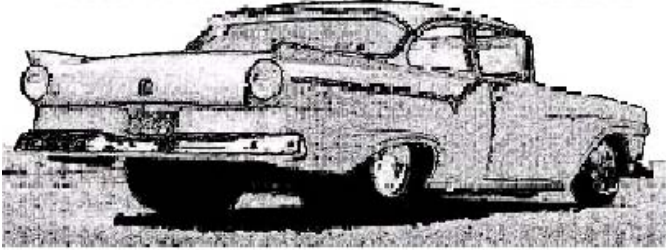


'57 Fords Forever



VOLUME 2, ISSUE 6

NOVEMBER/DECEMBER 2002



*Dedicated Solely to the 1957 Ford
Passenger Car*

BOWTIE CRUSHER

**JOHN GOODWIN'S BAD
BIG BLOCK '57 FAIRLANE**



**Put More
Cubes Under
the hood of
your
'57**



**More Expo 2002 Photos!
Ford Centennial Celebration
Winterize !!**

From the Editor

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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.*

Hazy Shades of Winter

Another season of racing and shows have come and gone. 2002 has been a great year for '57 Fords International, as we have gained exposure around the world via the internet, our newsletter, word of mouth and so on. The Expo this year in Columbus, Ohio was our crowning achievement with 20 '57 Fords on the grounds. While some that showed up were not members, by show's end, many had joined. We want to welcome all of our new members, and urge each of you to send in your photos and show information. You can send it to either of the contact people listed below and it will make it to me, to be added to our growing collection of photos. Keep in mind that our website is currently being revamped, so the galleries will be replaced with a much better setup, take up less space, and finally, be faster to load those photos. Stay tuned for these improvements and more.

One of the most exciting things coming up this coming year is the 100th Anniversary Celebration of Ford Motor Company, held at the Ford World Headquarters in Dearborn, Michigan over a five-day period. This is going to be one of the greatest automotive spectacles of the year, and I plan to be there. Be watching our club website for the addition of a 100th Anniversary section. Plan now to attend as rooms are sure to fill up fast. This is one show I don't think anyone will want to miss.

A quick word about Expo 2003: If any members who plan to attend are interested in running in an all-'57 Ford bracket race, similar to the Y-Block Shootout, contact me so we can get a headcount and plan accordingly. I imagine there will be several who may be interested, but we need to get a pretty good idea before continuing.

As is the case with any publication, we need to keep fresh information coming through the pages. Any submissions for print should be sent to me at the addresses listed below and left. Also, any suggestions for stories you would like to see, contact me and I can get the research started. Most of the stories we print will require at least one image, preferably more. Take the best photos you can, digitally if possible. If you don't have access to a digital camera or a scanner, send your prints to me and I can convert them for you. Writing and photography credit will be given where applicable. It is always great to read about someone's experiences with building their '57, and to end the year, we are running an article sent to me earlier this year by member John Goodwin.

As this will be the last issue of our newsletter for 2002, let me be the first to wish everyone a very Merry Christmas, and a safe Happy New Year. Keep watching our website for changes and additions concerning the Ford Centennial Celebration.



'57 Fords International

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Text and photos by: James Potter

Since we had so many '57s show up for The Gathering, we weren't able to show them all in the last issue. Take a look at a few more fine examples of the '57s in attendance. Hope to see more of you out next year at Expo 2003.

David Fuzner brought his Custom 300 to participate in the Y-Block Shootout. He spent a bit of time repairing a seized rocker shaft but came back to go on to the Semi-finals. Cool tubbed chassis was purchased as a 460 powered bracket car, but was converted to Y-Power.

Another look at Dennis Moore's beautiful '57 Sunliner. It is all original and low miles to boot. Dennis is from Northfield, Ohio, and owns many fine examples of '57s.



EXPO 2002

National Trail Raceway, Columbus



The original E-Code 312 from Tom Drummond's '57 Sunliner is in storage back home, while a cool dual quad 390 provides power now. Underhood of this ragtop is as nice as the outside of the car.

Tom's Sunliner is loaded with every option except AC and continental kit. AC couldn't be had with the performance items, but really, who needs AC with a ragtop? The car is a driver, and was driven from Illinois. A beautiful car in good company. Look for a feature in an upcoming issue.



Just a few lines about my `57...

I was in Oregon at an all Ford swap meet/car show. I had been looking for a Ford to buy for a while. This car was in a little trader paper, the owner wanted \$5500 or trade for travel trailer. I offered him \$4000 and he took it. It looked about like it does now, but with no windshield, interior, headliner, etc. The engine compartment was a mess! The 352 ci ran, but most every wire had been cut and spliced.

