

# FOREVER '57



Volume 6      Issue 2      February 2008

**Shows, Racing, and Tech! More Content!**

**Old School Cool**

**CalTrac  
Installation**



## Table of Contents

- 2 In my Corner- - - Editorial
- 4 Calendar of Events
- 5 In the Shop  
CalTracs Install
- 9 Old School Cool  
Rick Crawford's Custom 300
- 12 On the Web  
A Guide to `57 Ford Sites
- 14 57 Resources  
Sources for `57 Ford  
items.
- 15 57 Time Wasters
- 16 Event Coverage-John Force  
Holiday Show
- 17 Tail Pipe  
Last page, announcements

### **4 CalTracs for your `57**



### **9 Old School Cool**



### **15 `57 Time Wasters: Word Find**



# FOREVER `57

2008

February

Issue 2

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19383 Saucier Lizana Rd  
Saucier, MS 39574**

This is a temporary address until we receive our  
PO box. Watch for updated address soon.

Don't Forget the All Ford Indoor Swap Meet, held  
the first weekend of April every year. 14 acres of  
Ford parts under roof. Watch for more details.

# In My Corner

*Editorial by James Potter*

January marked a big move for us, as a club. We started reorganizing, began formulating a plan to revive our club. With the introduction of our newsletter again, I feel like we have made a great jump to that end. If you look in the directory on page 2, you will see a familiar name there.

John Gambill is on the staff as Technical Advisor and Information Specialist. I have known John for several years, and most of what I know now about the '57 Ford I have learned from him. He has one of the most extensive collections of Ford literature and information concerning the 1957 Ford passenger car, that I have seen amassed in one location. John has a good working knowledge, and is quick to share his resources. John is also the owner and webmaster of [www.1957ford.com](http://www.1957ford.com), which is our sister site.

Many of you may not know that John and I started '57 Fords International together, with George Titek several years ago, almost 9 years ago. Time certainly flies when you're having fun.

You will probably notice that this month's issue is a good bit bigger than the last. The bigger the issue, the more photos, the more tech info, the more features and other things we can put in here. I want to make this newsletter something worth reading, and I want to make sure that there is something for everyone here, from the reader with the all original down to the air in the tires Skyliner, all the way up to the wildest tube framed, SOHC 427 powered Custom, and everything in between. I want to include the Kustom crowd, as that is becoming more common with our cars.. Also, the '60's style Gassers, the low rolling 18 inch wheel crowd, and on and on it goes. I love everything '57 Ford, and I want to let everyone know that the only ruined '57 is the one that got crushed, or had a Chevy motor installed. Well, that last one is repairable, but you get my meaning.

I realize there are a handful of members here who sort of frown on later model engine swaps, or more radical stuff like suspension swaps. The way I have begun looking at it, is that, now, with the suspension swap, that '57 is

no longer sitting in the junkyard, or in a field, or a barn. That car is either being driven or on the way there. I have come to learn, that these cars are meant to be enjoyed. Most of the nicer '57's around the country came from dry climates, or were low mileage examples to begin with. Those of us on the Eastern half of the country have to deal with what Mother Nature and salt have left us. When I see one at a show, or at the drags, it thrills me to see them going, whether stock or modified. Just because I wouldn't do it to my own car, doesn't mean I don't enjoy looking at it and checking it out. I love the Gasser look, though I wouldn't do it to my car, the same as the scalloped or lace painted Kustoms. I wouldn't do that, but I like seeing a well done Kemp.

Variety. That is the name of the game, boys and girls. If all of us drove a red and white retractable with Coker wide whites and a 312 4V, or a black Custom with a 427 FE and 4 speed, it would get pretty old after a while, wouldn't it? Speaking for myself, I would like to see a few more all out cars, like the 4.6 Lincoln mod motor ride being built by one of our forum readers, or the Courier owned by another. I think the ultimate in smooth would be a Country Squire with a 5.4 Navigator 32 valve, with a Kenne Bell supercharger, with leather interior and 17 inch wheels. Funny thing is, I wouldn't do that to my car.

