

FOREVER '57



Volume 6 Issue 1 January 2008

Tech! Features! Calendar! Events! All Color!!

'57FI IS BACK!!



Fine '57



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FOREVER `57

2008

January

Issue 1

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I will have more contact info in next issue, including email addresses, etc.

**`57 Fords International
19383 Saucier Lizana Rd
Saucier, MS 39574**

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

On The Web:

<http://57fordsforever.com>

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 2008 marks a new year as well as a new beginning for '57 Fords International. In the past few weeks, I began thinking about getting this bird back off the ground again. Most of you reading this newsletter know the circumstances surrounding the club's recent state so I won't rehash that here. I will, however, stress again, that '57 Fords International is back, and will be better than ever. We have already selected a new club logo, designed by Matt Labutte, aka Meteor on our club's message forums. This new logo reflects the old one, but with new touches and refinement.

Watch for many changes in the coming weeks, as I, along with West Coast Director Bob Lee and Canadian/East Director Gerry Kenney, try to steer this club back on course, and hopefully end up ahead of where we left off.

Many of you may or may not know that running an international organization is a major undertaking. Organizing even one event is a big job. Further, there is our club site and message forums which need constant attention. Finally, we have our newsletter. This newsletter alone takes 2 entire weeks to put together. With this newsletter being the biggest we have ever done, the investment of time could possibly double. To say the least, I could not even consider doing this myself. For this club to make the comeback it deserves, we will all need to pull together and help out with the shows, the contributions to the newsletter, and so on.

At least for now, we will try to keep this a free club, with a donation account to help with the expenses. We will be working to coordinate awards, so stay tuned for more on that front. If, in the future, it becomes necessary to begin collecting club dues, we will reluctantly do so. That move will require us to incorporate, and select officers, directors, etc. All of the legal aspects will need to be attended to, especially where it concerns the IRS, taxes, and revenues. As long as the club can make it with donations, we should be able to get on track. For the club to really begin to grow later on, we must go to a paid membership.

This year will be big for '57FI, as we are currently planning three events. The first event will be our flagship event. As in the past, it will be held at Columbus, Ohio, at the National Trail Raceway during Labor Day Weekend at the Ford Expo. Our second event will be held on the West Coast in Fontana, California. It will also be in September at the Fun

Ford Weekend event. The final event will be held in the Deep South. It will take place during the first week of October during Cruisin' the Coast in Gulfport, Mississippi. This event will be mainly cruising and show & shine. There are several events that take place at the drag strip there, as well. Stay tuned as more detailed plans are made.

As most of you know, I have bought another '57 Custom to build. Since I haven't done much to it yet, it will become the basis of some of the technical articles for the newsletter. Additionally, anyone who wants to submit an article and photos to the club for the newsletter is encouraged to do so. In fact the first technical article is from Jim Nolan. Jim has put together a very nice article with many photos on how to install a Tremec TKO 600 tranny in a '57. This is the example I would like for everyone to follow. The photos are nice and clear, and the "how-to" style instructions are easy to follow. Informative without being too technical. See it, follow it.

Finally, I will be looking for '57s to feature in the newsletter on a monthly basis. I also want to have a member's car of the month, or a readers section of some kind. This will also spill over onto the club website. I want this club and its media to be something everyone can be proud of. If you have a '57 that you want to be featured, send some photos and a list of details and/or modifications. I will be posting a Tech sheet on the club site soon, so a list of the details and items I need are there for you to read. Watch for this and other exciting new stuff in the coming weeks on our website and in our newsletter.

That wraps it up for this issue. If there is any feature you would like to see added to the newsletter or the club website, please feel free to contact me and let me know what you want to see. Maybe we can make it happen. Whatever happens, stick around and watch this club take off. It's going to be some ride.



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

Tremec TKO install

Forword by Jim Nolan

All parts and technical information for this transmission swap was supplied by Wedan Street and Performance of Columbus, In. What you're reading here is what the grunt in the ditches went through to perform the swap using a limited amount of tools and facilities.

The first thing you should do is make sure the car is raised sufficiently on JackStands to allow the old transmission to be extracted and the TREMEC to be installed underneath the car using a floor jack. The TREMEC has sufficient flat area on bottom of case to allow a very simple platform to be made and inserted in floor jack to hold the transmission. You can also buy a very nice platform made for this purpose at your local Auto Parts Store. Before anything is removed, **DISCONNECT THE BATTERY.**



These items were removed in the following order :

- A. Drain the transmission oil from the old transmission.
- B. Remove the Driveshaft.
- C. Remove the Emergency brake cable and brackets.
- D. Remove the Speedometer cable.
- E. Remove the backup light wiring and any other brackets or wires tied to the old transmission.
- F. Remove the old shifter and shift linkage.
- G. Removed front seat from car.
- H. Removed front carpet.



