



The Wisconsin Early Mustangers

"A FEW TO PRESERVE THE BEST"

THE FEEDBAG

From the Pres.

Oct. 2, 1988

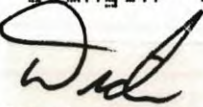
We are really getting excited about the Oct. 14, 15 & 16 Door County OTR. The weather is finally coming into my operating range plus the cars run better on this cool damp stuff. Good news from another sector, the Essmanns from Clintonville will be joining us for one of the days. Bring those C.B.s folks, they are half the fun on these trips. Remember, we leave from the NEW Wauwatosa S & L on 27th and College at 9:00 A.M. Friday the 14th. We will meet our fellow travelers at the Brown Port Shopping center McDonalds at approximately 9:30. Plans are for a brunch/lunch at the Lighthouse Inn at around Noon. After that we proceed to Sturgeon Bay and the Maritime Inn.

We are really happy to see participation from the late model Mustangs. Of course we still love our old ones, but doesn't the excitement of the new stuff bring back some of those sixtys memories. Each year there are more and more speed and suspension goodies available. Even the dress up suppliers are on the band wagon. I'll bet that twenty years down the road people will be paying homage to the Saleen's, GT's and LX 302's like they are doing with our models now. Just think what propagation of the brand does to enhance interest in the 64 1/2 to 73's! Many of us are getting into the II's and Late Models as "daily drivers". (but dear I need 300 horses to get me to my service calls)

Not this coming meeting, but at the November 28th meeting, we will be doing two things. At 7:00 we will be holding a preliminary show meeting. Then we will hold a short board of directors meeting to set the course of action for next year. If I am finally free from the plant in Chicago we might even try to set up a slide show from some of the past events. It should be a good end to a nice season.

If the Indians keep running the casino with the Feds. blessing we are going to persue a bus OTR for sometime after the 1st of the year. If you are possibly interested in going, give us a call or sign up at the October meeting. More details to come when we get a feel for the interest.

See you all in the near future. Be well, and of course, "keep on 'stangin'".


Dick Doria

From Your Editor.



Well gang the car season is almost at an end for another year. Soon the ponies will be secured in their corrals for the winter. Time to rely on our rugged winter runners to get us through the rough months. I might point out that just because our beauties will be locked up in storage does not mean that the club goes into hibernation as well. There will be many events taking place this winter to help us over the winter blahs. I would recommend that you take a peek at the club calendar of events printed in the newsletter. You can plainly see that we will have something brewing for our members throughout the long cold spell. So don't dispair just make plans to join in on the "off season" activities.

Along the same thought I will solicit your help to help plan the 1989 season. Our committee chairmen will be meeting before the Nov. meeting to plan an adgenda for next year. Our intent will be to lock in some dates for various events that will be offered for next season. Here is where you come in. We would like your recommendations of functions you would like to see us put together for you. It is very important that you respond to our plea for assistance in planning and scheduling. To make it easier for you I have included a coupon for you to fill out and forward to us. We would like each and every member to supply us with suggestions to help make 1989 another fun filled year..... This is your club and we will respond to your wishes.

I have one final plea and that is in regards to your newsletter. I have finished my second year as your editor and my material is getting a bit sparse. If you have any article of interest please foward to me to reprint in the Feedbag. I have an unending library on 1965 6 cylynder material, but I am sure you Hi-Po folks would not find that interesting reading for the next 12 months. So please pass along newsworthy articles to me.

UNTIL NEXT MONTH
Fraternally Yours,
Bob Zimmermann

INTEREST COUPON FOR W.E.M 1989

The board will meet ½ hour before the Nov. club meeting to set an adgenda for 1989, please help us with your suggestion of events you would like to partake in. These suggestions will be reviewed at the meeting.

