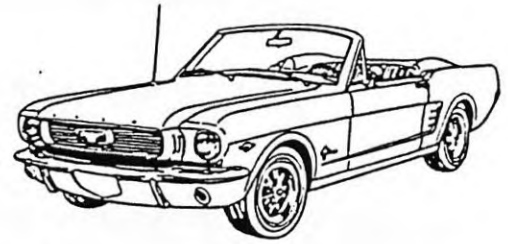




PRESERVATION

RESTORATION

ENJOYMENT



## MUSTANGERS

### " A Few to Preserve the Best "

From the Prez :

June 30, 1993

GT-40's , PANTERA's, and COBRA's oh my ! No words can say it better. For those of you that weren't able to attend our one day trip out to Stauffer Classics on the 26th, you really missed a great trip. The weather was beautiful. The sun was shining. It couldn't have been nicer. We stopped to get a bite to eat at RPM's in Mt. Horeb. What a place. Everywhere you looked, there was memorabilia of all kinds. Even a vintage " Brand X " on display. It was well worth the stop. From there we headed out to Stauffer's Classics. When we arrived there was a interesting looking sports coupe out front. Come to find out that it was a cousin to the Pantera, 351W and all. The first sight that greeted us when we walked in the front door was a fully restored 289 Cobra in race trim. What a beautiful sight. On the wall behind the Cobra were paintings and limited edition prints depicting Cobras and GT-40's in various settings. We then were shown Mr. Stauffer's office. Inside was a original Jaguar " D " type. Next we ventured into the showroom. There was a number of Panteras, Shelby's, and exotics for sale. Included were two original Indy cars that were being prepped for some vintage races at Road America. Also for sale was a Ford RS200 Group " B " car. This is one of approximately 10 cars in the U.S. and is capable of 0 - 60mph in 2.1 seconds. Not bad for a car with a 160 cubic inch motor that puts out over 650 HP!

Next on the stop was Stauffer's Restoration facilities. Under restoration were two original competition Cobras. Also under restoration was the GT-40 that finished third at the '66 Lemans. Beautiful!

Last stop was Mr. Stauffer's personal collection which included the First place GT-40 from '66 Lemans, the Essex Wire 427 Cobra, the 427 Daytona Super Coupe, an original 289 Competition Cobra, two other GT-40's, a '59 Cadillac Convertible, and an assortment of vintage Jaguars. Not to mention his barn filled with U.S. Military vehicles and the Rolls Royce parked in his office in the building. What a day! We have been invited back whenever we want and I'm sure we'll take Mr. Stauffer up on his generous offer. Hope you all can make it next time. Until next month.

Keep on Stangin !

---

## FROM YOUR EDITOR



---

### MONOCHROME MUSTANGS

As the current Mustang nears the end of its production run, Ford is offering a couple of custom convertibles packages that could very well become collectibles. The limited production specials are available in yellow and white monochromatic paint schemes, with body color spoilers replacing the luggage rack that adorns the standard LX convertibles. Another special touch is leather seats. Black for the white car, black or white for the yellow one, with the Mustang pony embroidered on the headrests. Both versions are powered by a

245-hp 5.0 liter V8, mated to a 5 speed manual transmission. The manufacturer's suggested retail price for the white version is \$21,709. The yellow version with its chromed wheels is \$22,221.

### MUSTANG '94

As Ford winds down production on the current Mustang, it looks like the next generation will be here earlier than expected. Originally slated for mid '94 introduction as a '95 model, the new Mustang is now scheduled to be at the dealers right after Christmas. Although there a number of chassis revisions, the '94 Mustang will

continue to use the current front engine, real wheel drive platform. Power plants too will be familiar. A 3.8 liter pushrod V6 for the basic car and the veteran 5.0 liter pushrod V8 in upscale editions. The 280hp dohc 32 valve versions of the 4.6 liter modular V8 wont be a Mustang option for at least a year or longer. Fords not saying for fear sales of the 5.0 liters V8's will taper off in anticipation.

Until Next month,  
Fraternally Yours,  
Bob Zimmermann

---

## WELCOME TO THE W. E. M. FAMILY

The Wisconsin Early Mustangers would like to welcome into our club the following new members who have joined our organization over the past 12 months. We hope you will hav a long and enjoyable stay with our club.

