



# The Wisconsin Early Mustangs

"A FEW TO PRESERVE THE BEST"

February 5, 1986

"THE FEEDBAG"

From the Pres:

February 2nd I was really elated. It was a cloudy day and groundhog did not see his shadow. The goundhog has been the best scientific weather forecaster ever known. I had all kinds of thoughts about an early out for the ol' 'stang and much work done way ahead of time. Well, today I'm sitting at Gate D-43 at Milwaukee's Mitchell field watching a blizzard. Supposed to be back in Hazelton, PA., by late afternoon. Wonder if the goundhog had too wild a New Years?

Just about made the meeting last week but an emergency call pulled me out of town at the most inoportune time. Sometimes I wonder if it's worth it. Ea ting is a very hard habit to break though so I guess we'll stick with the program. I am going to pull every trick to make both of the Swap Meets and the club dinner this month so maybe I'll get to see some of you at those events.

I am constantly amazed at the ability of my son Mike's 1968 Mustang fastback to keep on going. This car has been in three major accidents since I've known it. The front and back have been put together so many times that I think only the roof and dashboard are the original. It does not look pretty any more, but still runs like a bear and never seems to let him down. It is a true "workhorse" and destined to be parted out as soon as a better body is found for his new engine. It always hurts to think what a beautiful machine this must have been a hundred and sixty thousand miles ago.

I'm really getting ready for a good OTR Trip. Sounds like our first one will be in early May in the form of a day trip/brunch. Dick Coyle is working on some distination in the Lake Geneva area. It can't come too soon. I travel all the time but not with my family, friends and 'stangs. Makes a difference.

Got to go help shovel the runway. Keep us in your thoughts, You're always in mine. Still hoping to see you soon. Keep warm and definitely "Keep on 'stangin'".



Mini-Minutes  
January 27, 1986

Sign-up sheets were put out for those interested in helping man the club booth at the State Fair Park Swap Meet, Feb. 16th, and the Mecca Swap Meet, Feb. 23rd. See you all there.

All the preliminary work is already being done for our Annual Schwister Show & Swap Meet. We need trophy donations and goodies for the goodie bags. Flyers have been printed, and all members are asked to circulate them.

A sign-up sheet was put out to see how many members would be interested in going on a Carribean Cruise in June of '87.

All were reminded to get in their reservations for are Club Banquet to be held at Ashley's on Feb. 22nd.

The club has purchased four walkie-talkie head phone sets to be used at the club shows and other events.

Dick has finally located "The Plaque Man", so hopefully all the past trip plaques that have been missing will soon be printed.

Pete Yoss and Mark Læen would like to put on a tech seminar for us, but they want to know what we would be interested in seeing demonstrated. They want our ideas and interest. Please see the form in this newsletter, fill it out, and send it back. Remember, this is your club!

We would also like your suggestions for trip destinations and other club events you'd like to see. Form in this newsletter.

A One-Day Trip has been set for May 4th. Dick Coyle is handling the details and will give us more info soon.

Congratulations "Lucky" John Mauritz on winning the door prize(his fourth red club hat).

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NEXT MEETING: Feb. 24, 1986, 7:30, Wauwatosa Savings & Loan, 27th & College  
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Calendar of Events

February

- 16 - Milwaukee, Wisc. State Fair Park Swap Meet
- 22 - WISCONSIN EARLY MUSTANGERS Annual Club Banquet, Ashley's-5067 S. Howell Ave.
- 23 - Milwaukee, Wisc. Mecca Swap Meet

March

- 16th - Fond Du Lac, Wisc.-Vintage Auto Club Annual Spring Auto Parts Swap Meet, Fond Du Lac Cty. Fairgrounds, Exhibition Bldg.

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CLASSIFIEDS

For Sale: '68 Mustang righttfront fender, left door, trunk lid, grill, new tork boxes, floor pans, exhaust system 289-302. '70 hood, deck lids, rear valance panel, 351 Winser, 390 engine parts, 4 Good Year GT Radials G 60x14. Tony or Todd-464-9079 or Scott-1-628-4571.