Once everything is removed from the old transmission you need to support the motor as far rearward as possible. I used the back area of the motor where the oil pan is bolted to the motor. I used a block of wood to absorb the lip area of the pan so as not to distort it and small hydraulic jack to apply support for the engine. Now you can remove transmission cross member and then remove the old transmission using the floor jack and platform. Now is the time to remove all the Spark Plugs from the engine. Believe me this will make life easier for the next phase of the swap.

Remove the Starter from the bell housing. Then, remove the clutch and pressure plate. This is where the removal of the spark plugs pays off. Leave the flywheel on the engine. At this time you can remove the old bell housing. Now clean the face of the flywheel. Then, STOP. Climb out from under the car, clean the grease from all your tools, put them away and clean the floor underneath the car. You'll feel better about climbing back under the car, also you'll be using new parts and using precision instruments to take measurements. You don't need your tools, instruments, parts and head hair clogged with dirt and grease.

Temporarily install the new Lakewood Bell Housing for fit. If your bell housing was like mine you'll find that the dowel pin holes in the engine won't allow the bell housing to go on. The holes in my Lakewood Bell Housing was .004 too small for the 1/2 inch dowel pins. At this time I used a 1/2 inch reamer to open up the holes in the Lakewood Bell Housing. Once the Bell Housing will fit the engine you have to use 7/16 Allen bolts to secure the bell housing to the engine (The Bell Housing body is too close to the bolt holes to allow a hex bolt to be used.)

Obtain a magnetic base and plunge indicator for the DIALING IN of the bell housing. You want to know if the opening for the transmission on the bell housing is centered within .005 of the crankshaft. Follow the procedure Lakewood has sent with the new bell housing. Before you take this measurement be sure to take sandpaper and clean the paint off the surface you're going to indicate. If you don't, you'll get erratic indications. If it doesn't measure within .005, Lakewood sells offset dowel pins so you can get it within limits. Mine ended up being .003 off center. Lakewood sells a nice bell housing.

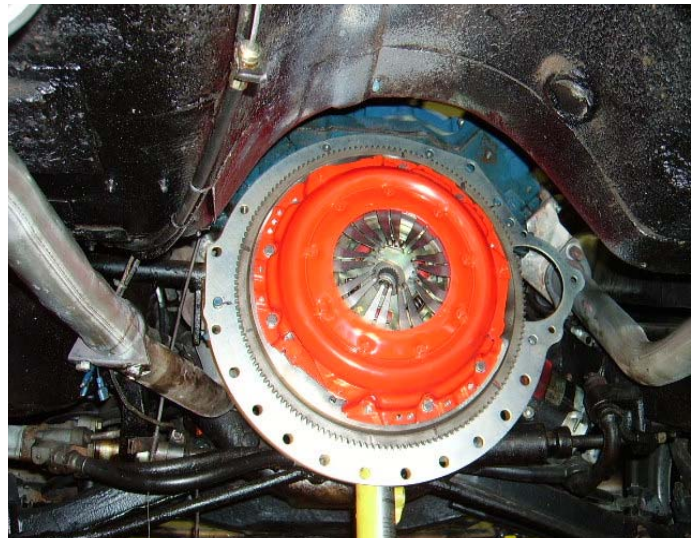


That's the only way I could get them out. They won't punch out from the back of the bell housing. Once the bracket is removed from the old bell housing, enlarge the holes in the bracket to 5/16 inch. Then, tap the holes in the Lakewood Bell Housing that hold the bracket to 5/16 inch. Use 5/16 Allen head bolts dipped in thread locker to install the new bracket on the Lakewood Bell housing. Make sure bolts don't extend through the bell housing to interfere with the mating of the TREMEC and the Bell Housing. Install the clutch fork and holding spring along with the new Throw-Out bearing.

Install the Lakewood Bell Housing and secure with all the bolts that came with the purchase. Now you can re-install the Starter also.

