



WISCONSIN EARLY MUSTANGERS

PRESERVATION • RESTORATION • ENJOYMENT • DEDICATION • EDUCATION

THE FEEDBAG

From the Prez ,

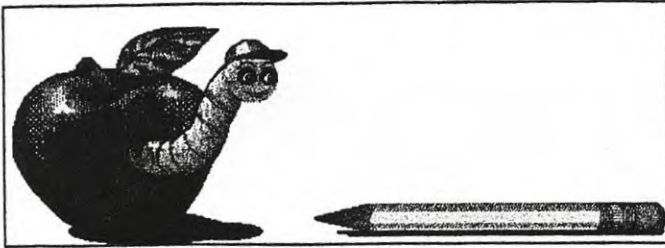
July 31, 2000

Good day everyone ! Well it certainly has been an interesting July. The one year that I wanted the month to be bone dry, we get deluged with rain, rain, and more rain. Why would I want it to be dry ??? Well because we started our new garage addition over the fourth of July weekend. First I'd like to give a BIG thank you to our own Doug Dorn and Jeff (sorry I don't know Jeff's last name) for all their help starting the project !!!! Hey Doug, I still can't believe a backhoe can move like that :o) Anyway, we got the trenches dug for the footings and foundation walls. It was beautiful, everything was as dry as could be. Then the RAIN came !!!! Can you all say the word " Moat " ? It took over a week for things to semi dry out. But just to keep things interesting, it had to rain every other day or two. I tell you, it's enough to make you sick. But after three weeks of not being able to do anything, my mason finally was able to pour the footings. And as of this week, he is working on the block foundation walls. So some progress is being made. I hope to have the building up by September 1st and completed by October 1st. That way it will give me a month to get things set in there before we put the '84 and '94 away for their long Winters nap. But we won't think of that right now.

On to other things. I won't dwell on this too much, but I did want to say a few things about the Soren's Ford / Super 60's Car Show that was held on the 23rd. First off, my hat is off to them for putting on a spectacular show. They had over 270 cars !!! The weather cooperated with them and it couldn't have been a more perfect day for a show. I just hate to admit that they have taken over the lead as " Wisconsin's Largest All Ford Show ". A title we held for a long time and a title that we need to get back. We're going to be looking at some rather drastic changes in the next few months concerning our car show. We have to find out a way to get back to where we used to be as far as number of show cars and swap venders, as well as profitability. I'm not saying that we need to make a killing money wise, but we always showed a decent gain after the show and it is not been that way for many years. Anyway, we will go more into depth about this over the next few months. I've asked before, and I'll ask everyone again, if you have ANY suggestions for the show, please let me know. We need to shake things up but GOOD ! I hope to hear from some of you soon :o)

Two final things Remember that the " Midwest Ford Show " is coming up on August 20th. We will be making a group run down to the show. Details will be inside this newsletter on meeting time and location. Finally.. one of our members, Brian Popowski, has recently undergone Heart Bypass surgery, 5 bypasses in all. I'm happy to report that I saw Brian out at the Soren's Show and he is looking good. If you see Brian at any of the club events or at local shows, please say hi and wish him a speedy recovery ! I know he will appreciate it :o) Well I'm out of room and time, take care all and remember to ... " Keep America Beautiful Drive a Mustang ! " Scott

PS Our web site is up and running again check it out www.wemustangers.stangnet.com



FROM YOUR EDITOR

MUSTANG MUSEUM UPDATE

Just wanted to give you an update on the Mustang Museum. The project is still alive and kicking. It will not be an addition to an existing museum like some had reported. In fact a location has been chosen and the final details are being worked out with FORD. The board is meeting with Ford in Detroit in a couple of weeks. They hope to have the formal announcement at the upcoming MCA Grand National Show over Labor Day Weekend. It all hinges on what FORD has to say. If all goes according to the plan, that the Museum will open in 2003. I look forward to that day :o) SCOTT

UPDATE E-MAIL RECORDS

I would like to update the clubs e-mail records. This is a fast way to communicate to all our members. I will create a group mailer of all our members who are on line. It is a good way to save the club postage when it becomes necessary to send out mailers other than the newsletter. If you are on line and have an e-mail address please forward it to me at rzimme0525@aol.com. I would like to have a complete list by the end of September. I will publish your e-mail address in the October newsletter unless you direct me otherwise.