Wanted: 2 BF Goodrich TA Radials E 60x14. Tony or Todd-464-9079 or Scott-1-628-4571.

\*\*\*\*To place your free ad call Bob at 466-6818 or mail to Bob Beuparland\*\*\*\*  
\*\*\*\*\*7002 W. Congress, Milwaukee Wisconsin, 53218\*\*\*\*\*

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Thought For The Day

People can be divided into three groups. Group #1 makes something happen, group #2 watches something happen, group #3 does't know what is happening.



Tell us what you'd like to see presented at a Tech Seminar.  
Here are some ideas brought up at the meeting. Vote for what you'd like to see, or give us any other ideas you may come up with.

- |  |   |
|--|---|
| <input type="checkbox"/> Upholstering                | <input type="checkbox"/> Proper materials and techniques of body work   |
| <input type="checkbox"/> Touching-up nicks and dings | <input type="checkbox"/> Aligning hoods                                 |
| <input type="checkbox"/> Proper tune-up techniques   | <input type="checkbox"/> Window glass remounting and channel adjustment |
| <input type="checkbox"/> Gauge installation          | <input type="checkbox"/> Weather Striping                               |
| <input type="checkbox"/> Head-light aiming           | <input type="checkbox"/> Floor Boards                                   |

Other ideas: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Trip Destination suggestions \_\_\_\_\_  
Would you like to help set up a trip? \_\_\_\_\_

Other club activities you'd like to see \_\_\_\_\_  
\_\_\_\_\_

This is your club! Voice your opinions and give your suggestions and ideas!  
Send to Dick Doria 2511 W. Carrington Ave. Oak Creek Wisconsin, 53154.



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Ron and Lee Fitzlaff ran into this guy and saw some of his work. They say he makes beautiful wood plaques carved by lazer. They saw one of a Mustang and the guy said he can do any car from a picture. They are going to see if he might come to a meeting and show us some of his work.

**CLUB CUT CHECKS**

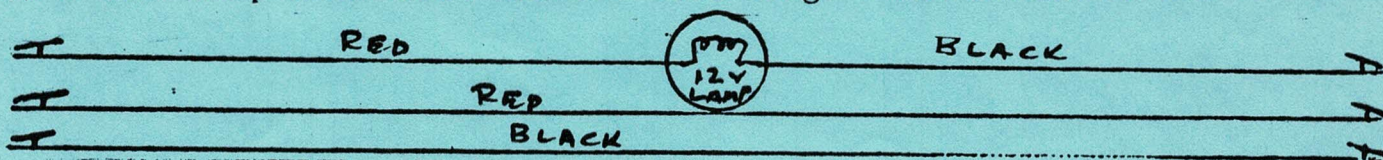
Don't forget, you can get our very own Club Logo on your personal or business checks. Order thru your banking institution. Just ask for the Deluxe Check printers catalog. Our Club Logo number is SP-5687. It is important that this number is marked clearly on the check order. There is no additional charge for the Club Logo cut, except for your banking institutions normal personal cut charge which may vary from bank to bank.



## ELECTRICAL TRAINING FOR THE MUSTANGER PART II

Last month we spoke about the complete electrical path called a circuit. This month we will arm ourselves with a few simple tools and attempt to explain how they are used in simple electrical troubleshooting.

Ninety percent of all troubleshooting on our vintage machines can be done with the use of a "12 volt Test Lamp" and a few jumper leads. This inexpensive combination can be made from parts purchasable at your local Radio Shack store. What you need to buy is some "alligator clips", some red and black "meter lead" wire (it's more flexible) and some sort of two lead socket that will take a 12 volt bulb. Make up a red and a black jumper about 4 feet long each, then make up a test lamp with leads about 2 feet long. (see sketch below)



The test lamp will be used to determine if electrical force (voltage) is present at certain points. The jumper leads will be used to temporarily reroute circuits for test purposes.

Our first troubleshooting job will be overly simple and we will further simplify it by eliminating certain gingerbread like dual lamps and switches. Our problem is interior lights that don't work. The simplified circuit is shown below.