Hopefully, I am not sounding like I am rambling here, and am making sense to someone. I will round it off to a point by saying once again, that all of these '57 Fords are welcome to join us on our forums, or at our events. Of course, if the car is Chevy powered, the hood will have to stay closed since our events are held at all Ford shows. This is not to exclude or criticize anyone, that's just the rules.

So, the next time you see someone in a '57 that may or may not be to your tastes, raise your hand and wave to them. Heck, they may not think yours is so great either. After all, who in the world would paint one yellow and put a Chevy cowl scoop on their '57 Ford? ;)



A handwritten signature in black ink that reads "James Potter".

### **March 1-2, Orlando, FL**

Fun Ford Weekend Spring Break Shootout at Orlando Speed World Dragway.  
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](http://www.funfordevents.com)

### **March 6-9, Bradenton, FL**

7th Annual NMRA Spring Ford Nationals presented by Nitto Tire & Steeda Autosports at Bradenton Motorsports Park

Info: [www.nmrracing.com](http://www.nmrracing.com)

### **April 5-6, Columbus, OH**

Columbus Spring Swap, all Ford, Lincoln, and Mercury swap meet at the Ohio Exposition Center, I-71 and 17th Ave.  
Four buildings filled with Ford-only parts and cars, new and used from all of the U.S. Over 1,470 indoor vendor spaces.

Info: Richard (614) 855-4750;  
[www.springswap.com](http://www.springswap.com)

### **April 10-13, Commerce, GA**

Peach State Fun Ford Weekend Nationals at Atlanta Dragway.  
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](http://www.funfordevents.com)

### **April 20, Buena Park, CA**

23rd Annual Knotts Berry Farm Show at Knotts Berry Farm.  
All Show,

Info: <http://www.fordcarclubs.org/>

### **April 26, Concord, NC**

4th Annual Ford Owners Association of the Carolinas Show

Info: [mabarker@carolina.rr.com](mailto:mabarker@carolina.rr.com)  
<http://www.foacarolinas.com/events.html>

### **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](http://www.funfordevents.com)

### **May 4, Sacramento, CA**

6th Annual Fordlovers West Coast Nationals Bracket Race - Car Show - Swap Meet  
Sacramento Raceway  
Bracket Race

- Must be Ford powered!
- Super Pro - 7.50 to 11.99 electronics allowed
- Pro - 10.00 to 15.99 no electronics, open exhaust
- Street Rod - 12.00 to 17.99 DOT street tires, mufflers
- Novice - Time trials only, first timers, grudge races, "run-what-you-brung"

Info: <http://www.fordlovers.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](http://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>

***More to come next month.....***

**2008**

# CalTracs Install

*Foreword by James Potter*

*Photos and Text by Bob Lee and James Potter*

Bob Lee is providing us with an article this month on the installation of the CalTrac suspension link system in his Custom 300. According to Bob, there is no CalTrac made for the '57-'58 Ford, per se, but a little modification of an existing part number allows it to be used. The CalTrac bar is the state of the art in leaf spring suspension technology.

As with all projects requiring you to be underneath your Ford, be sure to fully support the cars chassis on good, high quality jackstands. The car isn't going to perform better if you, the owner and driver, are deceased.

The CalTrac is an underride style of bar, similar to the old Dragmaster bars from the '60s as well as the Shelby underride bars. The CalTracs go a step further. They utilize an additional bracket at the front of the spring eye, that not only attaches to the eye, but drops down and uses leverage at the top of the spring to control axle windup. The front spring bushing is replaced with a solid bushing to eliminate flex.



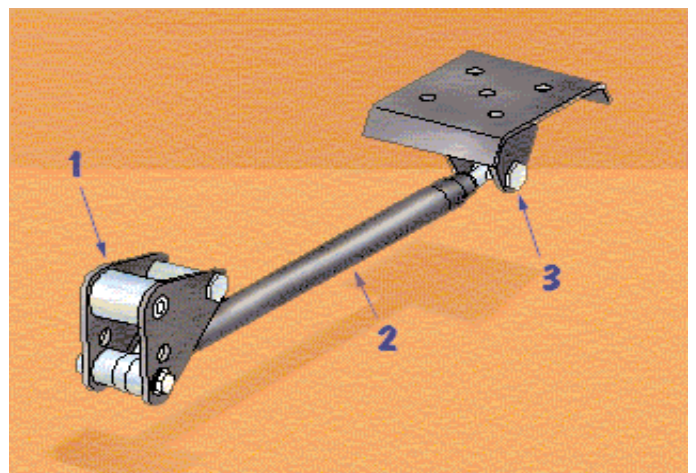
The CalTrac bar is a bolt on traction device that behaves much like a 4 link system. The difference is that it can be installed in your shop, with only a handful of specialized tools(welder, etc), and is much more inexpensive than a full blown 4 link setup. Additionally, it is a bit stealthy as well, being covered in black powdercoat, it can be somewhat hidden. When coupled with a good, fresh set of leaves, this combo is virtually unbeatable.