SPECIAL INVITATION FROM STALLION GATE MUSTANG CLUB

You will find a flier in this newsletter announcing the car show sponsored by the Stallion Gate Mustang and Ford Club. The show is being held in Niles IL on Sunday August 13th.

TRIP TO MANITOWOC

Thanks to the effort of Tom Miller the Manitowoc trip went off without a hitch. A sparse turnout of 6 cars ventured out to see the museum. I was sorry I had to miss it, but I had to bring my mother home from the hospital after a month long stay. I was also sorry to hear that no one from the Fox Valley group showed up. I thought that was unusual seeing it was in their backyard.

UNTIL NEXT MONTH
FRATERNALLY YOURS
BOB ZIMMERMANN

MINUTES FROM MEETING 7/30/00

- Scott called the meeting to order at 7:00
- New members Chuck Roberts and Bryan Stoehr were introduced
- Treasurer Sharon Doria gave the monthly financial report
- Secretary, Bob Zimmermann read the June minutes.
- Scott made mention that Bryan Poplowski underwent bypass surgery and all is well. The W.E.M. wish Bryan a speedy recovery.
- Scott is ready to order the club jackets. He will need the money from all those who placed an order.
- Tom Miller ordered magnetic sign for our club. They are 3 color, Red, Silver and blue. The cost is \$40 a pair. 18 pairs have been ordered..
- Sorens Ford show was a huge success. 272 cars were entered. Great food and music. A discussion was held as to how we can get our show back out on top with improved attendance..
- Tom Miller reported on the day trip to Manitowoc held July 29th. 6 cars and 14 people went on this trip. Tom had a gimmick questionnaire to fill out as the group traveled. They all stopped at Cruisers restaurant for a late lunch afterward. . None from the Fox Valley group showed up.
- The upcoming Midwest Ford show will be held on August 20th in Antioch IL. Those interested in going in a group from WI should meet at the Wauwatosa parking lot no later than 8:30.
- Bob Z. stated he would contact Mike Chucka to see if he still plans to put together another rally this September.
- The club web site is up and running again thanks to Vicki Troyer. Take a look.
- Dick Kadlec contacted The DJ from RR express and we tentatively have them for our car show next year. .
- Bob Z. will be updating the email addresses of all on line members. A new listing will be ready in September.
- Reminder to get your name on the list for the Door County trip.
- Guests speakers from Creative Creations gave a 10 minute presentation on their ability to photograph and print a picture of your car on a phone card.
- The meeting was adjourned at 8:05

NEWS FROM THE FOX VALLEY GROUP

An informal meeting and fun run was accomplished on July 18 in Manitowoc. A good time was had by all!!! Main topic of discussion was the date change of the FVFM Club Car Show. New date for the 2001 show will be June 3. Change was due to conflicts in schedules on Fathers Day. PLEASE MARK YOUR CALENDARS!!

Our regular, reliable DJ, Jim VanDynHoven might also have a conflict for that date so if anyone can recommend a replacement please notify the club. Jim has always done an awesome job and will be a hard act to follow! Thanks Jim.

SPECIAL NOTICE!!

Dale and Lori Dombroski will host a Picnic and Car Show August 19 at their home, 2772 Steamboat Springs Run, Green Bay 54313. The Club will furnish the main course and soda. Please RSVP BY AUGUST 14 AT (920)434-6270. Please bring a dish to pass according to the following list.

A-G Appetizer H-L Dish (potato, veg, casserole) M-Z Desert.

