



The Wisconsin Early Mustangs

"A FEW TO PRESERVE THE BEST"

"THE FEEDBAG"

From the Pres.

May 27th, 1987

It's Wednesday of the week following our Fifth Annual Show and swap meet. To say it was successful is an understatement. The show, swap and food were a financial success. That's important to keep your dues at the same level for another year. But most of all, we had a heck of a good time and saw some of the most decent FORD machinery ever, gathered in one spot. My heartfelt thanks goes out to all of you who participated and worked to make this event a winner. One thing that needs a little shot in the arm is our traffic in the swap meet area. We had the paid attendance, but the smaller vendors did not really get the turn over that they expected. I hope we can enhance their sales for next year. Any ideas on putting a little more pizzaz into the swap??????

Shar and I will really miss going with some of you on the June OTR. Of course we will be enjoying ourselves on "the first club cruise". This will be the first one I ever missed. Sort of feels funny! We do plan on going on the OTR in July. It sounds like a good one with a destination that we have never used before. We're trying for something in the area of the house on the rock. Dick & Sue Coyle have been roped into doing the recon work for us again. You can't beat success!

Those of you who saw the old black convert at our show saw what happens when hailstones hit a laquer paint job. Thank goodness that there was no panel damage. From five feet away it only looks as if the car has a layer of stringy dust on it. When you get right on top of it, it looks like a lot of very fine slits in the paint. Luckily we were planning on doing a total repaint next season anyway. That sure was a terrible feeling looking out that window and seeing all that hail coming down. I truly believe my father-in-law was more worried about damage to the car than I was.

Let's stay in touch this Summer. Enjoy your club and it's fine members. Get those old Ponys out for some honest exercise. I'm sure it will do them some good. Have a safe one, say hello once in a while and as always, "keep on 'stangin'".



Dick Doria

From Your Editor



I received a letter a few weeks ago that was somewhat disturbing to me. At first I was just going to let it pass, but as time went on I thought it may make a good eye opener for my editorial column. I have edited the content of the letter somewhat, but I have not altered the message in any way. I will also keep the author of the letter anonymous. The following is the edited text of the letter I received.

*** When I was first told of the W.E.M. a few years ago I was very interested, but reluctant to join. The reason I hesitated was due to the condition of my Mustang. I was assured that the condition of my car did not matter to the membership. That statement held true at first, but things changed. The last two years I have entered my car in the club show just for the spirit and because I wanted to participate in club activities. I was very disappointed at the last show when I heard club members laughing and making derogatory comments about my Mustang. I am tired of apologizing for the condition of my car. I would not consider selling it under any condition. I have a very small annual income, but was able to invest \$2000 for mechanical work which was needed to keep my car running. I'm lucky to own a Mustang that runs much less a restored one. Let me say this , I'm sorry that I didn't have enough money left over for a new paint job. I did spend two days cleaning and polishing, because that was all I could afford to do. I don't feel good about the club anymore. I don't want to have to continue to make excuses or have to feel embarrassed for my car. For this reason I am not renewing. Sincerely **

EDITORS COMMENTS:

As I said at the start of the column I was a bit reluctant to print this letter. The reason being that I feel what transpired only involved a small minority of the clubs membership. I do think it is paramount to reiterate the feelings that Pres. Doria and myself based the foundation of our club on some seven years ago. This club will be known as Mustangers not Mustangs. People are what this organization is all about. The cars are just the common bond which brings us together. I can fully relate to the feelings of this letter writer as it took me a good many years and a few extra bucks to get my Mustang reasonable. Well enough said on this issue. Remember Mustangers come before Mustangs!!!