#357	Scott Jentsch	Greenfield, WI
#358	Jim Schmitz	Waukesha, WI
#359	Charles Smith	Milwaukee, WI
#360	Joseph Fosi	Milwaukee, WI
#361	Ronald Macfarlane	Campbellsport, WI
#362	Jason Helker	Waukesha, WI
#363	Dan Mahn	South Milwaukee, WI
#364	Charles Grahm	Milwaukee, WI
#365	Charles Schlesner	South Milwaukee, WI
#366	Timothy Bastian	Eau Claire, WI
#367	John Poelstra	Milwaukee, WI

## MINUTES FROM MEETING HELD JUNE 28

- The meeting was called to order by president Moen at 7:35 PM.
  - The minutes were read from the May meeting.
  - No treasurers report was given.
  - A report was given on the Day trip to view Stoeffers auto collection in Blue Mounds WI on June 26. 10 cars caravanned along I-94 for this outing. A real treat was in store when we arrived at our destination. George Stoeffer gave us a full blown tour of all his Cobras and other collectibles. He really went out of his way to make our day enjoyable. A fine eating stop at RPM's proved to be a real treat as well. All who went had a fine day.
  - Dick Doria is on the trail of closing a deal for club jackets. He is looking at embroidered quality lined jackets with name and logo on the front and a replica of our 10th annual show on the back. The price will be approximately \$60. These jackets will be ordered in lot quantities of no less than 6. A new sign-up for jackets will be in the Feedbag when all the details are in place..
  - The one niter for August 28 & 29 to the Wisconsin Dells Car show is still on. Scott Moen and Dick Coyle are in the process of looking for accommodations. Details in August newsletter.
  - The destination for the Saturday September 9th day trip is set for Bob Perkins auto collection in Juneau WI. More info to come.
  - The August 15th picnic is slated to be a member reunion outing. Dick Doria and Bob Zimmermann have checked over the inactive roster and invitations will be sent out to past members who took an active role in our club. A picture taking session of our cars will also be on tap at the picnic.
  - The meeting was adjourned at 8:10 PM.
- 

## PICTURES WANTED

DO YOU HAVE PICTURES OF MUSTANG OUTINGS ? ? NOW THAT WE HAVE A SOURCE TO REPRODUCE PICTURES FOR THE CLUB NEWSLETTER I WOULD BE INTERESTED IN ANYTHING YOU HAVE THAT RELATES TO OUR CLUB. I WILL ALSO BE LOOKING FOR PHOTOS OF YOUR CAR WITH A BRIEF HISTORY OF ITS' BACKGROUND TO USE FOR A CAR OF THE MONTH FEATURE.. SEND YOUR PHOTOS (35MM) TO BOB ZIMMERMANN.



## UPS AND DOWNS OF THE POWER TOP UNIT

There's no denying the ease and convenience of a power top on your Mustang convertible. A flick of the finger can really cause heads to turn in admiration, but a sluggish power mechanism can cause you to look all wet — in more ways than one. Listed below are some of the more common complaints and remedies.

**PROBLEM** - Motor runs but top motion is weak or doesn't move at all.

**SOLUTION** - Check for low fluid level. The cylinder should be filled with Ford automatic transmission fluid to one-quarter inch below the filler plug opening. The fluid reservoir must be vented before filling, which is quite simple, just remove the filler plug. To gain access to the motor and reservoir, open the top to a fully raised position. Open the deck lid and cover the luggage compartment floor in case of oil spills. Access can also be gained by removing the rear seat back support.

**PROBLEM** - Top moves in one direction only.

**SOLUTION** - Check dash switch and wiring from switch to motor. Also check for bad power cylinder or binding of the cylinder rods. Check for binding in the top linkage.

**PROBLEM** - Top does not retract or rise from the well.

**SOLUTION** - Check the top control switch, battery charge, circuit breaker; air in the hydraulic system or insufficient hydraulic fluid.

**PROBLEM** - Top action is sluggish.

**SOLUTION** - Check battery, motor and pump, wiring, hydraulic cylinders, or air in the system.

**PROBLEM** - Top does not stack properly.

**SOLUTION** - Check the balance link bracket adjustment.

**PROBLEM** - Side rails do not fit.

**SOLUTION** - Door window adjustment, toggle clamp adjustment, center side rail adjustment, and the top should not be raised with the windows up.

