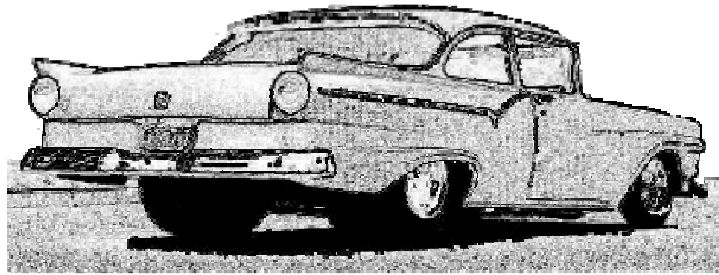


`57 Fords Forever



VOLUME 1, ISSUE 1

SEPTEMBER/OCTOBER

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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.*

`57 Fords International has Arrived

By: James Potter

As of April 2, 2001 `57 Fords International is an official club, dedicated completely to the 1957 Ford passenger car. No other car club in the country can make that claim. In fact, the number of car clubs in the USA that can say that they focus on one year of one make of car can likely be counted on one hand. We have made it our mission to reach out to as many owners of 1957 Ford automobiles as possible, to include them in what we believe will be the best organization in the country. We will be incorporating a database of member's with available parts and accessories for sale, that will only be made available to members. We are also planning our first event, which will be held in conjunction with the Ford Expo 2002 during the Fall of 2002. We expect to have a good turnout of `57 Fords of all kinds, so begin planning for that. More information when it becomes available.

As a single year, single make club, we are growing at a fair pace. As a club in general, it could be considered slow. We are all pleased that we have done as well as we have, as we are a brand new club. We have some great things planned, both on the Web, and in print. We will be making the move to a monthly newsletter likely after April 2002. The newsletters represent a considerable time investment, so anyone interested in contributing to the newsletter, see the sidebar for instructions.

We want to thank every one of our members first for joining. We could not exist without you. We want to thank you for having the enthusiasm and faith in us to bring you this club. We will make every effort to bring you the best information we possibly can, and make available the best resources for your `57 Ford projects, both on the Internet and in our newsletter.



Dedicated Solely to the 1957 Ford Passenger Car

`57 Fords Forever

By: James Potter

By now, you must have noticed the title header at the top of the page. Since the humble beginnings of `57 Fords Forever on Excite Communities almost 4 years ago, I have kept that name around in one form or another. Since we all felt it best to make the new club name sound as serious and professional as possible, that left the `57 Fords Forever name left in limbo. When the topic of the newsletter popped up, right away, I knew that the former name would continue on, this time in the title of our club publication. **`57 Fords Forever** will be our printed sounding board to our members, especially those without internet access. For those that are on the Web, they have the club message boards which are a favorite part of our website, averaging over 100 views per day. Not bad, considering the amount of people who know about it. We feel like we will be able to reach more potential members with a printed medium, so be watching for it, every other month. All members receive free classified ads, but if you are a business advertising parts or services for sale, you need to contact us for further assistance. See the sidebar for further contact information. All writing will be proofread and may possibly be edited for content, but full credit will be given to the member who submits the work. All pictures will be converted to black and white, except for the Year-End issue which will be run in color. Photos should be clear with as few obstructions as possible. Photos must be approved by club administration, so no nudity or other possibly offensive issues please. I can edit images so if there are problems with a photo, I can likely correct it before it goes to print. Submit your items now!

57 Ford Disc Brake Installation

Text and Photos By: Robert Lewis

Due to the overwhelming number of requests we receive almost daily concerning this swap, we have contacted our friend Robert Lewis for further information. With his permission, his entire article from his website is printed below, including photos. At the end of his article will be a list of resources for the swap.