NAME _____ PHONE _____

FOR 1989 I would like to see our club: _____

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

MINI MINUTES FROM MEETING 9/26/88

- * The meeting was called to order at 7:30 by president Doria.
- * Secretary Mary Jo Miller read the minutes from the August meeting.
- * Treasurer Shar Doria gave the monthly financial report.
- * Report given on the Brewer game and tailgate party. All 29 who attended were treated to beer, soda, food, beautiful weather, and a Brewer win.
- * Scott Moen reported on the one day trip held on Sept. 17 to the Oconomowoc area. Once again the group enjoyed nice weather. The trip included stops at Weather Vane gift shop, Honey Acres bee farm, an antique shop, cheese factory, and finally supper. A few still found room to squeeze in some custard at the Kilty drive in.
- * Mary Jo Miller was a group of 1 who participated in the Lake Geneva rally. It was decided that next year the club would promote this event a little more.
- * Dick Doria gave the trip itinerary for the Door County expedition. South siders will meet at Wauwatosa S&L at 9:00. North siders will meet at 9:30 at the Brown Port shopping center.
- * Dick Doria has set up a winter trip to the Chip Inn Casino in Escanaba MI. The tentative dates are Jan.21-22. Coupon in newsletter.
- * Bob Zimmermann reported that the date for the third annual Gimmick Bowling party has been set for Feb. 5,1989. He promises more prizes and gimmicks.
- * There was nothing new to report on the Feb. 11, 1989 banquet.
- * The date for our 1989 Ice Breaker Brunch is set at April 30.
- * The possibility of a second car show was brought up. It was decided to maintain the quality of our existing show a second show would be remote.
- * There will be a meeting of all board members $\frac{1}{2}$ hour before the November meeting. The reason for this meeting would be to set a calendar for 1989. All board members are required to attend.
- * A motion to adjourn was made at 8:20.

NEXT MEETING WILL BE OCTOBER ~~24~~³¹, 1989

CLIP AND SAVE

WISCONSIN EARLY MUSTANGER CALENDAR OF EVENTS

- * OCTOBER 14,15,16 Door County Over the road trip.
 - * OCTOBER ~~24~~³¹ Monthly club meeting.
 - * November 28 Monthly club meeting and board meeting.
 - * DECEMBER NO MEETING HELD THIS MONTH.
 - * JANUARY 21,22 Winter OTR trip to Escanaba MI. See Coupon in Newsletter.
 - * JANUARY 30 First club meeting of the 1989 season.
 - * February 5 Third annual gimmick bowling tournament.
 - * February 11 Annual club banquet.
 - * February 27 Monthly club meeting.
 - * March 27 Monthly club meeting
-

CLASSIFIED ADS

- FOR SALE: 1965 Mustang convertible. Needs restoration CALL LLOYD 251-9076
- FOR SALE: Complete set of Mustang Times and Mustang Monthly from '79 to date. CALL DICK 761-2267
- FOR SALE: Snow tires (2) F78-14 on 5 bolt rims \$75, (2) 7.35-14 on 4 bolt rims \$50, (4) Firestone wide oval RWL F70-14 on 4 bolt rims \$125, 1971-72 Mustang front valance \$50, Trailer hitch class 2 fits 71-73 Mustang \$75. CALL GREG 541-9959
- FOR SALE: 1965 Mustang 170 6 cylinder automatic. Coupe restored 5 years ago. Stored every winter. 85,000 miles. Poppy red. \$3500. CALL 481-5783.
- FOR SALE: 1965 8000 grand rally pac. For use with Hi-Po. Excellent condition \$225. CALL JOHN ESSMANN (715) 823-4710 or write to JOHN ESSMANN 160 N. Clinton Ave. Clintonville, WI 54929.

If you want to place an ad in the Feedbag just forward your ad to me and if received by the first of the month it will appear in the next edition.

