



The Wisconsin Early Mustangers

"A FEW TO PRESERVE THE BEST"
THE FEEDBAG

From the Pres.

September 2, 1991

What a nice Labor Day weekend. The weather was excellent. Hope it's like this when we head for the Mississippi in two weeks. Sat down with Mary Jo this morning and looked over the trip route. Looks pretty good. Should be enough to keep anyone going for a day and a half. Nice job Mary Jo!

Door county traditionally is the biggest of the year and this is no exception. We now have all 16 rooms booked up, plus I begged another 3. Two of which are spoken for. So if you're interested call quick.

Kathy Lerner has given me a quest. I'm to find out what is the best Indian Casino for our winter getaway OTR. Escanaba Mi. is supposed to be totally upgraded. The Jackpot Junction Casino near Shawano, Wi. is supposed to really be neat too! Decisions, Decisions!

The work 'stang now has a brand new 15:1 rack and pinion installed. The harness access port is cut in the firewall. Today we drilled and tapped the HO heads for studs for the Crower roller rockers. The dented oil pan from the GT rollover is off. It will be replaced with the pan from the '88 Lincoln that went into the Bronco. (guess what, same pan) If we can get some pushrod guide plates, that engine may be in the chassis by this weekend.

This last part of the Mustang season seems to be the best. Take advantage of the Fall weather. Join us for the OTRs or the day trip Saturday September 21st to Old World Wisconsin. We'll be out there, so "keep on 'stangin'".

Dick Doria

FROM YOUR EDITOR



I would like to take this opportunity to congratulate The Mid West Car club for the fine show they put on. Those who went were treated to a very fine assortment of Ford Motor products from all years. The Mustang was very well represented again this year. The weather was just perfect for the show. A special thanks to all our club members who participated in this event. It was sure nice to caravan to Antioch being followed by 17 other cars. The competition is sure getting fierce at these shows.

I especially enjoy this show as it gives me a chance to relax and wander through the lot viewing all the fine iron. A few hot dogs were consumed as well. My little 6 popper is a bit outclassed in a show of this nature, but I was especially pleased to receive many verbal compliments. I never enter these events with the intention of winning, but I do appreciate the praises that are uttered. Once again Good Job Mid West

I would like to take this time to remind our members that we will be holding nominations for officers at our **October** meeting. This will be a very important session as both Dick Doria and I have announced that we will not be running for the offices we currently hold. So make an effort to show at the meeting and nominate the people who will continue to carry on the tradition of the W.E.M..

Until Next Month
Fraternally Yours
Bob Zimmermann

MUSTANG/FORD VIDEO LIBRARY

Our club has collected a few video tapes we would like to share with our members. These videos include rare footage of the Ford Mustang as well as other Ford products. These tapes will be available at every club meeting. To obtain one just stop at the head table and sign out for it. If you have a tape you would like to donate to this collection we would be glad to include it.

TITLES

MUSTANG: Relive the great moments in history of this remarkable automobile. You'll see hundreds of classic Mustangs; go along on the early test drives; watch vintage TV commercials; and explore the future of this great car.

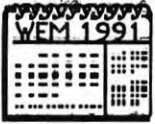
FORD LEGENDS: A up close look at the history of one of the most successful automotive manufacturers, Ford Motor Co. Get ready to take a ride in some of the hottest, fastest cars ever built.

THE STORY OF MUSTANG: With the introduction of the 1964 Mustang, a legend was born. As the first of the pony cars, it was imitated but never surpassed. Take a visual tour of all the Mustangs from the very beginning to todays hot 5.0 liter Mustang GT.

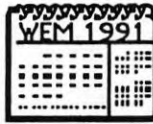
FORD FLASHBACK: Take a walk back through the past and view some of the milestone creations engineered and designed by Ford. View some of your favorite Fords as they were originally filmed.

HOT CARS: Thrill to 200 MPH "behind the wheel " views of racing at Le Mans. Watch with anticipation as car after exciting car is unveiled before your eyes. The Mercedes Benz 300SL, the Shelby Mustang GT-350, the Shelby Cobra 427SC, the Porsche 935, The Ferrari 512 BBLM Boxer, and the Chevrolet Corvette.

THE CLASSIC CAR SHOP: Walk Through a complete restoration of a 1966 Ford Mustang. Pick out the proper car to restore, prepare it for restoration, and receive detailed instructions on the total restoration.