Dale has been brainstorming and has lot of ideas to make this picnic and car show a great time. Prizes and Surprises!!

Sue Weber

CLASSIFIED



For Sale: Black full console with clock for '71 Mustang in original condition with a good pad but should be restored \$50, two nice BFG Radial T/A P275/50R15 tires with 8/32" tread left \$50 for the pair, used Holley 1850 600 CFM 4-barrel carburetor \$50, or \$125 for everything.
CALL John at 262+547-7822

For Sale: 1987 Mustang Convertible. 15,000 on engine, newer automatic transmission. Power windows, door locks and mirrors. New exhaust system and tires. Asking \$3,200 OBO.
CALL 414-329-8337

For Sale: Mustang Running Horse Desk Clock. I still have a few clocks left that I made for our car show. They are made from oak hardboard and are 12" long X 2 3/8" wide X 6" tall. The horse contains a quartz clock that is a pressed fit in the body. They are finished in a medium stain with 3 coats of varnish. I will personalize with a scrolled plaque with just about anything you would like (i.e., your name, Year and style of Mustang etc.). The selling price is \$16.00 plus \$3.20 priority mail shipping if mailing is required. If on line I can e-mail you a picture. I would also mail a picture if requested.
If interested CALL BOB Z. 414-761-2007 OR E-MAIL RZIMME0525@AOL.COM

For Sale: 1964 1/2 Mustang Coupe-Caspian blue. All original, no rust, never been in snow or road salt, 289 v8 engine, Stick shift Complete shop manual 110,000 original miles. Asking \$9,500
CALL DON Day 262-367-4299 Eve 262-646-5749

For Sale: 1968 Ford Mustang G.T. Fastback, 390 eng. C-6 Auto. There are many factory options on this rust free Georgia car which has been completely and properly restored. Car looks beautiful and runs great. \$15,900.
Please call for accurate description and list of options. 262-970-9779.

WANTED: Old woodworking Magazines. If you are cluttering up your closet with old woodworking magazines I would be glad to get them off your hands. Looking for any publication related to wood crafts (Popular Woodworking, Wood, Shopnotes, Woodsmith, Fine Woodworking) to name a few.
CALL BOB 414-761-2007 OR EMAIL RZIMME0525@AOL.COM

WANTED: Any size trains or parts, electric or wind up. CALL WAYNE 920-206-0464.

** Indicates new ad this month

FREE WANT ADS

To place a free want ad in the newsletter sent to the following address

Bob Zimmermann
2307 W. carrington Ave
Oak Creek WI 53154
rzimme0525@aol.com (email)

WISCONSIN EARLY MUSTANGERS 2000 CALENDAR

DATE	EVENT
8/6/00	Elkhorn Car Show Walworth Fairgrounds exit I43 & 11
8/13/00	DBC All make Car and Truck Show Call 262-238-1733
8/13/00	Stallions Gate Ford/Mustang show. Niles IL See flier
8/20/00	Midwest Ford Show Antioch Ill. Call 847-746-1737
8/27/00	Wisconsin Dells Auto Show
8/27/00	Waukesha Swap and Show Fairgrounds
8/28/00	Monthly club meeting. Wauwatosa Savings Bank 7:00
9/2/00	Oak Creek Lions Car Show Ryan Road and Shepard Ave
9/15/00 9/16/00	Northwoods Shelby Meet
9/23/00 9/24/00	Fall Jefferson Call 608-244-8416
9/24/00	W.E.M. Club Car Rally
9/25/00	Monthly club meeting. Wauwatosa Savings Bank 7:00
10/6/00 10/8/00	Door County Over the Road Trip
10/30/00	Monthly club meeting. Wauwatosa Savings Bank 7:00
11/27/00	Monthly club meeting. Wauwatosa Savings Bank 7:00

RESULTS OF CAR SHOW MEETING HELD 6/26

Listed below you will find a few suggestions for our 2001 car show. Keep in mind these are just suggestions and will have to be approved before implementing.