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

W.E.M. WINTER OVER THE ROAD TRIP

We are planning a one nighter to Escanaba MI. The tentative dates for this trip January 21-22, 1989. This trip will include some gambling at the Chip Inn Casino for those who are interested. The usual swimming and relaxation is also on the itinerary. In order to better plan this trip we request you let us know A.S.A.P. if you are interested. If 25 or more people sign up we would consider taking a private bus. Send replys or call:

DICK DORIA
2511 W. CARRINGTON AVE.
OAK CREEK, WI 53154

3RD ANNUAL W.E.M. GIMMICK BOWL

It may seem a bit early but once again we need your replies to make our bowling tournament a success. The date has been set for Sunday Feb. 5,1989. The location once again will be Classic Lanes in Oak Creek. Friends, relatives, neighbors, etc. are all welcome to participate. We have 80 openings to fill. The \$8.00 entry fee encludes 3 lines of bowling plus a chance to win prizes valued in excess of \$500. CLIP AND SEND THE ATTACHED COUPON .

NAME: _____

SEND TO:

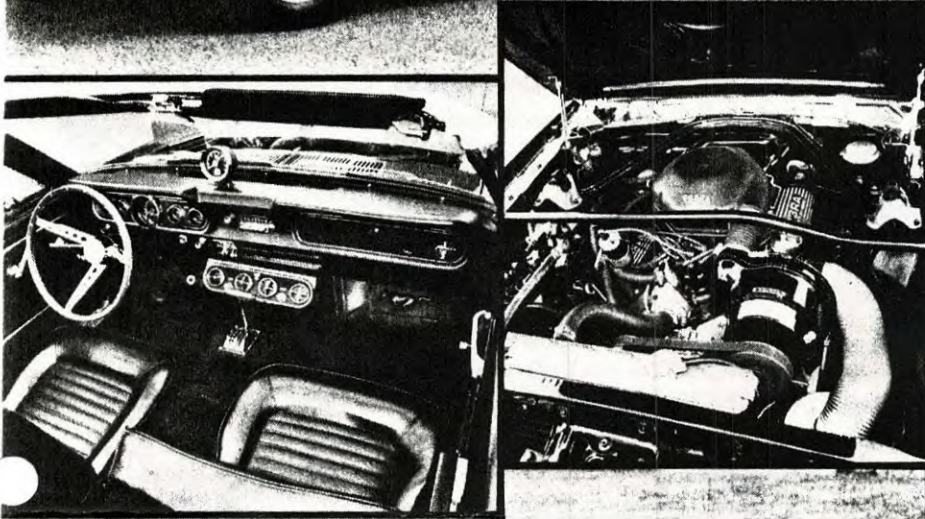
OF PEOPLE IN PARTY _____ @ \$8.00 EA = \$ _____

BOB ZIMMERMANN
2307 W. CARRINGTON AVE.
OAK CREEK, WI 53154

NUMBER ONE

THE FIRST 1966 SHELBY CONVERTIBLE IS ALIVE AND WELL

TEXT & PHOTOGRAPHY: CAM BENTY



One of the saddest things for a devout car enthusiast to experience after spending countless hours restoring an automobile is to have the general public think the car is a fake or reproduction automobile. Such is the case with the original Shelby convertible of Clifford Hornback of Vinita, Oklahoma. It was the first of the original six convertibles produced by Carroll Shelby back in 1966.

Hornback found the car in terrible condition and, with the help of Shelby expert Jim Wicks, restored the car to its original condition, painting the car green with gold stripes and fitting it with a white convertible top. All of the Shelby accessories were retained, including the high-performance 289-cubic-inch engine and special suspension modifications. The only change from the norm was the installation of a Paxton supercharger, which was an option available on the Shelybs of that year; however, none of the convertibles came so equipped.

