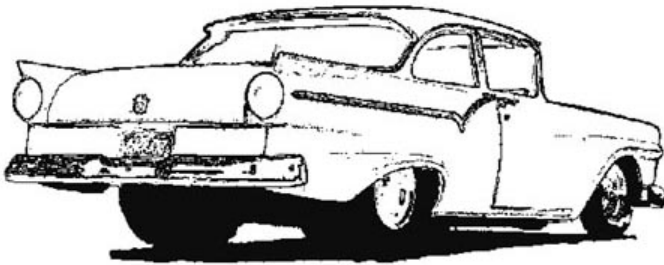


# 57 Fords Forever



VOLUME 5, ISSUE 3

MAY/JUNE 2005



*Dedicated Solely to the 1957 Ford  
Passenger Car*

## Black Magic



ALL  
NEW  
EVENT  
INFO



**Wild Ram Air 460 !**

# 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:*  
Jpotter@57fordsforever.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:*  
Jpotter@57fordsforever.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.*

During the past several months, I have been in negotiations with the new owners of the Ford Expo show, always held during Labor Day weekend. Early this year, Charles Crites sold the event, lock stock and barrel to NMRA. To those of you not familiar with sanctioned Ford drag racing, this is the National Mustang Racers Association. Rumors had been flying that our event was over, and that there would be no Ford Expo as we knew it this year. I immediately contacted the NMRA, speaking directly to the event coordinators. They assured me that we would not be left out, and that they wanted to preserve the Expo classes. Since our mini-meets weren't official Expo classes, I felt she didn't understand my request. When I explained, the answer I got was not what I wanted to hear...Simply the instruction to make no announcements concerning the event. Several weeks went by, one of the reasons this newsletter is so late. I wanted to at least have some information concerning our flagship event. I finally got the information we needed to hear, in that our event would go on as it has in the past, at least this year. We may have to modify our plans for next year, but as of 2005, we are on. Labor Day, 2005, a collection of `57 Fords will again converge on Columbus, Ohio. We will again hold our show and shine, as well as a shootout. Our Top Gun `57 Ford, between our winner and the top finishing Y-Block powered `57 will round it out.

The main difference this year, is that instead of being the main attraction as in the past, along with all of the other older Ford products, we will participate alongside the late model Mustang crowd. We will hold our shootouts during qualifying for their races. I hate it that it has to be this way, but at least we have a place to hold our event. From what I have been told by the NMRA, we likely won't be able to park in the same area as before. The reason being that the NMRA usually has around 250-400 Mustangs show up for all of the classes they run, and the pits will be set up accordingly. Everyone else will have a representative show up on Thursday between 12 and 4 PM to tape off a parking area for their respective groups. I assume that Bob Martin will arrive early Thursday for the Y-Block group, and I will be there for `57 Fords International. Hopefully, we will be able to get a good parking area, so everyone keep your fingers crossed. Additionally, they told me that since we had been involved with the show for several years, we could have 15% discount admission to the event, provided we pre-register no later than 2 weeks prior to the event. Everyone be sure to let me know who all is going, so I can get a list to them. As soon as we get a list to them, they will send me the vouchers for everyone to present at the gate.

The positive thing here is that we do have a place to play this year. I hope it turns out well, though I will say I will miss the event as run by Charles Crites for the past several years. It's been great. Let's do what we can to make it great this year, so we can come back again in 2006.

Be watching for new membership cards to come with the next issue of the newsletter.

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# Black Magic

*Text by James Potter, Larry Nichoson Photos by Larry Nichoson*

The mainstream automotive media tend to not notice, or at least not do features on black cars, because they say black does not photograph well, or reproduce well in print. Surely, the beauty of black is sometimes lost in the printing process, but there is no denying that flawless black paint over super-straight body panels leaves most observers awe struck, even with a sense of envy. This is such a car. I first noticed this car several years ago in the show area of the Ford Expo. This was before our club had started having a gathering of '57s there. After I met and talked with the owner, Larry Nichoson, I found that the car had only recently been completed. In fact, the 460 in the car was so fresh, that Larry didn't run the car in the bracket racing program that weekend, being content to let the car sit and be admired by all the Ford fans. Of course, the sounds of Fords going down the track all weekend likely fueled the desire to compete in the black Custom 300.

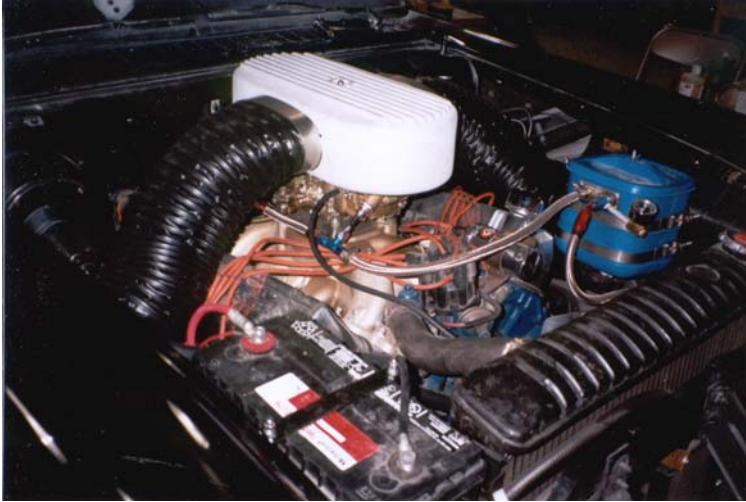
Below are photos and information on the car and its history as sent to me by Larry.