- Have fliers ready for circulation earlier. Recommend by November
- Have Venus better promote our show via their advertising
- Return to having places added to the trophy instead of Class Winner
- Publish a list of show volunteers in the newsletter and their assignments
- All committees should arrive at the show site no later than 7:30AM on show day
- Pass out goodie bags and window signs to all preregister upon entering grounds
- Have a judged show
- Solicit Venus Ford for more financial support
- Hold our car final show meeting in December or January
- Continue with an outside vendor for food
- Increase the entry fee
- Better solicitation of swap vendors to improve the total vendor count
- Continue the 50/50 raffle but issue prize just prior to awards ceremony

TECH Q & A

QUESTION: At first I thought it was because the car was old but now I am beginning to think its a problem. MY car is a 66 289 coupe with no power steering. The wheel has a lot of play in it. Its tough to explain but you can move the wheel back and forth a bit and still stay straight. The wheel doesn't move a lot but there is some play. How do it fix this? Matt

ANSWER: You might try to take the play out of the steering box. Get a shop manual to explain how to do this, as you can tighten it TOO MUCH and wreck the steering box. Basically the jamb nut on the top of the box gets loosened and the slotted stud gets turned to remove the play. Lisa

ANSWER: The old worm and sector steering has to have a certain amount of slop to operate properly. Any more than an inch or two side to side and the wheels should be seen to move. There is an adjustment stud/nut on the top of the box. A screwdriver is inserted in the slotted stud. The lock nut is backed off. Usually you turn a slight bit counterclockwise to tighten it up. Have someone move the wheel while you are doing this. Be very careful, too tight and your steering will bind when it's off center.

If you can't make the adjustment without binding, the gearbox is worn and must be replaced or rebuilt. Naturally, most of the wear on the unit occurs in the straight ahead position. Dick

.....

QUESTION: Hi gang, got a problem. My 66 mustang speedometer has never been with-in 10 mph of true speed. reads slow. I would like to change the gear. Is there a chart for determining proper plastic driven gear on the end of the cable? Don't really want to buy 6 or 8 gears @ 8 bucks ea. to find the right one....Mike

ANSWER: Basic math will help you to ratio your speedo correctly. Take the car somewhere where you can do 10 measured miles. See what your speedometer reads, in miles. Use the following formula.

$$\frac{\text{Actual miles}}{\text{Miles read}} = \frac{\text{Amount of teeth needed}}{\text{Existing teeth, driven gear}}$$

for example: $\frac{10 \text{ (miles)}}{11 \text{ (miles)}} = \frac{\text{gear needed}}{18 \text{ teeth (existing)}}$ $18 \times 11 = 198$ $198/10 = 19.8$

Therefore, the closest we would come is a 20 tooth driven gear. That will get you pretty close. (Sometimes you even hit it on the money) . Dick

ANSWER: See your Ford dealer when the parts guy has a little time. There are charts in the parts books to tell what gear goes with what trans, rear end, etc. Lisa

.....

For answers to your technical questions
E-mail to rzimme0525@aol.com
or mail to
BOB ZIMMERMANN
2307 W. CARRINGTON AVE OAK CREEK, WI 53154

THE MUSTANG STORY

(PART 3)

THE COMPETITION

To ward off the growing foreign sports car market, GM introduced the Chevrolet Corvette in 1953. Named after the fast darting WWII Navy Frigates, this fibreglassed low power six cylinder car with a two speed automatic transmission was rushed into production and had a rocky start. "By early 1954, GM was ready to drop the Corvette but lobbying design director Harley Earl and Chevy chief engineer Ed Cole won the car a reprieve and further development. The result was a true sports car which enjoyed increasing sales and popularity."

