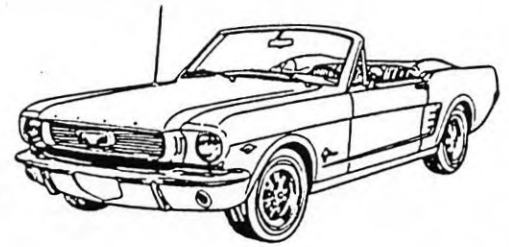




**PRESERVATION**

**RESTORATION**

**ENJOYMENT**



## **MUSTANGERS**

**" A Few to Preserve the Best "**

**From the Prez :**

**October 26, 1992**

It's 60 degrees, sunny, and the end of October. What's wrong with this picture? I'm not sure but the weather seems to have been better the past couple of weeks, than it had been all summer. ( We'll just look past that one morning we woke up to a white blanket of snow, Right ) It is hard to believe that there are only two months till you know what.

The annual Door County OTR has come and gone for another year. It was a very relaxing three days for the whole group, I think. We started Friday morning off with what else but rain. It was, however, a very pretty ride all the way up. We found a new place to have lunch at on Friday and the food was excellent. I don't think however they expected thirty some people for lunch all at once. We arrived at the hotel around 1:30 and settled in. A bunch of us rowdies found the pool and had some fun. Saturday was spent running around to all the shops in the area looking for bargains. We had dinner at the Nightingale and the food, as usual, was just excellent. Most of the group left on Sunday morning but a few decided to stay up there for the day. The rain finally stopped and Sunday turned out to be a beautiful day. What leaves were left on the trees were gorgeous. We also found one of the local go-cart tracks and had a little fun. Tammy and I had a great time with everyone there and we're already looking forward to next years trip. So much that I have already turned in my vacation request for next years trip.

I would also like to mention that at the November meeting we will be holding our annual Planning meeting. This will take place at 7:00. We encourage anyone wishing to attend to come and let us know what activities you would like us to plan for in 1993. Remember, this is your club and we want your input into the planning of activities. I'll look forward to seeing you there! Until next month .....

Keep on Stangin !

*Scott*

# FROM YOUR EDITOR

## NEW FROM FORD

One look at the \$27,000 price tag on the new Ford Crown Victoria may set you back. But this new beauty is loaded with a lineup of safety and convenience equipment that's surprising to find in a type of car that some regard as a leftover from another era.

This car is loaded with such goodies as: Anti lock brakes, two front seat airbags, a quick defrost windshield, leather seats, enough electrical assists to outfit a midsize video arcade, alloy

wheels, and an air spring rear suspension.

When test driven on various road conditions for 15,000 miles the 4.6 liter V8 powered chassis remained responsive and quietly unperturbed.

For a car that weighs nearly 2 tons, with a 210 HP engine, the Crown Vics fuel economy is one of the most rewarding features. It measured more than 20 mpg during break-in and ultimately rose to 24 mpg.

The appearance of the Crown Vic passenger cabin is just as much a departure from earlier models as

it's exterior. Gauges are large round, and analog. They are located directly in front of the driver.

After miles of mixed city and highway driving, the Crown Victoria Touring Sedan hums along without a hitch.

Stop this car only for oil and filter changes. No more needs to be done. The new Crown Victoria fits well into the class of luxury automobile.

Until Next Month  
Fraternally yours  
Bob Zimmermann

\*\*\*\*\*

## 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 OCTOBER 26 1992

- The meeting was called to order by president Moen at 7:30 PM.
- Jeanette read the minutes from the September meeting.
- Treasurer report was given by Sharon Doria .
- New member Jim Schmitz.was introduced.
- A report on the Door County OTR trip was given. A very good turnout showed up for this two niter. 16 cars caravanned to the Peninsula. The weather was not the best. Rain until Sunday. A few stayed through Sunday and enjoyed the clearing weather that day.
- The members were reminded that there will be a planning meeting 30 minutes before the November meeting. This is an important meeting as we set the calendar for the 1993 season. All are welcome and encouraged to attend.
- The Midwest Ford club set their '93 show date for August 22nd.
- Bob Z. bought up the issue of the club copying machine. It was decided to review the possibility of purchasing a new one. There were members present at the meeting that will look into getting quotes for a new machine.
- The club again will donate the main prize for the annual Bowling outing.
- There will be a joint OTR trip between the W.E.M and the Midwest Ford club to Dearborn MI. Kathy Lerner will be handling the details.
- Scott Moen will look into a joint order for club jackets and sweatshirts.
- The meeting was adjourned at 8:10PM.