I originally wrote to Ford Motorsport, John Vermeersch answered that letter and had this to say. There are several ways to add disc brakes to your 57 Ford. The most effective way is to use 75-80 Granada-Monarch front brakes, spindles and all. The spindles will require modification to the tie rod and lower ball joint bores since the tapers differ from the 57 parts. The Granada rotors measure 11 inches in diameter, a big improvement over the stock drums. The wheel bolt pattern remains the same. A stock Granada manual master cylinder will bolt onto the stock firewall location. Be sure to add a proportioning valve to set the balance between the front and rear brakes. At this point he said he would forward the letter to Super Ford (Super Ford magazine is no longer being published) as a general interest question.

I am replying to that with more information. As car guys are rather impatient to get the parts and get it going, I had found several sources that had good ideas, some the same, some not, before John had answered my questions.

I have had some feedback on the reaming of the spindles. It seems that finding someone to do the reaming of the spindles is the hardest part of the installation. I have included all the resources that I currently know about in an effort to make this a good experience for all that attempt this swap. It seems not all machine shops have the reamers to do the actual work, I would check around to see and make sure you have a shop willing to do the work before you buy any parts.

Info from Richard Smith via Fatman

The tool is a 3 and one half degree per side or sometimes called 7 degree inclusive, Bridgeport end mill reamer, spiraled is better than straight. Fatman did not do them the way my '57 was done, they reamed them so that you do not need spacers under the castle nut. Fatman says that they have been doing it for twenty years and that's the best way. They say it changes the bumpsteer if you do it the way I did, well who knows. I will try it, they said its strong enough no problems. but I still kinda like it the other way.

I did ream them deeper to match the original depth of the joints into the arms, since I only use the car for drag racing, so steering around on the street is not a problem.

*** **Fatman Fabrications** ***, **704-545-0369**, can do this work at a reasonable cost. They also have a modified Granada spindle for 54-64 Fords just for this installation.

Fred Kuenzi in the San Diego area (actually Chula Vista) offers this info for the West Coast owners of 57 Fords. Fred has stated that he will help with advice and several tips from his installation and can be reached at **619-588-7841**. Fred also say's that **Sam's Alignment** in Chula Vista near San Diego can ream the spindles for only 50 bucks, good deal!! Sam's can be reached at **619-477-9186**.

A good friend of mine, **Ken Heard** of **Oregon Cam Grinding (1-360-256-7985 PST)** has a fine red / white 57 Ford Fairlane and he had these brakes on his 57. I obtained most of the parts in this list from him. He also did the reaming and I talked with Ken and he said post his phone number and he would do all that he could to make the disc brake installation a successful one for anyone who calls.

Disc Brake Install

This is information about adding front disc brakes to an old Ford, 1957 to be exact. The first picture shows the items in boxes that I purchased, hoses, pads, calipers and more. I have a list of the brand names and part numbers of most of the pieces. Since I put this together I have found several more companies that have complete swap kits.

I have taken a series of pictures for this conversion. The first thing to do is to locate the wrecking yard parts. The items that can be used from a wrecked car include, 2 - 1975 to 1980 Ford Granada "spindles" (second picture - silver) 2 - dust caps, 2 - outer bearing sets, 2 - wheel bearing nuts and washers, 2 - mounting brackets (black object in third picture) plus the 2 mounting bolts, 2 - spacers and their 2 bolts that hold the caliper to the mounting bracket. This picture shows the Granada spindles in silver versus the original in black from the 57 Ford. On the 57 Ford, remove the dust cap, nut, outer bearings and pull the drum off the spindle. Remove the complete brake shoes, springs, hose and backing plate. Remove the shocks. Get an inside coil spring compressor, the coils are inside the frame which makes it hard to use the regular outside spring compressor. Compress springs, put a floor jack under the frame next to the lower ball joint and remove some pressure from the coil spring. Pull the cotter pins from both ball joint nuts, remove the two nuts that hold the joints in. Use a pickle fork (tapered tool) to pop the ball joints from their holes in the old spindle, lower jack a little and remove spindle. Put all the 57 brake parts aside as they can be swap meet parts.