**PROBLEM** - Top does not latch.

**SOLUTION** - Top was lowered when wet causing fabric to shrink or it could be a toggle clamp adjustment.

**PROBLEM** - Top leaks.

**SOLUTION** - Toggle clamp adjustment, door window adjustment, quarter window adjustment or check weatherstripping.

## RAINING INSIDE YOUR CAR?

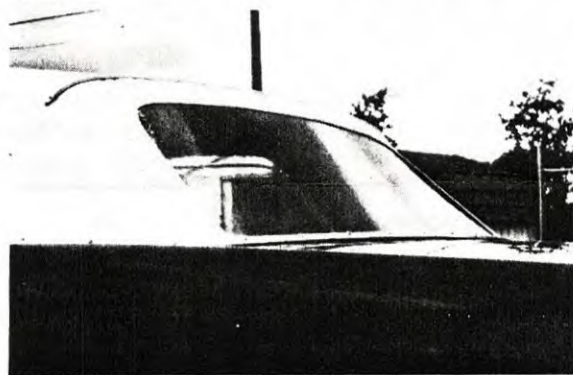
When moisture collects on the ceiling of your convertible, relax, it's not leaking, it's condensation. The moisture collects on the ceiling of your car for the same reason it collects on the side of a cold drink or your windshield — or your bathroom mirror.

Condensation is a natural phenomenon, occurring when moisture-laden warm air collides with a cold surface. The air cools off and drops some of its moisture on the nearest surface.

At home you cope with the situation by opening a window, allowing faster circulation of air, and by equalizing temperatures. For your auto windshield you turn on the defrost blower or open the windows. Fortunately, the convertible top does not collect as much moisture as the windshield, because it's not as dense and can't get as cold.

To avoid excessive moisture in the car, which can trigger a host of problems, check to make sure your doors and windows are leak-proof, that your trunk is watertight, and rain doesn't enter your car in any way.

But condensation isn't all bad. That's the principle of physics that makes your air conditioning work.



## CARE OF THE REAR PLASTIC WINDOW Or Through A Glass Darkly

One of the most widespread complaints of the rear plastic window is its tendency to scratch and fog. To avoid scratching, wash the window with plenty of water and a mild detergent. Do not wipe off when there is dust or dirt on the surface.

To avoid fogging or drying of the plastic, try to keep the plastic window out of the sun as much as possible. The plastic actually sunburns just like your skin, a preservative coating will filter out some of the harmful rays and soften the plastic. A number of plastic window treatments are on the market. One of the best is available from a large auto mail order house, and improves visibility dramatically. It doesn't last long in the rain, however.

Do not clean the window with abrasive preparations such as Comet, Bon Ami, or pumice stone solutions. Avoid the use of strong chemicals such as petroleum derivatives and lacquer thinners.

These recommendations come from a large plastic manufacturer.

**MM**



# 1993 CLUB CALENDAR



7/9/93	7/11/93	Iola Old Car Show & Swap. Iola WI
7/16/93	7/17/93	Nostalgia Days held in Zion Illinois. Contact Kathy Lerner for details.
7/18/93		Super 60's Ford show held at Sorens Ford.
7/26/93		Monthly Club Meeting. 7:30PM Wauwatosa S&L Meeting room.
7/30/93	7/31/93	Hot Summer Nights held in Lafayette Indiana.
8/1/93		Elkorn Summer Little Carlisle. Walworth County Fairgrounds
8/8/93		Super 60's Ford show held at Towne Ford.
8/15/93		Annual Club picnic and reunion.
8/22/93		Midwest Ford show in Antioch Illinois.
8/28/93	8/29/93	W.E.M. Over the Road Weekender. Wisconsin Dells Car Show.
8/30/93		Monthly Club Meeting. 7:30PM Wauwatosa S&L Meeting room.
9/11/93		W.E.M Day trip. Juneau WI. Bob Perkins Auto Collection
9/23/93	9/26/93	Joint OTR trip with the Midwest Ford Club. Destination Dearborn MI.
9/25/93	9/26/93	Jefferson Fall Little Carlisle. Jefferson Fairgrounds.
9/25/93	9/26/93	Lake Geneva Classic Car Rally, Poker Tour. Benefit childhood cancer.
9/27/93		Monthly Club Meeting. 7:30PM Wauwatosa S&L Meeting room.
10/8/93	10/10/93	Annual OTR Trip to Door County.
10/25/93		Monthly Club Meeting. 7:30PM Wauwatosa S&L Meeting room.
10/30/93		Halloween Ralley.
11/29/93		Monthly Club Meeting. 7:30PM Wauwatosa S&L Meeting room.

