to operate without detonation. Coupled with the original 20 gallon tank, cruising can be a costly proposition. Still, when I last spoke with Allen, he told me they had just taken it out, and that it was a blast. Keep bringing those `57s back to life, guys.



`57 Ford Shootout at EXPO 2003 ???

Since last fall at Expo 2002, I have pondered the possibility of having a `57 Ford shootout at the next Expo. I didn't know if enough members would want to run their car down the quarter mile, so I started asking around. Bob Martin, of the Y-Block Shootout spoke with me at length about this. According to him, we had enough cars last year to have a good shootout. Keeping in mind that a lot of our `57s were there to show only, I still questioned. If we do produce enough cars to run, we will contact the race director, and set it up. From what I saw last year, the Fe Club of America had 4 cars in its shootout, so if we have that amount, it will be enough, in which case, we will need to start seeking prize donations of parts or cash. Let me have some feedback from you concerning interest in a shootout. Remember that this shootout will be an all-run event, run in a bracket style format. Most of you know what this means, but for those who don't, bracket racing is run with handicap start, or head start for slower competitors. This handicap is based on the difference between the faster and slower cars "dial-in", or estimated time he will run. This dial in is based on two or three time trial runs. If either competitor "breaks out", or runs faster than his dial in, he will lose, unless the other competitor breaks out by more. It is a complicated bit, but is fun none the less. You will also be able to run in the Expo classes. There will be prizes for winner and runner up, and we hope to have prizes for other things such as best reaction time, top speed, low ET, etc. If we do this, once a top `57 eliminator is determined, he or she will face off with the top `57 in the Y-block camp. There is some fierce competition going on over there, and they have been doing it for a while, so let's get this ball rolling. Crank `em !!

Name _____
 Address _____
 City _____ State _____
 Zip _____ Phone _____
 Email _____
 Car to be Entered _____
 Engine size _____ Trans _____
 Modifications _____

Type of Car: check one
 Original Street Race
 Racing experience: check one
 beginner/novice Veteran/Pro
 If veteran, how long racing? _____ years
 Accomplishments _____

Any cars competing will have to complete a tech inspection at the track on Friday if possible. The tech line is horribly long on Saturday, which is the

day of the shootout. Friday is the day we show up and claim pit space. If possible, we will be pitting next to the Y-block guys. Also, our shootout will run directly behind the Y-blockers, which should generate a bunch of interest from the spectators.

The following is tech regulations from the Expo site. This will give a general idea of what to expect.

Http:www.fordexpo.com

Check back for updates this spring, as last years information is still currently on the board

DRAG RACING INFORMATION : NHRA safety rules will be enforced. You must have a roll cage if your vehicle runs 10.99 or quicker. 13.99 or quicker you must have a helmet. You must wear long pants in order to race. NO SHORTS! You must have a run punch card to make a time run. No driver will be allowed to run in one bracket and then jump to another bracket. You will be called up to run eliminations by brackets. BRING A PORTABLE AM RADIO TO HEAR WHEN YOUR BRACKET IS CALLED! Please wait in the pits until your bracket is called. Camping will be permitted with purchase of a weekend pass. Off grounds camping will be available at "The Camping Spot" right next to the track. Call 740-928-0335 or 740-975-7532. Buckeye Lake KOA Kampgrounds. Call 740-928-0706 for reservations. You may leave your race vehicle on the grounds. Security will be provided.

100 Years of Ford Motor Company

BE A PART OF FORD'S LEGACY

DEARBORN, Mich., June 14, 2002 – To help commemorate Ford Motor Company's 100th anniversary, the company is looking for stories from people around the world who have been touched by the company and its products over the last century.

Visitors to the company's 100th anniversary Web site, which can be accessed through ford.com, are being asked to share their experiences—whether it's a story about a person's first product or his or her proudest moment working at Ford—through a special section of the site called 'Your Stories.'

"We're collecting stories to create a living history as part of Ford's 100th anniversary," said Fabrizio Minneci, Web site manager, Ford Centennial Operations. "We're encouraging Ford enthusiasts worldwide to share their stories, with the goal of creating a rich historical database that cannot be found in traditional historical material."

The company's centennial Web site was designed to recognize its people, products and processes, as well as highlight some of its major accomplishments. This Web site also offers a guide to upcoming celebration plans and activities and allows viewers to navigate through the company's 100-year history.

The interactive site will be updated in phases throughout 2002-2003.

“The Road is Ours” 100th Anniversary Celebration

The company is planning a five-day event, June 12-16, 2003, on the grounds of the Henry Ford II World Center, which surrounds Ford World Headquarters in Dearborn, Michigan. The event will feature classic Ford cars and trucks, as well as present and future products, and will celebrate not only the company's rich heritage, but it's vision for the future.

The centerpiece of the five-day celebration will be one of the largest displays of antique, classic, and current Ford products ever assembled in one location. To display a Ford vehicle or attend all the planned activities, participants must register and purchase tickets. With a purchased ticket, enthusiasts will be provided with a Vehicle Display Application for the opportunity to exhibit a Ford product on the company's grounds throughout the event.