.....

## Planning Meeting November 23, 1992

The Wisconsin Early Mustangers will be holding their annual calendar planning meeting on 11/23/92 (one half hour prior to the business meeting). This is a very important meeting as it sets the dates for club activities throughout the year. All W.E.M. members are encouraged to attend this meeting and supply the club with ideas. If you are unable to attend, and you have certain functions you would like to see added to the calendar, contact one of the club officers and your suggestion will be reviewed at the meeting. We also need your ideas for destinations for OTR trips. Hope to see a good turnout at the November meeting.



# CLASSIFIED



FOR SALE: 1965 Mustang Convertible, Pony, Restored, 289 Automatic. Best offer over \$14,000

CALL BOB  
421-8436

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: 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

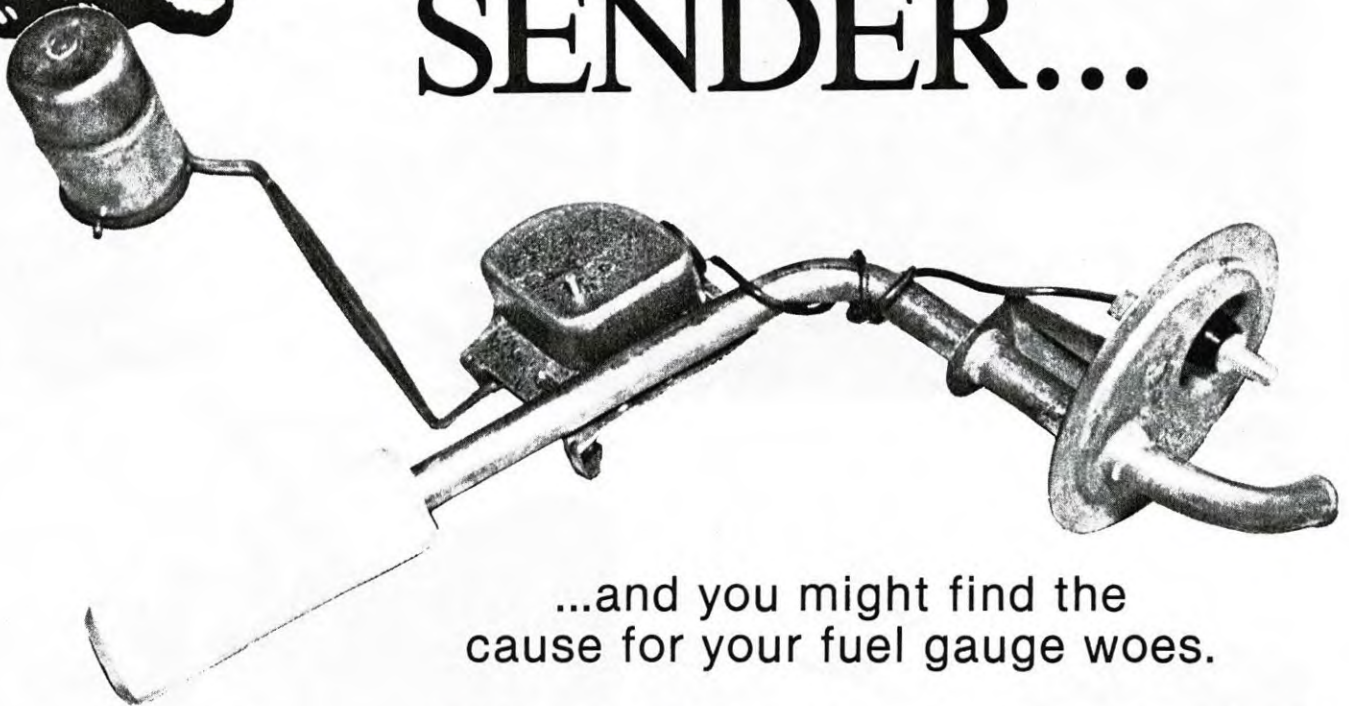
SEND YOUR ADS TO:  
BOB ZIMMERMANN  
2307 W CARRINGTON AVE  
OAK CREEK, WI 53154

If ad is received by the club meeting it will appear in the next edition





# RETURN TO SENDER...



...and you might find the  
cause for your fuel gauge woes.

by Donald Farr

If the fuel gauge needle in your 1965-66 Mustang acts screwy, don't immediately point an accusing finger at the gauge itself. More than likely, the false readings in the interior are caused by a faulty sender in the gas tank, a common Mustang malady. In most cases, the resistor wire inside the sending unit's rheostat simply gives in to Old Man Time, and the float contact sticks to the wiring, resulting in erratic fuel gauge readings.