## ANNUAL CLUB PICNIC REMINDER !!!

DATE: AUGUST 15, 1993

TIME: 10AM - ??

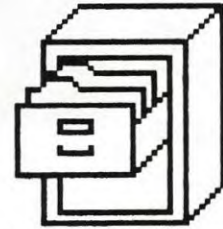
PLACE: WILLOWOOD PARK MENOMONEE FALLS

Mark your calendar for the club picnic. This year we will shoot for a reunion with past members of the W.E.M. Invitations have been sent to past club members who were one time active in our club.

We are looking for a large turnout this year. We will also have a picture session at the picnic, so polish up those Mustangs. Bring your own food and drink.



# CLASSIFIED



---

**FOR SALE:** 1966 Mustang Convertible. Red with white top. Complete professional restoration inside and out. Winner of many first place trophies. Asking \$17,000

**CALL SAL LORINO**  
769-0700

---

**FOR SALE:** Parting out A 1979 50 litre Mustang Hatchback. Front fenders, hood, left and right doors all in good shape.

1991 3.08 Traction Loc, complete 8.8 low mileage \$225  
**CALL DICK**  
761-2267

---

**FOR SALE:** 1973 Red Mustang Mach 1 with 302 & automatic trans. AM/FM radio with cassette. body restored in 1981.

Asking \$5,000 (negotiable).

**CALL ROBERT BUTT**  
375-9132

---

**FOR SALE:** 1971 Mach 1. 351C, 3SPD, Needs restoration. \$750. Front tub complete no rust for 1971-73 \$100. NOS Mach 1 style hood \$400, includes freight to Milwaukee. Fenders, doors, glass.

**CALL FRANK**  
414-263-7892

---

**FOR SALE:** I still have a few restorable bodies to replace that "rust bucket of yours". The best of them are being bought up so make a decision soon to not put another patch on your Mustang.

