



The Wisconsin Early Mustangers

"A FEW TO PRESERVE THE BEST"

THE FEEDBAG

From the Pres.

Dec. 31, 1986

It's New Years Eve and thank God I'm writing this from.....HOME. The officers and board of directors would like to wish you all a very prosperous and healthy new year. We are all thankful for the one that we are leaving behind. From the "Ice Breaker Brunch" to the "Door County OTR" it has been one great time.

At the Jan. 26th meeting I will be looking for a little help to publicize our May 17th Show/Swap. We will start at the Feb. 1st and 15th Swap meets at Fair Park and Mecca. We again have booths at both meets to promote our club and its activities. Also during January the initial contacts are made with the magazines and news media to publicize our show.

After formation of our club in mid '79 we have grown through eight wonderful years. Just looking at the first official copy of the "FEEDBAG" dated July 10, 1980. We were excited about our first OTR to the Mississippi River. That trip was a great one and set a tradition for fun and fellowship which we are responsible for bringing into the coming year. Being mindful of our humble beginnings, we have grown to well over two hundred members. Many of those numbers are misleading because they are whole families. We can still boast that over half of our membership is active (dues paying). And most importantly, 25% of that is really active (which means participating). If we count the Show/Swap it's almost 100%.

We have always felt that the club is yours. If you belong just to keep in touch or if you participate in every event, you're still number one with us. Try and spend some time with us in the new year. I bet you'll enjoy it.

Back on Oct. 20th 1980 I closed the newsletter with a statement. If you read between the lines it says; be well, take care, always know you have good friends out there. It also says that this Pres. thinks about all of you every day of the year. (yes, you too Big Bob) So here goes gang. "Keep on 'stangin'".

Dick Doria

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Wishing you Happiness
throughout the New Year

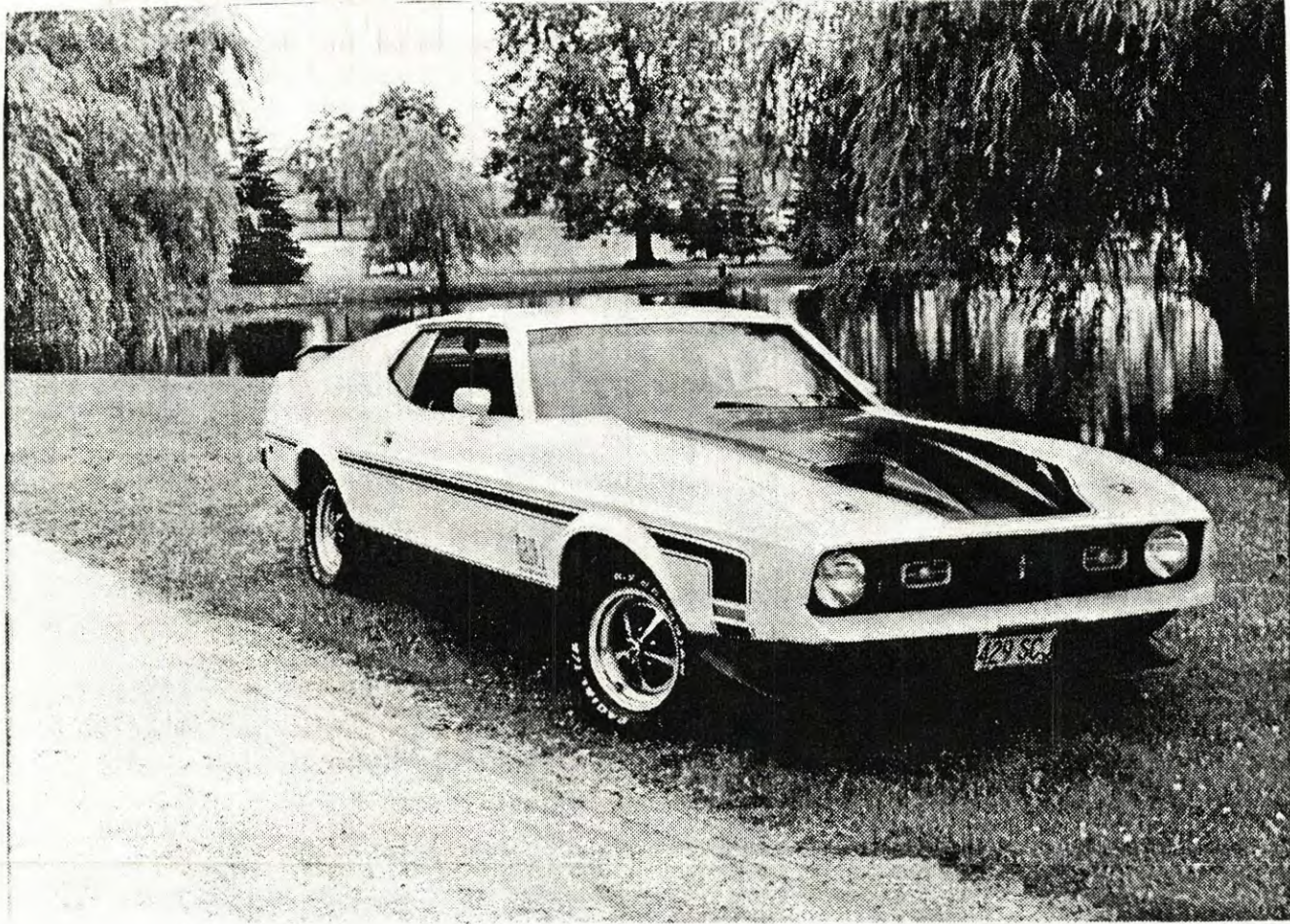
FROM YOUR EDITOR:

