



The Wisconsin Early Mustangs

"A FEW TO PRESERVE THE BEST"
"THE FEEDBAG"

FROM THE PRES.

APRIL 12, 1987

Tonight is the final organizational meeting for our May 17th Show & Swap. We hope that everything will be as successful as it has been in the past. Thanks to all of you that work and participate in that event. I noticed that since I arrived home this weekend that many of you have responded since last meeting and are getting your pre-registrations in. That is really going to help. I am very surprised that our show seems to be popular with the Chicago people that I have met on the job. The hard part is convincing them to participate as much as the Lerner & Calderones have.

Bob Zimmermann asked me to pick up a pair of outside door handles for him at Chicago Mustang. They have moved to a new and bigger location which is only a few miles from the Nabisco plant where I work. The owner of the place, Bob Tessarolo seems to be a really nice person. It is a real pleasure to see what a nice stock of parts like he has and the way he is organized. We really wish him well on his new location.

We are not making much progress on our Black 'Stang, but don't give up yet. We still plan to make it for the May 3rd Brunch Run. Time has a strange habit for going by more quickly than we like. It's so nice to open the garage door and see that beast patiently waiting there. She seems to be saying "come on, I'll be ready when you are".

We are trying to get our technical side warmed up again in the form of a mini-seminar on differential set up. Rich Bruhn will be giving a presentation on such at the next club meeting. The details for time should be elsewhere in this newsletter.

In the next few weeks we will be starting what looks like another super season as one of the best car & people clubs in the area. We hope that you are all going to get a chance to participate in some of the activities this year. Make that extra effort to join in on the fun. Have a nice Easter everybody and of course, "Keep on 'stangin'".

Dick Doria

From Your Editor



Well here it is Mustang season again. I think we all are looking forward to getting those ponies out of the barn and back on the road again. I am looking ahead to our first event of the year which is the Ice Breaker Brunch Run taking place on May 3rd. If you haven't signed up as yet you will find a coupon in this newsletter. Don't wait till the last minute please.

Last month I promised to give you an article comparing Mustang part prices which are being charged by various catalog vendors. You can make your own conclusions from the asking prices listed below.

VENDOR	65-68 DOOR PANELS	65 DASH PAD	65 SEAT COVERS
MUSTANG WORLD	\$79.95	\$179.95	\$159.95
MUSTANG OF CHICAGO	\$79.95	\$150.00	\$181.00
MUSTANG CONNECTION	\$79.95	\$169.00	\$149.95
CALIFORNIA MUSTANG	\$106.50	\$149.90	\$187.75
PONY AND CORRAL	\$74.95	\$156.00	\$149.95
MID MICHIGAN MUSTANG	\$90.00	\$183.00	\$160.00
DALLAS MUSTANG PARTS	\$89.95	\$149.95	\$169.95
LARRY'S MUSTANG	\$111.95	\$149.95	\$189.45
CIRCLE CITY MUSTANG	\$75.00	\$168.00	\$145.95
MUSTANG UNLIMITED	\$79.95	\$196.95	\$179.95
MOSTLY MUSTANG	\$69.00	\$130.00	\$149.00
NATIONAL PARTS DEPOT	\$74.95	\$196.65	\$169.95
TEXAS MUSTANG PARTS	\$88.00	\$169.90	\$159.95

As you can plainly see there are considerable price difference between vendors and it is to your advantage to shop around. Until next month.

Fraternally Yours,
Bob Z.

CLASSIFIED

FOR SALE: 1980 Yamaha 850cc. Special full dress, fairing, trunk, radio, 17,000 miles. \$1200 or trade for a rancho

WANTED: 1970-78 Ford Rancho. CALL DAVE 327-0961

WANTED: Cast aluminum rear grille panel from convertible or coupe 1967-68 Mustang. Call Dick 545-2262

FOR SALE: 1966 Mustang parts. Trunk lid, rebuilt 3 speed 6 cyl, windows, grille, radiator, blue door panels, AM radio, instrument panel, glove box door, window chrome, CALL CRAIG 354-1394 after 5