1991 W.E.M
ACTIVITIES CALENDAR



- SEPTEMBER 14-15 OTR TRIP MISSISSIPPI RIVER AREA
- SEPTEMBER 21 DAY TRIP TO OLD WORLD WISCONSIN
- SEPTEMBER 30 MONTHLY MEETING

- OCTOBER 11-13 OTR TRIP TO DOOR COUNTY
- OCTOBER 28 MONTHLY MEETING (NOMINATIONS FOR CLUB OFFICERS)

- NOVEMBER 25 MONTHLY MEETING (ELECTION OF CLUB OFFICERS)

* * * * *

SEPT 21 DAY TRIP

A Day trip is planned for September 21, 1991. The destination for this trip is Old World Wisconsin in Eagle WI. If you intend to go on this trip please contact Scott Moen A.S.A.P. Phone 646-3926

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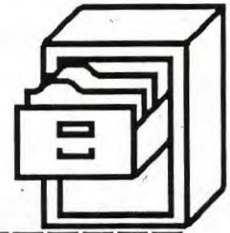
WELCOME NEW MEMBERS

The Wisconsin Early Mustangers would like to give a warm welcome to new members:

- | | | | |
|-------|-----------------------------|---------------------|------------------------------|
| # 340 | Mary Semo | Menomonee Falls, WI | '69 Grande |
| # 341 | Howard & Eleanora Jorgenson | Waukesha, WI | '71 Mach 1
'91 Mustang LX |
| # 342 | George Pilacek | Mequon, WI | '87 Mustang |



CLASSIFIED



FOR SALE: MUSTANG PARTS: Cleaned out the garage, sold some parts & some remain Everything goes. Most parts for early models. 1967-68 Hood \$25, '68 Side window glass R&L \$10, Core engines 200 CID yours for the taking, window regulators, '68 steering column, Mag wheels 4 bolt \$60, 3 speed trans, clutch assembly, trim parts, heaters MUCH MORE.

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How To SELECT CORRECT TIRES FOR YOUR MUSTANG

by Jerry Heasley

We were cruising along I-4 in the Florida sunshine, headed for Tampa International Airport. Larry Dobb's 1966 Mustang GT convertible was wearing radials, knee deep in rubber. "I've always felt that radials tend to 'road-walk' on an early Mustang."

At that time, I wasn't entirely sure what Larry meant by "road-walk", although I had a feeling for what he was saying. But it started an investigation into tires and what type of rubber is best for first generation Mustangs.

Right away we knew that the 1965/1966 models came standard with bias ply tires, and radials were not an option. And we could remember that it was the 1973 model year when the Mustang suspension was first tuned to accept radials. So could it be that the suspension of an early Mustang is incompatible with a modern radial, and that aside from stock considerations, it would be best to shoe a Mustang with bias ply tires (except for the '73's, of course)? What is the difference in radials and bias ply tires then, and the whys and wherefores of using them on early Mustangs? Then too, what about tire sizing? What is the modern equivalent of the 6.95x14 bias ply?

Here's what we found out.

TIRE SIZING

If you've tried to buy new rubber for your Mustang lately, then you know that tire sizing nomenclature has changed drastically since the Mustang was first introduced.

For 1964½ through 1967, and part of 1968, Mustang tires were sized by their "section width" and diameter. Then, beginning with 1968 and through 1973, the "alpha-numeric" system was used. During this change-over period, tire stores used charts to equate the new alpha-numeric system to the older system, which had been in use since about 1925. But if you wanted to buy a 6.95x14 ten years ago, you could usually still find them. Today, this size is obsolete, and a totally new sizing system is coming into use again, known as "P-metric." Ask a tire salesman today what replaces an old 6.95x14, and he'll go to his charts, and eventually confuse himself and you. In fact, the salesman I talked to ended up standing various 14 inch tires alongside the wheel wells on my '66 coupe, looking for a satisfying match with a new "P-metric" radial. My



coupe was already shod with 6.95x14's from Kelsey, and there was no modern equivalent that would satisfy my desire for a stock tire! None!

So let's clear the air and take a look at what the letters and numbers mean in each of the sizing systems mentioned above.

SIZING BY "SECTION WIDTH" AND RIM DIAMETER

For example: 6.95x14

6.95: The "section width" in inches. Section width is defined as the distance from sidewall to sidewall, at the tire's widest point, inflated to the proper pressure, and loaded (on the car).