How many times have you been approached by someone with the question "How much is a 19 Mustang worth?" This question usually comes from a person who is a casual admirer of old cars and is under the misconception that all Mustangs still on the road today are worth their weight in gold. The question of value usually asked of us because we are collectors and the average lay person feels we have all the answers. There are so many factors that dictate the price of a collector car that no one can give an accurate estimate without first seeing the car in question. The overall physical and mechanical condition of the car is generally the biggest factor in determining the value. Then you have the year, body style, and various options which either add or deter from the value. I always use the comparison of a coin collector affixing a value to a 1909-SVDB penny. If it is in mint condition it could bring as much as \$700. If you can barely make out the date it may only be worth \$100. If your not a collector it is only worth 1 cent.

I fell into the trap of trying to assess the value of a 1968 Mustang to an acquaintance of mine without first seeing the car. The way it was described to me I placed the value at \$1500. Needless to say this party was elated when he called me and told me he stole the car for \$800. He asked if he could drive over and have me look at his treasure. I no more than hung up the phone when I heard a noise that sounded like a 747 flying at 1000 feet over the house. To my dismay it wasn't a plane it was my friend pulling up my driveway. As I walked outside there he stood with one hand on the hood and a broad smile which covered his whole face. My heart sunk when I saw this jewel. I thought it was the end of our friendship. The first thing I asked him to do was to move the car out of the drive and onto the street as there was every type of fluid imaginable leaking from the underbody. The rear seal leaked the transmission was leaking, and there was also a trace of green Prestone spotting my driveway. I proceeded to examine this "beauty" in detail. I layed on the ground to look at the underbody only to find that there wasn't one. The floors were gone, the main supports were badly eaten away and I found myself looking at the steering wheel from underneath the car. As I began to diplomatically point out the flaws that broad smile faded. The car was filled with so much Bondo a magnet would not adhere anywhere. The previous owner gave it a quick splash paint job which not only covered the rust but the tires as well. I finally gave him the bad news that it would cost him twice as much to restore the the car than it would be worth after restoration. Well to make a long story short we did remain friends and he only did enough work on this car to turn it into a dependable second car.

I only shared this experience with you to possibly spare you the embarassment of making the same mistake, which is estimating a cars value without first seeing the car. In next months newsletter there will be an article on how to evaluate the price of a Mustang and the current market values of the Mustang. It will not make you an expert, but will give you a better insight to making a "ballpark" estimate. Until then have yourselves a happy New Year!!

Bob Z.