Fraternally Yours,
Bob Zimmermann

MINI MINUTES FROM MEETING HELD 5/18/87

- * The May meeting was called to order by Pres. Doria at 7:30 PM
- * New members were introduced to the club.
- * Secy. Mary Jo Miller read the minutes from the April meeting.
- * Treasurer Shar Doria gave financial report which included the receipts from the May 17th car show and swap.
- * Dick coyle reported on "Cruise Night" at the Kilty drive in.
- * Bob Z. and Dick C. reported on the upcoming first O.T.R trip for the year; which will take place on June 13 & 14. More in newsletter.
- * The W.E.M. will not participate in South Shore parade as a group. If anyone wants to participate individually contact Bob Z. for details.
- * Report was given on the 5th annual car show. Detailed report in newsletter.
- * Dave Yahn reported on the plans for the clubs tailgate party and Brewer baseball game which will take place on Aug. 2nd.
- * A joint outing with the Early Ford V-8 Club And the W.E.M. will take place on Sunday June 28th. More details in newsletter.
- * The second O.T.R. trip is being planned. The dates are July 25-26. The destination will be S.W. Wisc. area.
- * The Model A Club asked for our support of their Car Show being held on Sunday June 28th. Interested parties should contact J. Manning 357-7641.
- * Meeting was adjourned at 8:35 PM.

NEXT MEETING MONDAY JUNE 29

WAUWATOSA SAVINGS AND LOAN OAK CREEK

CALENDAR OF EVENTS

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- * June 13-14 The W.E.M. first O.T.R. trip of the season.
 - * June 28 Joint meeting to Ottawa Park with the Early Ford V-8 club.
 - * June 29 Monthly meeting
 - * July 25-26 The second O.T.R. trip of the season.
 - * July 27 Monthly meeting
 - * August 2 Brewer game and tailgate party.

JUNE 13-14 OVER THE ROAD TRIP

Plans are complete for our first trip of the year. The destination will be Oshkosh WI. A trip through the air museum is scheduled for Saturday. We will be in touch with those who have signed up with further details. Anyone interested in joining us for a one day run for Sat. are more than welcome to participate without staying over night. Contact either Dick Coyle or Bob Zimmermann if you would like to take the Sat. trip to Oshkosh and a tour of the air museum. The more the Merrier.

JOINT OUTING WITH THE EARLY FORD V-8 CLUB

Sunday June 28 The W.E.M will have a joint outing with the Early Ford V-8 club. We will meet at Southridge Marshall Fields at 10:00 AM. We will receive a police escort to Hwy 100. The final destination will be Ottawa State park in Eagle. Anyone interested in attending this outing should contact Dave Yahn.

CLASSIFIED ADS

FOR SALE: 1967 Mustang convertible. Original owner. 87,000 miles. Candyapple red with black power top. 289 with automatic. Very good interior. Exterior has some rust. Never driven in winter for the last 13 years. \$3000 Call Bill 639-8832 (Racine)

FOR SALE: I took down my 24' above ground pool. Many accessories . Skimmers, Poolsweepers, Hoses, Filters, Pumps, Ladder, Solar cover, Chlorine, Everything must go!!! CHEAP !!!
Before buying new call Ron 549-1838.

WANT ADD COUPON

Do you have an item you need or want to sell? If so clip this coupon and send to Bob Zimmermann 2307 W. Carrington Av. Oak Creek WI 53154. The ad will appear in the next newsletter if received by the 1st of the month

FOR SALE _____

WANTED _____

By Cam Bentley

Although the '69 and '70 Ford Mustangs represent a short era in the long and illustrious history of the 23-year-old marque, they are considered by many to be the best ever produced. It was during this time that the Mustang came into prominence as a performance car, taking its Trans-Am successes a step further and transferring them to the masses in the form of awesome power. The fame which the Mustang enjoys today has its roots in the engine options sprung from this era, legendary performance terms like Boss 302, Boss 429, Mach 1, and Super Cobra Jet 428. It was the strength gained during this era which drove the Mustang through the doldrums of the 1970s to the popularity it maintains to this day.

Perhaps the best sales tool wielded by the Ford Publicity and Marketing Group was the diverse lineup of cars and models offered. In 1969 alone, Ford offered 10 different body styles and 10 different engines, ranging from stripped-down, bench seat coupes to full-tilt luxury equipped convertibles. Engine selection was the real treat with simple six-cylinder in-lines for the economy minded up to the Boss 302 and Boss 429 engines for those into self abuse (or the ability to abuse others).