14: The rim diameter in inches.

SIZING BY THE "ALPHA-NUMERIC" SYSTEM

For example: F78-14

F: The closer this letter to the beginning of the alphabet, the smaller the tire, and the smaller the load rating. If this letter is followed by an "R", then the tire is a radial — such as an FR78-14. At one time, the F78-14 was a replacement for a 7.75x14, and at another date it was a replacement for a 7.50x14. Still, neither replacement was an exact match for the older tire.

78: The "aspect ratio", which is the ratio of the tire's height (distance from the bead to the tread) to the

"section width" — the quotient expressed as a percentage. The lower the aspect ratio, the "flatter" the tire. An F70-14, for example, has a lower profile and a wider section width than an F78-14.

14: Rim diameter in inches.

SIZING BY THE "P-METRIC" SYSTEM

For example: P195-75-B-14

P: Stands for passenger tire. A "T" stands for a temporary use spare.

195: The section width in millimeters.
75: The aspect ratio.

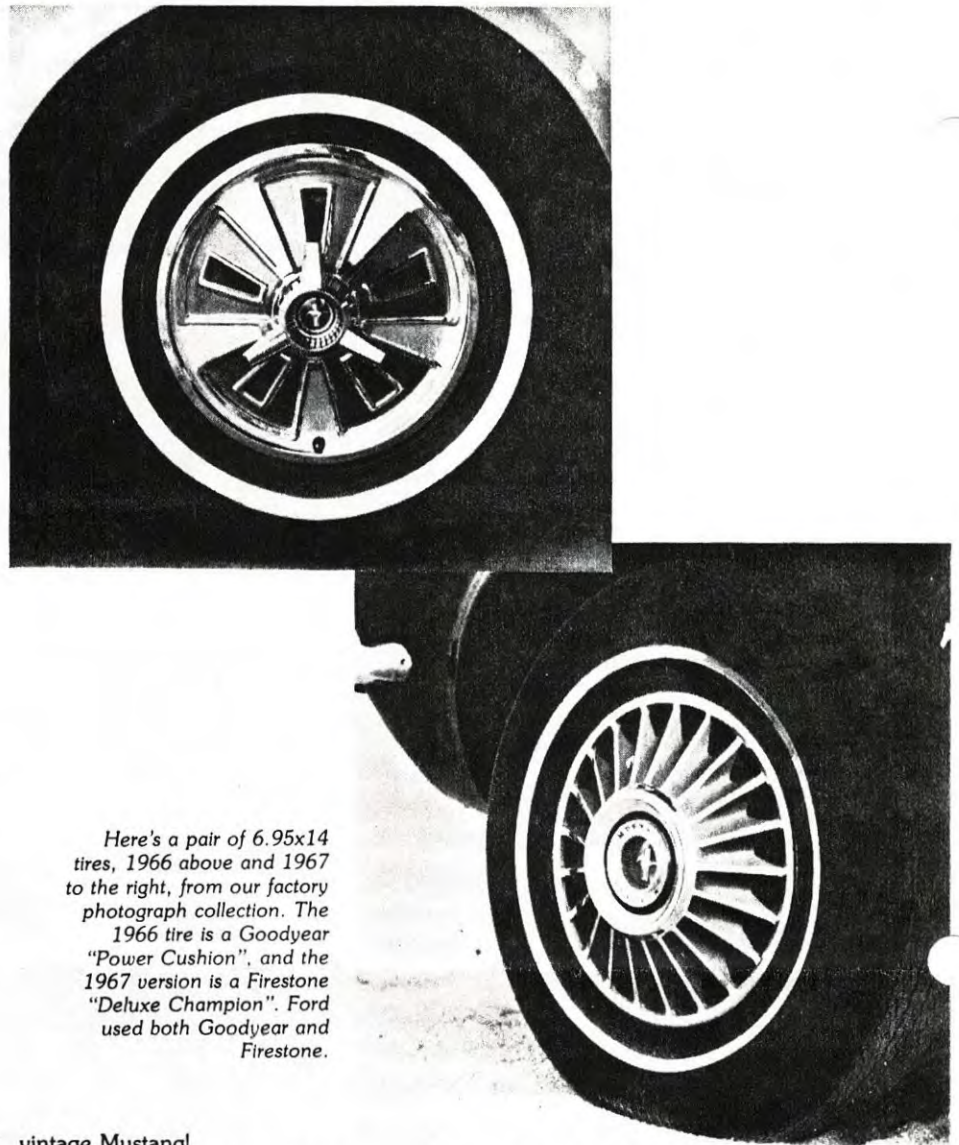
B: Denotes bias-ply construction. A "D" stands for diagonal, and also means bias-ply. An "R", of course, stands for radial.