Calvert Racing is the manufacturer



One small concession will need to be made, in the area of the rear shock. You can fabricate your own shock bracket to use the original style shock, or you can do as Bob did, and fabricate a new mount to use the double adjustable drag style shock, and further tune the rear suspension. Using the adjustable shocks will help soften the hit from a manual trans, or stiffen the rear of the car, eliminating squat. Individual cars will require tuning to determine which setting the car likes best.

These bars also work wvll in street cars, as they use the stock leaf springs.



of the Cal Trac bar.

The installation was not a slam dunk. The frame had to have a minor cutting to allow for the larger front pivot mount fit into the leaf spring eye perch and this was then gusseted to regain the strength. The shop that did the installation does a lot of different makes, but this was the first 57 Ford they have done.

Calvert Racing advises that the the CalTrac bars are made up of three parts each: the front pivot, the force transfer link, and the rear mount.

These components work together by changing the “pushing point” on the car by redirecting the wrapup of the spring.

When a leaf spring car launches, the natural reaction of the spring is to distort into an “S” shape, due to the rotation of the tires against the ground trying to force the pinion shaft in an upward motion. When that happens, the spring, being distorted, is under immense pressure, and tries to recoil. With power still applied the pinion is again forced upward again. This occurrence is known as wheelhop



The portion of the CalTrac bar that sets it apart from all others, is the front pivot mount. Two steel plates on either side of the front spring eye, with the front spring bushing replaced with a solid aluminum part make up the bulk of the pivot. The bottom of the pivot has two attaching holes which can be selected for the force link, depending on conditions. The important part, a spring stop bolt, controls the upward motion of the spring, and the associated spring wrap. The bars come with spacers for various vehicles to control clearances in the spring eye pocket.

Finally, the force transfer link, or as those of us in the trenches call it, the link, completes the package. The lower link is TIG welded, chromolly tubing, with machined inserts. The link ends are



The best way to combat spring wrap, or wheelhop, is to provide a solid link between the rear axle and the chassis of the car. When you do this, the suspension will bind unless you provide a means for the axle to rotate in its normal arc of travel. This is only an issue if you use ladder bars or 4 link with leaf springs. If you use coil springs, that does not apply.

The CalTrac bars eliminate that issue, by replacing the lower spring mount with an application specific plate. This plate has the mount for the force link bar welded solidly to it. This plate attaches in the same way as the original. The shock mount was changed in this application to an eye mount instead of the oem bayonette mount.





left and right hand threaded so they can be adjusted with a wrench on the provided flats, instead of taking them off the car to adjust preload.

To begin the installation, the rear of the car should be raised high enough to remove the rear wheels, and provide enough room to work. Place jack-stands under the frame and the rear axle housing.

The first thing to remove are the leaf spring mounting plates, and the springs themselves. The springs have to be removed to install the solid eye bushings in the front of the springs. Once the springs are ready to go back into the car, you will need to modify the front spring pockets on the car's frame. Since Calvert Racing doesn't make a '57 Ford specific bar, I am assuming one for a '63-'64 Ford Galaxie would be the logical substitute. The frame needs a little notching

and boxing to clear the front pivot mount. This is the only real cutting necessary on the '57 frame, so don't be afraid to jump in there with the grinder and welder.

The spring and pivot side plates will be assembled together into the spring pocket, with the new hardware. Once that is done, the hard part is over, and only the rear shackles and lower spring mount need to be installed to be rolling again. Be sure to follow torque recommendations, as all hardware is Grade 8, and does have specifications listed in instructions.

