



# The Wisconsin Early Mustangs

"A FEW TO PRESERVE THE BEST"

## THE FEEDBAG

From the Pres.

May 20, 1991

Congratulations once again on a job well done. To all of you who pitched in and made our Ninth Annual Schwister Show/Swap a success. The weather was beautiful, the lot was filled and we had one of our best shows ever. I'll bet there were a lot of tired people after this one. I did not get much time to look at the show cars, again. What I did see made me very happy. That's right, happy and PROUD of my fellow Mustangs.

On a more sober note, I have been trying to figure out some of our local Ford and Lincoln-Mercury dealers. This year some of them did not want to have our show flyers at their parts windows because they felt it was helping their competition. I hope these dimwits open their eyes and support each other, before we have BRAND X heaven all over again. I hope that our members will support our host, Schwister Ford, also Hiller Ford and Southgate Ford who passed out our flyers. Also thanks to the others who were confident in their own capabilities to help promote "FORD"

The ICEBREAKER BRUNCH was a success. Again a job well done by our own Dick Coyle. We are looking forward to a nice weekend on June 8th and 9th as we head for the Lake Geneva area. Then we will throw in a day trip around the 22nd of June and work ourselves to the House on the Rock July 13th. Kind of an active start, why don't you join us.

Got to go. I stayed in town today to celebrate the success of our show, and to attend our meeting. Maybe see you there? "Keep on 'stangin'".

Dick Doria

# FROM YOUR EDITOR



\*\*\*\*\*

A funny thing happened to me on the way home from the Ice Breaker Brunch Run (a novel way to start off the article, hey)! As you all so well remember the weather was a might bit sloppy, to say the least. As my little '65 convert toiled along 894, on its first trip since early November, I noticed the wipers start to slow down. Not to worry I thought the blades may just be binding a bit. Then I noticed the instrument panel. The gauges were slowly falling. I reassured my passengers (my wife and sister-in-law) that things would be fine, and we only had about 6 more miles to go. I no more than finished that statement when the car started to buck and sputter. OOPS there was no more power left to be had, the little blue convert headed for the emergency strip on 894 and 92nd street. I sat there for a while depressed that my car let me down, after all

I had done for it. A few more minutes passed when a little Escort chauffeured by a small young Oriental girl pulled up. She approached the car and asked if she could be of any assistance. Seeing she only went about 90 pounds dripping wet, I thanked her and sent her on her way. A few more minutes elapsed when another good Samaritan pulled up on the emergency strip. This was a bit different. He indicated he could not help, but just pulled up to admire the car. He asked about the club, and indicated he wanted to join. Now picture this, here I am stranded on the expressway, cars zipping by at 65 miles an hour, and I'm promoting membership to the W.E.M. I returned to the car and decided to give on last burst one the CB for help. A County Mountie heard the distress call and was there in about 5 minutes. Wouldn't you know it he was the owner of a '70

Mach. Here I go again, giving out club cards and selling our club. He radioed for a tow truck, which appeared about 15 minutes later. You guessed it, another Mustang owner. This time I had the proud owner of a Boss to deal with. Once again I went into my pitch and collared another potential member. He started me right away with a jump. The rain had ceased, so I felt I could make it home if I kept the electrical usage to a minimum. The whole ordeal only lasted about 45 minutes, but it felt like hours. Pondering that fateful situation later in the day, I came up with this positive conclusion to this little episode. I recruited 3 possible members to the Wisconsin Early Mustangers, But better than that I finally got a chance to use my AAA card.

Until Next Month,  
Bob Zimmermann.



