

TEST-'57 FORD RANCHERO

HOT ROD

HOW-TO-DO-IT

Stock '57 Parts
in Your
Early Olds V8

JULY 1957 25c



Fin-tailed
'57 Merc Styled
for Speed

ENGINE INSTALLATION CHEV V8 in '34 FORD



Tune-up Tips

SERVICING
YOUR CAR'S
CHARGING
SYSTEM

- Battery
- Generator
- Regulator

WHERE THE BIG Ms

A real credit to the automotive world, Mercury's racing division, headed by Bill Stroppe,

Photos by Rick



The man in charge of Mercury's experimental racing division is Bill Stroppe, center above, talking with Red Wilson, right, and Ray Brock. This portion of Stroppe's large shop is devoted to reworking 290 horsepower Lincoln engines from the factory to meet the 335 horsepower specifications of Turnpike Cruiser engine. Special 335 horse engines for all factory produced Turnpike Cruisers are built up here and produce advertised hp. RIGHT. Office chores for Stroppe are well taken care of by Florence Lauridson, rear, and Wilma Cox. A few trophies are seen at left, part of huge collection for wins in races.



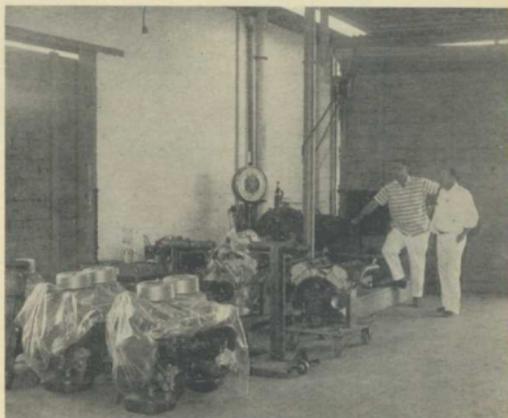
ARE BUILT

is rated the most efficient, immaculate and friendly operation in the business.



Head and valve department, under Harold Daigh, has the job of making sure that all valves, seats, springs and combustion chambers for 335 engines are to top specs for high performance.

Racing engine department is run by Verne Houle and is well equipped for mechanics to build several engines at a time. All pieces are carefully selected and Magnafluxed for flaws.



Bill and former racing driver Perry Grimm, prepare to place an engine on the dynamometer for a power check. All engines built for racing stocks are tested before installing in car.

Large chassis shop can handle six cars at a time. This is where all "bee'ing" of frames, suspensions, steering, wheels, etc. are taken care of on race cars as a safety precaution.

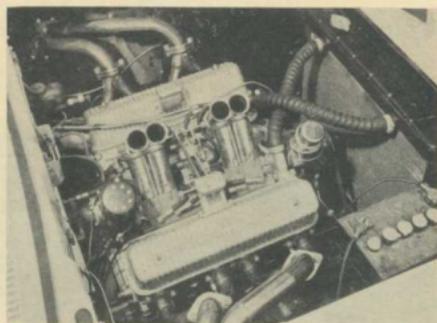


FIN-TAILED '57

One of the sharpest cars ever to hit the beach at Daytona was Mercury's 'Mermaid,' proud product of Bill Stroppe's experimental shop



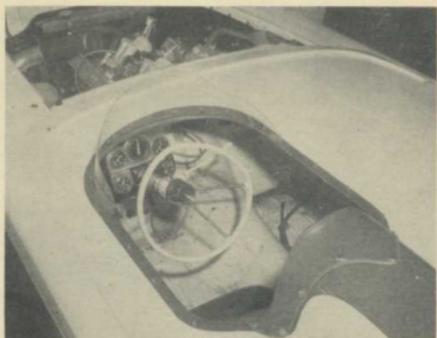
To get the near streamliner appearance of the "Mermaid," Bill Stroppe's crew cut the windshield glass and frame off a 1957 Mercury convertible, then had race car builder Eddie Kusma form an aluminum canopy with fin-tailed headrest for driver.



In the top picture, much modified '57 Lincoln engine was bored $\frac{1}{8}$ -inch for total of 387 inches, used Forgedtrine pistons, Hilborn injector, Scintilla mag, Harman & Collins roller cam. This engine and another similarly equipped except for Clay Smith cam produced slightly over 400 horsepower on pump gasoline. Exhaust system is by special Hedman "hedders." In the lower photo, Art Chrisman roars while brother Lloyd tries to get comfortable under canopy in bucket seat for sports car class.



When ready to run at Daytona Beach, Florida, the "Mermaid" used Firestone 'Bonneville' tires and attracted much spectator attention. Best one-way speed was 159 mph with 154 mph average but later in the week, Art reported the tach reading nearly 180 mph when a radiator hose blew, spraying engine.



Interior of the convertible was gutted out including dash panel so Moon instrument cluster was fastened to the steering column for oil, temperature, tach and fuel pressure gauges. Transmission and rest of chassis was left stock except for heavy duty shocks and lowering job to lessen the frontal resistance.