



The Wisconsin Early Mustangs

"A FEW TO PRESERVE THE BEST"

THE FEEDBAG

From the Pres.

December 2, 1991

Congratulations to our new President, Scott Moen. Likewise to Jeanette Roycraft our new Vice President. Incumbents Mary Jo Miller and Sharon Doria were retained as Secretary and Treasurer. Best wishes for the next four years. Let's all give them our support. (I'm not saying anything about Scott being outnumbered, lucky guy!)

In August of 1979 I called to order the first meeting of the Wisconsin Early Mustangs. Bob Zimmermann, Bob Wroblewski and I were in attendance. Lou Tripi and Dan Settano could not make it. From the humble beginning around a picnic table we hoped for growth and success. We wanted to promote "Preservation, Restoration and Enjoyment of the early Mustangs. At the same time we agreed, never to require ownership, just an interest in our vehicles.

We have been blessed with success. It has not been a "one man show" either. Many of you have given far above the call of duty to make this thing go. May we continue to work together, and enjoy our common bond.

I must give Shar special thanks for her support and hard work through these years. Without her it wouldn't have been possible. And also, special thanks to a good friend and my right hand through it all, Bob Zimmerman.

THE WORK 'STANG IS RUNNING! Running pretty nice too! Few odds and ends to clean up in spring, but it's a keeper, so far. Look for a condensed outline of the conversion in some future issues.

I'll let Scott do his first next month, so this will be my last Feedbag cover page. Well gang, let's keep it rolling. Make next year a good one. Do neat stuff with YOUR club. Until we meet again, (is that a tear in my eye) "keep on 'stangin'".

Dick Doria

FROM YOUR EDITOR



I'd like to start my article by congratulating our newly elected club officials, Good luck to Scott, Jeanette, Mary Jo, and Sharon on your appointments to the club offices. I am sure the next four years will bring on some welcome changes in our organization.

I would also like to dispel some thinking that I plan to leave the position of your newsletter editor. I have received a few letters and calls over the past few months questioning why I plan to give up the newsletter. If I have misled

anyone I apologize. I do not intend to throw in the towel as your newsletter editor. I have held that position for the past five years, and still enjoy every minute of it. So If you will have me I'm yours.

I missed the last meeting, as I was out of town. Therefore I have not as yet had a chance to update the calendar for our 1992 activities. I will publish a complete breakdown in the January edition.

You will find a sign up in this newsletter for our annual bowling party. I ask

that you do me the favor of responding before January 15th if you intend to participate. I have speculated and started purchasing prizes based on previous years attendance figures. I am running a bit short of cash and need to have those sign ups start to arrive in my mail box.

Finally, Sue and I would like to wish all our members and there families a very Merry Christmas, and a joyous holiday season.

Until Next Month
Fraternally Yours
Bob Zimmermann



Dues Renewal Notice

Your membership renewal is due on January 1, 1992. Please fill out the coupon and send along with your \$15.00 to club headquarters. Your prompt payment will be appreciated.

NAME: _____ DATE: _____

ADDRESS: _____

PHONE: _____

SEND TO:
WISCONSIN EARLY MUSTANGERS
2511 W. CARRINGTON AVE
OAK CREEK, WI 53154

MINUTES FROM MEETING OF NOVEMBER 25, 1991

- * The meeting was called to order at 7:35 PM president Doria.
- * Mary Jo gave the secretary report.
- * Sharon Doria gave the treasurers report.
- * A planning session took place before the meeting. The purpose was to set up the 1992 activities calendar. A complete activities calendar will be printed in the next newsletter.
- * New members Mike Wittig and Jim Cieslak were introduced. Youngest new member in attendance was Sarah Mauritz. Congratulations to the Mauritzs on the birth of their daughter.
- * Dick Doria will put on a gambling seminar. Date: Saturday Jan 18th at 10:00 AM at his house.
- * John Mauritz will procure information for a winter getaway to a gambling Casino at Shawno WI. It is possible that a bus would be chartered. Tentative date January 25, 1992.
- * Bob Z has locked in a date for the annual bowling party. February 9, 1992. Entrant fee remains at \$8.00. It was requested that all fees be in by Jan. 15th to allow time for purchasing prizes.
- * The annual club dinner will be held on February 29th at the Rafters.
- * Scott Moen suggested that a special anniversary T shirt be ordered prior to our show. An order blank would be included on the show flier.
- * A sign up sheet for the Drive America outing was circulated.
- * Dick Doria displayed a watch with the Mustang logo. Cost \$35.00.
- * Members were reminded that their annual club membership is up for renewal on Jan 1st. There will be a coupon in the newsletter to accommodate this. The dues remain at \$15.00. They were asked to be prompt with their payment.
- * Our club will have a booth set up at the State Fair Swap on February 16th. We will be looking for volunteers to help man this booth.
- * Election of club officers took place. Newly elected officers are: President Scott Moen. Vice-President Jeanette Roycraft. Secretary Mary Jo Miller and Treasurer Sharon Doria.
- * The club will be ordering Polo Shirts. Both men's and women's styles will be available. Club sweatshirts must be pre ordered through Ruma Trophy.
- * The meeting was adjourned at 8:05 pm.