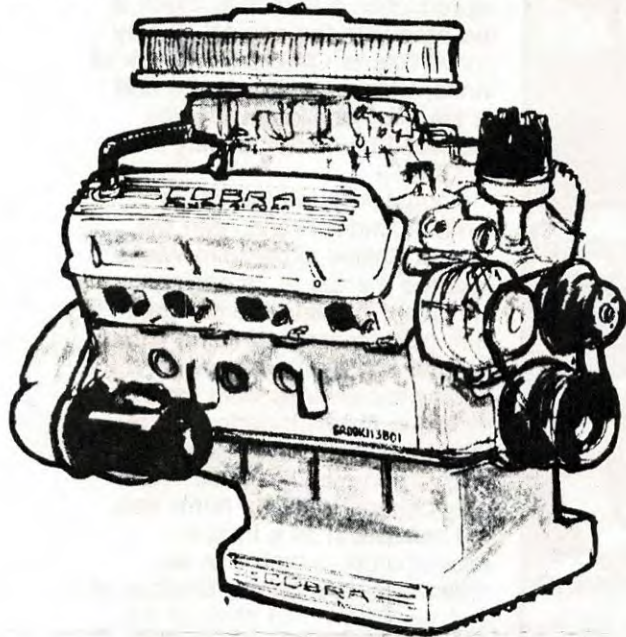
Today the car is a classic pure and simple, an investment to be sure. And the next time you're driving through downtown Vinita and you spot a green and gold Shelby convertible, rest assured that it's not a reproduction—just a little bit of history. *SM*

MUSTANG ROUNDUP

HIGH-PERFORMANCE 289 SPOTTER'S GUIDE

TEXT AND ILLUSTRATIONS BY JEFF BURG

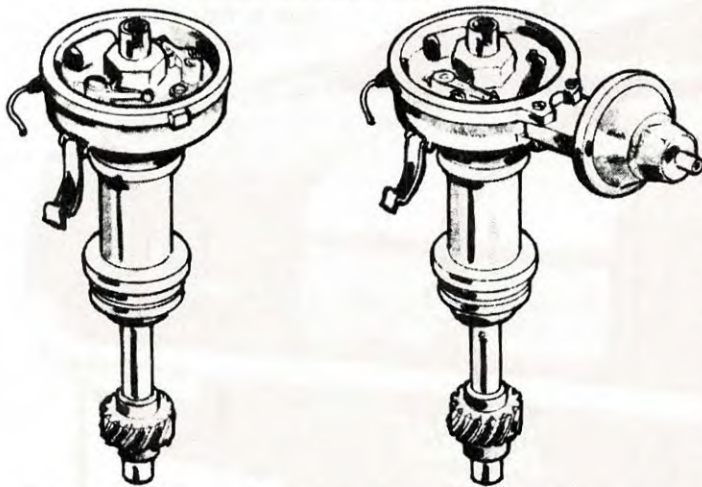
The 271-horsepower 289 Ford engine has the same problem that has plagued Corvette small-blocks for so many years. Everyone who has a 289 equipped with a 4-barrel carburetor thinks he has a high-performance 289. Unfortunately, this just isn't so. The 289 was built in horsepower ratings of 200, 225, 271 and 306 (the 306 was a Shelby-modified 271). The 225 and 271 models were both 4-barrel-equipped, but there are



several ways to distinguish a true 271 high-performance engine from the rest of the herd.

FROM THE OUTSIDE OF THE ENGINE.

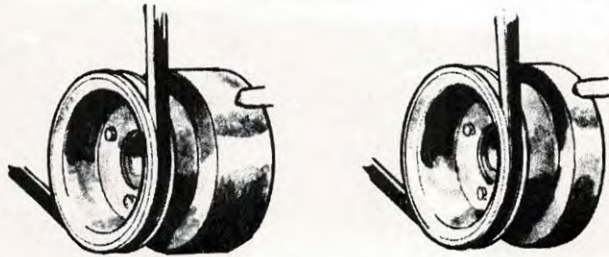
- Must have dual-point full centrifugal advance distributor.
- Standard 289 has a single-point vacuum advance distributor; be wary of a converted distributor that has a vacuum



diaphragm on it or a hole where one might have been removed. The 289 high-performance distributor has a unique housing with no diaphragm or mounting hole for it.

