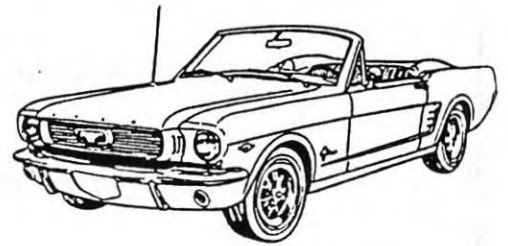




PRESERVATION

RESTORATION

ENJOYMENT



MUSTANGERS

" A Few to Preserve the Best "

From the Prez :

December 5, 1992

Ho-Ho-Ho ! Tis the season to be merry. I trust that everyone had a great Thanksgiving. Tammy and I celebrated it in a unusual way this year. My folks took the family out to a Greek restraurant, my dad is Greek, for dinner. The food was good, but I still don't know what to make of the flaming Goat's cheese. What an experience, although we still had a great time.

With the snow season upon us, I decided to try something different this year. Due to the fact that Tammy started working at K-Mart just down the street from me, we decided to carpool together in her Capri. That meant that for the first time in years I could store my mustang during the winter. I spent the better part of a day getting it cleaned up and prepared for it's long winter nap. It is now tucked under it's car cover in the garage.

For those of you that couldn't attend the planning meeting, it went really well. Bob will be publishing a tentative '93 calander in the December newsletter. We have a lot to look forward to in '93 and lets all make a New Years resolution to be as active with the club as possible. Remember, this is your club and you should enjoy it as much as possible!

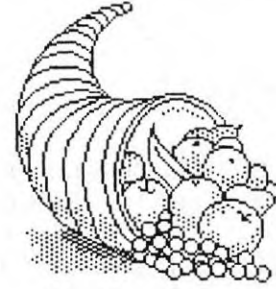
I'd like to remind everyone that there is no meeting in December and that the next club meeting will be held on "Sunday" January 31st at 2:00 p.m. Keep on Stangin.

From Tammy and Myself ,we'd like to wish you all a

Very Merry Christmas and a Happy New Year !

Scott & Tammy

FROM YOUR EDITOR



NEW FROM FORD

It may be a bit early to start looking at the '94 model year, but my spy reports show some changes are in store for next years Ford Mustang

We may be looking at some changes that bring us back to the original pony years. The 1994 version of the Mustang will sport the same side sculpturing and the non-functional air intake as was designed into the 1964 original.

The roofline of the early models will also resurface in 1994. Ford

will offer both the Mustang Coupe and convertible for '94.

W.E.M. '93

A planning session for the '93 calendar year took place prior to the November meeting. We have scheduled the main events that the club will host for the upcoming season. I will publish a complete listing of all events in the next edition of the Feedbag.

I will change the calendar format somewhat this year. I will include all Ford related events in the printout. If you have

access to dates of any auto related event that you wish to have placed on the calendar please pass them on to me before the next printing. I will include them on the calendar.

HAPPY HOLIDAYS

I would like to take this opportunity to wish all our club members and their families a very Happy Holiday Season.

Until Next Month

Fraternally yours

Bob Zimmernann

ANNUAL DUES RENEWAL

Membership to the Wisconsin Early Mustangers are up for renewal for 1993. The dues remain at \$15.00. The Deadline is January 1st. Please be prompt

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

NAME: _____

ADDRESS _____

PHONE _____

:

MINUTES FROM MEETING HELD NOVEMBER 30 1992

- The meeting was called to order by president Moen at 7:30 PM.
 - The regular business meeting was preceded by a planning meeting for the '93 calendar. A complete calendar listing will be published in next months newsletter
 - Mary Jo read the minutes from the October meeting.
 - Treasurer report was given by Sharon Doria .
 - New member Henry Miller was introduced.
 - The issue of replacing the club copier was discussed. Three possible options will be pursued by Bob Z. & Dick D. They will decide between a new Sharp for \$1250, a reconditioned Toshiba for \$1200, or a used Ricoh for \$750. A recommendation will be brought up at the next meeting.
 - Scott Moen is looking into ordering jackets and sweatshirts for the club. It was suggested that a interest survey be published in the newsletter. If enough interest is shown an order will be placed. Samples will be brought to the January meeting. It was also suggested that Ruma Trophy be contacted and allowed to quote on this business.
 - Bob Z. reported on the annual Bowling outing. The club will provide the main prize. The cost remains at \$8.00 per bowler. A special prize drawing will be held for anyone that registers before Jan. 1st. A sign up will be in the newsletter.
 - The January meeting is potentially planned for the last Sunday in January. The change was due to a suggestion that some of our meetings be held to accommodate second shift workers. The change is pending on the availability of the meeting room.
 - The members were reminded that there is NO DECEMBER MEETING.
 - The meeting was adjourned at 8:05.
-

CLUB JACKET / SWEATSHIRT SURVEY

We are contemplating placing an order for club jackets and sweatshirts. It is necessary to get your response to allow us to decide if there is enough interest to make such an order feasible. If interested please either mail, call, or return survey at next meeting. Returning the survey does not bind you to ordering.

