

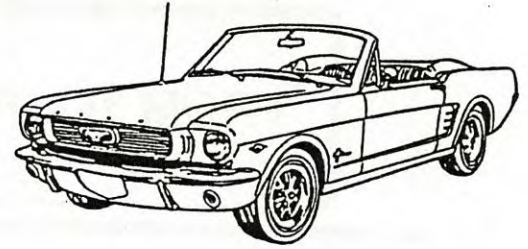
WISCONSIN
EARLY



PRESERVATION

RESTORATION

ENJOYMENT



MUSTANGERS

" A Few to Preserve the Best "

From the Prez :

October 25, 1993

Well we certainly had an eventful month. To start things off was our annual over the road trip to Door County. We started out with a rather disappointing day on Friday. It either drizzled or rained the whole day. But that didn't stop us from making the most of the day. Saturday we awoke to a very overcast, very Cold day. The only thing Saturday had going for itself was that it had stopped raining. Everyone had the opportunity to do a lot of shopping on Saturday because of the weather. But by the middle of the afternoon, Mother Nature stepped in with a few flurries to perk up everyone's day, especially those of us driving convertibles. The sun finally peaked out around 4:00 pm and the colors were a sight to see. Especially with the dark skies off to the east. We all gathered for dinner at the Nightingales and as usual the food was excellent. Wouldn't you know that Sunday turned out to be the best day of the whole weekend. I told everyone that I would have the top down at least once during the weekend and I did. Tammy and I were frozen by the time we stopped for lunch. I know everyone enjoyed the weekend.

To follow that up the next weekend was our SNEEK' preview of the redesigned '94 Mustang with Ford. With the exception of a slight drizzle, before the show. We couldn't have ordered a more beautiful day. The sun was out and it was beautiful. To our surprise, we had two '94s at the show, a gorgeous red GT Convertible and a blue V6 Coupe. We had approximately 45 cars on display. Ford provided everyone with a spec sheet on the car and with a video and speech presentation at lunch. It was great to see Ford working with Mustang Clubs such as our own. From what I have heard, there will be more of that going on in the future. Let's keep our fingers crossed. I want to thank everyone who showed up for their support.

Just a reminder that at 7:00 pm on Nov. 29th, before the monthly meeting, we will be holding the '94 planning meeting. If you have any suggestions for activities in '94 come on down and let us know. The meeting is open to everyone. Until next time Keep on Stangin !

FROM YOUR EDITOR



1994 IOLA

Iola will feature the Mustang at their 1994 show this coming July. 30 years of Mustangs will be the theme of this annual event. On display will be a choice selection of the early Mustangs and the Mustang Heritage Collection of sporty Ford products from all years. Hundreds of Mustang theme cars will honor the 30 year history of the marquee from its launch on April of 1964 at the New York's World Fair. Approximately 25 - 50 hand picked show cars will be highlighted in two large tents. One tent will house selected Mustangs in top show condition, which will be chosen by members of the Wisconsin Chapter of the Society of Automotive Historians. The second tent will display "classic" Ford products that are part of the company's long heritage. Special areas for Mustang Clubs will be set up on the grounds to display their cars.

Iola is looking for a "poppy red" 1964 Mustang convertible to be used as a promotional poster car. If interested contact Bob Crase at (715)-445-4000.

MUSTANG PREVIEW

October 17th started out to be a typical day for a Mustang club outing. Early in the morning the rain came down and the sky looked as if there were no chance for a reprieve. I drove my Stang out of the garage and headed toward the Grand Hotel for the Sneak Preview of the '94 Mustang. When I arrived at the parking lot there were about 20 cars already in place for the show. I then noted the two '94s sitting on the lot. A beautiful red convertible 8 cyl GT and a very attractive blue 6 cyl coupe. By 9 AM the cars started to flow in steadily. The sun popped out and it remained out for the rest of the day. We were all treated to a very nice lunch and the vice president of Ford

purchasing was on hand to give a very informative speech and show a video of the necessary ground work which took place prior to the new Mustang introduction. I think we can all hold our heads high as this was one of the best turnouts we have had for a club event.

CLUB JACKETS

The artwork for the W.E.M. club jackets has been approved and jackets will soon be ready for order. The jackets will have an embroidered replica of our 10th annual show emblem on the back. Each club member should receive an order blank in the mail. You will order directly from the supplier. I think you will like end results of the work that went into procuring club jackets.