Goodyear engineers say the new Aquatead should be especially effective in combination with anti-lock brakes. □

BUICK: IT'S THE '91 WINNER, BUT IS IT PROFITABLE?

Paced by a 64% leap in Park Avenue sales, Buick Motor Div. of General Motors Corp. easily cops model-year 1991 honors as the industry's comeback marque.

When the final numbers come in, Buick expects to report a 6.2% sales gain for the '91 model year in a market that dropped 9.2% below 1990.

Put another way, Buick managed to grab one full percentage-point of market share in the model year that ended Sept. 30, walking off with a 6.6% hunk and some 540,000 sales.

But GM Vice President and Buick General Manager Edward H. Mertz naturally wants more. "We're going after the 6.5% to 7% (market-share) range in 1992, and our ultimate goal is 8%," he says.

GM previously indicated its North American Automotive Operations are not likely to become profitable until industry volume returns to the 15-million annual level — perhaps not before 1993-'94.

Yes, but is Buick making any money on its success? Mr. Mertz ducks that question by saying the division "is not a separate profit center; we are not a technically complete SBU (separate business unit)," but, rather, chiefly a marketing division.

Still, "If we sell more cars, we make more money, so obviously we've helped" offset losses in other parts of GM's North American empire, says Mr. Mertz. □

IT'S A 'STUNNING CAR,' SAYS FORD'S GILMOUR

Ford Motor Co. could still pull the plug on the next-generation Mustang now set for introduction in the 1994-'95 time-frame, but don't hold your breath.

Despite big losses and mounting competition in the small-sporty market, Mustang has a big-league backer in Alan D. Gilmour.

Mr. Gilmour is president of Ford's Automotive Group, and by the time the new pony car bows he may well be Ford's chairman.

Asked if Mustang is a "go" program, Mr. Gilmour tells *WAW* in an interview: "I sure hope so, but I want to be content that all the pieces are in place."

Several big pieces already are falling into place, including the product design, the plant (Dearborn, where Mustang has been built since its 1964 debut) and United Auto Workers union cooperation.

"We've got a stunning car," says Mr. Gilmour, "but it's a very dynamic market with a lot of competitors in a lot of segments."

Ford originally planned to phase out the current 1979-vintage rear-drive Mustang when Mazda



KGP Photography

The 1994 Mustang will be built on its own platform. This is a rendering based on a spy photo.

Motor Corp. began producing the sporty, front-drive Ford Probe at Flat Rock, MI, in 1988.

But Mustang would not die and instead has become an extremely diverse work-horse, attracting both plain-Jane buyers at the lower end and muscle-car aficionados at the top end.

"I feel there's room for both the Probe and Mustang," Mr. Gilmour says. "Mustang is more of a GT car; Probe tends to be on the softer side."

He confirms that the new-generation Mustang will be built on a rear-drive platform not shared with any other Ford model. That can be expensive and a tad risky, so why do it, he's asked?

"Because," he replies, "Mustang is Ford." □

GM ENGINEERS DEBATE A LOW-DISPLACEMENT V-8

Engineers at General Motors Corp.'s Powertrain Div. think they've come up with a way to produce low-displacement V-8 engines for Pontiac Div. and Chevrolet Motor Div. without an enormous investment. The plan also would not involve the forthcoming North Star family of double-overhead-cam 32-valve V-8 engines set for introduction in '93-model Cadillac Allante, Eldorado and Seville cars.

