



# The Wisconsin Early Mustangers

THE FEEDBAG

"A FEW TO PRESERVE THE BEST"

October 6, 1987

From the Pres.

This has got to be a sure sign of old age. I just called Bob Zimmermann and asked if I jumped the gun on the elections. I announced at this month's meeting that we would hold the nominations at the next meeting and the elections at the November meeting. We may have jumped the gun by a year, as I almost remember setting them up so they paralleled the national elections. Well, nevertheless keep your eyes on the announcement elsewhere in this newsletter. (I had just about conned the officers into serving another term if we are nominated.)

We are looking forward to the Door County trip. It is always such a good time. The weather is starting to get really cool in the Windy City. Looks like we will be getting an early Winter. Didn't we just talk about getting those 'stangs out on the road for the "Ice Breaker" brunch. Then came the annual Schwister Ford Show. Following that was the Oshkosh and House on the Rock trips, the Club Picnic, the baseball outing and the Midwest Ford Club Show. How many did you get to enjoy? We are in the planning stages for the annual Club Dinner, the Bowling outing and the next Schwister Show. Jump in, the water's fine!

We were involved in a little bit of a fiasco, in the form of the Regency Mall car show of Oct. 4th & 5th. As stated in a previous newsletter, we couldn't get enough people to tie their vehicles up for the required 2 1/2 day event show. So naturally no commitment was made, verbally or written with these people. To make a long story short, they had a change of management and took it for granted that a Mustang show was being held. Those poor folks even advertised in the papers and on radio. We tried a last ditch effort to procure some cars, but to no great success. We sure are sorry for all the confusion, but refuse to share the guilt. If we make commitments of a verbal or written nature we'll honor them to the hilt, but can't help too much in a situation where there was a definite lack of communication on their part.

Well, got to get moving. Hope things will slow down a bit pretty soon. Mustang II project is moving well when I'm home on weekends. On the road hopefully in November if all goes well. See you on the road. Don't slip on the leaves, and as always "keep on 'stangin'".

# From Your Editor



Well Mustangers, It is time again to announce one of our clubs most important functions. The election of club officers will take place during the next two months. It is rather hard to beleive that four years have past since our last election took place and eight years has flown by since our club was founded. Your current club officers view this event as a very important happening within our organization and expect that there will be heavy participation of our membership for our next two meetings where we will nominate and elect club officers for the next four years. The October meeting will be used to nominate any member who would be interested to run for the offices of president, vice president, secretary, or treasurer. You must be present at the meeting to nominate anyone to the offices mentioned. A ballot will be sent out with the next newsletter and all members will be allowed to vote . The actual election will take place at the November meeting. All mail in ballots and ballots cast at this meeting will be counted and club officers will be elected. We would like to see a full house at the next two meetings. PLAN TO ATTEND.

I thought I would include a piece in my article that I happened to see in Automotive Engineering magazine. If you feel trapped and live from payday to payday just think of what these poor people go through.

### Pay Daze

A topic of certain interest in this business is just how much does that guy or lady, let us hasten to ask, make? The chairman, president and a few others always get told on, courtesy of the SEC rules. Here are a couple of others: For 1986 at Ford, the general marketing manager of Lincoln-Mercury – Edsel Ford II – collected a wage of \$126,000 and a bonus of \$150,000. The manufacturing planning manager got \$84,600 and a \$44,000 bonus, and the annual salary of the director of commercial vehicle marketing for Ford of Europe – William Ford Jr. – was \$63,287 topped by a bonus of \$58,000.

Gosh, I wonder how they make ends meet.