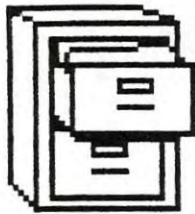
Until next month
Fraternally yours,
Bob Zimmermann

MINUTES FROM MEETING HELD OCT. 25th

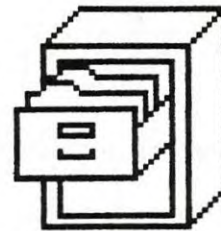
- The meeting was called to order by president Moen at 7:35 PM.
 - Past member Pat Evans was in attendance..
 - The minutes were read from the September meeting.
 - Sharon Doria gave the club financial report.
 - A sample of the artwork to be used on our club jackets was shown to the group. It was recommended that to be most visible a silver jacket should be ordered. Jacket orders are being accepted by Scott. The cost of the jacket will be approximately \$65.
 - A report on the trip to Door County was given. A typical Door County weekend. Rain on Friday, Overcast with a few flurries on Saturday. Sunny and nice on Sunday. 14 cars journeyed down the I system on this outing. A good relaxing weekend despite the weather.
 - We had an excellent showing at the Grand Hotel on October 17 for the preview of the 1994 Mustang. 44 cars.(over half the active members) showed up. The weather started out bad but by 9:00 the sun was out and the rest of the day was perfect. A nice luncheon was served and a very informative speech by the VP of purchasing was given. Those who attended were not disappointed. John Lerner mentioned that the same showing took place at Soldiers Field In Illinois. This was done on a bit larger scale. There was 150 Mustangs present for this show.
 - John Lerner mentioned that Lyons Ryon Ford in Antioch will have their own showing of the '94 Mustang on November 20th. All are welcome. There will be music and dash plaques.
 - Scott is pursuing a winter outing to Bob Perkins auto museum.. This will happen in January or February of '94.
 - Bob Zimmermann mentioned he is starting to plan the '94 bowling outing. This will take place in February or March. Scott mentioned that the club would once again donate the main prize.
 - The meeting was adjourned at 7:55 PM.
-

PLANNING MEETING FOR 1994

Do you have a destination in mind for an over the road trip? Do you have a special function you would like to see our club participate in? Where should we go for a one day outing? Are you willing to help put together a function for our 1995 calendar? Plan to attend our annual planning meeting to be held on Monday November 29th. Meeting to be held at 7:00 (one half hour prior to our regular club meeting). Have a voice in what your club does. All members are welcome to attend. If for some reason you cannot be in attendance and you have suggestions please contact one of the club officer prior to the meeting



CLASSIFIED



FOR SALE: 1991 Mustang LX red hatchback. 4cyl, 5spd. 43,000 miles. Loaded. \$9,100 OBO. Muscle Car Review. May '84-present. Complete \$110. Automobile Quarterly #27-3, 27-4, 28-1, 28-2, \$10 ea.
CALL SCOTT (AFTER 5:30)
567-2622

FOR SALE: 1972 Mach 1. 351C with power steering power brakes, posi-traction. All original and complete. Needs minimal work. \$4500 OBO.
CALL SUZANNE
414-4696 OR 549-8660

FOR SALE: 1966 Mustang Coupe. Maroon with black interior. 289 automatic. \$3500
CALL BOB
421-9337 or 778-1091

FOR SALE: 1965-66 Mustang parts. Used front and rear valance. Trunk lid for coupe or convertible. Passenger door. 2 new rear spring frame rails. New rear upper torque box Left hand side. Make offer.
CALL GARY
421-2892

FOR SALE: 1967 Mustang Fastback. 302 with Cobra kit. Fully restored. Asking \$4000
CALL DAN
242-2617

FOR SALE: 1983 Thunderbird, Heritage edition. 71,000 original miles. Fully loaded with power assists. V-6 overdrive, sunroof, and aftermarket CD player. New tires, exhaust, battery, heater core. Recently had complete tune up. \$3400.
CALL KEVIN (LEAVE MESSAGE)
528-7490