Disk Brake Install, *cont'd*

Look at pic #2 and you will see that the 57 spindle (black one) is taller and the Granada location of the wheel and bear-



ing shaft is higher on the spindle. What that means is that the Granada spindle will lower the 57 frame about 1-1.5 inches and if you cut the spring you can lower it more. I did not cut the spring as I wanted my front end a little stiffer for drag racing. The third pic shows the spindles with a caliper mounting bracket in place. Once you have the spindles you can take the "57" lower ball joint and the steering arm joint to a machine shop and have them taper ream the spindles in the lower ball joint and the steering arm hole until the joints slide into the proper location. The depth that the ball joint stud goes into the spindle is the reason that the spindle needs to be taper reamed, I had the spindles reamed until the ball joint stud went as deep as the 1957 joints did. The upper ball joint hole does not need to be modified. With the spindles modified you can add the caliper mounting bracket with 2 bolts before you install them.



The coil spring seat has a groove in the bottom A arm that the end of the coil spring fits into and the upper has a rubber gasket that fits on top of the coil spring. Floor jack the bottom A arm up until the upper ball joint stud goes through the spindle, add nut. Next, the lower ball joint stud goes through the spindle and has some extra thread length I took up with the thick washers from the long wheel nuts for Cragar Super Lite II wheels in order to use all the thread length to put the nut in the proper location to add a cotter pin through the nut body. The steering arm joint has to be screwed out of the adjusting bracket (adjust the bracket till the thread count is the same on both ends) to reach the spindle steering arm. Do not forget the proper size cotter pins. Three places to add nuts and cotter pins.

When you mount the calipers, the air bleed adjuster has to be pointing slightly upward and the hose mounts pointing slightly downward. The hose end that fits on the frame bracket has to be modified, the end for the old hose is round and fits the frame bracket.

The new hose end has shoulders and will have to be filed down to almost round and then will fit good. If these (calipers) are mounted left on right side (backwards) the air bleed adjuster will be pointing slightly downward and the hose will be stretched to the bottom of the spindle and will be mounted upward and will be almost touching the lower A arm. If you look just forward of the yellow jack and the steering arm you will see a black hose pointing downward, this is backwards!!! I also changed to a dual master cylinder, which mounts in the stock location with only 2 bolts required. I made the pushrod about 1/4" longer for a slightly higher pedal. The pedal to pushrod ratio is about 6:1. This pic shows the entire assembly in place.

The list of parts and manufacturers, if I have left something out let me know. The parts are from a 1975 to 1980 Ford Granada and maybe other Fords.

- 1 - Auto Specialty # M-81023 dual master cylinder
- 2 - 1975 - 1980 spindles
- 2 - caliper mounting bracket + 2 mounting bolts
- 2 - Wagner # CR83270 calipers
- 2 - Wagner # BD60431 brake rotor
- 1 - Wagner # F73239S brake hardware
- 1 - Wagner # F73237 brake hardware
- 2 - Parts Master #PT6815 rear grease seal
- 2 - Parts Master #PT A-12 front bearing
- 2 - Parts Master # Pt A-13 rear bearing
- 1 - Wagner # SH1107-7 disk brake shims - did not use
- 1 - Wagner # MX7027R disc brake pads
- 2 - Wagner # F80013 brake hose - had to modify one end
- 2 - grease caps for rotor
- 2 - bearing nuts
- 2 - bearing washers (behind nut)

Resources For Disk Brake Swap

D.C. Enterprises

564 Strauss Dr.
Thousand Oaks, CA 91320
Phone 1-805-498-4420
email - dcent@anacapa.net
Complete disc brake kits for older Fords, also dropped spindles

Rod & Custom magazine March 1997 by Jon Gobetti with Dick of DC Enterprises
Magazine Article

Crites Restoration Products

13155 USR 23, Ashville, OH 43103
Ph 740-983-4777 Fax 740-983-9691

MP Brakes

254-1 Rolling Hills Rd
 Mooresville, NC 28115
1-704-665-8866
email - mpbrake@aol.com

Fatman Fabrications

8621-C Fairview Road Hwy 218
Charlotte, NC 28227
(704)545-0369

Sells a Modified Granada spindle for 54-64 Fords just for this installation.