When you are ready to install the force transfer link, install both rod ends, and begin threading them in until the link will fit into the bottom of the pivot mount and the lower spring mount.



The spring stop bolt should be installed, all link bolts installed and tightened, and the rear wheels installed. Put the car back down on the ground, full weight on the suspension, and put the drivers weight in the car be sure there is no pre-load on the bars. Use a friend or bags of weight, lead shot, etc.

For the initial setting, adjust the force transfer bar, or link, until the spring stop bolt begins to contact the top of the spring. Turn the link 1/4 turn to set the pre-load. Tighten the locknuts. Repeat the procedure for the opposite side. All that remains is connecting the shocks, which if you are using stock style shocks, is a matter of bolting them on. If you are using after-market adjustables, or aluminum body shocks with spherical ends, you will have already fabbed those before installation, as Bob had done.

As you can see, the procedure is basically bolt in, though some parts need to be massaged. As time goes on, I can only assume that John Calvert will make these bars for the '57 and '58 Fords.





Bob said this in an email interview: "I'm happy to report that I've finally had CalTracs (traction bars) installed on my Custom 300. Last time on the strip I found I could make pretty good miles per hour, but it took at least one or two seconds too long to get to the other end of the strip. Do they work? I certainly think so. But, with only one attempted full power run on the new traction bar set up and with slicks mounted, too. Especially, since I bogged at the line, where before I just went up in smoke/tire spinning while feathering the clutch off the line."

**From the Editor:**

This article and photos have been provided to us by Bob Lee. All technical information and expertise obtained from Bob and Calvert Racing. Thanks Bob for the photos and to Calvert Racing for making such an awesome part.

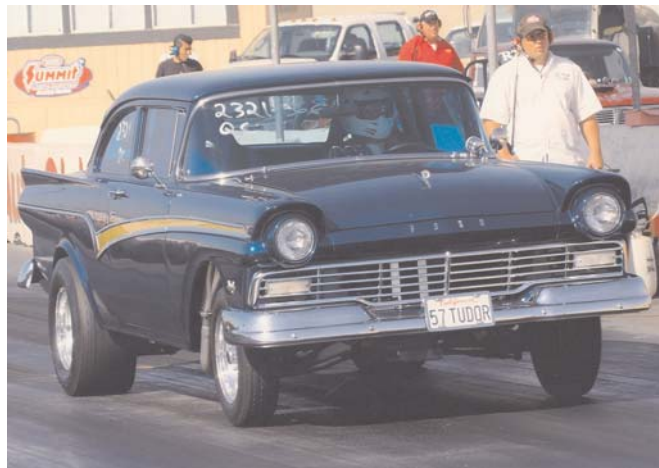
Deadline for submissions for next issue is March 10, 2008. Send all submissions to:

**James Potter**  
**19383 Saucier Lizana Rd**  
**Saucier, MS 39574.**

As always, please send photos in hi-resolution size, at least 300 dpi, any size ok. Also, send as many details as you can regarding your article. Thanks and I look forward to hearing from all of you.



*'57 Fords International is not associated with John Calvert, Calvert Racing, or CalTracs. This article is a freelance publication, detailing the application of an established product, on a non-standard application.*





# Old School Cool

*Photos and text by Rick Crawford & James Potter*

Sometimes, you see someone lucky enough to own their first car. That's a rare thing with someone my age, a product of the eighties. Here is a car owned by the same man for almost 40 years. Rick bought this car in 1969, for get this, a little more than \$50. Of course, back then it didn't carry its potent 427 sideoiler or its nasty old school gasser stance, or its Weld Pro Stars.

When I first received these photos from Rick, I found that he had also enclosed a nice little narrative to go along with it. So, instead of me explaining how Rick came to buy a '57 for fifty bucks, plus have the foresight to buy a nice sideoiler and hang on to it, I will instead, give you the honor of reading Rick's words

firsthand.