- The Ford serial number that appears on the right-hand side near the front of the block should include the letter "K," which was the code letter for the 271-hp high-performance engine.
- Alternator should have large 3-inch-diameter cast pulley.

- Crankshaft harmonic vibration damper is very thick, about 2 inches wide, compared to standard 289 dampers, which are about 1 inch thick.

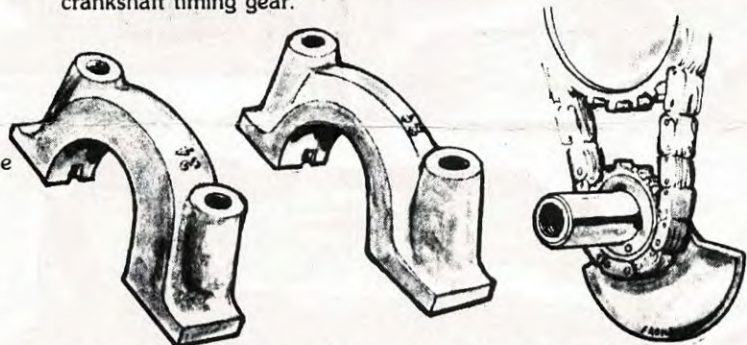


CYLINDER HEADS (VALVE COVERS OFF)

- 289 high-performance heads have screw-in rocker arm studs.
- Heads have narrow pushrod slot, making guide plates unnecessary.
- High-performance heads have a ridge around the valve spring forming a pocket around the spring seat.
- Some 289 high-performance heads have "HP" cast on the top side.

CRANKCASE (WITH OIL PAN OFF)

- Check for small special crankshaft counterweight pinned to crankshaft timing gear.



- Main bearing caps are thick and stocky; standard 289 main bearing caps are thinner.
- Rods will have 3/8-inch bolts (with 9/16-inch nuts) instead of 5/16-inch bolts and 1/2-inch nuts as found on standard 289s.
- Block, rods and crankshaft should have orange paint on them.

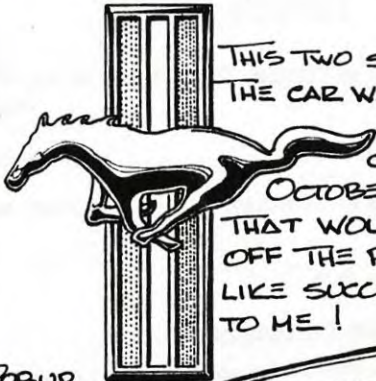
ADDITIONAL ITEMS OF NOTE

- 289 high-performance engines have special cast-iron exhaust manifolds that point down at an angle instead of straight back (GT350s have tri-Y headers).
- Intake manifolds are cast-iron 4-barrel manifolds, except for those on GT350s, which are cast aluminum.
- High-performance 289s do not have 4-bolt main bearing caps. Boss 302s and a few special racing 289 blocks did, but not regular production 271-hp 289s.
- 289/271-hp engines came with 480-cfm Autolite 4-barrel carbs. 289/225-hp engines came with 470-cfm Autolite 4-barrel carbs. 289/306-hp engines (GT350 4-speed) came with 715-cfm Holley 4-barrel carbs. 289/306-hp engines (GT350 automatic) came with 595-cfm Autolite 4-barrel carbs.
- The best way to be sure of getting what you pay for when buying high-performance Mustang equipment is to join a knowledgeable club, like the Shelby American Automobile Club, 24-C April Lane, Norwalk, CT 06850. Members of the club are always willing to share their expertise to prevent you from getting a bad deal.