# MINUTES FROM MEETING HELD MAY 20th 1991

- \* The meeting was called to order at 7:30 PM by president Doria
- \* New members Dave Heller & Dave Brkich were introduced.
- \* The secretary and treasures reports were given.
- \* Dick Coyle reported on the outcome of our annual brunch run to Barths Linden Inn. The weather was wet all day but this did not dampen the spirits or the fun that the 40+ members attending this event. although the travel was not the best the food was great and fun was still had by all.
- \* Scott Moen & Sal Lorino reported on the May 19th show. Sal was pleased with the outcome of this years show and swap. Approximately 200 cars were entered. There would have been more but the back row was used to store Fords from the other Schwister location. Sal and Scott thanked all those who helped make this possibly the best show to date.
- \* Bob Z stated that 2 rooms remain for the June 8-9 OTR trip to Lake Geneva. He will cancel these rooms if not spoken for by May 25. In the itinerary will be fine dining, a trip to the dog track and a Sunday Cruise on the lake.
- \* Mike Ciepluch asked the members in attendance to sign up for the July 4th parade in Cudahy. \$10 per car will be given. If anyone is interested in running in this parade they should contact Mike. (384-8438)

Scott Moen announced that the day trip for June has been changed to June 22nd. The destination will be the Strawberry Festival in Cedarburg.

- \* Dick Coyle has set up the July 13-14 trip to Spring Green and the House on the Rock. He has locked in 12 rooms at the Don Q Inn. Due to the manner in which the rooms must be booked we will request that all those wishing to participate **make their own reservations** at the Don Q Inn by **June 13th**. The number to call to make your reservation is 1-800-666-7848. After you make your reservations contact Dick Coyle at 691-3821 and let him know. **Please act now if interested.**

- \* Mary Jo Miller is setting up the September OTR trip to the Mississippi River area. The trip will include a cruise on the Mississippi Belle gambling casino. More to come.
- \* Wayne and Millard Kabitzke are pursuing the purchase of quality Brass belt buckles with our club logo on. The minimum order is 25 buckles and they will sell for about \$12.
- \* Sal and Scott requested that we have a car show critique meeting 30 minutes before the June club meeting. We will review the 1991 show and make suggestions for next years show. All members welcome to attend.
- \* The meeting was adjourned at 8:11pm.

\*\*\*\*\*

**NEXT MEETING MONDAY JUNE 24TH.**  
**CRITIQUE OF THE 1991 CAR SHOW WILL PRECEDE THE REGULAR CLUB MEETING. ALL ARE WELCOME**

## CAR SHOW 1991

Well once again mother nature smiled upon us with an almost ideal day for our ninth annual show and swap. Dick and I really did not threaten the Pope, it was just plain luck.

I want to personally thank each and everyone of the people who volunteered their help on Saturday and Sunday. It's that kind of cooperation that made this possibly the smoothest running show to date. As for the number of cars, it was really overwhelming. The quality of the cars being shown seem to improve each year. I don't know where they are coming from, but thankful they do. Picking "Best of Show" is becoming a difficult task. This year a '56 T-Bird won that prestigious award. I received a very favorable report from the T-Bird club. They were very much surprised that a

Thunderbird would win in a Mustang show. They also commented on the quality of our show and claimed they would be back in force next year. Along with the faithful that show up each year it seemed to me that first timers and nicer quality cars made the show this year.

I want to remind everyone that we will hold a critique session of the show at the next club meeting. (starting at 7:00) We will also review suggestions on how to improve future shows. At the May meeting I had a list of recommendations on how to improve our show. I did not mean to suggest to anyone that these were complaints. On the contrary, this show probably had fewer negatives than any past show.

Just a special note on the food area. I don't know how many of you watched throughout the day, but the food table

was going absolutely nuts. At times there were people standing three deep waiting to be served. The people who worked there all day are sure gluttons for punishment. Under the direction of Tom and Linda Kender, Shar Doria, and all their elves, they handled a massive task like pros. I have always contended that the food area is the toughest to handle and I'll bet everyone who worked it will agree.

I usually do not single out people and separate areas for fear of leaving out names, but I am making the exception this year, because it just seemed this year was busier than ever.