14: Rim diameter in inches.

However, some rim diameters are stated in millimeters instead.

Now let's go back to our original question — how to replace a 6.95x14. Converting P-metric sizes to 6.95x14, you will find that no modern replacement tire exactly matches. The P195-75-B-14 is charted as the modern equivalent replacement, but we can easily convert millimeters to inches and see that there are some drastic differences in dimensions here. The aspect ratio of the 6.95x14 is about 83, and the aspect ratio of the P195-75-B-14 is 75. Converting 195 mm to inches ($25.4 \text{ mm} = 1 \text{ inch}$), we have 7.68 inches, which is almost three-quarters of an inch wider than 6.95 inches! A much closer section width, then, would be the 175 mm, which converts to a 6.89 inch figure, quite close to 6.95 — but then the height from the bead to the tread would be 5.17 inches (.75 times 6.89), or considerably smaller than the 5.77 inches of our 6.95x14! That's exactly why the 195 P-metric is the suggested replacement via the charts. Tire height is very important to keep your speedometer reading accurate. With the 195, the height from bead to tread is 5.76 inches, or very close to the 5.77 inches of the 6.95x14 bias-ply — but then the tire is considerably wider than the original! A compromise would be to use the 185 P-metric, in which case both the height and section width would be incorrect, but each dimension would be fairly close, rather than one very close, and one way off the mark.

You can see that before we even talk about original construction, there is no exact tire match according to size — unless, of course, you go to the aftermarket and Kelsey's, which we will discuss later. Also, tire sizes are extremely important for ride and handling characteristics. But have you ever had a radial tire grab the wheel well on your Mustang? So take care when choosing tire sizes for your



Here's a pair of 6.95x14 tires, 1966 above and 1967 to the right, from our factory photograph collection. The 1966 tire is a Goodyear "Power Cushion", and the 1967 version is a Firestone "Deluxe Champion". Ford used both Goodyear and Firestone.

vintage Mustang!

TYPES OF TIRES

Tires are either bias-ply or radial. Bias-ply tires have been around for most of this century, and are so named because the plies are laid down at an angle to the direction of travel. The most common angle, bead to bead, is 45 degrees, which provides a compromise between rolling resistance and rigidity. As you know, most first generation Mustangs came equipped with this type of tire.

Radials were pioneered more than thirty years ago by Michelin, and their plies are laid down at a 90 degree angle to the direction of travel. Therefore, the plies are called "radial." Belts also run the circumference of the tire, helping to eliminate tread distortion and tire squirm. The object is to keep the tire patch in constant contact with the road, rolling straight and true. Any squirm in the tread increases the rolling resistance and builds up heat, which wastes energy and accelerates tire wear. The radial's sidewall is relatively flexible, however, and operates independently of the tread.

An off-shoot of the bias-ply tire, which became very popular in the United States during the late 1960's and early 1970's, was the fiberglass belted bias-ply tire. Most performance Mustangs of that era used some kind of wide oval, belted bias-ply tire. Like the radial, belts are laid down the circumference of the tread, but at an angle to the direction of travel — although at a slightly smaller angle than the supporting plies. As far as friction and gas mileage, this tire is a compromise between bias-ply (with no belts) and radial. The belts have the same function of stabilizing the tire patch, so the belts still serve the tread. But due to both the bias-ply and the bias-belt layout, the plies and belts serve the rigidity of the sidewall, and then the belts also subtract from the rolling resistance of the tire itself, increasing tread life. Notice, however, that we said nothing about out and out performance of the bias-belted tire versus the radial. Have you ever tried a "burn-out" with a radial tire? Once you break traction, it's bye-bye burn-out! Before we leave this subject, it is true that many of today's