**WRITE JIM FEARS**  
3451 BANNING ST  
DALLAS TX 75233

---

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

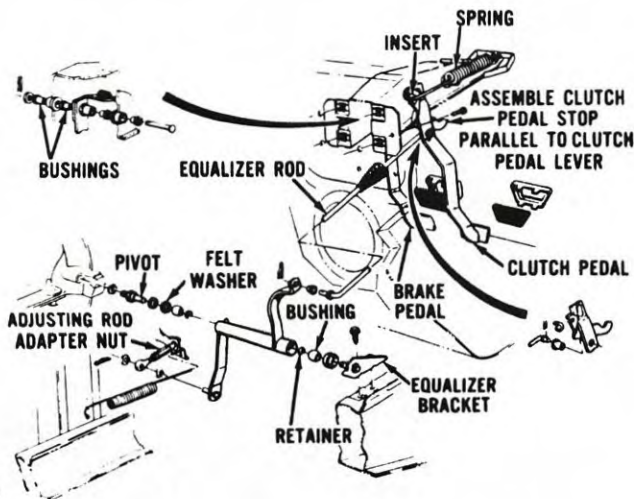
# Shop tips

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

## CLUTCH PEDAL ADJUSTMENT

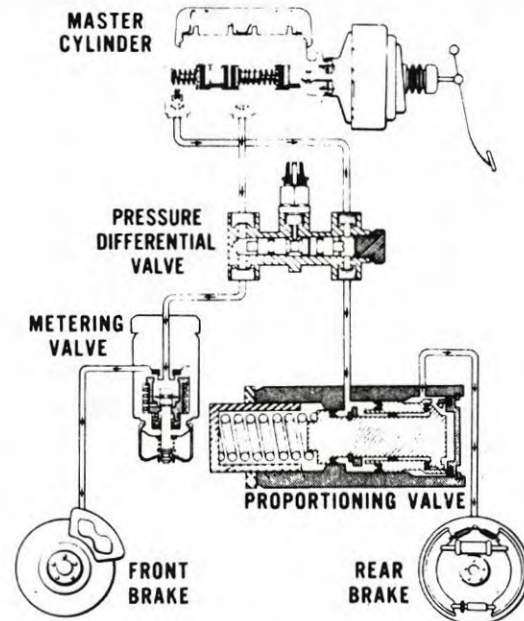
Adjust the clutch pedal free travel whenever the clutch does not disengage properly or when new clutch parts are installed. Clutch free play (free travel) is the distance the clutch pedal pad travels from the top (released) position until the release bearing contacts the pressure plate fingers. At this point, a definite resistance can be felt. Improper adjustment of the clutch pedal is one of the most frequent causes of clutch failure and can be a contributing factor in some transmission failures. Also, if the linkage is removed or replaced, the adjustment should be checked.

1. Disconnect the clutch return spring from the release lever.
2. Loosen the release lever rod locknut.
3. Turn the adapter portion of the adjusting assembly until a firm resistance is felt. The release bearing is now contacting the clutch pressure plate fingers (levers).
4. Back the locknut off (forward) and insert a feeler gauge (0.128 inch thick for 8 cyl.; 0.178 inch thick for 6 cyl.) against the back face of the rod adapter. Then, tighten the locknut finger-tight against the gauge.
5. Remove the feeler gauge. Hold the locknut in position and tighten the adapter against the nut. Torque the adapter 10-15 ft.-lbs.
6. Install the clutch return spring.
7. Check the free travel at the pedal. It should be from  $\frac{3}{8}$  to  $1\frac{1}{8}$  inches. Readjust if necessary.
8. As a final check, measure the pedal free travel with the transmission in neutral and the engine running at about 3000 rpm. If the free travel is not a minimum of  $\frac{1}{2}$  inch, readjust. Otherwise, the release fingers may contact the release bearing continuously, resulting in premature bearing and clutch failure.



## BRAKE HYDRAULIC SYSTEM

Since 1967, Ford Motor Company cars have used a dual master cylinder on disc (and drum) brakes. The front cylinder furnishes hydraulic pressure to the rear brakes; the rear cylinder pressure to the front brakes. Thus, if a malfunction occurs in either system (sensed by a differential valve that flashes a red light on the instrument panel when the brakes are applied), the other hydraulic system will still operate and stop the car. All disc brake systems use a proportioning valve to provide balanced braking action between the front (disc) and rear (drum) brakes. The proportioning valve reduces pressure at the rear brakes. This reduced pressure balances the self-energizing rear drum brake action with the non-energizing front disc brake action.



## OIL PRESSURE INDICATOR SYSTEMS (1967 Mustang)

Two distinctly different types of oil pressure indicator systems are used on 1967 Mustangs. Mustangs *without* a tachometer are equipped with a *standard system*; utilizing an oil pressure sensor and a pressure indicator gauge. Mustangs *with* a tachometer have it installed in the pressure indicator gauge location, and use an *optional system*; consisting of an oil pressure switch and a warning light to indicate oil pressure status.

The oil pressure sending units of the two systems are NOT interchangeable. Misuse of the sending units causes the following malfunctions:

- The indicator gauge (standard system) will be damaged if it's used with the pressure switch (optional system).
- The warning light (optional system) will not glow if it's used with the oil pressure sensor (standard system).

If necessary to replace the oil sending unit of a 1967 Mustang, be sure the correct type is installed (as illustrated) to avert the above conditions.