PROFILE MUSTANG I

WRITTEN & ILLUSTRATED BY K. SCOTT TEETERS

THIS TWO SEATER BEAUTY WAS THE FIRST CAR TO WEAR THE MUSTANG NAME. THE CAR WENT FROM CONCEPT TO ACTUAL RUNNING MACHINE IN ONLY FIVE MONTHS! AN INCREDIBLE FEAT FOR A MAJOR CAR COMPANY. WORK BEGAN ON MAY 9, 1962 & FINISHED ON OCTOBER 2, 1962. FORD PUBLIC RELATIONS WANTED A SHOW CAR THAT WOULD KNOCK THE SOCKS OFF THE PRESS. LOOKS LIKE SUCCESS TO ME!

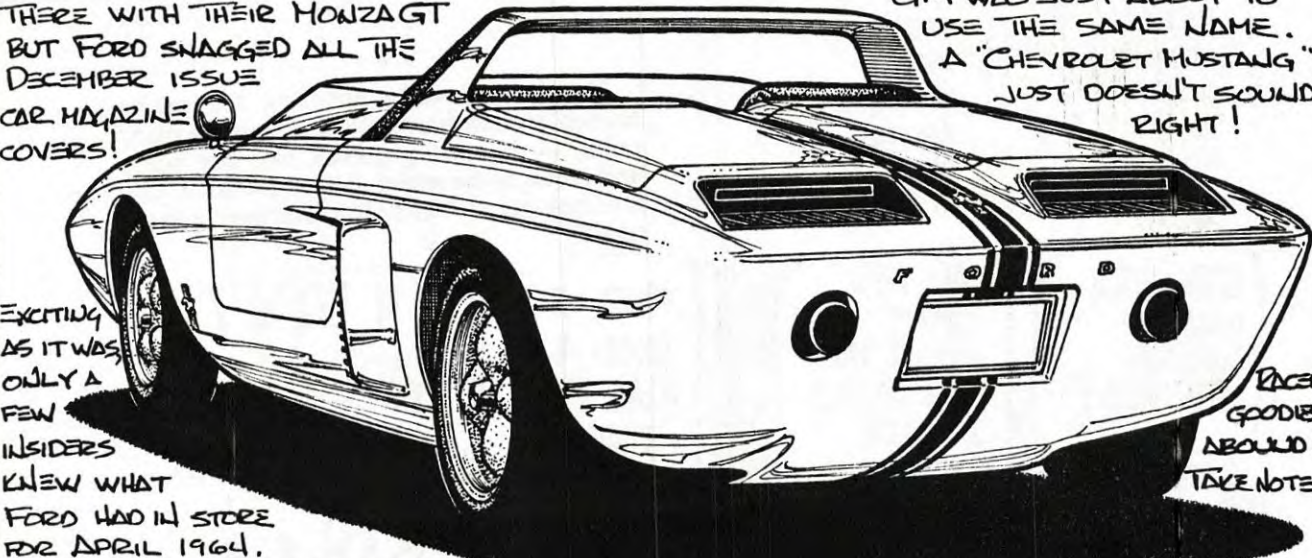


POPUP HEADLIGHTS

AT WATKINS GLEN DAN

SURVEY WAS LASTING AROUND THE TRACK AT 120 m.p.h. ON HIS FIRST SHOT OUT! THE PRESS & THE CROWDS WENT WILD. CHEVY WAS THERE WITH THEIR MONZAGT BUT FORD SNAGGED ALL THE DECEMBER ISSUE CAR MAGAZINE COVERS!

EXCITING AS IT WAS, ONLY A FEW INSIDERS KNEW WHAT FORD HAD IN STORE FOR APRIL 1964.



THE MUSTANG NAME WAS TAKEN FROM THE WWII FIGHTER PLANE.

INTERESTINGLY, GM ALMOST GOT THE NAME FIRST! GM HAD JUST FINISHED A SPECIAL VEHICLE WHEN FORD PLACED AN AD IN A DETROIT NEWSPAPER SAYING THAT THEY HAD A NEW HORSE IN THEIR CORRAL CALLED "MUSTANG".