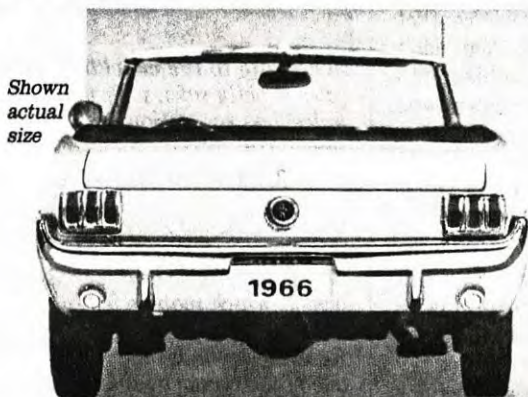
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HIGHWAY
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RACK
SPEED
TANDEM
TRAVEL

BELL
CHAIN
CRASH
GEAR
HUBS
PACK
PATH
PUSH
RIDE
SPOKES
TIRE
TUBE

BICYCLE
CLIP
FAST
GRIP
LOCK
PARK
PEDALS
RACE
RIMS
STEER
TOUR
WHEEL

Answer Me This

- Which is the lesser of two evils: food going to waste . . . or to waist?
—Contributed by Frances M. Schmetzer
- If you write a book entitled *How to Fail* and it fails, is it a success?
—Ron Luciano & David Fisher, *The Fall of the Roman Empire* (Bantam)
- What good is it to bring home the bacon, when the family wants to eat out all the time?
—Current Comedy
- If the product being advertised is so great, why is it always compared to the leading brand?
—Ivern Ball in *The American Legion Magazine*
- Why is it that children seem to grow up so fast and leave home so slowly?

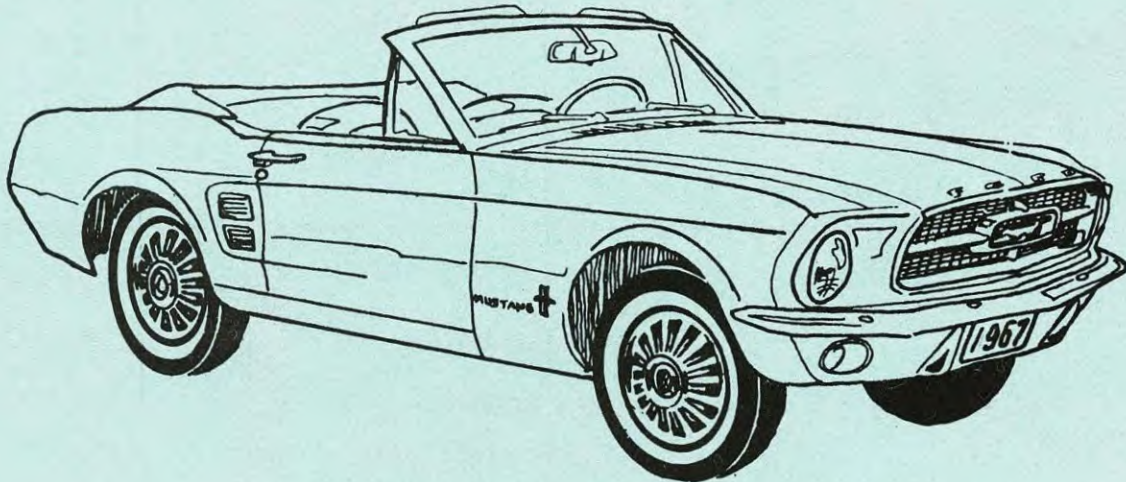
Who Knows!

- Where else but in Washington, D.C., would they call the department that's in charge of everything outdoors the Department of the Interior?
—Ronald Res
- Do you ever feel that life is like a car wash and you're going through it on a bicycle?
—Los Angeles Times Syndicate
- Why is it called baby-sitting when all you do is run after them?
—Deone Lewis, quoted by Alex Thien in *Milwaukee Sentinel*
- How come financial advisers never seem to be as wealthy as they think they can make you?
—Doug Larson, *United Feature Syndicate*
- If swimming is so good for your figure, why do whales look the way they do?
—Quoted by James Dent in Charleston, W. Va., *Gazette*
- How come the windshield wiper always works better on the passenger's side?
—Roger Simon, *Simon Says: The Best of Roger Simon* (Contemporary)
- Why are income taxes due on April 15—the same day the *Titanic* went down?
—Bill Nedden, quoted by Alex Thien in *Milwaukee Sentinel*
- How come the child who puts together an intricate scale model of an airplane can't open a quart of ice cream without ripping the box apart?



The Feedbag

Publication of The Wisconsin Early Mustangers



THE FEED BAG NEWSLETTER OF THE WISCONSIN EARLY MUSTANGERS "A Few To Preserve The Best"

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