*Rick at Lions Drag Strip in 1970 in this very '57*



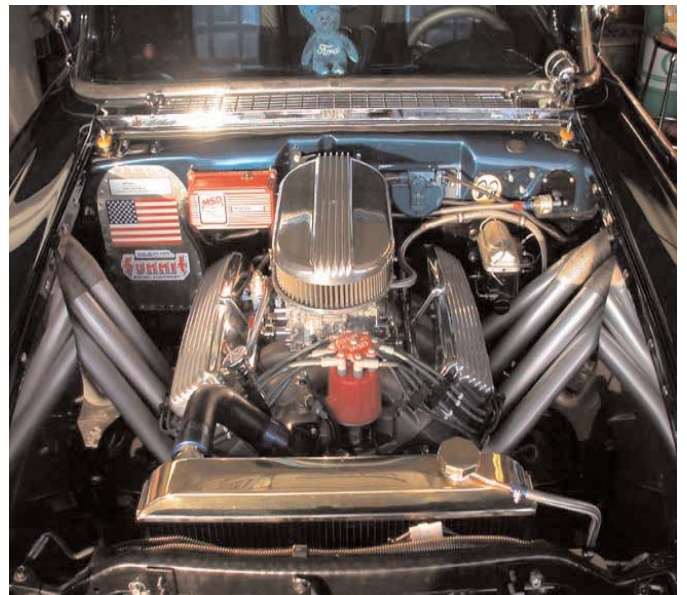


At age 16, I purchased my first car on August 19, 1969, A 1957 Ford, Custom 300 with a 292 cu. in. automatic trans, and 3.10 rear gears that my dad had found. My dad was working at a Uniroyal Tire Store in Whittier Ca. On Whittier Blvd. and had taken a car back to a Pontiac

dealer that they did business with. He spotted this old ford in the parking lot and asked the sales dept. if the car was for sale. They had just taken it in on trade and had to have it towed in. They couldn't find the keys and didn't know if the car even ran.

The sales dept said they needed a day or two and they would get back to him and so they did. The dealer was going to wholesale the car and told my dad if he wanted the car they would let it go at wholesale price of \$50.00 plus tax, DMV totaling \$55.50 out the door. My dad called me from work after I had got home from school and told me the news.

I became the second owner of this 57 Ford. The dealer towed the ford to the Uniroyal Store for us. My dad called the auto parts store and ordered and new tumbler and keys.



*Potent 427 sideoiler, bought back in '69.*



While waiting for the parts to show up I had checked the oil and told my dad that I needed a couple of quarts of oil, after adding the oil, the oil still didn't read on the dip stick, we added another two quarts of oil and at that point we suspected something had to be bad wrong with the engine. Sure enough, as soon as we fired off the engine, it sounded like a hale storm was striking a tin building and all the oil that we had just put in was now all over the floor. My dad looked at me and said, "we won't be driving this one home" so we borrowed a tow bar and brought the car home.

After tearing down the engine, the complete short block and flex plate was busted up bad. Acquiring a new short block, reworking the heads and going through everything, I now had me a driver for school. Needless to say, all the girls that I knew wanted a ride home after school. The car was originally colonial white and I had it painted blue. The padded dash was falling off so that went away and I painted the dash black. Seemed ok at the time. THEN, I discovered Lions Drag Strip and my whole life changed forever. I spent Wednesdays and Saturdays at the drag strip. I entered my 57 Ford into the Ford scholarship drags that were sponsored by the school district and the Ford Motor Co. in 1970. The drags were held at Orange County International Raceway. Almost all the auto shops in the district entered in the event. If memory serves me right, we took second place in the month long event. What a blast we had.

On December 2, 1972 Lions Drag Strip closed for good, I managed to get a few passes in the day before, but everyone from all over the state was there. I also managed to get a poster off one of the light poles after the last day event had ended. The poster is a bit weathered as the weather was poor that evening. In October 1984, Orange Co, International Raceway also closed for good as the Irvine Co. wouldn't renew the land lease. Just after I got into the drag racing seen, the automatic trans had to go and a Borg Warner T-10 long tail went in. After I trashed my first 292 and several more of them, I got my hands on some 312's and went all out with them. Needless to say, I trashed them also. My dad and I got into the service station business in 1970 and I ran crossed a Fairlane for \$125.00. It didn't have anything in it, "Gutted" I dropped in a FE 390 with tripower, top loader 4-speed.