To continue the accolades, Ford marketers also offered an unusual package which combined high-performance options with a low price tag; the Mach 1. The Mach 1 was an instant hit and in 1969, 72,458 rolled from the assembly line and into history. A year later, sales figures for the Mach 1 dipped to 40,970 in keeping with lower sales for the year in general. But the Mach 1's combination of deluxe styling, optional engine sizing (all the way up to 428-cubic-inch engines) and an affordable package price, made the Mach 1 one of the best selling Mustangs ever built.

In 1969, the basic Mach 1 package sold for \$508 more than the standard fastback (Sports Roof), and gave the buyer a stack of standard equipment, including the 351 Windsor engine with 2-barrel carb. Big F70-14 tires were also standard along with a competition handling suspension, low-gloss black hood, high-backed bucket seats, reflective dual tape stripe on the quarter panel extensions and spoilers, a reflective two-tone body side tape stripe, a teak-toned instrumental panel to match the wood-like steering wheel, an electric clock, tinted glass, swing-out rear windows, special sound insulation package, GT equipment group, floor console, and dual racing mirrors. For the small price, it was no small wonder that the Mach 1 sold so well.



When Men Were Men and Mustangs were Trans-Am Champions

But stealing the thunder from the Mach 1 were the loss leaders, the "Boss" cars. Only offered in 1969 and 1970, the Boss 302 and Boss 429 were not high-production vehicles, and the money Ford actually garnered from their sales (especially with the Boss 429 models) should have made Ford happy to see their end in 1970. But the Boss cars served two purposes; to homologate the parts needed for Trans-Am competition and to boost the image of the Mustang. Ford could not have been more successful in reaching both objectives. Although soundly defeated in Trans-Am competition by the Donohue/Penske Camaros in 1969, Boss 302 Mustangs clobbered the competition in 1970, collecting the Trans-Am championship.

The Boss 302, as offered from the dealer, was closely aligned with the race cars at the track. Selling for a very reasonable \$3,720, the package included the 302 engine, 4-speed transmission with Hurst shifter (in 1970 only), color-keyed racing mirrors, blacked-out hood and decklid, bodyside and hood stripe, dual exhausts, competition suspension, quick-ratio steering, special cooling package, front spoiler, 45-amp battery, and front disc brakes.

Yet the Boss 302's main attraction was the high-revving engine, a combination of Cleveland and Windsor engine technology. In simple terms, Ford took the Windsor block and improved it with 4-bolt main caps, forged steel crankshaft and connecting rods, high-compression pistons, aluminum high-rise manifold, 780 cfm carburetor, windage tray, dual-point distributor and a very free flowing set of cylinder heads.

The cylinder heads were the secret

to the Boss 302's success. With huge intake and exhaust ports, the Boss 302 was the best breathing small-block on the market. In 1969, the intake valve diameter measured 2.23-inches, the largest small-block intake valve in the business, larger than the big-block Chevrolet at 2.19-inches. In 1970, the Boss reduced its intake sizing to 2.19-inches making for more streetable performance.

By far the biggest performance plus was the unique cylinder head design which incorporated a canted valve arrangement, increasing combustion chamber turbulence, making for a better mixing of air and fuel for more power. This, combined with wild mechanical camshaft timing, netted the Boss 302 far more power than the 290 horsepower rating foretold. A rash of cardiac arrests were noted in insurance companies across the land the day the Boss 302 hit the streets.

If the Boss 302 caused heart pain at insurance brokerages, the Boss 429 should have been the death blow. Despite the fact that the Boss 429 Mustang never was to compete in NASCAR racing, the public offering of the Boss 429 was an effort to homologate that engine for the class. With a price tag of over \$5,000, few of the cars ever made it out the gates of the dealerships. Ford lost money on each car produced due to the major suspension and shock tower modifications necessary to fit the huge engine, not to mention

the cost of the exotic powerplant itself. In addition, special modifications to the fender lips were made for clearance of the new F60-15 Super Wide Oval Firestone tires used on each 1969 and 1970 Boss 429. The shock tower readjustment had moved the car's front track dimension out $\frac{1}{2}$ -inch per side, causing interference with the fender lips. To correct this, the front fender lips were rolled under and the excess cut off. Although the Boss 302 did not have quite the same problem (they also received the larger tires), for reasons of high-speed handling the same modifications were made to these fenders. This modification is one of the easiest ways to determine whether a Boss 429 or 302 is the real thing, or at least retains the original front fenders.