Once again each and every club member and non member who helped with this years show are to be congratulated for one hell of an outstanding job. My personal thanks to each of you. Sal Lorino

## CAR SHOW WINNERS

CLASS	1ST PLACE	2ND PLACE	3RD PLACE
A	Mark Lien	Wayne Kabitzke	Sal Lorino
B	Don Damerow	Jeff Kneipper	Millard Kabitzke
C	Andy Gerrits	Red Corbin	Rena Lynn
D	Jon Nelsen	Mark Lien	Bill Krzyzunek
E	Bob Travers	Greg Fox	Marlene Witczak
F	Dick Coyle	Frank Oliver	Dave Wallo
G	Janice Wallo	Bill Krzyzunek	Ed Baker
H	John Falkner	David Rickel	Cindi Herzog
I	Lee Damerow	Rockey Garth	Frank Oliver
J	Kevin Jones	Peter Bungert	Dave Brkich
K	Tony Vielgut	Dennis Foltz	Todd Vielgut
L	Judy Wasilewski	Mark Lien	Steve Kauth
M	Herman Wade	Joe Phillips	Ron Luebke
N	Robert Fields	Robert Perkins	Mark Lien
O	Brian Kramer	Ron Mahnke	Russ Prusak
P	Steve Semo	Bud Armstrong	Brian Dlapa
R	Mike VanRooy	Doug Wicker	Norbert Bremer
S	Andrew Raczka	Mike Wheatley	Ron Smith
T	Gary Zaeske	John Kaebisch	Richard Blauvelt
U	Mike Stanek	Darryl Zellmer	Del Krueger
V	Mike Wiza	Bob Turznik	Classics Plus
W	Ed Uhl	Kerry Adler	Gene Wenzel
X	Roger Plautz	Don Roach	Augie Jurishka
Y	Tony Garbo	Dave Hooten	Neil Paton
Z	John Lerner	Brian Gatzow	Brian Sauasta

**BEST OF SHOW FRED OLSON**

# *THE HOUSE ON THE ROCK OTR*

**JULY 13 - 14, 1991**

Once again The House On The Rock over the road trip should be a pleasureable, interesting and exciting trip. There has been more added to the tour since we visited the house 3 years ago.

The basic Itinerary as now planned is to leave Wauwautosa Savings and Loan at 7:30 am Saturday and have breakfast at either the Family Chef, McDonalds or Hardees, located at highways 83 and 94 in Delafield at 8:15 am. We will leave Delafield at 8:45-9:00 am and travel to Mineral Point where we will spend a few hours exploring the historical lead mining area. Mineral Point offers historical points of interest , shopping in "little shops" plus we will plan on having lunch there. (Cornish pasties are a specialty in Mineral Point)

From Mineral Point we will travel to Dodgeville where we will be staying at The Don Q Inn. No we won't be staying in their fantasy rooms but if we arrive by 2:00 pm a tour of the fantasy rooms will be held before we check into our regular rooms at 3:00pm. Bring your swimming suits; the Don Q has a combination indoor/outdoor pool.

Saturday night dinner will be at one of Dodgevilles fine restaurants. After breakfast Sunday morning we will head on up to Spring Green and The House On The Rock. We would like to be at "The House" by 9:00 am, so we should be checked out of the hotel and ready to leave by 8:30 am. The house tour will take about 4 hours. Tickets are approximately \$10.00. Plan to have lunch at the outdoor garden patios located within the "House" grounds. Food concessions are available.

**PLEASE NOTE:** The reservations will be handled differently this year. We must have at least 10 reservations to take advantage of the group rates. **THE RESERVATIONS MUST BE MADE BY YOU BY CALLING 1-800-666-7848. YOUR RESERVATION MUST BE MADE BEFORE JUNE 13, 1991. THE 12 RESERVED ROOMS CANNOT BE HELD LONGER. LET THE RESERVATIONIST KNOW YOU ARE WITH THE WISCONSIN EARLY MUSTANGERS.**

If you are at all interested in this OTR, call 1-800-666-7848 and reserve your room now. As soon as you make your reservation, call Dick Coyle at 891-3821 and let him know for how many people you have made reservations.

