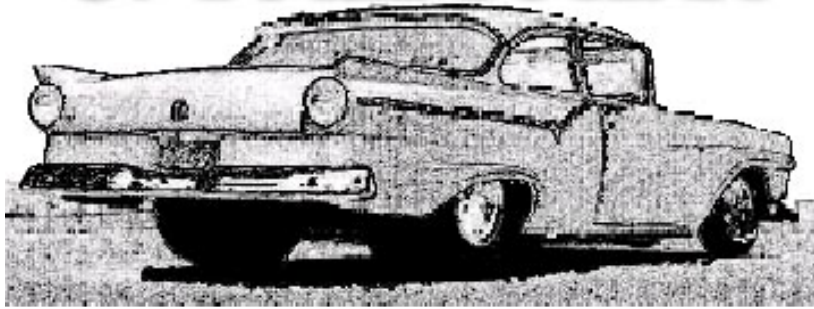


'57 Fords Forever



VOLUME 3, ISSUE 3

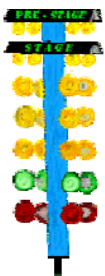
MAY/JUNE 2003



*Dedicated Solely to the 1957 Ford
Passenger Car*

Cool Blue!

George Jitek's Custom 300



FORD
EXPO
2003
'57
Ford
Shootout



In the Garage
Expo '57 Shootout Rules
Make it Legal

From the Editor

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It's a Go!

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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.*

I put out a few feelers not long ago concerning holding a '57 Ford shoot-out at the Expo this year. At first, I received little or no input. I was about to call off plans to do this when I received 4 or 5 emails or letters stating intent to run. Since all we really needed to run a shootout was 3 or 4 cars, I was pretty hopeful. As I read the emails and letters, I was pumped once again. I got with the Y-Block guys head man, Bob Martin, he assured me that what we had was indeed enough to run, since their first outing had 3 cars, and virtually no preparation time.

We are hoping to have this event planned well, so we will be asking for help with this event. I need a volunteer to oversee the show and shine portion of the event. We will have trophies for the various awards given in the show and shine. In order to make sure no one is left out, we will need someone to register the cars and owners as they come in. This volunteer will also be responsible for assigning parking spaces to our members as they come in. We will need to watch our area a bit closer than last year, as the Fairlane Club of America kind of appropriated some of our space, which was small to begin with. We will need to get together, either via email or over the phone to make arrangements. Let me know if you are interested.

As for the shootout, we will be taking pledges for award monies to be given out. '57 Fords International will start the pot with a \$150 pledge, and in addition, I will pledge an additional \$50 to the prize fund. Any other members wishing to pledge to the prize fund, get with me. Hopefully, we can spread the money around so that everyone has a fair shot at winning something. We will give a cash prize to low ET, top speed, best reaction time, best total package, and maybe some others as time goes on and money builds. Let me know what you guys want in this thing.

With all of that said, I want to assure all of our members that this event will not become a drag only event, nor will this club become a drag oriented club. This club is for all '57 owners. Since we now have enough members to actually have a shootout, although there is always room for more, we will begin easing up on plugging the event. Next month will feature a nice restored '57 ragtop, and maybe even a restoration article. Any contributions in the way of articles and/or photos will be much appreciated.

As some of you may have seen from the projects gallery of our website, I have drastically altered my plan for my '57 Custom. Color has changed to black, engine/drivetrain have changed to stroked 351 Windsor and C4 automatic. I almost have it wired and back together now, hopefully it will be running in a couple of weeks. Getting exciting in Tennessee, guys.....



Cover Photo by George Titek

Fords International

President	James Potter	JPotter@57fordsinternational.com
Vice President/Treasurer	John Gambill	gambill@1957ford.com
West Coast Director	Duncan Scotland	RCSignals@earthlink.net
Newsletter Distribution	Richard Mills	BuzMills@57fordsinternational.com



In preparation for upcoming spring and summer events, I produced this T-shirt design. Across the top back is the familiar “www.57fordsinternational.com” logo, with this large image below it. On the front left breast, is a smaller image. Looks cool.....



The color, as you may already know, has been changed from red to black. The extra effort in body work will be worth it when done, besides, black has more attitude. The wires you see hanging over the fiberglass fenders are from the EZ-Wiring kit. The wiring job is almost finished, and is super easy, and very sanitary. The wires are marked every 5 inches as to where they go, all you have to do is get them there. The only problem I have with this kit is that it doesn't come with a fuel pump relay or a dome light lead. These are easily added, though.