Until Next Month  
Bob Zimmermann

### CALENDAR OF EVENTS

- October 16-17-18 Door County trip. Details in newsletter
- October 26 Monthly meeting NOMINATIONS OF CLUB OFFICERS
- November 30 Monthly meeting ELECTION OF CLUB OFFICERS
- December NO MEETING

FINAL DETAILS FOR DOOR COUNTY TRIP

Door County trip Oct. 16-17-18 Southsiders will meet at Wauwatosa S&L at 9:00 AM SHARP on Friday morning Oct. 16. Pickup point for the North side will be at the Brown Point shopping center at 9:30AM. We will travel to the Maritime Inn in Sturgeon Bay. A fish boil is planned for Friday evening at the White Gull Inn for those who are interested. Saturday we will "Cruise" the Peninsula. Supper Sat evening will be your choice. A possible brunch for Sunday morning is in the planning stages. Balance of motel fees are due prior to check in.

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W.E.M. CLUB JACKETS

If you are interested in ordering a club jacket fill out the attached coupon and send it in. A down payment of \$20.00 per jacket is required. The total cost for a flannel lined jacket is \$28.00, quilted is \$4.00 more. An additional charge of \$2.00 for your name. If you can't attend the October meeting you will be contacted for proper size, color, etc.

\* \* \* \* \*

I am interested in ordering a W.E.M. club jacket. Enclosed you will find \$ \_\_\_\_\_ downpayment for a total of \_\_\_\_\_ jackets

NAME \_\_\_\_\_

TELEPHONE NUMBER \_\_\_\_\_

I WILL/WILL NOT BE AT THE OCT. MEETING

SEND TO:

BOB ZIMMERMANN  
2307 W. CARRINGTON AVE.  
OAK CREEK WI 53154

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CLASSIFIED

FOR SALE: '65-'73 Mustang parts: '65-'73 heater cores all tested good, '65-73 mirrors, '67 interior parts, '67 lower control arms & ball joints-new, automatic shifters, stock intake manifolds, valve covers, '71-73 front and rear hvy duty sway bars, '71-73 3.25 9in p0si, 351 H.O. engine CALL TYLER 546-3433

FOR SALE: 1961 Falcon 4 door, Dark blue, Body in good shape, Good runner, New clutch, CALL ED 425-0260 ASKING \$1000

FOR SALE: 1975 MUSTANG 2 302 engine new exhaust, CALL CHUCK 1-414-632-2146

FOR SALE: Hood for '67-68 no dents no dings, \$35.00, Dash pads great shape (2) one black, one aqua, \$30.00. Heater assembly complete \$20.00

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1988 CAR SHOW MEETING

The date for our initial meeting for the W.E.M. 1988 car show is set for Sunday Nov. 15, 1987. The meeting will take place at 7:00 PM at Sal Lorinos house 4217 N. Larkin. I would like to see as many people as possible attend this planning session. We will review some new ideas and retain procedures that have been successful in the past. We do not want to become stagnant. If you can not attend please call me prior to the meeting with any ideas you feel may enhance our show. We need your help so please volunteer.

SAL LORINO  
961-7390.

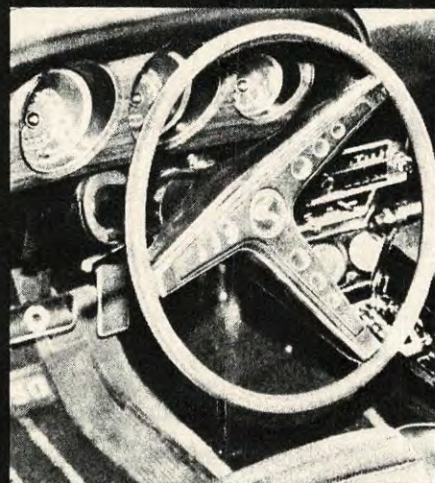
**O**f all the musclecars and pre-tenders that have emerged over the last 20 years, few nameplates have had the mystique of Carroll Shelby's Mustangs. Indeed, since the birth of the GT350 in 1965 when the 289 hi-pos were little more than thinly disguised race cars for homologation into SCCA B/Production racing, the Shelby Mustang has been one of the most sought-after and collectible cars of an entire generation.