FOR SALE: 1967 Mustang parts. Hood with turn signals, new carpet kit red, seats, new in box lower control arms & ball joints, 2 grilles with medallions 1 new 1 used. 289 C4 trans. with 50,000 miles, red door panels. CALL TYLER 327-0672

MINI MINUTES FROM MEETING HELD 4/30/87

- *The March meeting was called to order at 7:30 by President Dick Doria
- * Sal Lorino updated the group on the car show. A final organizational meeting will take place at Sal's house on April 12th at 7:00 PM. All Committee members ** urged to attend.
- * Dave Yahn reported on registration for the show to date. A total of 21 cars have registered at this time. We expect 200- 250 Ford products will participate in the show. All W.E.M. members were asked to get their entries in A.S.A.P.
- * Bob Beauparland needs help for parking show cars... Contact Bob please.
- * Plans for the clubs first outing for the year are under way. The Ice Breaker brunch run will be held on May 3rd. See sign up in newsletter.
- * The first over the road trip plans are being finalized. The date for this event is June 13-14. Destination Oshkosh. See sign up form.
- * Drawing took place for newsletter contest. Winner Lisa Housey.
- * Pete Yoss won The Monthly Attendance drawing.
- * Rich Bruhn will give us a tech seminar on "9" rear axles after the regular meeting in April.
- * Discussion took place as to our parade participation for 1987. Anyone interested in running in a parade see sign up form in newsletter.
- * Dave Yahn is looking looking to plan our clubs 2nd annual Brewer game and tailgate party.,
- * John Lerner is investigating a new supplier for club jackets. A jacket with silk screen club logo is selling for \$27.50.
- * All members are urged to attend the April meeting. We are planning to revise the club by laws as well as finalize plans for our car show.

NEXT MEETING IS APRIL 27, 1987
WAUWATOSA SAVINGS AND LOAN
27th AND COLLEGE OAK CREEK

W.E.M 1987 CALENDAR OF DATES

- ** APRIL 12th FINAL PLANNING MEETING FOR CAR SHOW AT SAL'S HOUSE 7:30PM
- ** APRIL 27th monthly meeting
- ** MAY 3rd ICE BREAKER BRUNCH RUN. SEE SIGN UP IN NEWSLETTER
- ** MAY 17th OUR 5th ANNUAL CAR SHOW. ALL MEMBERS ARE URGED TO PARTICIPATE
- ** MAY 18th MONTHLY MEETING ""ONE WEEK EARLIER THAN MEETINGS""



An unsuspecting buyer and the one that got away: Stanley Tucker with the first production Mustang, Saint John's, Newfoundland, 1966.

THE ORIGINAL MUSTANG

Ford, Stanley Tucker, and number 00001.

BY JOHN STEIN

Ann Arbor—Twenty-three years and 5.68 million Mustangs ago, Ford rocked America with what was to become the biggest sports car sales phenomenon ever—a versatile, high-performance youth-market car that was both ripe with promise and right for the times.

Baby boomers were coming of age with fists full of dollars in the mid-Sixties, and automakers were eager to lure them into showrooms. In the spring of 1964, Ford launched a powerful advertising blitz; the Mustang immediately commanded the attention of anyone who looked at a newspaper or up from his or her TV dinner. According to Ford, an estimated four million people viewed the car during the first three days it appeared at dealerships.

With a great future in store, the first Mustang, a white convertible, rolled off the assembly line on March 9, 1964. But the publicity tour of serial number 5F08F100001 ended a bit earlier than Ford planners had anticipated. Three days prior to the official April 17 introduction date, while number 00001 was on display at a Saint John's, Newfoundland, dealership following its Canadian

tour, the convertible was inadvertently sold.

Stanley Tucker, an airline captain, had seen a commotion over the car at his local Ford dealership and so went in to investigate. Tucker was not aware that the Mustang was the first one produced, but he did know that he wanted it. (The salesman, who *should* have known better, apparently understood only the ringing of the cash register as Tucker wrote out a handsome check.)

It wasn't long before the captain's phone began to ring. Despite pleas from Ford representatives bent on wheedling the car back, he clung to the Mustang and drove it 10,000 miles during the following two years. Ultimately, Tucker agreed to swap his little-used gem for the one million and first Mustang, a silver 1966 convertible.