The fuel tank sending unit is a 2-function piece. Besides providing the instrument panel fuel gauge with an accurate indication of the fuel level, the sending unit also serves as the fuel pick-up, incorporating a filtered pick-up tube that dips low into the tank.

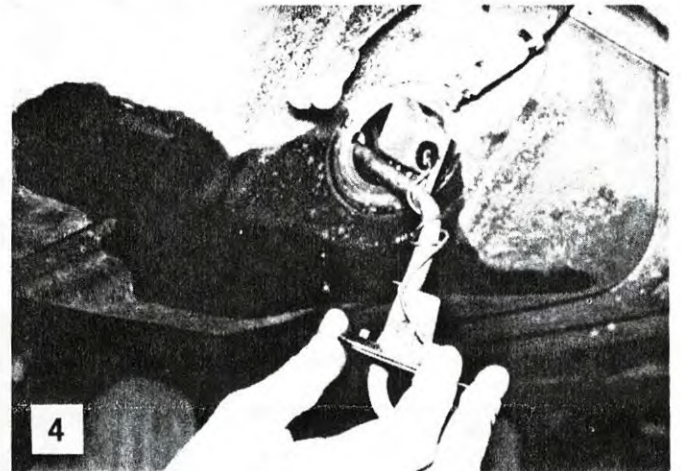
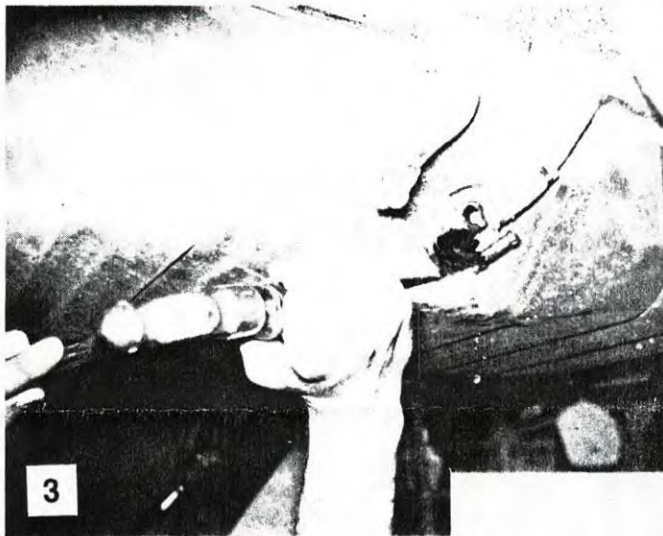
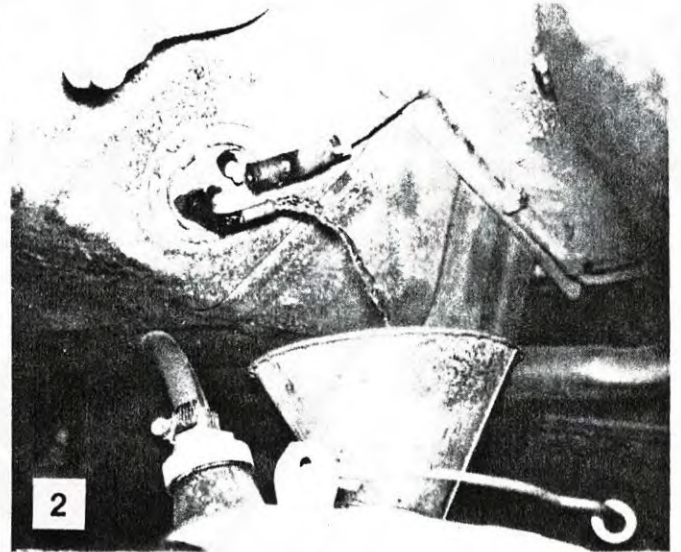
The level of fuel in the tank governs the position of the fuel tank sending unit's float, which in turn controls the position of a contact inside the rheostat. When the fuel level is low, the sender resistance is high, restricting the flow of electric current to the fuel gauge which causes the needle to move only a short distance, thereby registering low fuel. When the fuel level is high, the sender resistance is low, so the gauge needle registers closer to the "Full" mark. But when the internal rheostat wiring becomes aged and brittle, it can stick to the float contact, causing the float itself to stick above or below the actual fuel level and giving a false reading inside the car.