As the years passed and the legend of the Shelby name grew, so did the pressure to become a more civilized, higher-volume sales product. As each succeeding generation of Mustang became larger and heavier, the Shelby derivative grew with it. By 1967, production (actually, conversion) of the Shelby Mustang was switched from the Shelby plant in Los Angeles to Ionia, Michigan, with the A.O. Smith Co. doing the labor. With Ford now closely involved in production, a shift from brute performance to a refined, luxury GT was evident. While the trick suspension mods of the early cars were no longer present, strong engines and hot looks became the mainstays of the Shelby breed.

The 1969 Shelby Mustang exemplified that philosophy. The last model for Shelby (the '70 Shelby Mustangs were actually leftover '69 units retitled and given black-painted hoods and chin spoilers) takes the cake for sheer sensuousness and machismo. With the crisp, aggressive lines; no less than five functional NACA scoops gracing the fiberglass hood, brake ducts in the extended 'glass fenders, trick Shelby composite wheels, and two huge sewer-pipe exhaust outlets, it made a styling *tour de force*. Two engines were available, the civilized 290-horse 351 in the GT350, and the tire-melting 428 CJ in the GT500, pumping an ultra-conservatively rated 335 hp.

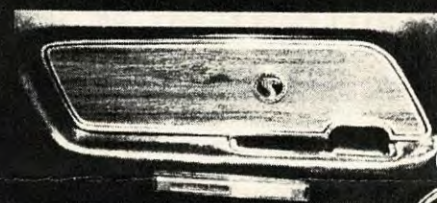
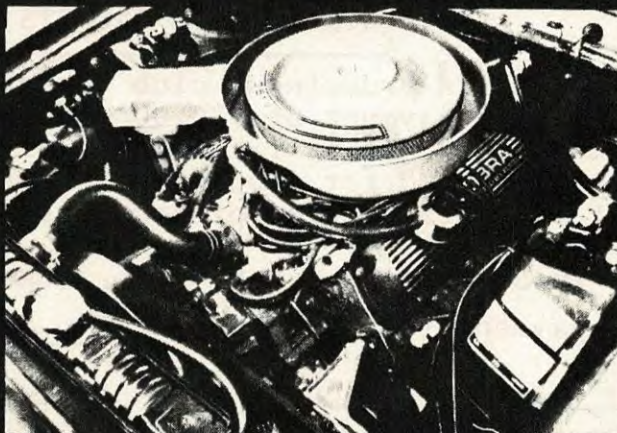
Robert Burke, a physician from San Rafael, California, is the proud owner of the 1969 GT350 on these pages. This primo example is a fitting way to honor the passing of the Shelby Mustang into automotive legend. ☐

PHOTOS BY DAVID FETHERSTON



# MUSCLECAR CLASSICS

## '69 SHELBY GT350



### ENGINE

Type OHV 90-degree V-8  
 Bore & Stroke 4.002x3.50 inches  
 Displacement 351ci  
 Compression 10.7:1  
 Induction Autolite 4-barrel  
 Horsepower 290 @ 4800 rpm  
 Torque 385 lbs./ft. @ 3200 rpm

### DRIVETRAIN

Transmission 4-speed manual (standard); 3-speed automatic (optional)  
 Differential 3.25:1 Ford 9-inch; Traction-Lok (opt.)

### GENERAL

Weight 3600 pounds  
 Fuel Capacity 20 gallons  
 Tread 58.5 inches (front)  
 58.5 inches (rear)  
 Wheelbase 108 inches

### SUSPENSION

Front Independent, coil spring over upper A-arm, Gabriel HD shocks  
 Rear Semi-elliptic leaf spring, Gabriel HD shocks  
 Anti-roll bar HD, front only  
 Wheels 15x7 cast alloy spide with chrome-plated steel rim  
 Tires F60x15 Super-Wide Oval  
 Brakes 11.3-inch front disc, 10-inch drum rear

### PRODUCTION

1969 GT350  
 SportsRoof