## **GROUP ROOM RATES**

**SINGLE - \$52.20 PLUS TAX**

**DOUBLE - \$59.40 PLUS TAX**



# 1991 WEM ACTIVITIES CALENDAR



JUNE 8-9	OTR TRIP TO LAKE GENEVA
JUNE 24	MONTHLY MEETING
JUNE 29	ONE DAY TRIP (DESTINATION ??)
JULY 13-14	OTR TRIP TO SPRING GREEN & HOUSE ON THE ROCK
JULY 13	NOSTALGIA DAYS IN ZION IL
JULY 21	SUPER 60'S CAR SHOW AT SORENS FORD
JULY 27	ONE DAY TRIP (DESTINATION ??)
JULY 29	MONTHLY MEETING
AUGUST 10	W.E.M ANNUAL RALLY
AUGUST 11	ANNUAL CLUB PICNIC
AUGUST 11	TOWNE FORD CAR SHOW
AUGUST 18	MIDWEST FORD CAR SHOW LYONS-RYAN FORD ANTIOCH IL
AUGUST 26	MONTHLY MEETING
SEPTEMBER 14-15	OTR TRIP MISSISSIPPI RIVER AREA
SEPTEMBER 30	MONTHLY MEETING
OCTOBER 11-13	OTR TRIP TO DOOR COUNTY
OCTOBER 28	MONTHLY MEETING (NOMINATIONS FOR CLUB OFFICERS)
NOVEMBER 25	MONTHLY MEETING (ELECTION OF CLUB OFFICERS)



**JUNE 8-9 OTR TRIP**

*ALL PERSONS GOING ON THIS TRIP SHOULD HAVE BEEN CONTACTED BY NOW. A TOTAL OF 8 ROOMS HAVE BEEN BOOKED AT THE DELAVAN HOTEL. THOSE LEAVING FROM THE SOUTH SIDE WILL MEET AT THE NORTH PARK AND RIDE LOCATED ON 13TH AND COLLEGE AT 10:30 AM. THE WEST SIDERS WILL MEET AT THE PARK AND RIDE ON HWYS 83 & 43 AT 11:00 AM. ANY QUESTIONS PERTAINING TO THE TRIP SHOULD BE DIRECTED TO:*

**BOB ZIMMERMANN 414-761-2007**

**Answer Me This**

Now that science has perfected the self-cleaning oven, when are they going to develop a self-cleaning garage? —Jay Trachman in *One to One*

How can there be so much difference between a day off and an off day? —Doug Larson, *United Feature Syndicate*

Why do the mothers on soap operas look only a year older than their daughters? —Art Bouthillier in *National Examiner*

If something has to be loaded with calories and cholesterol, why couldn't it be broccoli instead of ice cream? —Doug Larson, *United Feature Syndicate*

Why is the person who snores always the first one to fall asleep?

## NEW EMISSION LAWS

Before everyone gets up in arms about the proposed federal legislation concerning auto emissions, let's take a closer look at what we're complaining about.

Recently the Milwaukee Sentinel had a series about auto emissions. The articles started out by stating "By Nov. 1st 1992, it will cost car and light truck owners up to \$450 if their vehicles fail the annual emission retest. Also beginning next year, cars made as early as 1968 must be inspected in the six county area where checks have been required since April of '84.

Old car enthusiasts that have restored their cars (engines included) should have little to worry about. The emissions tests are designed to weed out the polluters, the cars that have serious problems, not every car over 10 years old. Again they are looking for vehicles that damage our environment. With this in mind let's take a closer look at what the testing tells us about our car.

The southeastern Wisconsin emission readings that we are all familiar with are measured in two different parts: HC or hydrocarbons, and CO or carbon monoxide. Each of these readings in excess point to different problems with your car.

### EXCESS HC

Excess HC is the more expensive of the two readings to repair. Unburned HC come from incomplete combustion for one of the following reasons.

- A. Engine mechanical problems
  - 1. worn valve stems or seals
  - 2. worn rings (blow by)
  - 3. improper vacuum adv or timing
  - 4. maladjusted points
  - 5. plugs(wrong range/setting)
  - 6. vacuum leaks
- B. Thermaxtor malfunction
  - 1. improper air flow
  - 2. air always diverted
- C. Ineffective catalytic converter
  - 1. catalyst coated with lead
  - 2. catalyst grid plugged

- 3. grid removed
- D. Car not warm when tested
- E. Fuel mixture too lean
  - 1. carb not adjusted properly
  - 2. faulty EEC sensor
  - 3. dirty fuel injectors
- F. Poor spark quality
  - 1. Weak coil
  - 2. cracked distributor cap
  - 3. faulty rotor
  - 4. leaking plug wires