GM WAS JUST ABOUT TO USE THE SAME NAME. A "CHEVROLET MUSTANG" JUST DOESN'T SOUND RIGHT!

RACE GOODIES ABOUND! TAKE NOTE

1962 MUSTANG I

ENGINE: 1500cc WATER COOLED V-4, 11:1 COMP.	FRONT TREAD - 48.0", REAR TREAD - 49.0"	SUSPENSION: FR. TUBE STEEL A-FRAME ARMS,
RATIO, 109 H.P., 99 FT. LB. TORQUE, HI-PERF	TIRES: 5.20-13 RACING TYPE	COIL SPRINGS OVER TUBE SHOCKS, ANTI-SWAY
CAM, PUSH RODS, VALVE SPRINGS, 2 WEBER CARBS	WHEELS: 13"x5" CAST MAGNE SIUM	BAR - REAR - INDEPENDANT, TUBE STEEL A-
W/S: 4 SPD. TRANS/AXLE, 3.30 GEARS/CABLE	BRAKES: FRONT DISC, REAR DRUM, DUAL	FRAME ARMS, LOWER STRUT RODS, COIL
CONTROL SHIFTER, HYDRAULIC CONTROL CLUTCH	MASTER CYLINDER	SPRINGS OVER TUBE SHOCKS, ANTI-SWAY BAR
DIMENSIONS: WEIGHT - 1500 LBS, W.B. 90"	STEERING: RACK & PINION WITH ADJUSTABLE	BODY MATERIAL: FORMEO & WELDED
LENGTH - 154.3", WIDTH - 61.0", HEIGHT - 39.4"	STEERING WHEEL	ALUMINIUM

Take a Break

PARKS IN AUTUMN

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

AUTUMN
 BEAUTY
 BIRDS
 CANYON
 COLD
 COLOR
 CREEK
 FALL
 FISH
 FOLIAGE
 FOREST
 HIKE

LAKES
 LINGER
 LOOK
 NICE
 PARKS
 PATH
 PEAKS
 ROAD
 ROUTE
 SCENIC
 SEASON
 SHOW

SPOT
 SQUIRREL
 TOUR
 TREES
 TREK
 VIEW
 VISIT
 WALK
 WATER
 WILD

SIGNS OF THE TIMES

On a west Texas highway: "Welcome to Stanton, Texas. Home of lots of friendly people . . . and a few old soreheads."
— Esther Stormer.

In a health spa: "Waist Management."
— Robert C. Gallagher.

On a big truck: "Don't hug me, I'm going steady."
— Father Joseph Kula

Situation Comedies

A MILWAUKEE WOMAN lost her driver's license and went to apply for a replacement. After a long wait on line, she was told she should get a certified copy of her birth certificate for name and age verification. "You can get it at the courthouse," the clerk added.

The woman left, went to the courthouse and took her place on line again. After she filled out the application, the records clerk announced that the fee was eight dollars. She had only five. "Will you take a check?"

The clerk nodded, whereupon the woman wrote her check and handed it over. Said the clerk, "May I see your driver's license for identification, please?"
—Quoted by Alex Thien in *Milwaukee Sentinel*

AS A RETIRED PHONE-COMPANY EMPLOYEE, I sometimes call the benefits department with questions. One Wednesday I was greeted by a recording giving these instructions: If I was calling from a rotary phone I should dial 1; if I was calling from a Touch-tone phone I should tap 2; if I was active employee, tap 1; a retired employee, tap 2; if my question concerns medical, tap 3; deductions, tap 4; forms, tap 5.

There was still more before the voice reached the final sentence: The benefits office is closed today. Call Monday, Tuesday, Thursday or Friday.
—Arthur H. Stewart, quoted by Ron Alexander in *New York Times*

At an 8-year-old's birthday, the adults rushed around frantically keeping the party going — organizing games, treasure hunts and races. In the midst of the confusion, one little boy asked: "When this is all over, can we play?"