GM Powertrain plans to introduce a downsized 4.3L version of its Flint, MI-built 5L V-8 in 1994-'95. The smaller V-8 will use an aluminum block and cylinder heads, new pistons and manifolds.

The components and assemblies of the proposed 4.3L could be produced with a combination of modified, retooled and new machinery. GM also plans to continue producing 5L engines, but in lower volumes.

The No. 1 automaker believes the 4.3L and 5L will meet all the 8-cyl. needs of the Chevrolet-Pontiac-GM of Canada (CPC) Group.

The low-displacement engines at first may be built in moderate volumes, GM Powertrain sources say, in order to test the marketing waters and assess consumer reactions. Annual initial volumes of about 50,000 units are planned.

However, if federal fuel-economy standards are set at particularly tough levels, GM might be forced to drop its 5L unit from passenger-car applications, and offer the lightweight, aluminum-intensive 4.3L in its place. This probably would mean kicking production volumes of the smaller engines above 50,000 a year.

There also is talk of a new family of V-8s for CPC with displacements in the 4.1L-4.7L range. □



Asked if Mustang is a "go" program, Mr. Gilmour says: "I sure hope so, but I want to be content that all the pieces are in place."

How To:

Identify Hi-Po Engine Components

The 289 High Performance engine, introduced in Mustangs in June 1964, two months after the Mustang's debut, already had been boosting Fairlane sales for Ford. The ponycar installation added more polish and credibility to the company's "Total Performance" campaign. The engine was based upon an array of performance equipment such as a solid lifter cam, a mechanical dual point distributor, and free-flowing exhaust manifolds to generate 46 more horsepower than Ford's standard 289 four-barrel engine. Carroll Shelby, in his GT-350s, upped the horsepower to 306 by adding an aluminum high-rise intake, 715 cfm Holley carburetor and Tri-Y headers. For three production years the 289 Hi-Po was the Mustang's strongest performer, but the introduction of the 320-hp 390 cubic inch big block for Mustangs in 1967 spelled doom for the performance small block. At the introduction of the 1968 models, the 289 Hi-Po was gone.

A respected engine then, 289 High Performance engines are even more desirable now. Twenty years of racing and high mileage have taken their toll on the engines still in existence. Demand exceeds supply, and prices have been climbing for several years. Reports are common of more cash being offered for a complete and rebuildable 289 Hi-Po engine than it took to buy a complete Mustang in 1965.

Genuine K-Code '64-1/2 through '67 Mustangs, with original Hi-Po engines,

Knowing the High Performance difference can save you trouble, money, and time.

by Earl Davis, Donald Farr, and Tom Corcoran

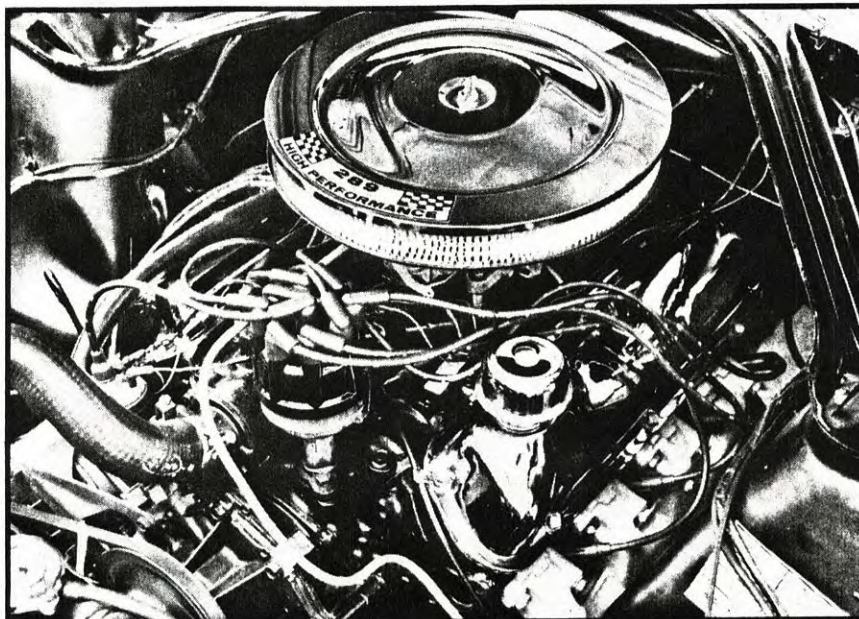


often fetch as much as 50 percent more than their more standard brethren. But that's only if they've got the correct High Performance engine installed. K-Codes cars powered by replacement 289 four- or two-barrel engines are devalued at least by the cost of installing a genuine High Performance 289, and possibly more. More and more we hear rumors of phony 289 High Performance engines being assembled for the purpose of hiking a price. Bogus engines frequently show up in the classifieds or at flea markets. Also, some poorly informed people will contend that

all four-barrel 289s are Hi-Po versions, or that, if the 289 has chrome or aluminum valve covers, it's a High Performance version. By knowing what to look for, if you are in the market, you can spot the details that differentiate a Hi-Po from the standard 289s.