# TAKE A BREAK



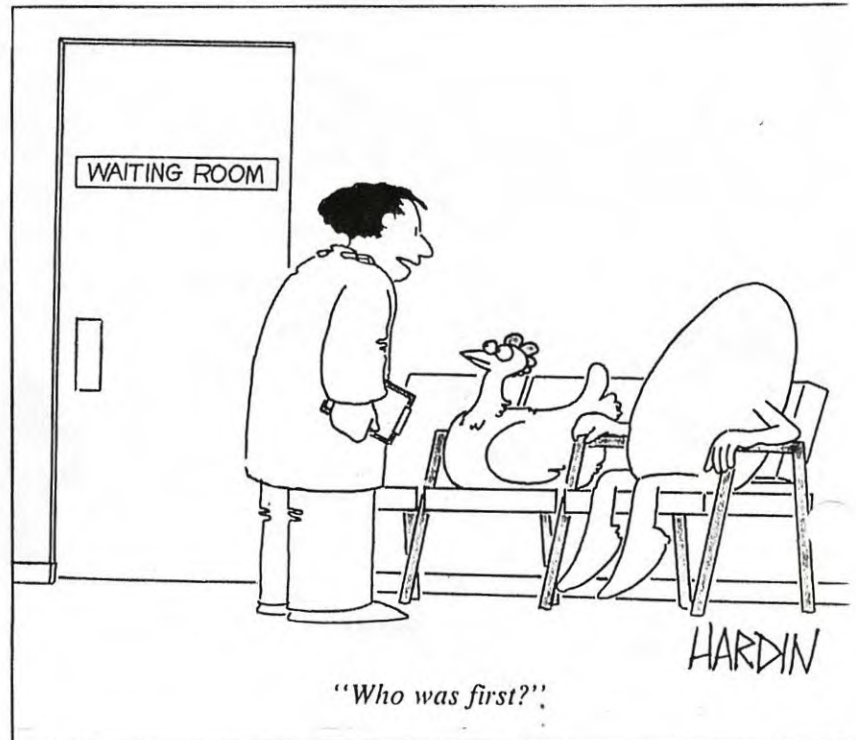
## CHOCOLATE

R	E	T	A	L	O	C	H	C	Y	D	N	A	C	
O	I	W	R	U	C	H	E	W	Y	W	R	I	A	H
V	P	G	O	O	D	W	R	I	E	M	W	C	I	E
A	I	E	N	M	R	A	G	U	S	W	A	I	E	R
L	W	R	V	U	E	A	I	W	W	O	I	E	U	R
F	A	I	E	U	T	W	I	E	E	A	D	W	R	Y
B	E	A	N	S	C	S	W	M	E	L	I	A	U	C
W	O	E	A	T	S	O	E	S	T	L	S	I	E	V
U	E	X	A	I	E	L	C	P	W	I	N	W	R	I
T	T	E	I	A	T	I	E	O	W	N	I	E	K	A
N	A	K	N	I	R	D	W	P	A	A	S	L	C	H
I	R	U	S	S	Y	R	U	P	W	V	I	I	I	C
M	T	W	R	I	D	N	U	O	P	M	A	B	H	O
W	S	E	M	E	R	C	W	R	I	A	R	W	T	M
W	R	I	Y	N	N	U	B	W	R	O	U	Q	I	L

BAR  
BUNNY  
CHERRY  
COCOA  
CUP  
FLAVOR  
MILK  
NUTS  
POUND  
SOLID  
SWISS  
RHICK

BEANS  
CACAO  
CHEWY  
CREAMY  
DRINK  
GOOD  
MINT  
PIE  
RAISINS  
SUGAR  
SYRUP  
VANILLA

BOX  
CANDY  
CHOCOLATE  
CREMES  
EAT  
MELT  
MOCHA  
POPS  
SODA  
SWEET  
TART



### Pardon, Your Slip Is Showing.

Classified ad in Jefferson, Wis., *Advertiser*: "For sale—one execu desk, one secretarial desk with chains."

Headline in New Castle, Ind., *Courier-Times*: "AUTHORITIES RE TER BIGGEST HEROINE BUST."

From a Sarasota, Fla., church bulletin: "Students will study Matt 14:22-33, 'Jesus Walks on Walter.'"

In a Derwood, Md., public-auction ad: "Cash or Good Chick, Posi ID Required."

Help-wanted ad in Springfield, Mass., *Union-News*: "Picture fran Experience in mating, mounting, fitting assembly."

Headline in Gilroy, Calif., *Dispatch*: "SOCKS FALL AMID INTERE RATE WORRIES."

From a Lewiston, Idaho, church bulletin: "We need models 'Satan and Lace Wedding Party.'"

In the Montrose, Pa., *Shopping Guide*: "Personal Coping Machine W Paper Supply."

Help-wanted ad in Joliet, Ill., *Herald-News*: "Cheerful, conscie upbeat person wanted to work in chiropractic office."

Headline in Pleasanton, Calif., *Tri-Valley Herald*: "HALL OF FAI TO INDICT NINE NEW MEMBERS."