Wrecking yards - spindles, caliper mounting bracket, outer bearing+nut+washer+grease cap, brake hardware

Local auto parts stores also have all the parts new or rebuilt.

For Sale

1957 272 2V, Ford-o-matic 2 spd
Mostly complete, not run in 35 years. Cheap, make offer.
James Potter, 423-570-2364,
JPotter@57fordsinternational.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. \$150 for all 4, you pick up or
ship at your expense.
James Potter, 423-570-2364,
JPotter@57fordsinternational.com

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

390-406 6V intake
Factory FoMoCo intake, great shape, bolt holes exhaust
crossover, etc. Take \$225 for it.
James Potter, 423-570-2364,
JPotter@57fordsinternational.com

I have the following items I'll be putting on E-Bay but will
offer them here first.
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

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

I have a 57 Ranch Wagon 4-sale, Fresh 57 thunderbird 312
Fresh 3spd w/overdrive, Radiator re-cored, Fresh Brakes
and brake lines. New Windows, New Rubbers For Win-
dows. 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

1964 352 4v and cruiseamatic trans, complete from carb to
pan, \$150

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 Gam-
bill at gambill@1957ford.com

"Wanted" 1957 Ford Custom Business Tudor Sedan
(70D) Good to very good condition wanted, with or with-
out engine/trans. Contact gambill@1957ford.com

**Remember, the deadline for the next is-
sue will be midnight, October 26, 2001.
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 re-
ceive your membership number, be sure
to include it as well.**

`57 Fords International

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P.O. Box 914
Lebanon, OH 45036

Email: JPotter@57fordsinternational.com

*Dedicated solely to
the 1957 Ford
passenger car.*

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



From the Editor

This being my first editorial for `57 Fords Forever, I want to thank every member for making this possible. I want to make sure that every issue has something that you want to read included in the pages. Next issue will include a survey, which you can mail in providing some information about yourself, your interests, where you would like to see this club go. We want to make sure that `57 Fords International is around for a long time, keeping the `57 Ford alive for the next generation. We are interested in what our members want, because without members, we can not exist. Which leads me into the next point. . .

We need members. As was stated on the website a few months ago, the first 50 members will receive a different membership card than all subsequent ones. The card will forever mark that member as a charter member, letting you and everyone else know that you were part of the beginning. You were there from the start. Some other items are in the works as well for our Charter Members, so keep an eye on the website, or the mailbox, when future issues of this newsletter arrive to fill you in.

I just arrived home from the Ford Expo 2001, and what I saw was pretty impressive. There were several `57's there to race, as well as 4 or 5 in the show area. Very nice. I spoke with the promoter, Charles Crites, and I will be submitting all of our information to him in a week or so, to give them time to recover from this past weekend. I will post dates, registration deadlines, etc, as soon as they are available to me.

I am proud to be a part of this club. I am proud to say that I know such a great bunch of guys and gals. The ones that I met at the show this past weekend, I imagine we will in contact for some time now. It was great to meet you all, and the ones I have yet to meet, I look forward to it.

James Potter

Member's Showcase

By: James Potter

This beautiful Sunliner belongs to new member Jim Christians. He bought the car with the body restoration already completed by a former owner. Since he purchased it, all the chrome and stainless has been redone. The Sunliner has only 67,000 miles on the clock. The motor was overhauled at 60,000 miles, as was the trans. A myriad of items were replaced with new ones as needed, but Jim says this winter's project will be detailing the engine and engine bay.



Jim Christians' beautiful Sunliner...You should see it in color!

Upholstery and top are fresh and new as of 2000, so the Sunliner should be in good shape for a long time, and Jim takes every opportunity the weather is nice to get out and drive. The original Town & Country radio resides in the dash, although an AM/FM cassette player has taken over the glove box, while a set of auxiliary gauges give Jim something to ignore while cruising top down on those secondary roads, away from the high speed interstates. The dual glass packs give it a truly `50's sound, the black/white color combo and continental kit provide the `50's look.

The car was recently co-star to Jim's daughter, as she used it as her wedding "get-away" car.