### EXCESS CO

Excess CO is a little easier on the wallet to repair. Carbon monoxide results from a fuel mixture that is too rich (less than 14.7:1). for the following reasons

- A. Too rich of a fuel mixture
  - 1. Carb mixture improperly set
  - 2. non-functioning choke
  - 3. PVC system not working
  - 4. faulty injector system
  - 5. Gasoline contaminated crankcase
  - 6. EEC malfunctioning
  - 7. internal carburetor problems
- B. Thermaxtor malfunctioning
  - 1. improper air flow
  - 2. air always diverted
- C. Ineffective catalytic converter
  - 1. catalyst coated with lead
  - 2. catalyst grid plugged
  - 3. grid removed
- D. Car not warm when tested

There are other tailpipe emissions that are not tested for in our area. Oxides of nitrogen (NOx), is caused by combustion temperatures that are too high. The EGR valve and valve overlap prevent NOx by introducing a small amount of inert exhaust gas into the combustion chamber during intake. Sulfur dioxide is not tested for here, either.

As you can see there are a multitude of reasons your car can fail its emission test. How high your readings are will determine how large your repair bill.

The current amount that must be spent on a car to make it pass before a waiver will be granted is \$55.

That amount will raise to \$450 in November 1992. Most of the "quickie

tune up places" charge about that much (\$55) for a tune up consisting of a plug replacement, timing reset, and carb adjustment. If your car has more serious problems, all of the new spark plugs in existence aren't going to correct your emission problems. That's where the \$450 needs to be spent.

In addition to the changes made in the emission repairs there will be a visual inspection. Currently they check for the presence of a fuel cap, fuel fill restrictor, and catalytic converter; this started in 1989. Four or five more items will be checked starting next year, but state officials haven't decided which devices at this time. Recently, I spoke to Lee Majors, waiver surveillance investigator at Hamilton testing. He recently heard that the five items to be checked will be the thermostatic air cleaner, PCV valve, Evaporation emissions equipment, EGR valve, and oxygen sensor(s).

How does all this affect your early model car? Many of the early model cars didn't have catalytic converters, thermaxtors, EGR valves, or fuel fill restrictors, so these items won't be checked if your car wasn't originally equipped with them. Also the standards for HC and CO are much more tolerant for older cars. The older the car, the wider the range as you can see from the chart on the following page.

Why are the 1968 and newer cars being targeted? 1968 was the first year mandatory federal exhaust emissions levels had to be met. PVC valves were already required on cars in 1963. The PVC valve allowed the crankcase fumes to be burned in the cylinders instead of venting them into the atmosphere. (Remember road draft tubes?).

Next came the evaporative emissions controls in the year 1970, including closed fuel bowls, and later the redesigned fuel tanks, carbon cannisters, purge valves, along with

## NEW EMISSION LAWS

redesigned fuel caps. EGR valves were required to control NOx in 1973. In 1975 a catalytic converter was required on vehicles using unleaded fuel.

There is yet another concern about these changes. The low income people will be forced to scrap or repair (up to \$450) their air-polluting cars the same as wealthier people. It should be pointed out that some states (like Oregon) grant no waivers for polluters. In other words, if the car can't be repaired it's not welcome on the road. Oregon has, however, built into its welfare system a way to recognize the inability to pay for emissions repairs.

This may sound harsh but how much money you have or don't have shouldn't be the criteria your car is judged by. The EPA deemed our ozone problem in southeastern Wisconsin "severe" and the only way to clean up the air is to crack down on ALL polluters. That's where you and I come in.

It's high time we started to be responsible for what we use here on this planet; that includes how much fuel we burn in our cars and how much damage our vehicles do to OUR environment.