THE JANUARY CAR OF THE MONTH IS OWNED BY GUY DALLMANN.
IT IS A 1971 MACH 1. THIS YELLOW AND BLACK BEAUTY IS POWERED
BY A 429 SCJ. IT HAS A 4 SPEED TRANSMISSION 4:11 WITH DETROIT
LOCKER. OTHER EXTRAS INCLUDE: AM 8 TRACK, MAG 500'S, FRONT
AND REAR SPOILERS. DRAG PACK. 54000 MILES. V.I.N. 1F05C209095.

1987 CLUB DINNER

OUR ANNUAL CLUB DINNER WILL BE HELD ON FEBRUARY 7, 1987 AT THE TYROLEAN
TOWN HOUSE ON HWY. 100. IF YOU HAVE NOT YET MADE YOUR RESERVATIONS PLEASE
DO SO NOW!! PETE YOSS IS HANDLING ALL THE ARRANGEMENTS. THE FINAL DETAILS
OF COST AND TIME WILL BE GIVEN AT THE JAN. CLUB MEETING. DON'T WAIT UNTIL
THE LAST MINUTE TO SIGN UP FOR THIS EVENT. TO RESERVE YOUR SPOT CALL:

PETE YOSS (414) 529-2299 HURRY

1987 CAR SHOW

Our fifth annual car show and swap meet will be held on May 17th 1987 rain or shine. As most of you know this is our primary fund raiser for the Wisconsin Early Mustangs, so we look to all of our members for your help and financial support as in the past. At the first committee meeting held in October we made a few changes from our previous shows. Most notable is the \$1.00 increase in registration fee, both at the door and preregistration. This was done so that we can give all our past generous donators somewhat of a break. We do want to again thank all of them for their past generosity. Other changes were made on classes of some of the Fords and Falcons. I would again like to solicit the help of the entire membership in looking for trinkets for the goodie bags which are given out to all who register. We would also like to increase our door prize awards, both in quantity and quality of the giveaways. I will contact most of the people who donated last year for either gifts or money to purchase some gifts. Your help in this area would be greatly appreciated.

For your information the following people are in charge of:

- Registration: Dave Yahn, Paul Sperbek,
- Concessions: Ron Luebke, Sal Lorino
- Parking and Security: Bob Beauparland, John Mauritz
- Media Advertising: Dick Doria
- Swap Space: Tony Vielgut, Kelly Mattox
- Awards: Jerry Manning, Dick Doria, Bob Zimmermann

If you are interested in working at the show or swap please contact one of the above committee people

Sal Lorino

NEWSLETTER CONTEST

In an attempt to publish a better newsletter which will offer more interesting reading for our members I am holding a contest. To qualify all you have to do is forward to me an article which you may have seen in some other publication. These articles do not necessarily have to be Mustang related but should be of interest to the reader. For each article submitted your name will be placed in the club hat. A drawing will take place at the March meeting. The more articles submitted the better your chance of winning. The prize is a handsomely bound hard cover book entitled "The Ultimate Mustang Book". It is 200 pages of Mustang facts along with full color pictures of the 1964½ thru 1986 Mustang. The book retails for \$15.00 but could be yours free for a few articles.

Send or bring these articles to:

BOB ZIMMERMANN
2307 W. CARRINGTON Ave.
OAK CREEK, WISC. 53154

W.E.M. SCHEDULE OF EVENTS

- * JANUARY 18th First annual club bowling tournament.
- * JANUARY 26th First club meeting of the 1987 season.
- * FEBRUARY 7th Annual club dinner. Details in newsletter.
- * FEBRUARY 15th Swap meet State Fair park. We need your help.
- * FEBRUARY 23rd Club meeting
- * March 23rd Club meeting
- * April 27th Club meeting.
- * MAY 3rd Annual club brunch

CLASSIFIEDS

- * 1941 flathead V-8 complete with 3 speed transmission runs well
contact Joe Calderone (312)746-9382 after 4:30 \$350 firm..
- * Factory Ford aluminum 2-4 bbl manifold excellent condition
Joe Calderone (312)746-9382 after 4:30 \$175.
- * Edlebrock street master intake and 600cfm Holly for small block
Ford. 1966 Mustang Door panels, black \$20. Stock valve covers
and oil pan, cheap. Call Tyler Baker 327-0762