When told he could order his replacement car any way he liked, Tucker promptly made a heavy mark across the entire options list, declining only the highest-output engine. In early 1966, the company brought the pilot to Dearborn to join vice-president Lee Iacocca, executive v.p. Charles Patterson, general manager

Donald Frey, and director of styling Gene Bordinat in welcoming the millionth car off the assembly line.

In retrospect, it appears that Ford may have bamboozled Captain Tucker out of the vintage Mustang of all time. Auctioneer Mitchell Kruse indicates that a fine convertible *should* fetch up to about \$21,000 this year. We wondered how much number 00001 would be worth. Kruse figures \$30,000 to \$40,000.

We contacted Tucker, now 55, to inquire about his life and times since owning the first of a legend. We found him in Quebec, now a pilot of Cessna Citation corporate jets. But Tucker has long been out of the business of Mustang ownership: he sold the one million and first Mustang—used up and rusted out—to a Saint John's mechanic in 1972.

At least the original Mustang is still around to remind us of how the whole pony car affair began nearly a quarter of a century ago. The unrestored convertible is retired, along with several hundred other automotive exhibits, at the Henry Ford Museum in Dearborn, Michigan.

How does Stanley Tucker satisfy his transportation needs now that he has owned a pair of rather historic cars and become something of a celebrity? He sounds almost apologetic. "You're going to kill me," Tucker says. "I drive a Nissan 200SX. I just like the look of it, I guess." ●

Fundamentals

Selecting Clutch Pressure Plates

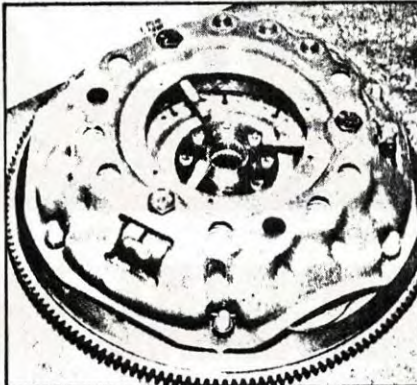
BY JIM McFARLAND

For purposes of discussion, we can boil the selection down into three categories: (1) Diaphragm, (2) Borg & Beck, and (3) Long styles. Each has specific pressure holding features and

methods by which different engagement rates are provided. Also, each may require differing amounts of air-gap at full disengagement. And there is some variety in how each can be applied to street and/or racing environments. First, the diaphragm style generally offers the least amount of pedal resistance. Even diaphragm units that incorporate some amount of centrifugal assist (as a function of engine rpm) offer low pedal resistance and are comfortable to operate. But there are some trade-offs.

Engagement rate of a diaphragm pressure plate is typically rather quick. This translates into increased shock to the driveline during quick, higher-than-normal rpm starts. These units also tend to over-center during high rpm shifting. To prevent this, a fully disengaged diaphragm pressure ring should be no more than 0.040-0.050-inch from the face of the flywheel. Sometimes this requires a physical stop on the pedal or somewhere in the clutch release linkage. In some instances, this produces what might be considered excessive pedal free-play, but such is not really the case. It's more important to not over-center the diaphragm (pedal "sticks" to the floor) and have the engine get away from you. There are improved ways to build boat anchors.

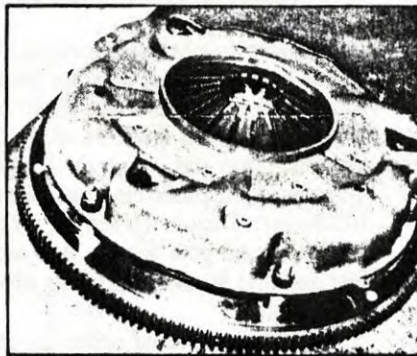
The basic Borg & Beck design is typically a 12-spring unit that incorporates release levers that will not accept any form of centrifugal weighting. However, some models utilize rollers that ride in slots (in the pressure ring) and wedge against the pressure plate cover. As rpm increases, these



McLeod dual disc clutch utilizes Long-style clutch mechanism and places for adding weight to increase centrifugal loading (arrow).

weighted rollers try to move radially toward the outside diameter of the pressure plate. Since the cover is bolted to the flywheel, it cannot move. But because the pressure ring is acting against the clutch disc (a compressible member), additional holding force is applied against the flywheel surface.