Once the Bell Housing is dialed in you can remove it and then remove the flywheel. At this time be honest with yourself : is that old flywheel surface good enough to use with the new equipment I'm installing? If not, by all means replace it. At this time, remove the old pilot bushing and install the new Pilot Bearing. Install the Lakewood Block Plate and then install the flywheel using new bolts, torque to required specifications. At this time you will also install the new clutch and pressure plate using new bolts, torque to specifications. Make sure you use a GOOD clutch alignment tool to center the clutch plate. I used a universal alignment tool from NAPA that wasn't worth the money spent.

At this time there's work to be done to the New Lakewood Bell Housing. Run a tap through all the tapped holes to get the paint out and provide easy installation of new bolts. Also the clutch fork pivot bracket had to be removed from the old bell housing and installed on the new Lakewood Bell Housing. Drill the rivets out that hold the bracket to the bell housing.





Measure the distance from the housing face of the transmission to the shifter locating you're going to use. Then measure that length from the bell housing face and cut a round hole in the transmission tunnel for the shifter to stick through. Make the hole just large enough for the shifter to work without having too large a hole. Remove the six bolts from the shifter housing of the new TREMEC transmission. Remove the housing and cover the hole with a clean cloth and tape it into position so dirt can't get in.

Install a scissors jack underneath the bell housing and remove the small hydraulic jack previously used at back of motor. Install the TREMEC using the floor jack and platform. Secure the transmission with new bolts and lock nuts.

Lower the Tremec using the scissors jack until you can re-install the shifter mechanism using a thin coat of silicone for gasket material and secure with the six bolts using loc-tight on the threads. Raise the transmission back in place using scissors jack. The 57 Fairlane doesn't need the tunnel raised for this swap.

Now is the time to make the transmission CROSS MEMBER. I took the old cross member and laid it on a sheet of painters paper taped to my work bench. I traced the lines down each side of the cross member mounting pads and used that as a template for the 57's Frame angle. I then marked the two bottom holes that secure the cross member to the frame. I marked transmission mount hole location from the old cross member also.



I then removed the old cross member from the painters paper and started designing the new cross member. I made the center section that would hold the transmission mount 8" long and then intersected the lines from the frame sides to that 8" line. I used 3/16 thick angle iron for the frame mount sides and 2" X 2" X 1/8 thick square tubing for the cross member. I drew the entire mount on the painters paper and cut each piece of the new cross member to lay on this sheet of painters paper. The cutting of the tubing was made easy by using a thin metal cutting blade in my hand held Skill Saw. I then tack welded the cross member together and held it in place underneath the car with C clamps to the transmission to mark hole locations for the frame mount pads of the new cross member. It fit perfect first time. The drawing did it. I then took the new cross member to a professional welder that welded it up to withstand any kind of torque that I'd throw at it.

After final welding, I cut off the Emergency Brake brackets from the old crossmember and welded them on to the new cross member using my 110 Volt mig welder. I painted the new cross member and installed it. The transmission mount I used was a universal mount that Brad sent me for this installation. When drilling the holes for your final transmission mount location, first check to see how much engine - transmission offset you have. The engine and transmission on a Ford isn't in the center of the frame. Mine was 1/2 inch to the passenger side. This is to keep the U-Joints from wearing out prematurely.

Now for a DRIVESHAFT. Brad told me to call Marc at Accurate Driveline and Machine (formerly Patterson Driveshaft) in Indianapolis. I called him at 10:00 on a Friday morning. Took the transmission yoke that came with the transmission and he made and balanced the driveshaft that day. (Marc also informed me how to measure the length driveshaft I needed.



Whoever makes your driveshaft will let you know.) A word of caution is in order here. Be careful taking the inner rubber plug out of the end of the tail shaft. Use two sets of needle nose pliers and extract the plug. You can't get the transmission yoke into the tail shaft or determine driveshaft length until you do. I was back at the house by 5:00 that evening. I then painted the driveshaft and installed it the next day. The transmission end of the driveshaft was made to fit the 1350 yoke while the axle pinion end was made to fit the 1310 pinion yoke. Marc said since I was using this car for more touring than racing I didn't want to use a universal joint that was one half 1350 and the other 1310. I went with what he advised. These people don't waste time and they are considerate of yours. Thanks Marc.

Hook up the back-up lights and install the new speedometer cable.

For a shifter stick I cut the stick off an old Fenton shifter I had. It was 12" long with a two inch pull-back. I drilled two holes 7/8" apart at the bottom to fit the TREMEC stub. I then heated the stick and bent it over 2 1/2 inches towards the drivers side. I polished the stick back out and it looks brand new and made that way.