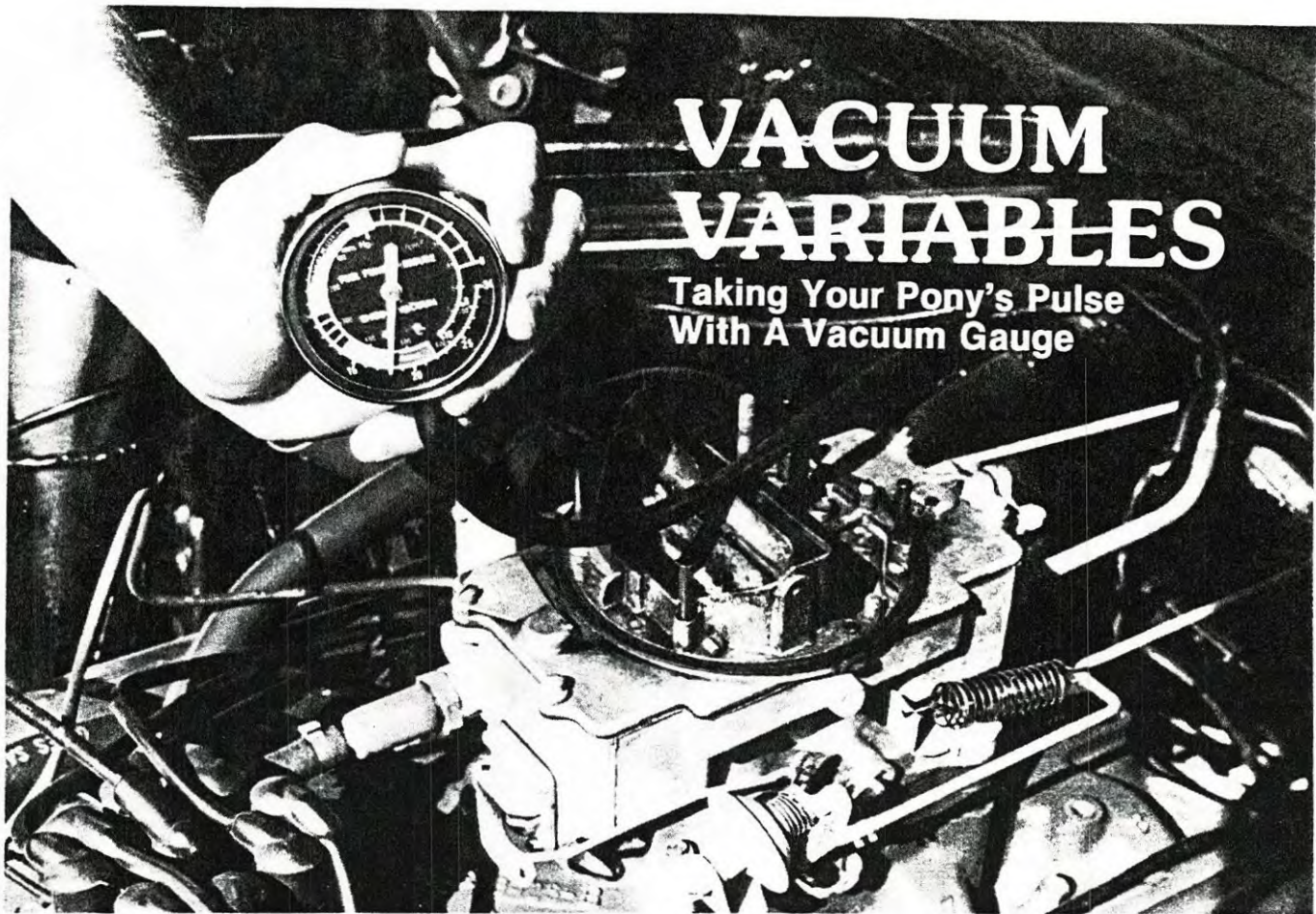
FOR SALE: 1969 Mustang Convertible. 302 with automatic transmission. Power steering and brakes. New top and tires. Totally restored. Asking \$6200.
CALL CHARLIE
544-0772

WANTED: 1978 rear bumper, Offenhauser dual port intake manifold and small Holley 390 CFM four bbl carburetor.
CALL JOHN
332-5616

WANTED: 1969 or 1970 351 W heads 2BBL or 4BBL. 302 or 351 heads (1 set junk heads), top loader transmission with short shaft.
CALL JOE
691-9624