A potential problem with this method of centrifugal assist is that the rollers can become lodged between the pressure ring and clutch cover, resulting in failure



Diaphragm clutch uses multiple clutch release fingers which requires less spring pressure and more even distribution of leverage.

of the ring to release when the pedal is depressed. By making certain both rollers and slots are burr-free, this condition is not likely to occur.

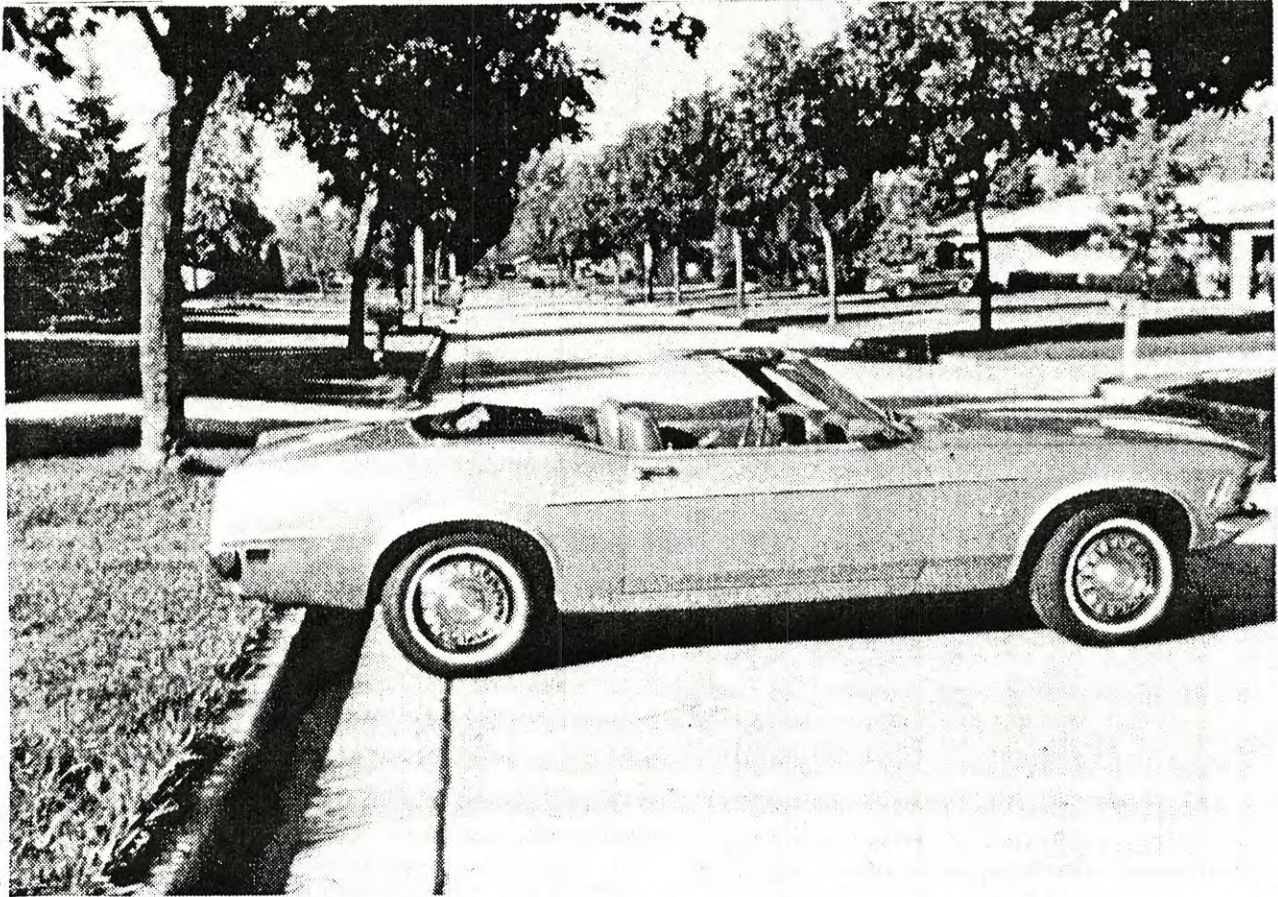
B & B units are typified by much higher pedal pressure than diaphragm counterparts. Aside from firewall deflection and potential clutch release problems that can result, this added release pressure transfers to the thrust face of the appropriate main bearing, sometimes accelerating its wear and/or damaging the thrust face of the crankshaft. Ideally, use of a street-driven B & B pressure plate includes relatively soft springs (total pressure on the order of 2400-2600 pounds) and centrifugal rollers for higher-than-normal shifts.