Online registration is now open and can be accessed by visiting the 100th anniversary website at www.ford.com. Each ticket is good for the entire five days and includes:

- A daily assigned area with shuttle service to and from the 100th Anniversary grounds
- Credentials on a commemorative lanyard for entry for all five days
- A 100th anniversary commemorative gift
- Access to outdoor theatre featuring live entertainment
- Discounts on 100th anniversary merchandise, food and beverages
- Access to free shuttle service to Henry Ford Museum & Greenfield Village, the Henry Ford Estate-Fairlane and the Edsel and Eleanor Ford House
- Discount tickets to local attractions including: Henry Ford Museum & Greenfield Village, the Henry Ford Estate-Fairlane and the Edsel and Eleanor Ford House
- Access to Ford Racing Night
- Childrens Activities



For Sale

272 y-block, rebuilt, Ford red. 312 Y-block bored .080, crank ground .020, rods resized, heads not been done.
272 Police Interceptor, complete. \$900 for all. May also have road draft tube for sale. Contact Paul Thompson, member #1035 blueboy396@yahoo.com

Pretty complete 272 and Fordomatic trans. Really cheap, make offer. James Potter, 423-570-2364, JPotter@57fordsinternational.com

1964 352 4v and cruise-o-matic trans, complete from carb to pan, \$150 Really great shape. It had been stored in a garage for years. No idea of a value so I'll take offers. msmith@jobe.net

1957 Steering columns, automatic, have 2. \$25 each
1957 Heater assembly \$100
Miscellaneous other small `57 parts, ask me, I may have it.
Jpotter@57fordsinternational.com

Padded visors from '57 Fairlane 500. Grey, super shape, no holes or tears \$55.
Front & rear glass from `57 Custom, any reasonable offer.
Clock & radio delete plates, \$25
Heater switch delete plate, \$25
Front and rear arm rests from Custom, \$5 each
Msmith@jobe.net

Members, to access the members parts database for our club site, enter the following URL:

www.57fordsinternational.com/mpdb/mpdb.asp

We made this change in order to make it easier for our members to access this section of our site. Happy hunting!!

www.masonshotrods.com

For Sale: Offenhauser Aluminum Dual quad intake with 2 Carter AFB's with new linkage ---- \$500 + shipping contact adam-12@mediaone.net

Decent `57 Grille. Needs replated, but pretty straight. Have 1 left. \$25 . Jpotter@57Fordsinternational.com

1 I have a nice RF fender for sale. \$375.00 has a little rust at the bottom of the fender.
1 core support W/Hood hinges \$175.00
1 RF inner fender \$125.00 1 LF inner fender no rust \$125.00
1 gravel pan nice shape \$75.00
1 original bumper \$100.00
lots of misc stainless and other small parts.
Please E-mail me for pictures or other needs
ctbw52@AOL.COM

1 I have a nice RF fender for sale. \$375.00 has a little rust at the bottom of the fender. It has no rust or dents other than the above place.
1 core support W/Hood hinges \$175.00
1 RF inner fender \$125.00
1 LF inner fender no rust \$125.00
1 gravel pan nice shape \$75.00
1 original bumper \$100.00
lots of misc stainless and other small parts
Please E-mail me for pictures or other needs @
ctbw52@AOL.COM



Wanted

1957 70D radio, heater control, clock delete plates.
Also heater hose, blower motor block off plates.
John Gambill, gambill@1957Ford.com

Heater delete plate for no heater at all. No holes,
chips, etc. JPotter@57fordsinternational.com

Nice used or NOS fenders for '57 Custom 300.
douganddeb@localaccess.com

Wanted rust and dent free hood for '57 Ford. Contact
adam-12@mediaone.net

Wanted complete Hilborn Fuel Injection (stack style)
set up for '57 Ford period V-8 Y-Block.. Contact John
Gambill at gambill@1957ford.com

FE standard shift bellhousing. Car applications only
please. Contact Jack at jarcher@castlenet.com

Wanted. spare tire wheel well for 57 custom trunk.
pmoore57@ezy.net

**The deadline for the next issue will be mid-
night, February 28, 2003. Get all ads sub-
mitted by email or USPS. Include name,
phone number, fax, email or other contact .
All ads are free for members. Include your
membership number as well.**

**BE SURE TO VISIT
WWW.1957FORD.COM**

Tech in a Sec`

By James Potter

Winter time, for most, is the time of the year most
of the work is done on our Fords. Most of the time,
the work that is done is the heavy stuff you don't
want to park the car long enough to do any other
time.

This isn't a tech tip per se, but will help you keep
your head about you. Take time away from the car
every now and then and take the wife out for a pizza,
or play a game with your little ones. If nothing else,
just sit and watch TV for a while. This won't help
you get that project done, but will go a long way to-
ward keeping peace at home. I know it is hard for
me to stay out of the garage, especially with my car
in a lot of pieces, but if you made a commitment to a
family, stick to it first, then start turning wrenches.
When it gets warm, invite the family out for a cruise.
You will all enjoy it, especially if you included them
in the buildup of your prize.

**Event Calendar**

April 5-6, 2003

Mid-Ohio Ford Club
Spring Swap
Largest all Ford Indoor
Swap Meet

June 12-16, 2003

100th Anniversary
Celebration
Dearborn, MI

Labor Day Week-
end

Ford Expo 2003

Send in your events, local or otherwise. I will get
them into the next issue. The next issue will mail
out on March 14.



Dedicated solely to the 1957 Ford passenger car.

57 Fords International
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We're on the Web!
[http://
www.57fordsinternational.com](http://www.57fordsinternational.com)