The 289 Hi-Po's cast iron, dual plane intake manifold is identical to C4OZ intakes found on 289 four-barrel engines. Shelby GT-350s, however, used a Cobra high-rise aluminum intake. The over-the-counter non-logo aluminum high-rise did not appear until 1969. All Mustang 289 Hi-Po engines were fed by a 480 cfm Autolite four-barrel carburetor, while standard 289 four-barrels got a slightly smaller 470 cfm unit. Four-speed Shelbys utilized a 715 Holley, but automatic GT-350s came with a 595 cfm Autolite four-barrel.

In many but not all cases, a Hi-Po's VIN is stamped on the block. But the block casting itself is basically no different than a standard block. Hi-Po main caps can be fitted to any block, and the oil galleys behind the cam gear can be threaded to receive pipe plugs. Those facts, obviously, invite the bogus attempt, but the heads and most internal parts are truly unique to the Hi-Po engine assembly. It takes detective work to be sure, and we hope this pictorial guide helps you reassemble your legitimate Hi-Po engine, or steers you away from the pitfalls of the marketplace.



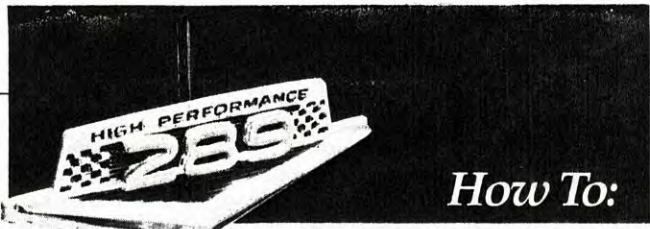
There are many internal differences between a 289 Hi-Po and a regular 289, but if you're looking to buy a car with an assembled engine installed, you can't always tear it apart to look inside. This '65 Hi-Po has chrome valve covers and open element air cleaner, a mechanical advance distributor (no vacuum diaphragm), and free-flowing exhaust manifolds.



This VIN number on a High Performance Mustang's inner fender clearly shows the fifth-character "K" to designate the 271-hp engine.

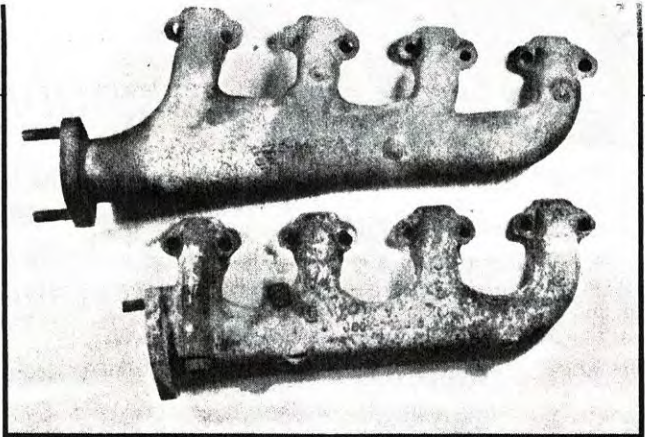


The crankshaft harmonic balancer on the 289 Hi-Po has a thickness of 1-13/16 inches, compared to 1-inch for the standard 289s.



How To:

Identify Hi-Po Engine Components
continued from page 34



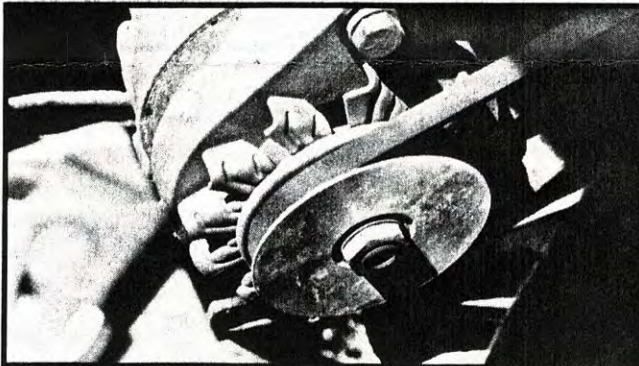
For free breathing, the High Performance engines received larger, more streamlined exhaust manifolds (top). A standard 289 exhaust manifold is shown for comparison. Shelbys have unique Tri-Y headers.