I chose this course of action since I didn't want the floor shift boot to look ridiculous with two inches of spacers at the bottom of the stick just to move it closer. It works great, feels great and looks great. In the Hurst Catalog, I couldn't find any shifter stick that accomplished what I needed for my 57 Ford.



I used a hose and funnel to snake down through the engine compartment and into the TREMEC to fill the transmission with 5.25 pints of transmission fluid that Brad supplied me with. Easily done. I then re-installed the clutch fork rod and spring and made sure of the clutch adjustment. Next, I re-installed the carpet (cut new hole for shifter) and placed a boot over the shifter. I used an awl with a plastic handle to mark the location of the boot screw holes. You do this by taking a torch, heating tip of awl to red hot and inserting it through the hole in boot plate and through carpet. You then drill the hole for the boot screws through this hole you've burnt. If you don't do it this way or similar, the carpet will get wound up in the drill.

Next, I re-installed the front seat. I re-connected the battery cable and started the engine. I sat for 30 minutes shifting gears and turning the rear wheels while the car was still on jack stands.

Conclusion of TREMEC Swap

When you first start shifting gears on the new TREMEC you'll find that the gears are hard to find and it takes excessive force to make it go into gear. But gradually you'll find that it starts getting better. Once I got it out on the road the shifting started becoming effortless. I've drove the car for two days now and it just keeps getting better. Now, the transmission shifts easily and there's no excessive force used in getting it into gear.

What I DON'T LIKE about the transmission is that the reverse gear is not synchronized and you need to put it in 4th gear before you put it in reverse. If you don't, the gears will clash and wake you up if you're asleep. Also, sometimes when you're sitting still and you try to put it in 1st gear it's takes excessive force. If you go to 2nd first you won't have that trouble though.

What I DO LIKE about the transmission. The TREMEC is a whole lot smoother than my old Borg Warner T85.

Shifting gears is effortless. I'm doing 1850 rpm at 60 mph. and 2150 rpm at 70 mph. That's better than my old T85.

I'm hearing noises in my car now that I didn't hear before because of the gear noise of my old transmission. There's no high speed vibration any more either. Absolutely love it. It's made a whole new car for me.

I'd like to give all the credit for this swap going flawlessly to Brad Wedan of Wedan Street and Performance in Columbus, In. When you're a novice like me, you need someone like Brad with the knowledge and experience to get you through the little problems associated with a swap like this. All the correct parts used in this swap were provided by Brad.

Most of the time when you do something of this magnitude, you have to SETTLE for some things not being what you really wanted or expected. With this swap, I didn't settle for nothing but the best. Thanks Brad.

From the Editor:

This article and photos have been provided to us by Jim Nolan. All technical information and expertise provided by Wedan Street and Performance in Columbus, IN. Many thanks to Jim and Wedan Performance for this excellent article and detailed How-To instructions.

Deadline for submissions for next issue is February 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.



California Dreamin'

Text by James Potter Photos by Bob Lee

Whenever he's not busy with helping run '57 Fords International, Bob Lee of Los Alamitos, California hits the road in his super-sano '57 Custom 300.

Most of us consider a '57 with only the lower 6 inches rusted away very build-able. Bob, living in what seems to be the land of rust free cars had his own issues to deal with. He bought the car in the outward appearance shown here, but found trouble lurking beneath the floor mats. Once the rusty floorpans were carefully replaced, new carpet and a trick SuperGlide style seat. The rear fold down seat was built and installed to allow the stowing and transportation of Bob's other toys, a seven foot surfboard.

While the Custom 300 was partially disassembled, Bob found it necessary to replace the '57's ailing 302 smallblock with some muscle. A 351 Windsor was selected to do the job, with a carefully chosen mix of speed parts. Advanced Engine Machining took the task of getting the mill ready to go, adding a full Edelbrock package for good measure. The Performer RPM heads are topped by a Performer RPM Air Gap intake and Edelbrock 750 cfm carb. This was bolted to a Borg Warner T-10 4 speed trans with a Weber clutch to send the power back to the 3.70 geared Limited Slip 9 inch.

Exhaust is handled by Dougs Headers, Flowmasters, and cool electric cutouts.