It had a differential housing with what they call back then a lift-chassis set up. I dropped in a 4.88 Detroit locker. Then I did myself a favor and had a roll cage installed with some good safety belts. The car saw several passes at Orange Co. international raceway. As the oil embargo hit us we fell on hard times and we closed the service station and the Fairlane was also sold.

In 1981 after buying my home, my first 57 went in the garage and stayed there. Over the years I purchased reproduction parts as they became available and funds would allow. From time to time I would spend a weekend working on my car making my dream of a nostalgic looking prostreet hot rod come to life. In 1969 I purchased a 1968 FE 427 W-code side oiler block and saved it just for this final project to the car. The block is bored to 4.250" making it a 428 cu in.

The 427 has Fords steel \$ sign crank, H-beam rods, Ross 10.5-1 pistons with Childs & Albert rings, Romac SFI Harmonic Balancer. A Crower roller cam and lifters control the valves, while Rollmaster gear and chain set connect it to the crank. Harland Sharp roller rockers, chrome molly gun drilled rocker shafts, spacers & stands by Precision Oil Pumps, round out the valvetrain. Dove aluminum medium riser heads, Dove aluminum medium riser tunnel wedge 2x4 manifold, two 650cfm carter performance carb's provide air and fuel mixture. Edelbrock water pump, aluminum oil filter adapter by Precision Oil Pumps, Moon Eyes valve covers and air cleaner complete the engine. Marrco headers with jet hot coating get the exhaust into California's atmosphere..





All nuts, bolts, studs in the engine are ARP. SFI flex plate, TCI converter, all fasteners again are ARP. C6 HD trans with a TCI aluminum deep pan, Mark Williams drive shaft, Strange 9" carrier, Detroit Locker, Richman R&P, Currie Enterprise Extreme Duty Housing and Performance Axels with ARP 3" studs. Triangle fuel cell, Mallory fuel pump, regulator, and filter system.

Cypress Auto Body did the final body and paint. Paint is PPG two stage, Atlantic Blue and the center stripes are a bright gold metal flake. The upholstery I did myself in a black perforated vinyl along with the headliner, Autometer tack, gauges, and accessories complement the dash. B&M Shifter with Line lock, Recaro type seats in black & blue with 5 point Simpson belts. The roll bar was designed by myself and was made by Morrison Performance. The side windows came from Nichols Manufacturing, Inc. of Eugene, Oregon.

In 2000 the car was at last finished and was entered into my first car show, Fabulous Fords Forever at Knott's Barry Farm in April 2001. When I found out that `57 Fords International existed, I was in, hook, line, and sinker. Each year during the down season, I add or make changes to my car. Love working on it, even if its just "Wax on, Wax off".

Rick Crawford  
57 Tudor



## ON THE WEB

# Y-Blocks Forever!

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's web find is the Y Blocks Forever site. Jim Culver, Bob Martin and Ted Eaton put a lot of work into this site, and it is a treasure trove of valuable information on the Y Block engines that came in our '57 Fords. Of course, this information spills over into a variety of other Ford body styles, but it's good info just the same.

Y Blocks Forever has several sections, including member profiles, tech, and so forth, but, as with most sites like it, the most popular section is the Forums. Many knowledgeable members share in a variety of topics, and the ever-popular classified ads section is there for the Ford builder searching for that elusive Y block part.

In addition to the web, the Y's Guys have just recently been featured in Legendary Fords magazine. Most of the members there are heavily involved in the various Y Block shootouts staged throughout the country, and their driver profiles are also featured for the rest of us to admire, envy, or aim for...

Point your browser to <http://www.y-blocksforever.com/> and learn new things about an old faithful powerplant.

## '57 RESOURCES

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

Larry Evenson of Concours Parts has been in the business of providing high quality parts for Ford enthusiasts for over five decades. After making a go of it in the '70's selling classic TBird parts, he saw the market for other classic Ford parts as well, and began to press forward to meet the needs of Ford fans the world over.