Because Ford trailed General Motors in size and sales, its strategic objective was as it is with most trailing firms, to increase their market share. "This is a high risk but potentially high pay off strategy and makes good sense if the leader is a 'false leader' and not serving the market well. The 'terrain' to examine is consumer need or dissatisfaction. If a substantial segment is unserved or poorly served it provides an excellent strategic target". The first Corvette was not much of a sports car and Ford recognized it as a chance to gain market share by designing its own two seater sports car but not making the same mistakes GM did. "It was traditional for Ford to respond to any GM initiative with one of its own. According to former product planner Tom Case, 'there wasn't any question about it. Mr. Ford wanted a civilized sports car, if we were going to build a two seater at all. The Corvette was too spartan, too much like an MG. You just don't imagine Mr. Ford struggling to raise one of those side curtains.' Ford's reply duly appeared at the end of 1954: the Ford Thunderbird."

The Thunderbird was the marketing maneuver of Lewis D. Crusoe, General Manager of the Ford Division. He was a marketing man first and a car buff second. He used the 200 horsepower sporty "T-Bird" to outflank Chevrolet. In 1955, the first Thunderbird was rolled off the assembly lines at \$2,944.00 and priced competitive with the now V8 powered Corvette. "While Chevrolet moved a mere 674 Corvettes, Ford sold 16,155 Thunderbirds." For the first three years, Thunderbird quickly outsold its only US built rival, the Chevrolet Corvette. Competition from MG's, Triumphs, Austin Healeys, Alfa Romeros and Fiats brought home from the war by serviceman was also on the rise, but the name "Ford" had a strong brand recognition and brand loyalty among the older generation and this helped when the price was nearly the same. "In the late fifties, Fords and Chevrolets were promoted as having different personalities. Ford buyers were identified as 'independent, impulsive, masculine, alert to change and self-confident, while Chevrolet owners were conservative, thrifty, prestige conscious, less masculine and seeking to avoid extremes."

Just out-selling the Corvette wasn't enough for Robert McNamara, hired as Ford President by Henry Ford II. McNamara would go on to be John F. Kennedy's Secretary of Defense and was a no nonsense type. From then on every Ford product would be designed to make money and the sales of 15,000 to 20,000 two seater Thunderbirds was too low for McNamara, so the model was dropped.

Many of Ford's executives believed that the Thunderbird was lacking one thing, a back seat. A few weeks before the 1955 Thunderbird was presented to the public, as product planner Tom Case remembers, "Lou Crusoe then Ford Division General Manager, drove one home to see how it checked out on the road. Following the weekend with the new car, Crusoe called Case into his office on Monday morning. Tom, he said, 'there is one thing wrong with the Thunderbird, it's a beautiful car but we need a rear seat in it. Let's go to work and make a four passenger Bird'."

In 1958, Ford introduced the totally new four passenger Thunderbird. No longer a sports car, despite its 300 BHP (break horsepower) engine, it was more of a personal touring car labeled as a rich mans toy, but sold reasonably well at around 40,000 units. One thing was still missing from the Ford line, it was a sporty low priced compact. In the late fifties, the American automobile manufacturers saw a real threat from the economical Volkswagen Beetle and the Renault Dauphines, so the "big three," GM, Ford and Chrysler went to work solving this void in the US automobile market.

The first "big three" contender out of the chute was the rear engine Chevrolet Corvair. It was the most advanced, as GM almost always was, which meant Ford had to play catch-up once again. It seems like a ping pong game these two boys are constantly playing, kind of a "hide and seek" with the winner gaining market share. Well, the Corvair was a bit ahead of its time and lost out to McNamara's Ford Falcon. The Falcon sold extremely well at 400,000 the first year. "It provided buyers with a domestic alternative to the imported car, and it was certainly true that Ford's established network of Service Departments would far exceed that of the imports. One million new Falcons were built in its first 26 months, yet the Falcon was never aimed at what was shortly to be identified as a large market segment. This was the up coming 'youth' market, that large group of post war babies, who in the mid sixties would reach their age of automotive decision. What would their interests be, wondered Ford. Accordingly, market surveys were performed which indicated that a large percentage of the coming new buying group would want such sporty items as bucket seats, four speed transmission, high performance engines, in short, a more 'sporty' car."