Bob's 351 features an array of Edelbrock equipment, including heads, intake, carb, water pump and fuel pump. MSD distributor, wires, Blaster Coil and 6AL handle the ignition, while a ceramic coated exhaust system by Doug's Headers passes the exhaust. A custom aluminum radiator cools the temps on those SoCal hot days and nights. Notice the sanitary 2-tone engine compartment



Bon-A-Rue's Upholstery handled the interior. They built and installed the fold down rear seat. Check out the extra utility this mod adds. The Glide Engineering front seat was covered to match, as were the interior panels.

Custom Autosound sends the tunes throughout the cabin, ensuring Bob many pleasurable hours of cruising time in his '57. Check out how the full size surfboard tucks neatly inside the interior of this sedan.





The turquoise and white paint are accented by the classy chrome and gold side trim, and further enhanced by the timeless Cragar Super Sports all around.

Bob shows and drives his '57 as often as possible, and takes in a good number of shows throughout the lengthy California car show season. More often than not, Bob can be seen with Rick Crawford. Look for more on Rick's old

school Gasser style, FE powered '57 Custom 300 soon.

When Bob is not drivingm showing, or otherwise enjoying his '57, he can be found doing the work for '57 Fords International out on the West Coast. Bob is the West Coast Director and Event Coordinator. If you're at a show out west, and see Bob, stop and thank him for the work he does out there.

ON THE WEB



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.

The first, and most popular, as well as useful sites, is my friend John Gambill's www.1957ford.com. John has assembled a wonderful site with thousands of photos of reader's cars, as well as assembly line photos. There is a wealth of information there, from production figures, assembly codes, modification instructions, and so forth. I know for a fact that it is possible to get lost in there for hours looking and reading rare information found in old sales brochures, shop manuals and other vintage literature.

John has also included a visitor registry, where you can post some specifics about your `57, and sign in with a few comments about your personal experiences with the `57 Ford. If you just have a passing interest, or if you are wholly obsessed, you will truly enjoy John's site. It really is that good. I give it:



`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.

The subject of this first resource article is Crites Restoration, or Litening Bolt Performance Products.

Charles Crites has been in the business longer than about anybody, and his experience shows in every part that comes out of his shop. His fiberglass parts for `57 Fords are the best in the business, and I can say from my own experience, the underside is as nice as the top. The hoods fit like they were stamped from steel, and no grinding or filing is needed to get a good fit, unlike many other manufacturers. The amount of work that goes into a



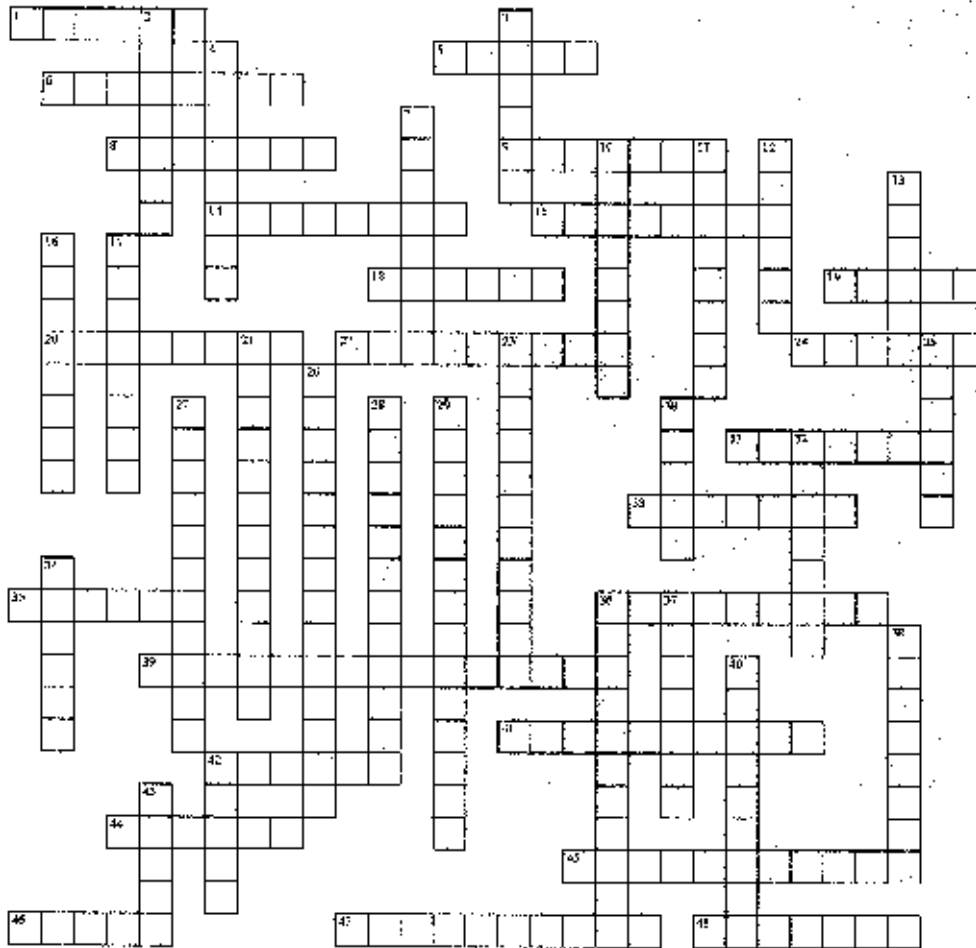
mold for these parts is readily apparent, as the parts are smooth as glass, usually needing only sanding and primer to get a good base to prepare for paint. Charles and company now offer more parts for our cars. At last visit to the company