If you leave your emission control devices on your car and have them checked from time to time to assure their proper performance, this would be a long way toward cleaning up our air in southeastern Wisconsin. When I asked Lee Majors what was his first concern in cleaning up the air he told me "Education". We need to spend lots of time and money educating people. They need to know how important it is to get their cars repaired, and how serious the air pollution problem is here. They would then be more receptive to the vehicle inspection program". Yes this may all cost us more, but what price can we put on clean air. \*\*\*\*\*



### STANDARDS EFFECTIVE NOVEMBER 1, 1986

YEAR	WEIGHT	HYDRO-CARBONS	CARBON MONOXIDE
'71	ALL	800PPM	8.00%
'72 - '74	0	550PPM	7.00%
'72 - '74	1 & 2	700PPM	7.00%
'75 - '77	0	450PPM	5.50%
'75 - '77	1	500PPM	6.00%
'75 - '77	2	550PPM	6.50%
'78	0	350PPM	4.00%
'78	1	450PPM	5.00%
'78	2	450PPM	5.50%
'79	0	275PPM	3.00%
'79	1 & 2	300PPM	3.00%
'80	0	230PPM	2.00%
'80	1 & 2	275PPM	2.50%
'81 - '84	0	220PPM	1.20%
'81 - '84	1 & 2	250PPM	2.00%
'85 - '89	ALL	220PPM	1.20%

WEIGHT 0=AUTO 1=GVW ≤ 6000 2=GVW > 6000

**EDITORS NOTE:** Thanks to W.E.M. Lisa Housey for this very informative editorial on the Emissions law. I found it to be very informative and accurate. You may not agree with the pending legislation, but must be concerned with the effects that pollution will have on future generations. The health of our grandchildren is at stake.





# CLASSIFIED



**FOR SALE:** 1964-66 Mustang hood hinge panels, new \$35 ea. '69-'70 outer wheel houses NOS \$85. '64-'68 right and left seat platform panels, new \$40 ea. '64-'73 floor pans, new \$35 ea. '64-68 rear floor extensions new \$25 ea. '64-'70 inner wheel house, new \$45 ea.

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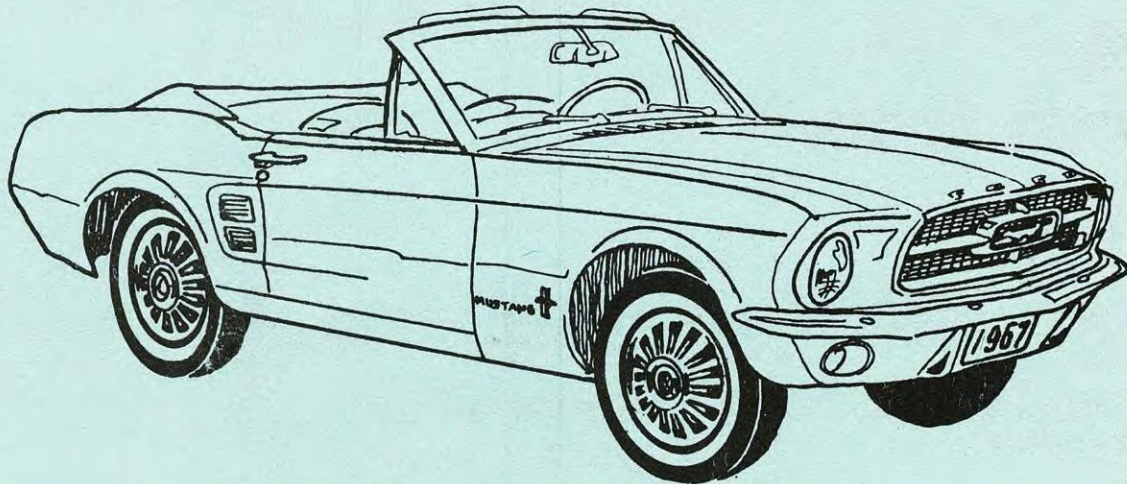
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**SEND YOUR ADS TO:**  
**BOB ZIMMERMANN**  
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**OAK CREEK, WI 53154**



# The Feedbag

Publication of The Wisconsin Early Mustangers



## THE FEED BAG NEWSLETTER OF THE WISCONSIN EARLY MUSTANGERS "A Few To Preserve The Best"

### OFFICERS

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### CLUB ACCESSORIES:

CAPS (Blue, Black and Red) .....	\$ 5.00
SHIRTS — Golf Style With Logo (S,M,L,XL) .....	\$12.00
*WINDOW DECALS .....	\$ 1.00
*JACKET PATCHES — Swiss Embroidered .....	\$ 2.00 or 3 For \$ 5.00
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# The Feedbag



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