GM's poor selling Corvair (12,000 in 1960) got a boost with the 150 BHP turbocharged "Spider" version that could give fits to an MG driver. Sales shot past 200,000 in 1962. "So the Corvair succeeded not as an economy car, but as a sporty, fun-to-drive compact. Hal Sperlich, Ford's special projects assistant commented about the Monza, "I remember seeing a red one before it was out, and the damn thing had beautiful red bucket seats and good-looking wheel covers. I remember seeing it sitting there and thinking, they have turned defeat into victory!"

PART 4 NEXT MONTH

**Landmark Ford &
The Stallions Gate Mustang
and Ford Club**

**Present
The 6th Annual All-Ford
Car Show**

Sunday, August 13, 2000

9AM - 3PM

**Landmark Ford
6200 W. Touhy Ave
Niles, IL**

Goodie-Bags to the First 100 Registered Vehicles

For More Information:

**SGMC Show Info
8810 Gross Point Rd. PMB 34
Skokie, IL 60077**

**www.stallionsgate.com
mif16@coollink.net or StallionsGate@aol.com**

A portion of the proceeds will benefit **MAKE-A-WISH.**

**STALLIONS GATE PRE-REGISTRATION \$10. BEFORE 8-1-00: AT GATE \$12.
SUNDAY AUGUST 13th, 2000; 9 A.M. – 3 P.M. RAIN DATE WILL BE SUNDAY AUGUST 27, 2000
REGISTRATION FORM (SEND IN OR BRING TO GATE ON DAY OF SHOW)**

NAME _____ PHONE # (____) _____
 ADDRESS _____ CITY _____ STATE _____ ZIP _____
 MAKE/MODEL _____ YEAR _____ DESIRED CLASS _____
 CLUB AFFILIATION (IF ANY) _____

I hereby agree to abide by all the show rules and I understand that I am solely responsible for my vehicle and property. I agree to release Stallions Gate Mustang & Ford Club Inc., its officers, board members and club members along with Landmark Ford and its employees from liability for personal injury or loss or damage to property. I understand that alcoholic beverages and their consumption on the car show premises are forbidden. Violation of the alcohol clause is cause for immediate removal and disqualification of vehicle from the show. There are no refunds! My show vehicle complies and carries proper automotive insurance as recognized by the State of Illinois and the Village of Niles, IL.

Signature _____ Date _____

CLASSES*

- | | | |
|----------------------------------|---|---|
| (A) 1903-48 FORD/MERC/LINC STOCK | (K) 74-78 MUSTANG STOCK & MOD | (U) ALL YRS SPECIAL INT. F/M/L |
| (B) 49-48 FORD/MERC/LINC STOCK | (L) 79-86 MUSTANG GT STOCK | (V) ALL YRS MODIFIED F/M/L |
| (C) 49-59 FORD/MERC/LINC STOCK | (M) 87-93 MUSTANG GT STOCK | (W) ALL YRS CUSTOM/ST ROD |
| (D) 60-69 FORD/MERC/LINC STOCK | (N) 79-93 MUSTANG LX STOCK | (X) ALL YRS TRUCK/VAN STOCK |
| (E) 1970-2000 FORD/MERC/LINC STK | (O) 1994-2000 MUSTANG GT STOCK | (Y) ALL YRS TRUCK/VAN MOD |
| (F) 64-66 MUSTANG STOCK CLOSED | (P) 1994-2000 MUSTANG V6 STOCK | (Z) ROLLING RESTO/UNRESTORED ² |
| (G) 64-66 MUSTANG STOCK OPEN | (Q) 1979-2000 MUSTANG MOD – NAT ASP | (AA) SHOWROOM ³ |
| (H) 67-68 MUSTANG STOCK | (R) 1979-2000 MUSTANG POWER ADDERS | |
| (I) 69-70 MUSTANG STOCK | (S) SHELBY & BOSS MUSTANGS STOCK | |
| (J) 71-73 MUSTANG STOCK | (T) ALL YRS SPECIAL INTEREST STANG ¹ | |

ADDITIONAL AWARDS TO BE PRESENTED FOR BEST OF SHOW, BEST ENGINE, BEST PAINT

ALL CLASSES ARE PARTICIPANT VOTED. "BEST OF" AWARDS ARE JUDGED. WINNER OF A "BEST OF" AWARD SUPERSEDES ANY CLASS AWARD.