I am interested in ordering (#)_____ Jackets and/or (#)_____ Sweatshirts.

NAME: _____ PHONE: _____

RETURN RESPONSES TO
SCOTT MOEN
1122 HUBBARD CT
OCONOMWOC, WI 53066
PHONE 567-2622

G.T. RECOGNITION

'65/'66 Mustang Factory G.T. Equipment

225 HP Challenger Special V-8¹ (10 to 1 comp. ratio, 4-barrel carb.)

Dual straight-through exhaust system with flared, chrome tailpipe extension

Fully-synchronized 3-speed manual floor shift.² Special Handling Package: Heavy duty shocks, heavy duty front and rear springs, heavy duty 1" front stabilizer bar, 22 to 1 overall steering ratio)

Fade-resisting front disc brakes

A pair of 4" fog lamps in the grille

Five-dial instrument cluster³ (fuel, temperature, speedometer, oil pressure, amperes)

Bright-metal hood accent molding³

G.T. fender badges⁴ placed just aft of each front wheel cutout. Triple accent stripe running front to rear along the lower body.

G.T. identity letters on fuel filler cap⁵

- 1 - High performance, 271 Hp Cobra V-8, optional extra
- 2 - 4-speed or automatic transmission, optional extra
- 3 - Became standard equipment on all '66 Mustangs
- 4 - Deep-red ceramic until late '65, afterwards, bright red plastic
- 5 - '66 only

1967 Mustang G.T. Equipment

200-HP Challenger V-8¹ (9.3 to 1 comp. ratio, 2-barrel carb.)

Pair of grille-mounted fog lights

Front power disc brakes

Special Handling Package (higher rate springs and shocks, larger front stabilizer bar)

Low restriction dual exhaust with chrome quad outlets²

G.T. stripes

G.T. emblem³

G.T. pop-open fuel filler cap

F70 x 14 Wide-Oval WSW tires

- 1 - 225-HP 289 Challenger Special, 271-HP 289 High Performance, and 320-HP 390 Thunderbird Special, optional extra.
- 2 - Optional 2-barrel engines only
- 3 - G.T.A. emblem with automatic transmission

1968 Mustang G.T. Equipment

230-HP 302 V-8¹ (10.0 to 1 comp. ratio, 4-barrel carb.)

Pair of Grille-mounted fog lights

Heavy-Duty Suspension (increased rate front and rear springs, larger shock absorbers, larger diameter front stabilizer bar)

Low restriction dual exhaust with chrome quad outlets

G.T. "C" stripes

G.T. ornamentation on front fender

G.T. pop-open fuel filler cap

F70 x14 Wide-Oval WSW tires

G.T. styled steel wheels with chrome trim rings and G.T. hub caps

Chrome engine components²

Power front disc brakes²

- 1 - 280 HP Thunderbird 390 2V, 325-HP Thunderbird Special 4V, and 390-HP 427 High Performance, optional extra
- 2 - 390 and 427 engines only

1969 Mustang G.T. Equipment

250-HP 351 Windsor V-8¹ (9.5 to 1 comp. ratio, 2-barrel carb.)

G.T. Handling Suspension (heavier springs, shocks, and front stabilizer bar)

G.T. racing stripe

G.T. pop-open fuel filler cap

Dual exhaust with chrome quad outlets²

E70 x 14 WSW belted tires

Argent styled steel wheels with chrome trim rings and G.T. hub caps

Pin-type hood lock latches

Non-functional hood scoop³ with intergral turn signal indication lights

- 1 - 290-HP 351 Windsor V-8 4V, 320-HP 390 4V, 335-HP 428 Cobra Jet, and 335-HP Cobra Jet Ram Air, optional extra
- 2 - with 4-barrel engines only
- 3 - functional "Shaker" scoop with 428 Cobra Jet Ram Air



CLASSIFIED



FOR SALE: 1973 Mustang Convertible. Saddle Bronze metallic, P.S., P.B. White top and interior. 1400 original miles. \$15,575.