On the other hand, a Long style pressure plate offers some interesting possibilities. First of all, varying amounts of centrifugal weighting can be added external to the pressure ring cover. Lever attitude (initial position relative to the rotational plate of the cover) can be varied to produce different holding pressure with the same amount of weight. Some Long pressure ring covers are designed to allow adjustment of the pressure ring springs (generally there are nine) for additional fine tuning of the assembly.

What this all becomes is a pressure assembly that can operate successfully with spring pressure on the order of 1800-2400 pounds but with centrifugal loading that will exceed the typical Borg & Beck units. And it can do this without the potential problem of having the centrifugal assist system hang up at high rpm.

For adjustment purposes, both the Long and B & B units can be adjusted for satisfactory operation at a release air-gap of 0.060-0.090-inch without any concern for adequate release at the higher engine rpm.

Understand these fundamental aspects of pressure plate design and operation and you'll be assured of coming through in . . . the clutch.



APRIL CAR OF THE MONTH * 1970 MUSTANG CONVERTIBLE * OWNER: KELLY MATTOX

I have owned my convertible for 4½ years. The car had two previous owners. The original owner was a woman from Indiana who purchased the car on Oct. 16, 1969. The car was assembled in Dearborn MI and shipped to Moretto Motor Sales of Bremen Indiana where it was bought for \$3514.44. A friend of mine ended up buying it a few years later. I have always admired the 64-66 Mustangs since they were first introduced. I decided several years ago that I would some day own one. After several disappointments, my friend who owned this Mustang offered to sell his car. Needless to say I responded with a quick "yes". Since the purchase, the car has been a welcome addition to our family. I never really meant to get so involved in a full scale project of restoration. Only you true Mustangers know that once the bug bites it bites hard. I am beginning to notice non stock items on cars with the same vintage. I have performed a 60% restoration at this point. I have replaced all major components down to labels, nuts, bolts, and screws with virtually all original stock requirements. Through all the blood, sweat and tears this car is now a part of me.

Kelly Mattox

Take a Break

ANTIQUÉ AUTO RIDE

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

AIRY
ANTIQUE
AUTOMOBILE
BACKFIRE
BOUNCE
BRAVE
BUMPS
CARS
CONTROL
CRANK
DIFFICULT
DRIVE
DUSTY
EAGER
ENTER

GEARS
GOGGLES
GRIP
HARD
LIVELY
LOUD
LOVE
MOTOR
MOVE
NAME
NICE
NOISES
OPEN
PUSH
RIDE

ROAD
ROOF
ROUGH
SEATS
SHINY
SLOW
SMOKY
TEST
TRICKY
TURN
UNEVEN
WILD
WOBBLE
WORK

SIGNS OF THE TIMES

- On a bumper sticker: "Love a nurse. They call the shots." Caroline Pelham
- Outside the Applegate Grange Hall near Merced, Calif.: "Moose Egg Hunt Sunday at 11:00." Stan Morner
- Above a display of umbrellas and rain apparel: "Thunderwear." Marguerite Reasner
- On an attorney's office window: "Thy Will Be Done." Mrs. Francis Luplow
- In front of a tire store in Lawton, Okla.: "Don't wait till age 65 to retire." Maria Borat
- At a Dallas shoeshine stand: "We shine one shoe free." Marie Anne Savote

Ever Notice...