After patching up some wiring and getting the engine to run better and covering the windshield opening with a Ranchero windshield (and a lot of duct tape!!), I got my wife and headed out on our first cruise, Man was it great! The windows were down ('cause they don't work!), Hey it's a hardtop, right? Well, anyway, it's warm, so I open up the vents. Big mistake. Seems like this is the first time air has blown through then since the paint job. Lots of sanding dust is now blowing around in the passenger compartment, but quickly closing the vents fixes that. Well now, being a hot rodder, you know after going three miles it must be time to open `er up!

So, as we pulled away from a stop sign, I let her chew, the 352 4 barrel took off like a rocket, well maybe a real slow rock but we took off anyway, through 1st gear and just as slammed 2nd, it felt like somebody turned the key right off! As we coasted to a stop, I looked over at my wife, who's face still has sanding dust on it, and said, "Ain't cruisin' fun?"

Well, you know what they say, all you need to make her run is spark, air and fuel! Seems the points had closed up, nothing a screwdriver can't fix. Got her running again and took the wife straight home! Well, that was then, this is now.

The engine is now a 466 ci with Cobra Jet heads and intake. It has flat top pistons giving it about 11.3:1 compression. The sled fulcrum rockers are replaced with rollers. Hope to

go full roller when I put in the 514 ci kit. The trans is a built C6. Rear gear is 3.00 which seems to work fine with 24 inch tall tires. I have a set of 4.11s, 3.89s, 3.70s, 3.50s and 3.25s if I get bored. The engine made over 450 hp and over 500 lbs torque earlier this year before the roller rockers and headers!

The interior is out of a '64 Galaxie XL 500. It seems to fit very well.

See ya cruisin,

John and Cherrie Goodwin



John has installed a 466 Ford big block into his '57, and in the next couple pages, will discuss the details involved with such a swap. Many thanks go out to John and Cherrie Goodwin for the work in putting these articles together.

See <http://www.57fordsinternational.com> for more photos !!!

No Substitute For Cubic Inches

VOLUME 2, ISSUE 6

Text and Photos by: John Goodwin

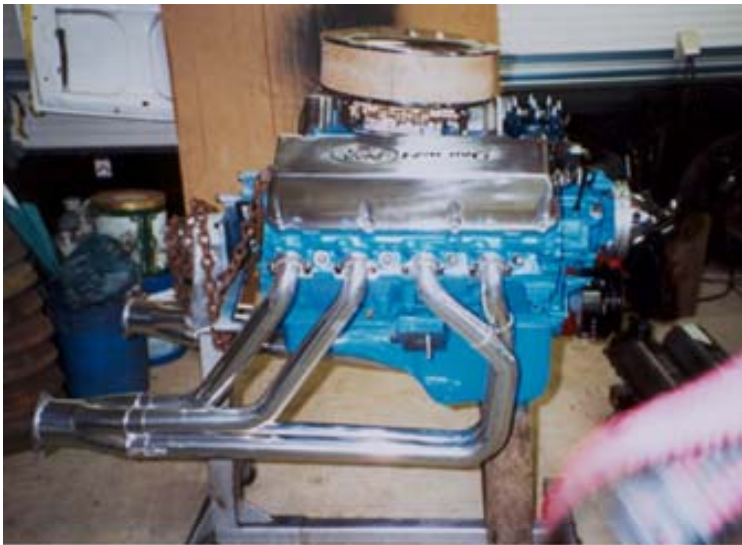
The Crites 1957 Ford 429-460 swap kit consists of motor mounts and transmission crossmember. I also ordered the exhaust headers. The kit is advertised as not working with cast iron manifolds. The motor mounts are pretty solid, so not much clearance is needed around the headers. The trans crossmember comes in three pieces: a 1.5" X 3" rectangular tubing with two L-shaped brackets that slide onto the tubing and bolt to the frame. The headers are separate individual tube headers that slip together into the collector.

The kit is easy to understand, but you must fit all the parts before you put the engine in place for the final time. The engine and transmission location must be set before the trans crossmember can be bolted to the frame. With the engine/trans in place, you can fit the headers. I had to cut and grind the upper A-arm brackets on the frame, and turn the attaching bolts around (*bolt head inside, nut toward wheel, Ed.*) to get enough clearance for the headers. The idler arm bracket may need a little grinding as well. The header tubes will need to be checked. I put a piece of pipe in that fit the inside diameter close and adjusted the tubes until they slipped into the collector.