Concours Parts offers free catalogs in a wide variety of Ford lines, including Galaxie, Bronco, Thunderbird, and of course, our '57 Fords, included in their beautiful, full color catalog. Every item is shown in the



catalog in full color or black and white, and in fine detail. I have purchased from Concours Parts, and I can say that the quality of the parts is second to none. The sheetmetal stampings are authentic and of proper and adequate thickness, unlike some repair panels on the market. The rubber weatherstripping fits, and will last longer than the "off-

shore" items commonly found at swapmeets and discount houses. Concours carries a full line of Ford detailing items such as decals, interior parts, engine parts, suspension parts and they also carry some literature, books and so forth.

You can find Concours Parts on the web at <http://concoursparts.com>, so head over there and get a catalog. Support the American businesses as much as you can. You may pay a few dollars more for your Ford parts at Concours, but I guarantee that you will not begin swearing as soon as you start trying to install your parts.

# '57 Time Wasters

## '57s on the Brain

M R L R B H H S S D I E I E E E O E D D R O R K A  
 X E R R E T A O F R R D I I F E E E I O R T T F E  
 S U L N N I B R E C R S C C I O P D A O H L O E T  
 T F I E F M D R D A R N D E R T R T E U T L F U C  
 D P R X R L E A O R F Y T E U O I D N A A F D R T  
 O V O R U N T R F S X R B R O R D D O N E O R E N  
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 O U Q L C N E U D F R D A V O R E F O K A V N D R  
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 E U L R U R D E O F O T R I I N K S C R I O I D F  
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 E I E N O I S I F C D D L I T I A A P I A R L R H  
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 I I O N O N T A K R R T E D F R R R T U R E O D I  
 N C E R O O S Y I I O L M O U E I I P I S P T C P  
 Y E L T O S L D A A R R R R D V D T P F R I T Y C F  
 L R X R E I T T D I E D I I L O O E E R C E O T E  
 D A O O N O C E O D E L R L M T R D C B H O N M T  
 P V N E P E V U D T R D N N D L R R A L C R C I S  
 I I R A L U N M I A R R O R E D N I P R E S H T S  
 I R E E R C T N O E D L A E O B U S R E K R L A T  
 R T S O C E O A V A O H B E I S D R E R T K R C A  
 T P O A N R T O R B R R R R A S O T M E U R S B R

Custom

sunliner

skyliner

fairlane

yblock

fordomatic

ranchero

selectaire

cruiser

paxton

teapot

overdrive

fcode

tudor

squire

fordor

hardtop

fireball

delrio

thunderbird

# JOHN FORCE HOLIDAY CAR SHOW

Benefiting California Highway Patrol's CHIP's for Kids

**Sunday Dec. 8**

*Photos and Text by Bob Lee*

I was really worried that the local 57 Ford owners, being in much shorter supply than that of the 57 Brand X owners, wouldn't be able to put up a respectable number of examples of our fine cars. Well, my concerns were unfounded. Not only did we show up with really high quality cars, but we outnumbered the Brand X cars. We had twenty 57 Ford cars and five 57 T-Birds representing the Ford marque in the featured car display area, the Brand X cars turned out eighteen of their 57's.

We took home three Best of Show Trophies honoring Eric Medlin and presented to 40 cars judged to be the Best Cars in the Show I believe the Brand X 57's got two of these Trophies. Our Trophy winners included a Fairlane 500, a Skyliner and a mild custom

Ranchero

We had 57's coming to the show from some fairly long distances, Fresno, Bishop and San Diego, CA and one from Scottsdale, AZ. It was truly a great way to cap off the year, even the weather cooperated. However, one of our Club members would call this to question, as his neighbors hillside wound up in Kid Courier's driveway due to the rains on Friday and he couldn't get his preregistered 57 Courier out of his garage. He still came out and spent time with our group. John Force was at the show with all his family and signing autographs along with a number of other celebrities. Over 1,000 really nice cars attended the show along with thousands of spectators.