- ... that people who have an hour to waste usually try to spend it with someone who does not? —Bernard Meltzer, *Guidance for Living* (The Dial Press)
- ... that the guy with the biggest stomach will be the first to take off his shirt at a baseball game? —Glenn Dickey in *San Francisco Chronicle*
- ... how quickly kids learn to drive a car, yet cannot understand the lawn mower, snow blower or vacuum cleaner? —*Daily Walk*
- ... when shopping in a department store, that we think only once when buying on credit and twice when paying cash? —Philip Lazarus
- ... that nothing makes a boss more admired than being within earshot? —Franklin P. Jones in *Quote Magazine*

Teacher: "Can anyone make a sentence using the word archaic?"
Student: "We can't have archaic and eat it too."

The biography of the average American could be written in three words: Hurry . . . Worry . . . Bury.

Those people who think of themselves as wits are often half right.





The Wisconsin Super '60s Ford Club and Soerens Ford present their 6th annual show and their 1st annual all Ford show. Sunday, August 9, 1987 at Soerens Ford, 18900 W. Capitol Dr., Brookfield, Wisconsin.

The show is open to all Ford Motor Company built vehicles.

Classifications are as follows:

FULL SIZE (Galaxie, Mercury, Lincoln)

- | | | |
|------------------|------------------|------------------|
| 1) 1955 to 1957 | 2) 1958 to 1962 | 3) 1963 and 1964 |
| 4) 1965 and 1966 | 5) 1967 and 1968 | 6) 1969 and 1970 |

MID SIZE (Fairlane, Torino, Comet, Montego)

- | | | |
|-----------------|-----------------|-----------------|
| 1) 1962 to 1965 | 2) 1966 to 1969 | 3) 1970 to 1973 |
|-----------------|-----------------|-----------------|

PONY CARS (Mustang, Cougar, Shelby)

- | | | |
|------------------------|-----------------|-----------------|
| 1) all Boss and Shelby | 2) 1964 to 1968 | 3) 1969 to 1973 |
|------------------------|-----------------|-----------------|

All Falcons in one class.

All others in one class.

1st and 2nd place trophies in each class.

Trophy to Best of Show

Trophy to Sponsor's Choice

Dash plaques to first 75 entries.

If any class becomes too full it may be split at the discretion of the club. Judging will be by participant popular choice, one ballot per registered vehicle.

Show day registration begins at 8:00 AM and closes at 11:00 AM. Awards at 3:00 PM. Show day registration fee for non members is \$5.00 per car. Advance Registration is \$3.00 per car. No fee for passengers. There will be a \$1.00 spectator fee for adults not entering a car.

Fill out registration application below and mail to: Russ Owens
12314 Woods Road
Franklin, WI 53132.
For information call (414)425-9243.

Name _____
Address _____
City, State, ZIP _____
Phone _____

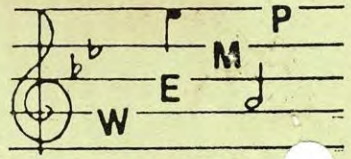
Send \$3.00 per registered car to:
Russ Owens
12314 Woods Rd.
Franklin, WI 53132

Number and type of car: _____



CONES

SUNSHINE



1250 AM

MEMORIES
PRODUCTIONS
Presents

OLDIES and GOODIES

50's DANCE

Red Carpet Expo - South Howell by Airport

SAT., MAY 30, 1987

Open 7:30 PM - Music 8:30 PM

Live Music - Rocket 88

Featuring Connie Cool and The Classics

Anyone who brings a pre-1969 classic, rod custom, or special interest auto will receive a WEMP Dash Plaque. All pre-69 autos will be in an enclosed guarded area.

Dress 50's - Special Gifts Awarded to Best Dressed Couple, Dance Contests and Door Prizes.

Tickets May Be Purchased at Mean Mountain Music, Radio Doctors, or Mail to Memories Productions.

TICKETS: \$5.00 EACH

Must Be 19 To Participate

Tickets \$5.00 In Advance

\$6.00 at Door If Available

Purchase Directly From:



Light



WEMP-1250 AM
THE OLDIES STATION

For Tickets:
Mail Self-Addressed Envelope To:
MEMORIES PRODUCTIONS

P.O. Box 15312,
Milwaukee, WI 53215

Tickets: \$5.00 Advance Tickets
or Call 384-3047



926 W. Oklahoma
Milwaukee, Wisconsin
Phone 483-6500

RADIO DOCTORS
240 West Wells
Milwaukee, WI 53203
Phone 276-6422