CLASSES MAY BE *ADDED* IF 5 CARS OR MORE ARE PRE-REGISTERED; I.E. MERKUR, FALCON, COUGAR, ETC.

CLASSES MAY BE *DROPPED* IF LESS THAN 2 CARS ARE PRE-REGISTERED.

*SGMC REPRESENTATIVES RESERVE THE RIGHT TO MAKE ULTIMATE DECISION OF CLASS ASSIGNMENT. WE WILL CHECK ALL CARS AT THE GATE FOR STOCK OR MODIFIED CLASSIFICATION.

NOTE: FOUR(4) OR MORE VISIBLE MODIFICATIONS TO ENGINE, INTERIOR, AND/OR BODY WILL PLACE VEHICLE INTO THE MODIFIED CLASS.

AWARDS MAY BE PRESENTED AS FOLLOWS: 2 CARS IN A CLASS-1 AWARD; 3-4 CARS-2 AWARDS; 5+ CARS-3 AWARDS.

¹ THIS CLASS INCLUDES CARS SUCH AS SVT COBRAS, SALENS, ROUSH', ETC. IF THESE CARS ARE NOT NATURALLY ASPIRATED, THEY MUST BE IN CLASS "R."

² CARS IN THIS CLASS MUST BE AT LEAST 20 YEARS OLD. TO QUALIFY FOR ROLLING RESTORATION, THE CAR MUST EXHIBIT SOME EVIDENCE OF WORK IN PROCESS. FOR UNRESTORED, CARS MUST HAVE ORIGINAL PAINT AND INTERIOR.

³ CLASS (Z) SHOWROOM CLASS WILL BE FOR CARS PICKED ON THE DAY OF SHOW TO BE PARKED INSIDE LANDMARK FORD'S SHOWROOM. THESE CARS WILL CONSTITUTE ALL YEARS/ALL MODELS AND IN GENERAL ARE IN NEAR CONCOURS CONDITION.

MAIL TO: SGMC CAR SHOW; 8810 GROSS POINT RD., PMB 34, SKOKIE, IL 60077

SHOW LOCATED 1 ½ MILES WEST OF THE EDENS AT TOUHY AVE OR APPROX 5 MILES EAST OF 294 TOLLWAY AT TOUHY AVE. EXIT. LOOK FOR THE LEANING TOWER!

The Feedbag

The Monthly Newsletter of the Wisconsin Early Mustangers



2727 E. Layton Ave. Cudahy, WI 53110
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Club Officers

President	Scott Moen	(262) 567-2622	anvpny@execpc.com
Vice Pres.	Tom Miller	(414) 764-6726	
Secretary	Bob Zimmermann	(414) 761-2007	rzimme0525@aol.com
Treasurer	Sharon Doria	(414) 761-2267	rodknock@aol.com

Board Members

Chairman	Dick Doria	(414) 761-2267	rodknock@aol.com
Newsletter	Bob Zimmermann	(414) 761-2007	rzimme0525@aol.com
Show	Dick Kadlec	(414) 421-7774	
Technical	Lisa Housey	(262) 255-1049	Vern Motz@aol.com

Club Accessories

Window Decals \$2.00 Stickers Hats \$5.00 Brass Buckles with WEM
inlay \$18.00

T-shirts & Golf Shirts available at times, priced accordingly

(Please note: only window decals and stickers are mailable)

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