CALL FRANK
708-530-2346

FOR SALE: 1971 Mach 1. 351C, 3 speed. Some rust but a good runner. Reasonable offer. 1971-73 Mach 1 hood, NOS, \$400. Complete tub section for 1971 Mustang. Includes Shock towers, inner fenders, etc. Various other body parts Doors, Fenders, Hoods, 1972 rear axle unit.

CALL FRANK
414-263-7892

FOR SALE: 2 Michelin TRX 190-65-390 tires. 100 miles. Asking \$125

CALL RON
548-0017

FOR SALE: 1969-71 Mustang white high back bucket seats with brackets. Decent condition. \$50/pair.

CALL JOSE
708-249-3507

FOR SALE: 1970 Mustang Coupe. Texas body, no rust. 351 Windsor. Sell as is or will restore \$2500. 1969 Mach 1. 351 2V. Automatic. Power steering and brakes. New dual exhaust. Restoration started. Texas car. As is or restore. 1973 Mustang convertible. Project car. 351 2V Power steering and brakes. Needs total restoration. Make offer. 9" Posi rearends 2.79, 3.25, 3.7, 5.13.

CALL PETE
529-2299

FOR SALE: 1970 Cougar eliminator. Fully loaded. 4 speed, 351 4BBL. Restored California car in good condition.

CALL CHUCK
529-2299 DAYS
541-2189 EVENINGS

FOR SALE: 1982 Mustang 5.0 GT Black. Average condition. Air, Cruise, Tilt, V-8, 4 SPD, 3:08 TracLoc, AM/FM Stereo, 205-70-14 Euro T/A's on factory rims. All new hoses, Brakes. In storage. 70,000 miles. Asking \$3200. 1979 Indy Pace Car. V-8, 4 SPD, 3:08 rearend, tinted windows, sunroof, AM/FM cassette, New TRX tires, Original paint & decals, Mint interior, Needs 2 Saturdays of detailing, New hoses, brakes, original shocks, struts and wires. Absolutely no winters. 50,000 miles. \$5500.

CALL RON
548-0017

WANTED: 1965 Mustang Fastback. Unrestored in any condition,

CALL JON
708-872-4750

WANTED: 1969 Mustang Convertible with deluxe interior and air.

CALL FRANK
708-544-0916 DAYS
708-530-2346 EVENINGS

FOR RENT: Store your car for the winter in a clean, dry building. \$30/month.

CALL PETE
529-2299

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



W.E.M. GIMMICK BOWLING PARTY

DATE: FEBRUARY 28, 1993

TIME: 12 NOON

PLACE: CLASSIC LANES OAK CREEK

Come join us for our seventh annual Bowling Party. The price per bowler remains at \$8.00. This includes fee for bowling as well as a chance to win prizes retailing over \$700 in value. Skill is not required to win a prize. This year we are offering an incentive for early sign up. If your sign up slip is received before January 1st you will be eligible for a special prize drawing. Your friends, neighbors, and relatives are all welcome to participate. Don't miss out. 80 spots are open and we fill them every year.

Fill out the form below and mail in soon !!

NAME : _____ PHONE: _____

OF BOWLERS _____ @ \$8 ea = \$ _____

LIST NAMES OF OTHER BOWLERS



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



Shop tips

Reprinted from technical and service bulletins published by Ford Motor Company.

IDLE FUEL MIXTURE AND IDLE SPEED ADJUSTMENTS

(Six Cylinder Mustangs With 1-Barrel Carburetor)

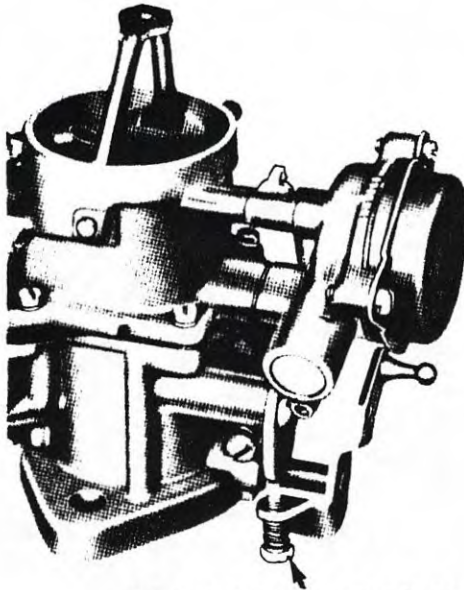
This adjustment is made to cover the following complaints: *hard starting, poor idle, poor acceleration, poor fuel economy, and engine surging.*

PRELIMINARY IDLE MIXTURE SETTING

Set the preliminary idle mixture by turning the idle mixture screw inward (clockwise) until it is lightly seated, then turn the screw outward (counterclockwise) one to one and a half turns. Do not turn the screw needle tightly against its seat as this may groove the end. If the needle is damaged, it must be replaced before a satisfactory fuel mixture can be obtained.