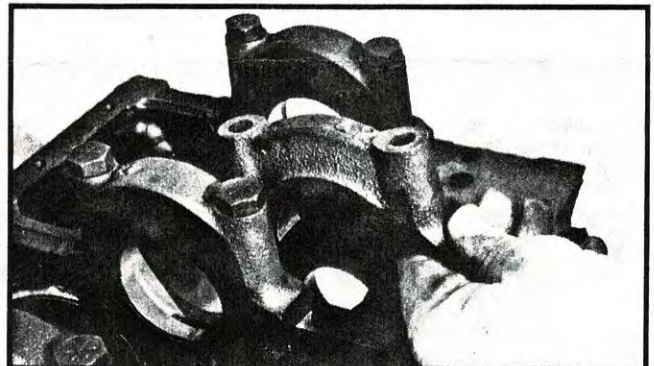
Dual points fired the Hi-Po engine, and early versions with the five-bolt pattern block used distributors (casting number C3OF-12131-A) with an oil hole in the housing. When Ford switched to the six-bolt block during the 1965 model year, the distributor oil hole disappeared and the casting number became C5OF-12131-B.



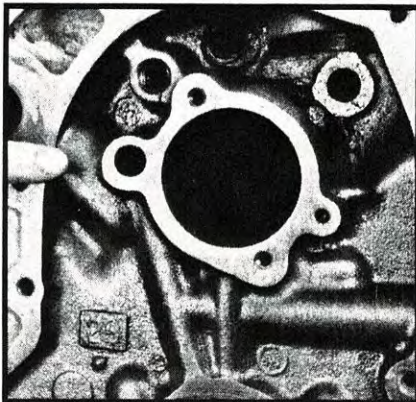
The 289 Hi-Po engine did not use screw-in core plugs like the later Boss 302s. Several block casting numbers were used on the 289 Hi-Pos, including C3OE-6015-B, C4OE-6015-B, C4OE-6015-C, C4OE-6015-F and C5AE-6015-E, but these numbers cannot be used to determine a true 289 High Performance block because the regular 289s also used those same casting numbers.



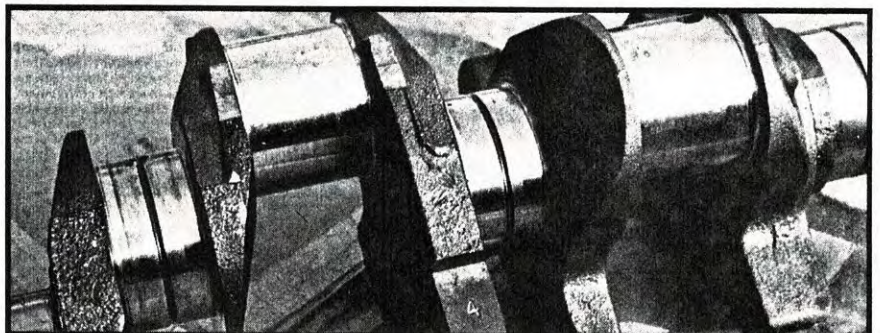
Although many have been changed or replaced over the years, the alternators with high-revving 289 Hi-Po engines came with a 3-7/8 inch diameter pulley, compared to 2-3/4 inch pulleys on standard 289s. The larger diameter reduced alternator rpms to avoid damage at high engine speeds.



Similar to regular 289s, the Hi-Po block was strengthened with two-bolt main bearing caps made of higher nodular iron. Like standard 289s, all '64-1/2 and some '65 Hi-Po blocks used a five-bolt bellhousing pattern and 3/8-inch bolts. Sometime during the 1965 model year, Ford switched to the six-bolt pattern and 7/16-inch bolts on all 289 engines. The rugged Hi-Po main caps are thicker than standard 289 caps. The standard cap tapers at the top. A machine shop, however, can install fatter Hi-Po caps on any 289 block.