*Glen Rogers of San Diego owns this Ranchero*



*Phillip & Sharon Preston of Riverside brought the 300, clad in bright yellow.*



*Gary & Arlynn Robinson's near stock '57 Custom 300 hails from Temple City, CA. 272 and OD powered*



*Another of our forum regulars, Ron Woodside(shoprattwoody) brought his beautiful black Ranchero.*



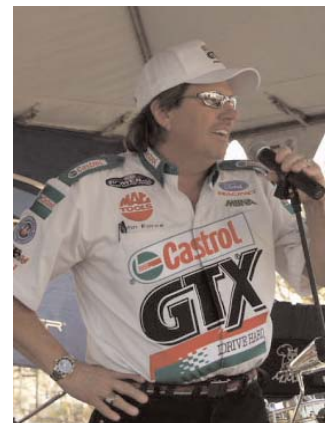
*Could not locate the owners or info on either of these two fine Rancheros.*



*Bill Sawyer of Fullerton, CA owns this show winning Skyliner. He owns a couple others, one of which is on loan to the Petersen Automotive Museum.*



*Jim Ellis owns this very trick Fairlane 500. He drove this car down from Bishop, CA, and received a trophy for his efforts.*



*The man himself, John Force.*



*Another of the trophy winners, Ken Wogoman's custom Yellow Ranchero rode in from El Segundo, CA. This car wins at nearly every show he attends.*

At the John Force Holiday Show, trophies were awarded to 40 of the finest cars. I don't know who judged them, but 3 of our 57's trophied, one better than the Brand X cars. They each received a trophy featuring a memorial to Eric Medelin, the John Force Team Funny Car driver killed earlier in 2007.

In the end, the John Force Holiday Show proved to be a success, both for the organization of John Force Racing, and for '57 Ford owners in general. The results of this show is proof that the '57 Ford is coming into its own, and is finally getting the recognition it has deserved for so long.

Congratulations to the trophy winners, Bill Sawyer, Jim Ellis, and Ken Wogoman. Each of these men have beautiful cars, in the spirit of '57 Fords International, from the mildest to the wildest. Thanks to all of you who participated.



*For the second time, 1957 Fords have outnumbered 1957 Chevrolets. (1957, Ford out-sold Chevrolet by several thousand units.*

**See more at  
<http://57fordsforever.com>  
in the gallery**

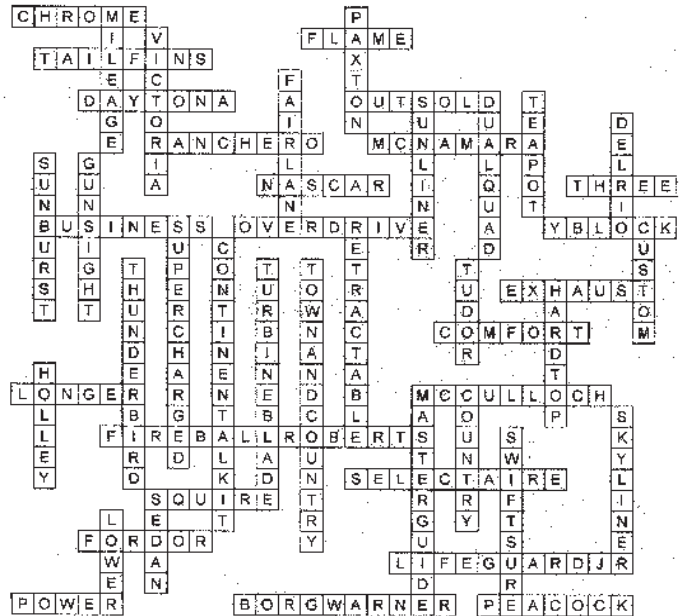
# TAIL PIPE

Solution to Last Month's Puzzle

That's all for this month. Remember, the deadline for any submissions is always the 10th of each month. Any submissions can be made to my mailing address or email address listed in the front of this publication. Any photos should be digital, though I can scan and use film prints. I cannot return any items submitted, unless it is accompanied with a SASE.

If there is any tech article you would like to see, let me know and I will be working on getting it together. It may take some time, since I would either have to do it myself, or find someone else who is doing it and document the process for the article. Anyone doing any interesting projects, contact me with details.

## '57th Heaven



*Coming next month*



**Brake Project Install by Rick Crawford**

**Event Coverage from Fall '07 FFW in Fontana, CA**

**Solution to this month's puzzle**

**Yet another '57 Feature**



Pardon the mess as we rebuild



**In the Garage: Speedmaven '57 Custom project begins. . .**

# FOREVER '57