The fuel tank sending unit fits into a hole in the front of the fuel tank, secured by a metal ring. The wire feeds fuel level information to the fuel gauge and the tube serves as a fuel pick-up for the fuel pump and carburetor.

To check the instrument panel fuel gauge to eliminate the possibility of a malfunction there, crawl under the car and disconnect the fuel tank sending unit's wire. Then, ground the wire on a bolt or stud under the car. The fuel gauge should immediately show "Full." If not, the fuel gauge itself could be faulty. But if the gauge works properly, the problem probably lies within the sending unit. Fortunately, replacement is quick, easy, and cheap!

New sending units are available from Ford for less than \$20 complete with a new gasket and fuel line hose. You may be able to reuse the original hose clamp, but it's not a bad idea to have an extra one handy just in case. You'll need ramps or a jack and jack stands to get the car high enough for sufficient working space, plus a clean gas can and funnel for draining the tank. A flat screwdriver and hammer are the only tools required.



1 - With the Mustang firmly secured on ramps or jack stands, locate the fuel tank sending unit on the front of the gas tank and disconnect the wiring and fuel line hose. If your Mustang's gas tank has a drain plug, remove the plug and drain the remaining fuel into a clean container.

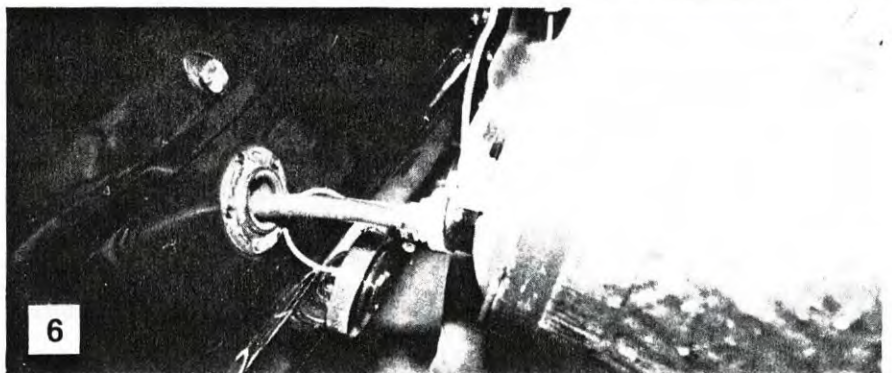
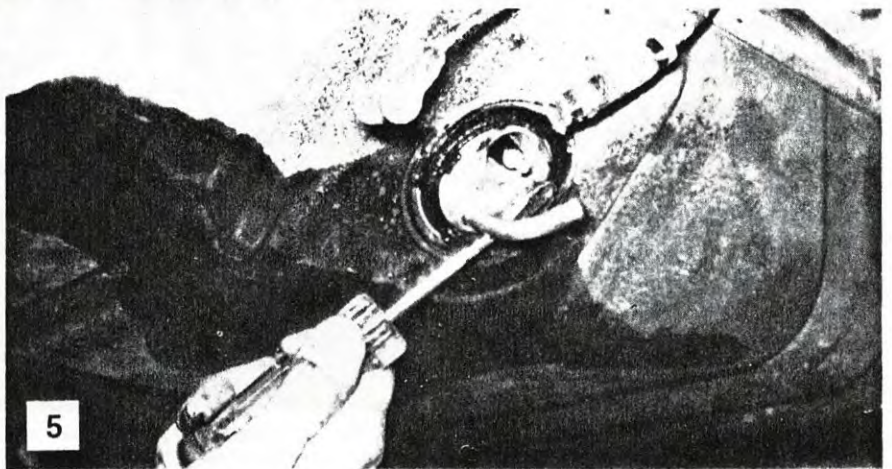
2 - If your Mustang does not have a drain plug, the fuel will drain through the sending unit pick-up tube. As always, be extremely careful while working around gasoline and gasoline fumes. Don't light a cigarette under the car, or the faulty sending unit could become the least of your problems.