In the front, at the camshaft opening, the Hi-Po block has three screw-in oil galleries. Standard 289s do not have the threaded holes, though they, too, can be added later.



Specially selected cast iron Hi-Po crankshafts were Brinell tested for hardness. As a result, Hi-Po cranks have a ground-off area on the third counterweight from the front. In some cases, but not always, a K casting appears on the second counterweight from the rear. The C3OZ-A Hi-Po camshaft sprocket also was unique.

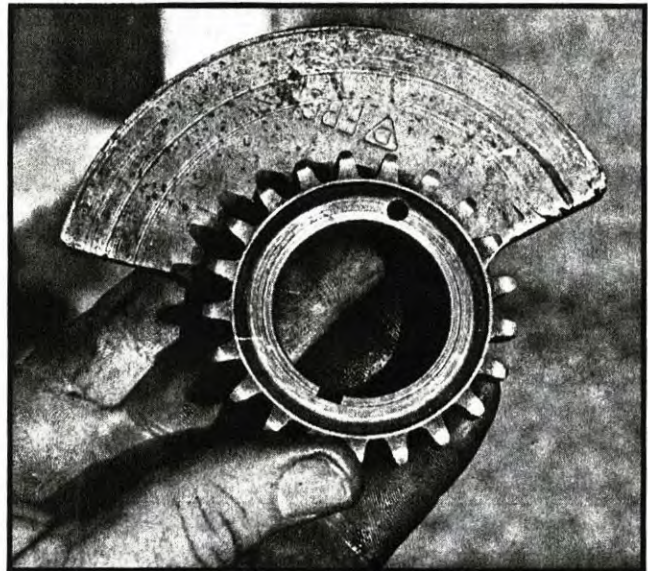


How To:

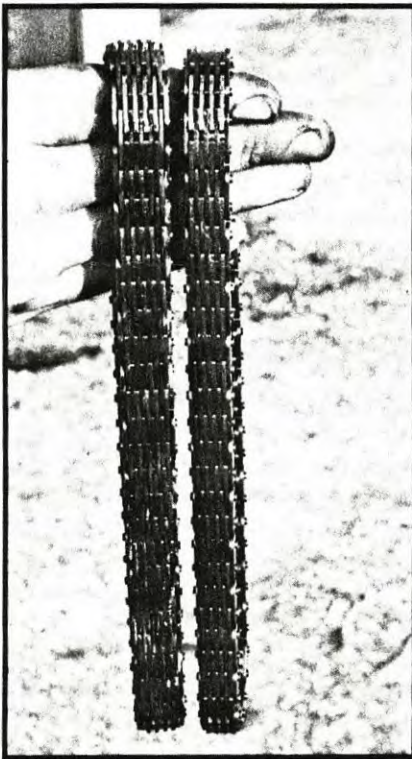
Identify Hi-Po Engine Components *continued from page 36*



A connecting rod comparison shows that Hi-Pos used 3/8-inch bolts, while the standard 289 four-barrels got 5/16-inch bolts. The Hi-Po bolt head seat was broached, straight cut, rather than spot-faced. The C3AE casting number was used on both Hi-Po and non-Hi-Po rods, so it cannot be used to determine a true Hi-Po unit. The beefy Hi-Po rods were later incorporated into Boss 302 engines, although the Boss versions used oblong rod bolt heads.



Unique to the 289 High Performance engine, this crankshaft counterweight on the timing chain gear complemented the Hi-Po's thicker external harmonic balancer. All 289 Hi-Po engines should have this counterweight.

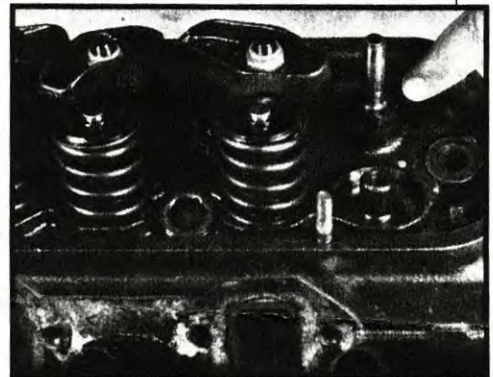
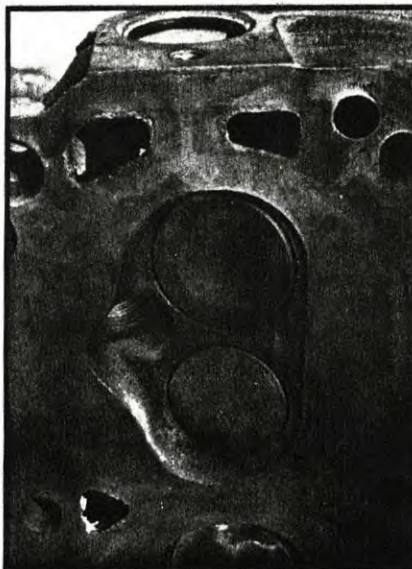