OVER



Other equipment making for the stout Boss 429 price tag included a high-capacity engine oil cooler, 85-amp battery mounted in the trunk, 4-speed close-ratio transmission, "Traction-lok" rear axle with 3.91:1 ratio gearing, power front disc brakes and rear drums, front spoiler, 15x7-inch chrome-plated Magnum 800 wheels, tachometer, high-back bucket seats, visibility group, deluxe seat belts, interior decor group, and power steering cooler. A car ready for the highbanks of Daytona it, unfortunately, was never to see.



Perhaps the most historically overlooked car of the time was the 428, which came in both Cobra Jet (CJ) and Super Cobra Jet (SCJ) configurations. The Super Cobra Jet was distinguished from the Cobra Jet by an oil cooler which mounted in front of the radiator. Intake valve size on the SCJ was 2.097-inches as opposed to the 2.092-inch sizing for the CJ, and the SCJs came only with 3.90:1 and 4.30:1 ratio rearends (optional rearend ratios became available in 1970). Both engines could be ordered with the functional shaker hood scoop, an option which did eventually find its way onto the last



produced '69 Boss 302s. Striking fear in the hearts of the competition was the optional Drag Pack which bolstered the drag image of the 428-equipped cars. The Drag Pack added the 3.91:1 ratio Traction Lok differential, or "Detroit Locker" no-spin differential with 4.30:1 ratio. Add to that the SCJ engine oil cooler, cap-screw connecting rods, a modified crankshaft, flywheel and vibration damper—and you had a car more than ready to tackle any quarter-mile encounter to come along.

The '69 and '70 Mustangs were to rewrite the history of the breed. Their racing and street success impacted their "pony car" competition, a category which they had introduced with the Mustang debut in April 1964. They will continue to be the most desirable of all Mustangs. ●●●●●



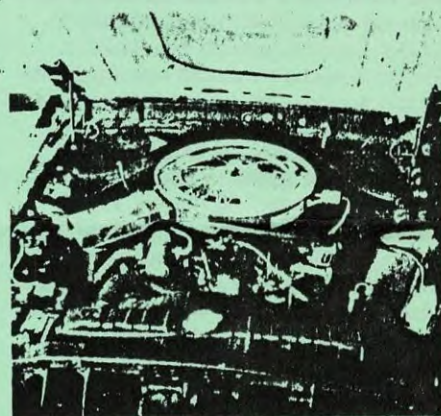
SUSPENSION FIX

While it's true that every car has its shortcomings, early-model Fords have more than their share of problems. By the time the '69 and '70 model Ford rolled off the line, many of the initial problems had been cured, but the immense sizing of the engines had caused handling to fall by the wayside in favor of

brute straight line acceleration.

Enter Doug Norrdin. Doug's Global West Alignment Specialties offers a cure for the common Mustang suspension maladies with a kit incorporating a special spring and redesigned A-arm to change the "camber curve" of the front suspension. What all this means is that by installing the Global-recommended springs and replacing the upper A-arm in your car with the Global units you will correct the suspension travel of the wheel, lessening the outward movement of the upper portion of the tire from the body under hard cornering. The end product of such a change is the lessening of understeer, better tire life, and significantly better handling overall.

In addition, Global West's now famous "Del-A-Lum" bushings can be incorporated throughout the suspension to reduce flex in the suspension components, keeping the tire on track under both easy and hard cornering without hindering ride comfort. The best of both worlds.



Although rated at 290 horsepower, the high-revving Boss 302 engine actually produced much more. Shaker hood scoop became available in late 1969 and was a favorite of 1970 Boss 302 buyers.