SEND YOUR ADS TO:
BOB ZIMMERMANN
2307 W CARRINGTON AVE
OAK CREEK, WI 53154

If ad is received by the club meeting it will appear in the next edition



VACUUM VARIABLES

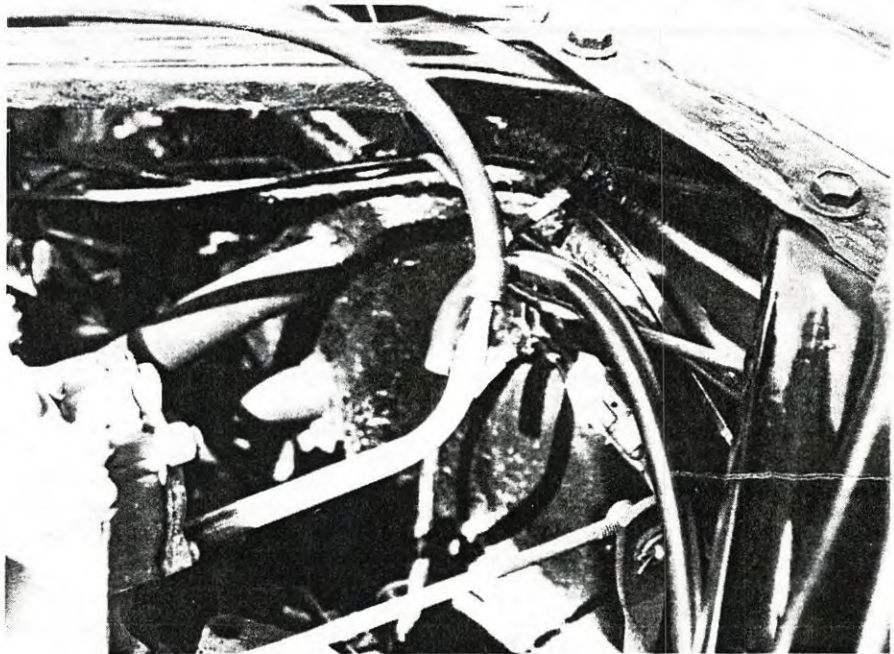
Taking Your Pony's Pulse
With A Vacuum Gauge

by Frank Taylor

A device of special interest to the automobile buyer or owner, and one that is often overlooked, is the vacuum gauge. This simple instrument can tell you just about all you need to know about the internal condition of an engine — and you don't have to be an automotive expert to use it.

Considering that the original pony cars are now seventeen years old and have probably been through several owners, it may be impractical, or even impossible, to trace the history of an individual car. Even if you can trace the car you will not have any guarantee as to the internal condition of the engine. As a prospective buyer you can rely on a "gut" appraisal; is it clean? is it quiet? does it smoke?, etc. Obviously you would like a more definitive answer to the basic question: how good (or bad) is it? The vacuum gauge can answer this question for you in a matter of minutes, providing much of the same information that you might pay \$50 to \$75 for at an engine analyzing shop.

When optimum engine performance is required, a vacuum gauge will almost always be in evidence. In addition to indicating various problem areas, it will continuously monitor overall performance and fuel economy. No hot-rodder or racing enthusiast would be without one, and the information it provides is just as applicable to your



The vacuum gauge must be connected to full manifold vacuum. On most cars with an automatic transmission, the vacuum reading can be taken from the transmission modulator valve connection.

street Mustang.

In simple terms, the vacuum maintained inside the intake manifold reflects the internal operating condition of the engine. Vacuum readings can be used to identify problems with valves, rings, timing, fuel mixture, air leaks and a number of other conditions. To a

person who takes the time to analyze vacuum gauge readings, it is an invaluable device, capable of saving the cost of the gauge many times over. And you don't have to take anything apart to use it!

VACUUM

The vacuum gauge must be connected to full manifold vacuum, which means you must find a place downstream from the carburetor throttle valve. The vacuum hose coming off the carburetor to the distributor, for example, is above the throttle plate and does not represent full manifold vacuum unless the throttle is fully open. Since you will be taking readings at idle, or fast idle speeds, you must find a way to tap directly into the manifold. The vacuum supplied to power brake units or the transmission modulator valve is usually full manifold vacuum and may be used. If there is any doubt, look for a small pipe plug fitting and then use an adapter fitting to connect the gauge at that point.

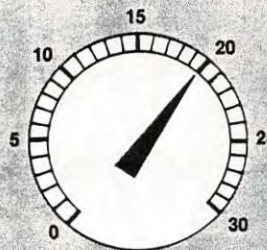
Before using the vacuum gauge, the engine should be at operating temperature and properly tuned, with points, plugs, timing and idle mixture each set correctly. Problems in any of these areas will be reflected in the readings obtained and simple tune-up problems can be misinterpreted as more serious internal problems.