Here are the two examples of heavy duty timing chains found in the Hi-Po engine. Early ('63-'64) Hi-Po engines utilized a 13/32" thick 42-tooth cast iron cam gear (C3OZ-A), and later Hi-Pos used the "silent chain" aluminum cam gear with nylon-coated teeth (common with other 289s)

(right) Intake valves in 289 Hi-Po heads measure 1.78-inches. Earlier versions of the Hi-Po heads, primarily those found on Fairlanes, have 1.67-inch intake valves. Hi-Po combustion chamber volume (48.5 cc average) differed from the standard (average 53.5 cc) engine, and the Hi-Po compression ratio in '64-1/2 thru '67 Mustangs was 10.5:1 (though it was 11.6:1 in '63 Fairlanes). Hi-Pos had forged steel exhaust valves.



Contrary to some opinions, Hi-Po pistons were not domed. Instead, the cast aluminum pistons were flat topped with valve reliefs.



The heads make the Hi-Po. Although the port and valve sizes are identical to standard 289 heads, Hi-Po versions feature screw-in rocker arm studs and cast spring seats. Some, but not all, Hi-Po heads included an "HP" casting, and all used narrow push rod slots that served as push rod guides for the solid lifter valve train.

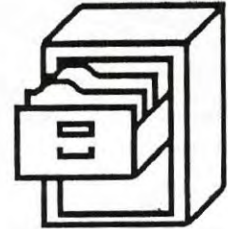


From the '64-1/2 into 1966, all 289 rocker arms were the conventional type (right). But sometime during the 1966 model year, the standard 289s with hydraulic cams switched to rail-type rocker arms. The solid lifter Hi-Po, however, continued to use the conventional rocker arms.





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FOR SALE: Mustang Parts. New '83-'85 5.0 Litre HO Air cleaner \$70. '79 Indy Pace Car decanter \$100. Good used '79-'85 front rotors \$15 ea. '84 20th Anniversary Dash plaque \$100. Tow Bar used once \$80. ARC 225 Welder brand new with accesories \$135. SVO trunk nameplate NOS \$9. Many '64-'91 parts also available. Getting Married Must Sell.

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Merry Christmas

A decorative border of bowling balls surrounds the text. Each ball is black with three white dots. The balls are arranged in a rectangular frame around the central text.

6TH ANNUAL W.E.M. BOWLING PARTY

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TIME: 12:00 NOON
PLACE: OAK CREEK CLASSIC LANES

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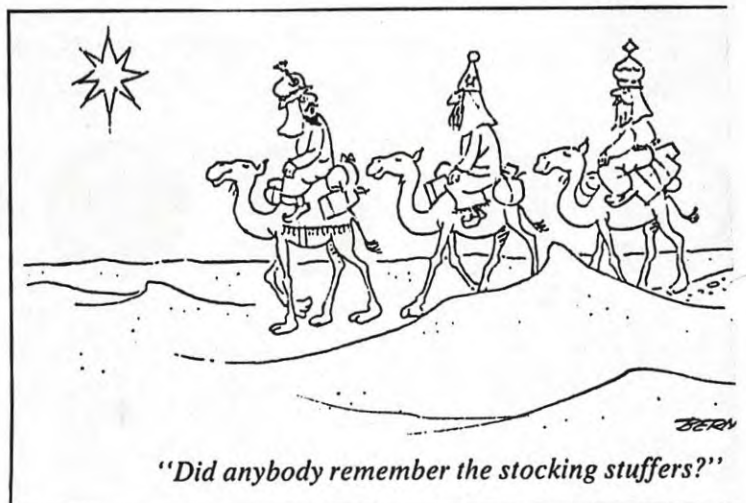
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FIRST CLASS MAIL

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