PRELIMINARY IDLE ADJUSTMENT

A stop screw on the throttle lever inner flange contacts the carburetor lower body or the fast idle cam, and controls the idle



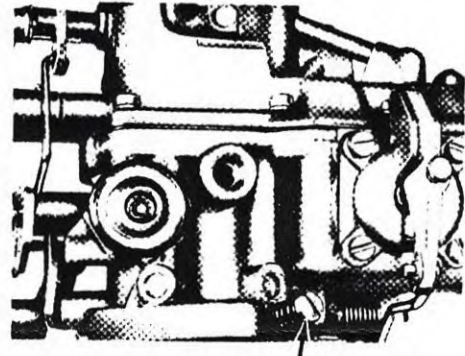
ADJUSTING SCREW

(hot engine) speed. Turn the screw inward (clockwise) to increase engine idle speed and outward (counterclockwise) to decrease the engine idle speed.

Position the choke mechanism so that the choke plate is fully open. Seat the throttle plate in the throttle bore. It may be necessary to back off on the dashpot (if so equipped) adjustment screw to seat the throttle plate in the throttle bore. Set the idle adjusting screw to just make contact with the stop on the lower body, or the fast idle cam, then turn the screw inward (clockwise) an additional turn.

FINAL IDLE (HOT ENGINE) SPEED AND MIXTURE ADJUSTMENT

1. Place the transmission selector lever in neutral position and set the parking brake.
2. Operate the engine for 30 minutes at approximately 1200 rpm to stabilize engine temperatures. On a car with an air conditioner, operate the air conditioner for 20 minutes before setting the engine idle speed. The engine idle speed is adjusted with the air conditioner operating.
3. Turn on the headlights. It is necessary to place the alternator under a load condition in this manner in order to obtain the specified idle speed during the adjustment procedure.
4. On a car with an automatic transmission, the engine idle speed and mixture is checked and adjusted with the automatic transmission selector lever in drive range position. Be sure the parking brake is on.
5. Attach a tachometer to the engine.
6. Turn the idle speed adjustment screw to obtain the specified engine rpm. Position the transmission selector lever in neutral, and open the throttle by hand and allow it to close normally.
7. On a car with an automatic transmission, position the transmission selector lever in drive range.



IDLE MIXTURE ADJUSTING SCREW

8. Turn the idle fuel mixture adjustment screw inward until the engine rpm begins to drop from the lean mixture. Turn the needle outward until the engine rpm increases and just begins to drop again due to the rich mixture; then, turn the screw inward for maximum engine rpm and smoothness. Always favor a rich mixture rather than a lean mixture.
9. Check the engine idle (hot engine) speed and adjust it to specifications, if necessary. Final engine idle speed may be varied to suit the conditions under which the car is to be operated.

GLOVE BOX DOOR DOES NOT STAY CLOSED

(1967-68 Mustang)

Complaints of the glove box door not staying closed have been received on some early-built 1968 Mustangs. This problem is usually caused by the latch pawl not making complete engagement or by-passing the striker. Improper glove box door alignment can also contribute to this problem.

This problem can be corrected in the field by bending the striker plate mounting flange or by adding spacer washers between the striker plate and the mounting flange. The bending operation is preferred and can be performed without removing the striker plate. Note: Assure that the glove box door is properly aligned in the opening prior to bending the striker mounting flange.

To bend the flange use gloves or a shop towel to protect the hands. Then, reach into the glove box opening, grasp the striker plate flange and bend the flange downward. Bend the flange only enough to obtain positive latch engagement with the striker plate.