website, not only do they offer a stock flat hood and a neat Ram Air hood based on `66-7 Fairlane 427 hood, but now offer a very nice Custom/Custom 300 trunk lid. Those of you who have rusty trunk lids, which is most of them from east of Colorado, will surely appreciate this beautiful part. I already have plans to pick up one at the Expo this year, if not earlier.

From what I gather, there are other `57 parts in the works, so stay tuned. For more information on parts from Crites, visit <http://critesrestoration.com> on the web.

'57 Time Wasters

'57th Heaven



ACROSS

- 1 Lots of it throughout the late '50's on everything
 5 Red
 6 Only found at the bank
 8 NASCAR track by the sea
 9 Ford did this to Chevy in 1957
 14 Ford First
 15 Ford exec in 1957
 18 Ford dominated in 1957
 19 _____ on the tree
 20 _____ sedan, 70D
 22 Upgrade drivetrain

DOWN

- 2 _____ maker
 3 New name for an old favorite
 4 Mid-level Fairlane model
 7 Henry's home
 10 Ragtop
 11 E-Code 312
 12 Ford's unique fuel mixer
 13 Dressed up Ranch Wagon
 16 Wheelcover option
 17 Slang for hood ornament
 21 F-Code 312

- 24 Predecessor of the FE
 31 Dual _____
 33 The longer wheelbase and roomy interior offers
 35 Selling point for Ford in 1957
 36 Wind maker
 39 NASCAR hero '57 driver
 41 Ford's AC brand in 1957
 42 Country _____
 44 Has 4 doors
 45 Prevented toddlers from escaping the rear of 4 door models
 46 _____ steering
 47 Ford's T-85 trans supplier
 48 _____ Blue

- 23 Slang for skyliner
 25 Base model
 26 Bumper mounted spare accessory
 27 312 _____ Special
 28 Upscale wheelcover option
 29 Ford's upscale sound system for 1957
 30 Has 2 doors
 32 Pillar-less coupe
 34 1957's revolutionary fuel mixer
 36 Ford's Power Steering label in 1957
 37 _____ Sedan
 38 Convertible hardtop
 40 Ford's Power Brake label in 1957
 42 Posted body
 43 Selling point for Ford in 1957

TAIL PIPE

That about wraps it up for this issue. Look for a new masthead on the cover of the next issue, courtesy of Matt Labutte. The next issue will be bigger and better. At present, I am learning a new software, and it promises to make this job much better and easier as I more fully learn and understand it.

Look for more articles, more photos, more everything next month, as we get this club back into the swing of things. Hopefully, I will be able to get the newsletter to a point where I can have it posted to the web by the middle of the month, so bear with me as I work to learn.

May thanks go out to Matt Labutte for his artistic work on our logo, and the things we have planned. Thanks to Gerry Kenney and Bob Lee for the enormous amount of help they give on the web forum and event planning. Finally, thanks to all of you readers who still have enough faith in me and this club to make another go of it. I believe completely that this go will be bigger and better than anything we did in the past. '57 Fords Forever !!

Coming next month



Another California brusier, 427
FE powered and ready to rumble

CalTrac traction bar install

. . .With many photos by Bob Lee

Solution to this month's puzzle

Classified Ad section and more.



Pardon the mess as we rebuild



Event Coverage from John Force
Weekend in CA

FOREVER '57