When my job was eliminated, I found myself retired at 52, and decided that I needed a hobby. My wife suggested that I should restore the favorite car of my youth. I wasn't sure what that might be, until I saw an ad for a '57 Ford Custom 300 in McClure, Ohio. I was drawn back to the '57 I bought years ago that needed an engine, so I dropped a 390 and 4 speed stick. That was a neat car, but it was sold somewhere between joining the Army and raising kids.

Seeing the advertised '57, I was surprised how solid the body was, and the original 272 cu. in. engine still ran good. In contrast, the upholstery was shot, the heater core had leaked, and the floor pans had rotted out. My wife described the faded paint as "frog in the blender green". I decided that this was the one, and the project started in the fall of '95.

## Black Magic, *cont'd*



When I got it home, I started stripping the trim in preparation for the body shop. I also began looking for a 312, or a 390 to replace the "boat anchor" 272. After six months of searching, my brother found a sound 460. I wasn't sure it would fit, but a few "love taps" with a five lb. sledge against the firewall, and it fit just fine. Next stop: the body shop, to color it '94 Lincoln LSC Emerald Green.



The body man was shocked at how perfect and smooth the sheet metal turned out, and said that it was a shame to waste such a straight car on green. After being triple-teamed by my brother, cousin, and the bodyman, the car became jet black. After the new upholstery was installed, I just cruised the car around for the next year or two, until I started taking it to the drags. When you least expect it, the dragway bug bites, and you want to go a little bit faster.



In 2001-2002, I had the engine rebuilt by a local 460 expert. He bored it .030 over, added a Comp Cam, high rise dual plane intake, roller rockers, and did some work on the heads. I added electronic ignition, headers, transmission shift kit, B&M 2400 stall torque converter, and a 3.90 posi. But the go-faster bug bit again.

This past winter, I put a fiberglass hood with the AFX teardrop bubble on it, so I would have room under the hood for the Thunderbolt air box my brother bought me for Christmas. The intake flex hoses go to the inner fenderwells. I also added a ProForm carburetor main body, a TCI 3000 stall torque converter, and a deep aluminum transmission pan. I was running low 13s, with one 12.89. This year, I hope to be solidly in the 12s. Hopefully, the go-faster bug won't bite for a while.



*Larry pulling onto the track at the 2004 Ford Expo. Looking forward to seeing it again.*

## Classified Ads

### For Sale

272 y-block, rebuilt, Ford red. 312 Y-block bored .080, crank ground .020, rods resized, heads not been done. 272 Police Interceptor, complete. \$900 for all. May also have road draft tube for sale. Contact Paul Thompson, member #1035 blueboy396@yahoo.com

Pretty complete 272 and Fordomatic trans. Really cheap, make offer. James Potter, 423-570-2364, JPotter@57fordsforever.com

1957 Fairlane, 68,000 miles. 99% original, 4th owner car. PS, PB, automatic. Asking \$5500, obo. Contact Frances Wright at Fewteach@aol.com

- 1) NOS Flex Plate in the original Ford box B9A-6375-B **\$135**
  - 1) Alum. bellhousing used, mint, C2AZ. **\$120**
  - 1) Used Ford-O-Matic Condition unknown **\$50**
  - 1) Y-block used starter, excellent 15,000 miles **\$35**
  - 1) Used crossmember **\$25**
  - 1) Used Driveshaft **\$25**
  - 1) 3.10 ring and pinion, yoke, brg and retainer, 15,000 miles, no carrier housing **\$40**
  - 1) Bellcrank assembly used (z-bar) from 312 **\$20**
  - 1) Front seat bottom from `57 Fairlane, used, not rusted. Has black R&P vinyl. **\$40**
- Package deals available. Contact John Gambill gambill@1957ford.com

## **`57 Fords Forever**

**BE SURE TO VISIT**

**www.speedmaven.com**

### Wanted

1957 70D radio, heater control, clock delete plates. Also heater hose, blower motor block off plates. Left side axle for `57 Ford rear. John Gambill, gambill@1957Ford.com

Wanted: Useable body for Custom or 300. As long as it has closeable doors is fine. Needs to at least have metal to weld to. Want to build a `60s gasser. JPotter@57fordsforever.com

Nice used or NOS fenders for `57 Custom 300. douganddeb@localaccess.com

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



***Be there in September !***



The deadline for the next issue will be midnight July 15, 2005. Get all ads submitted by email or USPS. Include name, phone number, fax, email or other contact . All ads are free for members. Include your membership number as well.