TAKE A BREAK



NUMBER FIND

8	7	6	4	1	8	2	6	3	0	1	2	6	8	8
1	3	3	2	0	5	1	2	3	1	5	1	7	4	3
8	4	2	9	1	8	5	7	3	9	6	5	0	3	6
4	7	8	2	4	9	6	8	1	3	4	6	1	1	0
6	4	0	4	1	6	7	3	7	5	8	5	3	2	0
3	4	6	6	3	1	1	1	5	5	1	7	8	9	2
2	0	0	7	7	1	1	5	5	0	5	5	0	5	4
0	7	5	7	2	8	1	2	7	5	0	4	7	6	7
7	3	3	5	2	5	9	5	5	8	9	3	5	4	4
8	1	1	2	1	6	8	3	3	8	3	3	7	1	0
7	0	7	6	1	0	7	3	1	7	5	1	0	2	6
2	4	5	2	7	1	9	4	5	3	0	1	4	8	1
8	0	5	4	2	8	3	4	2	5	8	0	3	1	0
3	3	3	2	2	5	9	6	1	3	0	5	3	1	2
2	6	0	7	5	8	1	0	6	6	1	6	1	0	8

1026	1113	1404
2037	2233	3616
4331	6077	6161
7111	8322	10658
12276	15133	15503
35506	35571	37581
46110	54516	55893
57062	57337	63280
63810	76418	83600
113345	115370	137717
151743	201604	221550
238278	300536	334460
438245	450550	516503
644816	707610	805428
827570	833982	846320
851318	987607	987613

Revised Versions

If the shoe fits, you're lucky.

—Malcolm S. Forbes, *The Further Sayings of Chairman Malcolm* (HarperCollins)

Ask not for whom the bell tolls; let the answering machine get it.

—Jay Trachman in *One to One*

Behind every successful man, you'll find somebody who says, "I went to school with him."

—Quoted by Earl Wilson

An ounce of prevention is worth a pound of cure, particularly when it comes to hangovers.

—Doug Larson, United Feature Syndicate

Fools rush in—and get all the best seats.

—Quoted by Marybeth Weston in *House & Garden*

Do not put off till tomorrow what can be put off till day-after-tomorrow just as well.

—Mark Twain

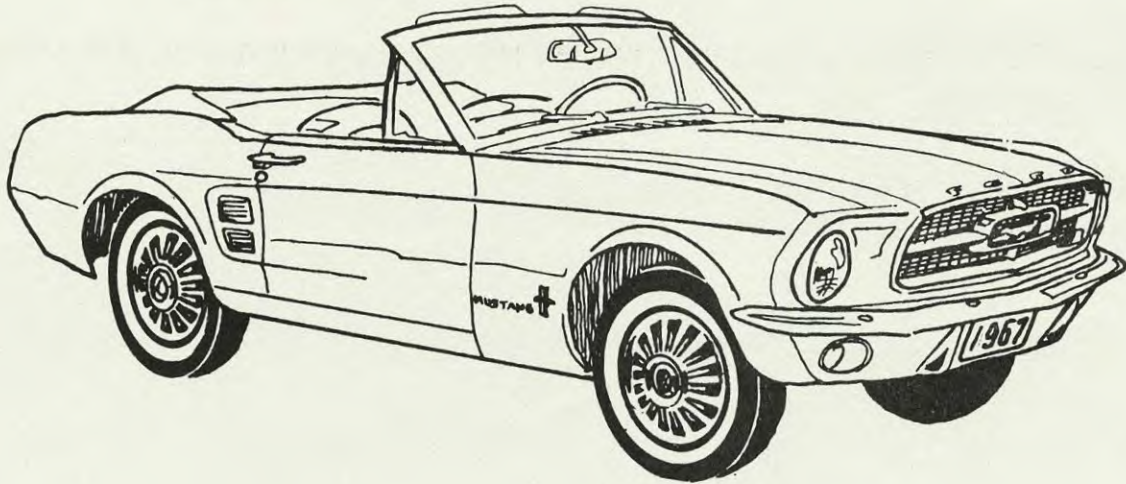


...
I don't understand this motorcycle helmet law. The way I see it, if you're weaving through traffic at seventy miles per hour on only two wheels, it's a little late to prevent brain damage.

Current Comedy

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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CLUB ACCESSORIES:

Caps (Black, Blue, Red, Green and Yellow)	\$ 5.00
Shirts — Golf Style with Logo (S, M, L, XL)	\$12.00
*Window Decals	\$ 1.00
*Stickers	3 For \$ 1.00
Jacket Patches — Swiss Embroidered	\$ 2.00 or 3 For \$ 5.00
Genuine Brass Buckles with W.E.M. Inlay	\$18.00

* = Postpaid

Send Check or Money Order To: **THE WISCONSIN EARLY MUSTANGERS**
2511 West Carrington Avenue
Oak Creek, Wisconsin 53154



The Feedbag




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541# 008 12/02 11:49 532 WKE



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