Overall, I believe the changes in plans should make the car much more fun to drive. I changed my engine from FE to stroked 351 W. I have a 393 with Canfield aluminum heads and Edelbrock Victor, jr intake. A Comp Cams roller cam lets the mixture in, while custom built big tube headers let it out. I hope to have it in the car by early June. Power will go rearward via PA C4 trans with manual valve body, 3500 stall converter, then to a 4.30 to 4.56 gear, depending on need.



Text: James Potter, Photos: George Titek



George Titek owns this great looking `57 Custom 300. It was purchased from out west and is in exceptional shape. George has owned this `57 for a few years, and at one time, was joined by another great looking `57 Custom from California, which is now owned by member Mike Bell.

Georges Custom 300 is powered by a mid `60's FE 390 and Cruise-o-matic trans. He says that with this combo, and the relatively light weight of the full-bodied, all steel sedan, performance is surprising, and that it is a lot of fun to snatch second gear shifts in!

A handful of modifications have been done to the old Ford, though none are so radical as to make the car a burden to live with on the street. George enjoys driving the car when Michigan weather permits, and drives it as often as possible. George also enjoys showing his `57, and has done well in local shows.

He says there are some other things he wants to do in time, such as freshen up some of the chrome, polish up the paint, and do a little more engine work. He also mentioned something about a fiberglass hood whenever he finds one with the right look.

Custom 300s are a classy looking car, and this one is certainly no exception. The original colors have been replaced by this custom mix blue and white combo. The results are striking as this paint positively glows. The photos do not do this car justice. The interior has been refinished in a gray tweed material, with the original seats still residing in the interior. The Cruise-o-matic trans is hooked to the original column shifter. A vintage three

spoke steering wheel points the car in the direction George wants to go. Rolling stock consists of original FoMoCo steelies, with `57 Fairlane full wheel covers.

The vintage 390 has been dressed up with a set of 427 Pent Roof valve covers, and a Ford chrome breather. A set of Crites FE headers have been purchased and await installation. A smart sounding set of dual exhausts let the 390 breathe.

Great looking `57, George Titek.



For those interested in competing in a '57 Ford shootout at the Expo this fall, we have come up with a few guidelines in order to make the event safe, fair, and more fun for everyone. These guidelines are not skewed toward or against any single competitor, but are made in a general fashion. The guidelines must be adhered to, so before you come to the event, make sure you and your '57 are ready to compete. Note at the end of our shootout rules, there is a sidebar concerning NHRA rules. All cars competing must meet NHRA safety rules, since the event is being held at an NHRA track. In other words, if you bring a 10 second heavy hitter, it had better have a 8 point roll cage, drivers jacket, etc.

At this point, I'll let the following rules give you the rest of the information you will need. Let's get them together and have a good time.



Expo 2003 '57 Ford Shootout

General

No throttle stops, delay boxes or air shifters.
 Must have current tags and registration. No dealer tags.
 Must have charging system.
 Must have working head/taillights, turn signals, and brake lights.
 No names or decals on body, windows only.

Engine

Any cubic inch, any engine family, Ford products only.
 Any type of head, aluminum or iron.
 No dry sump oiling systems.
 Water pump must be crank driven.
 Fuel injection is allowed.
 Spacer plates limited to 2 inches off intake.
 Any type ignition, no crank triggers.

Wheels/Tires

Any type wheel permitted.
 Front tire tread must be at least 4 inches wide.
 Any rear tire, so long as it fits within fender opening.
 Any car may run slicks, as long as the required safety equipment is installed.

Transmission

Any type Ford transmission allowed.
 Clutchless transmissions prohibited.
 Tremec allowed.
 Borg Warner T5, T45, T56 allowed.
 GM Powerglide prohibited.
 Any stall converter allowed.
 Manual with converter prohibited.

Interior

Interior can not be gutted.
 Rear seat may be removed, but if so, area should be covered with carpeting. No bare metal showing.
 Factory dash must be in place.
 Aftermarket gauges ok.

Exhaust

All cars must run mufflers.
 Any header allowed.
 Any muffler allowed.
 Max pipe diameter 3.5 inches.
 Exhaust must extend at least to within 6 inches of rear axle housing.