The following paragraphs address the common internal functions which may be evaluated by the vacuum gauge. Remember, in making this evaluation, that it is far more important to note the action of the pointer than the particular number or value indicated.

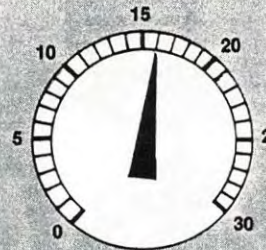
1. NORMAL ENGINE. (See matching illustration.) A normal engine at idle will provide readings between 17 and 22 inches, with six cylinder engines reading at the low end and eight cylinder engines toward the high end. The pointer should be quite steady at idle, and when the throttle is quickly opened and closed the pointer should drop to below 5 and immediately bounce back to about 24 or 25 before resettling at the normal idle reading.

2. WORN PISTON RINGS. The pointer will be steady at idle speed but 3 or 4 inches below the normal reading above. When the throttle is quickly opened and closed, the pointer will drop to zero and then bounce back to 20 or 22 inches. If a ring problem is indicated, verify the condition with a compression check.

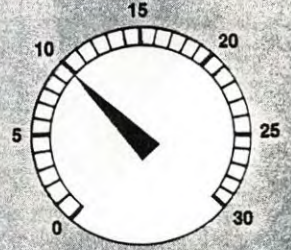
3. LEAKING INTAKE MANIFOLD. A steady but low reading, 3 to 10 inches below normal, indicates an air leak in the carburetor or intake manifold gaskets.



1. Normal engine. Steady between 17 and 22 at idle. Drops to below 5 and back to 25 when throttle is quickly opened and closed.



2. Worn rings. Steady but 3-4 inches below normal. Verify with compression check.



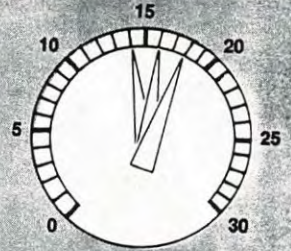
3. Leaking intake manifold. Pointer steady but 3-10 inches below normal.



4. Leaking head gasket. Pointer will drop sharply at regular intervals when affected cylinder(s) try to fire.



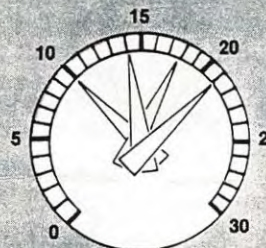
5. Leaking valves. Regular drop of 2-5 inches each time bad valve(s) try to close.



6. Worn valve guides. Pointer will oscillate slowly over range of 3-4 inches at idle.



7. Sticking valve. An intermittent drop of 3-4 inches.



8. Weak valve springs. Pointer vibrates rapidly between 10 and 22 inches at 2,000 rpm.



9. Late valve timing. A steady but very low reading at idle.

4. LEAKING HEAD GASKET. A pointer which drops sharply at regular intervals to about 10 inches while at idle speed indicates a leaky head gasket (blown) between the head and one or more cylinders.

5. LEAKING VALVES. If one or more valves are bad there will be a regular drop of 2 to 7 inches each time the faulty valve(s) attempt to close. This fluctuation will occur at very regular intervals at idle speed.

6. WORN VALVE GUIDES. This condition is indicated by a pointer which oscillates slowly over a range of 3 to 4 inches at idle speed with readings somewhat lower than normal. The oscillation will decrease as engine speed increases.

7. STICKING VALVE. This condition is indicated by a rapid, intermittent drop of 3 to 4 inches whenever the sticking valve fails to close. The valve may be identified by applying penetrating oil to each valve stem in turn, which will temporarily restore normal operation.

8. WEAK VALVE SPRINGS. In this instance, the pointer will vibrate rapidly between 10 and 22 inches at an engine speed of 2,000 rpm, and be quite steady at idle speed.

9. LATE VALVE TIMING. A steady but very low reading at idle indicates late valve timing, however, this condition may also be caused by late ignition timing. Verify the cause by advancing the ignition timing.

As stated earlier, it is important to note the action of the pointer rather than the number indicated. It is particularly important to distinguish between regular and intermittent indications.

If you should decide to try this rather painless and very informative method of analyzing, a quality vacuum gauge can be obtained at any automotive parts store for under twenty dollars. The larger gauges will be easier to read, and all gauges are supplied with a short length of rubber hose and a set of detailed instructions.