PRODUCTION FIGURES*

BODY DESCRIPTION **TOTAL PRODUCED**

1969 MODEL YEAR

63A	2-dr fastback.....	56,022
63B	2-dr fastback deluxe	5,958
63C	2-dr fastback Mach 1	72,458
65A	2-dr hardtop.....	118,613
65B	2-dr hardtop deluxe	5,210
65C	2-dr hardtop (bench seats).....	4,131
65D	2-dr hardtop deluxe (bench seats).....	504

65E	2-dr hardtop grande	22,182
76A	convertible	11,307
76B	convertible deluxe	3,439

1969 TOTAL PRODUCTION 299,824

1970 MODEL YEAR

63A	2-dr fastback.....	39,470
63B	2-dr fastback deluxe	6,464
63C	2-dr fastback Mach 1	40,970
65A	2-dr hardtop.....	77,161
65B	2-dr hardtop deluxe	5,408
65E	2-dr hardtop grande	13,581

76A	convertible	6,199
76B	convertible deluxe	1,474

TOTAL 1970 PRODUCTION 190,727

*All figures courtesy "The Production Figure Book for U.S. Cars," by Jerry Heasley through Motorbooks International and Publishers.

BOSS PRODUCTION*

1969	Boss 302	1,628
1970	Boss 302	7,017
1969	Boss 429	852
1970	Boss 429	505

*All production figures courtesy of Mustang Times, Bill Vickery, and Bill Dillard.

W.E.M. CAR SHOW REPORT

Well thanks to mother nature, who once again blessed us with fantastic weather for our annual car show, it was a success. As of the writing of this report I do not have all the final statistics as to how many cars had entered, but it was very close the 1986 show figure. I'm also sure you are wondering as I do, where all these beauties are coming from as they sure get better looking each year. I would like to take this opportunity to thank and congratulate all the sub committees for a job well done. I would like to thank all the volunteers for their help in working their tails off helping park cars, registering cars, working in the swap area, club table, concession stand, awards presentation, and last but not least, clean up. Thanks to Ron Luebke's plan we had more than enough food this year. I really feel that all those who volunteered their efforts were well satisfied with the results of their toil.

On the negative side we were down a bit this year on attendance and sales in the swap area. We also could have used more help at the show, while many of our members showed up to support this function we could have used a hour of their time to help out. This is one area that we will devote more attention to for 1988.

Gene Schwister was again elated by this years show and promised their continued support for next years show.

Once again thanks to everyone for a job well done.

Show Chairman
Sal Lorino

EDITORS COMMENT:

When Sal sent in this article for printing in the Feedbag I noted he may have possibly forgotten to mention a thank you to the most important cog in the machine that continues to make our show bigger an better each year. That cog happens to be our chairman who has spent many hours planning, organizing, and directing the success of our shows for the past 5 years. For this effort we the members thank Sal "NOBODY DOES IT BETTER"

Take a Break

LICENSE PLATES

L Y D E G N A H C O L O R D E
 M O U N T D R Q S T L A T E L
 S D E B Z A Q D E S I G N R E
 E W E D T S D R I I C T R I V
 T L F N U M B E R Z E D L P O
 A S I S P E I D E E N T A X M
 L A O C T M D R S M S I T E E
 P A Y R N A A O E R E I E W R
 I R U E O R S T N O K R M U E
 C C E W R F S W S F A E S W F
 K R N S F Y O L D W M T I K L
 U W I A S S O N I A T T W C E
 P U H L O S E W I S D E I A C
 R E T A T S D L O A T L O B T
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 CLEAN
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 COLOR
 COST
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 MAIL
 MAKE
 METAL
 MOUNT
 NEW
 NUMBER
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 ORDER
 OWN
 PAY
 PICK UP

PLATES
 READ
 REFLECT
 REMOVE
 RUST
 SCREW
 SELL
 SEND
 SERIES
 SIZE
 STAMP
 STATE
 SYSTEM
 TIN
 TRUCK

SIGNS OF THE TIMES

At the Grange Hall: "Saturday, Dog Show. Sunday, Flea Market."

Marie Christopher.

In the window of a Chicago shoe repair shop: "Time wounds all heels."

Marion Ahlborn.

On a cabinetmaker's van: "Counter fitters."

Nora Leigh.



Sign in front of local church:
 Sunday services:
 9:30 a.m. — Theme: Jesus Walks
 on Water.
 5:00 p.m. — Theme: Searching for
 Jesus.

Mother (to bruised and battered
 little son): "Bobby, do you mean to
 tell me you've been in another
 fight?"

Bobby: "No, Mom, I didn't mean
 to tell you."

The driver who has "one for the
 road" is likely to have a highway
 patrolman for a chaser.