Rear Suspension

Any traction aids allowed.
 Any rear modifications allowed.
 Any type springs allowed.

Front Suspension

Any type front suspension allowed.
 Tube type A-arms allowed.
 Travel limiters allowed.

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.

Getting your '57 Ready to Compete

Since there are a handful of members wanting to compete in our first Shootout, and the majority haven't ever done it before, I thought it would be cool to provide a set of general guidelines to follow when getting ready to compete. Most will be running on street tires, but some of us will be using racing slicks so some rules are a little different. Use this as a general guideline, not the solid gospel. Most of these will fall under the general regulations in the NHRA and IHRA rulebooks, and seldom change. Consult with the rulebook before making any changes. I will let the photos make the explanations, so read up, and get ready to roll.



Most cars will be fine without a roll bar of any kind, but even a 6 or 8 point bar like this will stiffen the chassis of your '57.



Cars running faster than 11.99 need the roll bar at left, while cars running quicker than 10.99 will need this 8 or 10 point cage.



Aftermarket axles and long wheel studs are advisable for all cars, but mandatory once you go into the 11 second range. Cars going 10.99 or quicker must have these. The lugnut must engage at least half of the stud, so these long studs meet the requirement and then some.



Some kind of seatbelt is required in all classes. Stock belts will be fine down to about 10.99, after which these SFI units will be needed.



A catch can, with at least 1 quart capacity is required in all classes. OEM or aftermarket is ok.



If slicks will be used, a driveshaft loop must be used. This will ensure that in the event of front u-joint failure, the car will not "poke-vault" with the driveshaft. Besides being mandatory, it will save a lot of damage to the car and it's floorpan/trans tunnel if the bad thing happens. Since the '57 Ford is a full frame car, a custom loop will need to be made. Make sure it is a 360° design.



Those cheap plastic marine battery boxes won't pass tech anymore, so save the hassle if you trunkmount the battery. Get a legal steel or aluminum box in the correct metal thickness.



Cars with rear mount batteries must have this cutoff switch, correctly wired.

Other items that will be required are a neutral safety switch on the shifter. The cars must have a safe fuel system and brake system. Tires can't be worn to the cords, and broken or cracked glass is a no-no. This is just a guide, so be sure to get a rulebook from NHRA to get up to date on all of the safety regulations. These are designed to keep us all safe as we play, and keep the spectators safe as they watch.

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

I'm considering selling my hardtop to concentrate on the Station Wagon. It's a Black/white car D-code 312 with 3 spd OD. T&C radio and power brakes. Contact Duncan Scotland at RCsignals@earthlink.net

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

Way to go, Pat! ↓



Wanted

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

Wanted: nice doors for 70A or 70D Custom.
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

Need a mint right front fender and NOS right grille
section.. Contact John Gambill at gambill@1957ford.
com

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

Need a jack, part# 17080, and a jack handle part#
17035. Contact Terry Freihage at tandjsuper@cs.com

**The deadline for the next issue will be mid-
night, June 28, 2003. Get all ads submitted
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

When trolling the junkyards for those desirable
`57 parts, remember to bring along a small survival kit.
This kit should contain insect propellant, as well as some-
thing in case of snakebite or bee stings.

Perhaps as important, especially in a large yard,
or for a day long perusal of your favorite yard, bring a
large cooler of water, and maybe some snacks. Chocolate
never works well, as it will melt. Chips and maybe a
small cooler with sandwiches, etc will be good when you
are ready for a break.

If the yard you are visiting allows it, bring along a
wagon or wheelbarrow to help you get those heavier
items out. Some places will let you drive in if they know
you well. I am fortunate to be in that situation. Carrying
a 200 lb. trans or rearend out of a boneyard is no fun.

Dress for it. Don't go into the jungle wearing
shorts and a tanktop. I usually wear sweatpants so I can
move about freely, but I would suggest wearing jeans and
long sleeves. Steel toed boots are also recommended, al-
though personally, I don't follow that practice.

Lastly, protect yourself against ticks and chig-
gers. These pests can ruin a good day at the junkyard.

**Event Calendar**

May 30-June 1

Fords at Carlisle
Carlisle, PA
The Best All-Ford Flea
Market and Car Show

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 July 15.



Dedicated solely to the 1957 Ford passenger car.

57 Fords International
P.O. Box 914
Lebanon, OH 45036



We're on the Web!
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