One thing I didn't like was how the headers dumped right into the transmission crossmember. The pipes would go under the crossmember, which is fine if ground clearance is not a problem, but I had dropped the front with the Granada spindle setup and 14 inch wheels and tires. To get as much clearance as possible, I cut the crossmember where the collectors dump, and welded a piece of steel angle back across the top to brace where I had cut. Additionally, I welded the L-brackets onto the crossmember for strength.

Just a note about the headers: The front two tubes from each head pass under the lower A-arms. Yes, I have had trouble dragging over humps and bumps! It hurts a little every time as I had the headers ceramic coated.

All in all, I think the kit has worked alright. There are other things I did for my application, but the instructions are pretty clear, and Crites will answer any questions and are very helpful.



Notice how the headers drop down straight in front. Both sides are like this. This is similar to the '70-71 Torino setup. Also, Crites produces a set of FE headers (390-428) that are identical except for the port flanges. They fit well, but I imagine with a lowered ride you may have clearance problems. - Ed.

CRITES INDUSTRIES
13155 USR 23
ASHVILLE, OHIO 43103
740-983-4777 or
740-983-2273
Fax: 740-983-9691
E-mail: tbolt@bright.net

For more information, visit <http://www.critesrestoration.com>

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

1957 Fairlane 500 Fordor doors. Full set, some broken glass, but doors are extra solid. Have stainless still on them. Going for a bargain. Make offer, you pick up or ship at your expense. Also, complete 272 and Fordomatic trans. Really cheap, make offer. James Potter, 423-570-2364, JPotter@57fordsintemational.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 3. \$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

I have a 57 Ranch Wagon 4-sale, Fresh 57 thunderbird 312 Fresh 3 spd w/overdrive, Radiator re-cored, Fresh Brakes and brake lines. New Windows, New Rubbers For Windows. Stainless has been Restored. Bumpers have been re-chromed. The body has been Stripped and put in primer. It drives but no windows or trim on the car. It needs to be finished. It does have some rust in the usual spots a 57 does: Bottom front fenders, rockers, and both quarters. Asking \$3500. Contact IMWALEN@aol.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 Grilles. Need replated, but pretty straight. Have 2. \$25 each. Mostly complete, plus extras. stainless and gold for Fairlane Fordor, \$75, good shape. Jpotter@57Fordsintemational.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

70A rolling body for sale. 99.9% rust free, one little bitty rust hole in trunk floor, left side. Floor pans are excellent. Complete body on chassis, with bumpers and grille, no interior or drivetrain. Original A code with 3 speed. Clear title. The car is in Arizona. This car is real nice, you don't find them like this anymore. \$5295. For pictures, email John at gambill@1957ford.com.

Wanted

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

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

Remember, the deadline for the next issue will be midnight, Dec 31, 2002. Get all ads submitted to me by email or USPS. Be sure to include name, phone number, fax, email or other contact . All ads are free for members. After you receive your membership number, be sure to include it as well.

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

Tech in a Sec`*By James Potter*

Before we can get to the warm days of show and shine, or running down the two-lane blacktop, we have to endure the winter. For some, particularly those in the north, this means parking the `57 for a few months. Be sure to follow a good maintenance and storage procedure before tucking her in for the winter. Top off all fluids, particularly gasoline, to keep any moisture from condensing on the inside of the tank and causing rust. Also, don't forget to put out some kind of trap for rodents. Those little teeth and claws can do a lot of damage to your classic Ford. I am sure most of you do it anyway, but on warm, dry days, take her out for a drive. It will do you both a lot of good. Before you know it, warm weather will be back, and we will be starting another year of enjoying our Fords.

**Event Calendar**

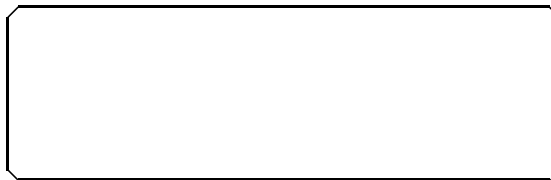
Nov 28-Dec 1	Turkey Run Daytona Beach FL
Nov 28-Dec 1	Fall Super Swap Columbus, OH
June 12-16, 2003	100th Anniversary Celebration Dearborn, MI

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



Dedicated solely to the 1957 Ford passenger car.

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Lebanon, OH 45036



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