BOWLING TOURNAMENT

The first annual W.E.M bowling tournament will be held on Jan. 18th 1987.
 The place is Three Seasons Bowl located at 7501 S. Howell ave. Doors will
 open at 12:30 and bowling will begin promptly at 1:00. If you do not own
 your own ball or shoes I recommend you arrive early enough to find a lane
 ball that will fit. SHOES ARE AVAILABLE AT THE HOUSE. Please check in with
 me when you arrive so I can give you your lane assignment and score sheet.
 You must be preregistered to bowl.. Bob Z.

ELECTRICAL TRAINING FOR THE MUSTANGE - PART VI

This month we will talk about the gauge circuits in your early Mustang. We will not include the "idiot lights" or tachometers at this time. We are going to concentrate on the ammeter, oil pressure, fuel level and coolant temperature this session.

The true series style ammeter is seldom used except when installed as an accessory. (Sun, Stewart-Warner, VDO etc.) The ammeter in our vehicles are mostly of the "shunt" type or induction type. These are at best calibrated sampling devices. If you have a faulty one and are sure that the wiring is good, just replace the gauge itself.

The electric fuel, coolant temperature and oil pressure gauges are a different story. They are usually resistance type devices. They operate on current flow changes due to more or less resistance in some kind of "sending unit". They get their power from the battery + terminal and set a stable operating voltage level in a device called the Constant Voltage Regulator (CVR). Not to be confused with the alternator regulator! The CVR sets an operating voltage of approximately 6-8 volts which then flows through the calibrated fixed resistance of the gauge on your dash. From there it goes through the harness out to its respective sender. The change in a float position or pressure diaphragm or bi-metallic will alter the resistance of the sender and therefore cause a change in the gauge circuit current flow. This causes deflection of the needle in a magnetic gauge and different heat to the bi-metal in that style gauge. With all devices calibrated and in working order we have a pretty accurate idea of what is going on. A simple sketch is shown below of a typical gauge circuit.



Troubleshooting is pretty simple. If all of your resistance type gauges are totally inoperative or all pegged full scale, look toward the CVR. Take one side or your test light and get a good chassis ground under the dash. Now with the ignition switch in the on position touch the "bat" terminal of the CVR. You should have a normally brilliant light. Touch the other terminal of the CVR and you should get a light of about half intensity if the CVR is operating correctly. Anything other than this is bad. Now if only one gauge is not operating we will use a different procedure. Remove the wire to the sender on the suspect circuit. With one of your test leads ground that wire to the chassis. If the gauge and wiring are correct, you will notice a full gauge deflection with the ignition switch on. If this occurs you may have a bad sender or a bad ground. (the ground is a common problem with fuel level circuits) In the case of fuel level, if the gauge circuitry is reacting correctly when the lead wire is grounded. Please test the tank for a good ground before you tear out the sending unit. With a test lead on a good chassis ground, scrape off a nice clean spot on the sender body. attach the known good grounded lead to the sender. Now if the gauge works scrape off a section of the tank proper and do the same thing. If it works now the tank must be better grounded to the vehicle. If it didn't work then the sender is not properly grounded to the tank.

Hope this keeps you going till next session.-----SPARKS

(ARTICLE SUBMITTED BY
RON FITZLAFF)

DISCOVERY

Looking Back: Auto Love, American Style

by Leon Mandel

Cars are like bookmarks in our lives. We recall the important chapters—marriages, births, deaths—by the cars we owned. The Hudson Hornet convertible that carried us off on a honeymoon, the Cadillac Fleetwood limousine that made the long drive to the funeral of a grandparent ...

Those feelings are no different for a so-called expert than for a layman. I have stumbled across—and even owned—many magnificent cars. But the 1965 Mustang I bought in a used car lot in Belmont, Calif., became one of my life's bookmarks not only because of its faithfulness, but because of what it taught me.

The Mustang entered my world in 1972, seven years after it came off the assembly line. I had been a yuppie before my time, a foreign-car owner since 1952. For 10 years I had been writing about cars, mostly cars built overseas. I knew in my heart how bad the American product was and I scorned it.