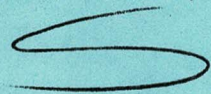


You'll notice that we have a complete circuit that starts with the battery positive (+) and ends up at negative (- or ground). The most obvious is to start with the door open, to trigger the switch, then check for a burned out bulb. If you don't see an open filament in the bulb and don't have a spare bulb this is where your test lamp comes into play. Ground one side of your test lamp to a metal dash component or structure piece than take the other lead carefully to the center terminal of the empty bulb socket. (Don't short to the side). If the lamp lights, the circuit is hot and the bulb is defective. If not, the circuit at that point is dead and we must check further. The next point to check would be at the start of power flow from the battery which is your interior lamp fuse. With your test lamp grounded take the other lead and carefully touch one side, then the other of your fuse.



Light on both sides the fuse is good. One side only and the fuse is bad. Our fuse is good so we proceed to the button switch on the door jamb. Carefully pull the switch out of the hole and with the test lamp grounded probe both terminals on the switch. If one lights and the other doesn't with the switch in the "door open" position you have a defective switch, which is easily replaced.

Next month we'll look at the starting system and show you how to diagnose problems in it. If you have any immediate questions write in care of "SPARKS" at the club address. For now get your test lamp and jumpers ready.



SPARKS

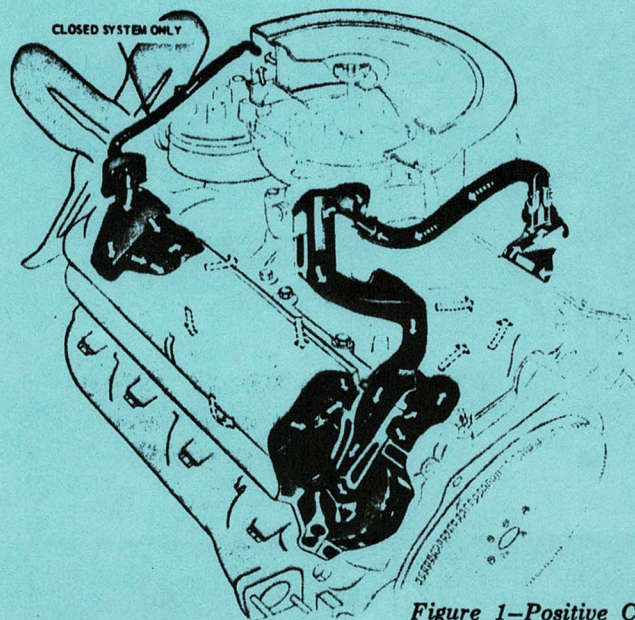
## POSITIVE CRANKCASE VENTILATION MAINTENANCE

As of April 1965 all Ford cars and trucks will no longer be equipped with the previously standard road draft crankcase ventilation system. The road draft type will be replaced completely by a positive crankcase ventilation system that uses a jiggle pin type regulator valve. See illustration.

There are two types of positive crankcase ventilation. One in which the oil filler cap is open directly to the atmosphere, referred to as an open system and a closed system in which the air enters at the carburetor and passes through a hose to a sealed oil filler cap.

Since a clean crankcase ventilation system is important to the efficient functioning of the modern engine, it is important that you remind your customers of the maintenance and periodical servicing that it requires. Make it clear to him that crankcase ventilation maintenance is as important to the efficiency of his engine as the periodical tune-ups it requires.

To assist you in your servicing of positive crankcase ventilation Ford has provided a list of recommended procedures and a maintenance schedule. For best results follow carefully the listed procedures below and use the schedule to recommend crankcase ventilation servicing at proper intervals.



Jiggle Pin Type Regulator Valve

Figure 1—Positive Crankcase Ventilation

### HOSE—Crankcase Valve to Carburetor Spacer or Intake Manifold

Remove the hose and soak in a low volatility petroleum base solvent. Clean the hose by passing a brush or a piece of cloth through the hose with the aid of a rod or wire. Dry with

compressed air.

Clean the system connection on the carburetor spacer inlet passage or intake manifold fitting by probing with a flexible wire or bottle brush.

When servicing the closed system, clean the hose from the oil filler cap to air cleaner in the same manner as described above using a low volatility petroleum base solvent.