So I bought my Mustang offhand as much as secondhand. No longings for a particular make or model had tugged at my soul—I wanted only a reliable car.

How was I to foresee that the dark blue notchback '65 Mustang, with its feeble suspension and jerky automatic transmission, would offer startling insights into the virtues of American cars?

At the moment I bought the Mustang, Detroit was entering what has come to be known as the "dismal decade." The domestic cars of the '70s were dreadful on anybody's scale. For many of us, the cars of the '50s and '60s were just as bad.

By the middle of the 1960s, we were an automotive culture bewitched by market segmentation gone berserk. Someone in sales at Pontiac had discovered

the "youth market." Thus, America was inundated with "muscle" cars, outfitted with the biggest engines and styled with wings (the Pontiac Judge) and airdams (Dodge Daytona) and stripes, decals, and cartoon characters (Plymouth Roadrunner). It is with some pride I confess now to my resistance to their charms.

And so I bought the '65 Mustang that changed my life, although not at first, and not until my son was old enough to peer into the magical land of the automobile.

My son's first entry into the car world began when he mentioned he would someday like to learn the finer points of driving, skills at a level I could not teach.

So I persuaded a former Grand Prix racer-turned-driving instructor, Bob Bondurant, to take on the job. When my son returned from the Bondurant School, he drove vastly better than I. Safer. Tidier. Much more deserving of the Mustang, which I promptly gave him. It was then I began to understand what a joy an American car could be.

My son showed me. He had learned what many bright auto parts entrepre-

neurs had discovered: The Mustang was Eliza Doolittle in search of Professor Henry Higgins. My son washed the Mustang daily. He tinkered and fixed. With money he earned from a daily newspaper internship, he bought bits and pieces for the car. Before any of us knew it, he had the Mustang looking strong and tough and ready to take him into the world of competition.

My son did well. This year his mother and I watched on TV as he raced in a celebrity car event, which he later wrote an article about.

The car itself? Sold. But not before it opened my eyes to the notion that American cars can shift the course of a person's life as well as the most expensive, best-handling foreign machine. A great many of those foreign cars boast performance equipment much like the Mustang's after my son had finished preparing it for his early competitions.

I look around me now at Ford's new performance cars, at the IROC-Z Camaro, at Pontiac's TransAm, Chrysler's Laser, and the Dodge Daytona, and think that clearly I wasn't the only beneficiary of the Mustang's lessons. □



Leon Mandel is editor of Auto Week magazine and author of "American Cars: From Harrah's Automobile Collection."

Take a Break

ON YOUR AUTO

AXLE
BELT
BRAKE
BUMPER
CHROME
CLUTCH
DASH
DOOR
ENGINE
FENDER
FINS
FLOOR
GEAR
GLASS

GREASE
GRILL
HANDLE
HEATER
HOOD
HORN
MIRROR
MOTOR
PAINT
PEDAL
PIPE
PLUG
RADIO
RIMS

RING
ROOF
SEAT
SHIFT
TANK
TIRE
TOP
TRUNK
VENT
WATER
WHEEL
WIPER



Words to the Wise

NEVER PLAY POKER with a man named Ace.

—Lindsey Nelson, quoted by Fred Russell in *Nashville Banner*

IF YOU'RE STOPPED by the police, shut off your engine and put your mouth in neutral.

—*Newspaper Enterprise Assn.*

BEFORE YOU BORROW MONEY from a friend, decide which you need more.

—Gene Brown in Danbury, Conn., *New-Times*

NEVER EAT any product on which the listed ingredients cover more than one-third of the package.

—Quoted by Herb Caen in *San Francisco Chronicle*

TO BE SURE your cash is safe, hide it in an empty beer bottle on your lawn. No one will pick it up there.

—Neal Wical in *The Wall Street Journal*

DON'T PARK a mobile home on top of a hill. It can leave you if it is so inclined.

—Frank Tyger

TO MAKE a long story short, try to tell it to your kids.

—Orson's *Current Comedy*

IF YOU'RE THIN, don't eat fast; if you're fat, don't eat—fast!

—*Classic Crossword Puzzles*