3 - With the fuel tank empty, remove the sending unit's attaching ring. To initially loosen the ring, place a flat screwdriver blade against one of the ring's notches, and apply a couple of sharp hammer blows.

4 - With the attaching ring removed, the old sending unit slips out of the tank. A small amount of fuel will spill out too, so be prepared.

5 - Slip the new sending unit into place, using the supplied gasket, and tighten the attaching ring securely. Reconnect the sending unit wire and attach the fuel line using the new hose.

6 - Pour in some fuel and check the operation of the fuel gauge.



# Shop tips

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

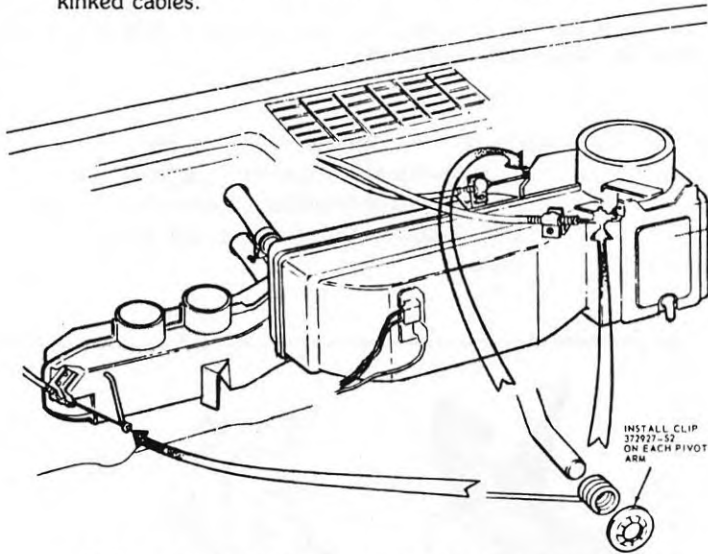
## ERRATIC OR NO HEAT

(1967 Mustang Equipped with Standard Heater System)

Complaints of erratic or no heat conditions in the standard heater system can be caused by improper retention of the control cables to the damper door pivot arms. Control cables improperly routed or kinked will, in some cases, cause the pig tail at the heater end of the cable to slide off the pivot arm, resulting in inoperative damper doors.

This condition can be corrected in the following manner:

1. Inspect the three control cables for kinks or binding conditions caused by improper routing, resulting in excessive control efforts.
2. Reroute control cables when necessary to provide a smooth routing from the control head to the heater, and replace kinked cables.



3. Check control cable connection at each damper door pivot arm and install clip 372937-SZ as shown in illustration to provide positive retention.

4. Check and adjust each control cable as required to insure maximum heater performance.

## ARC WELDING AND BATTERY CHARGING PRECAUTIONS FOR ALTERNATOR EQUIPPED VEHICLES

(All cars equipped with alternator charging system)

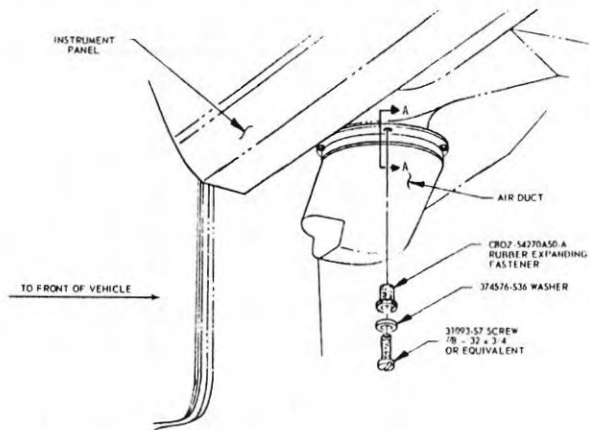
Severe damage to the alternator, alternator regulator, and/or transistorized ignition system can result from arc welding to any part of the body or frame, or from battery charging without first isolating the electrical system from the vehicle.

Before any arc welding is done or before connecting a battery charger, disconnect the positive terminal of the battery and insure a separation between the cable and battery and any part of the body.

## WATER LEAK AT THE COWL AIR DUCT ATTACHMENT

(1968 Mustang - All Models)

Complaints of cowl water leaks may originate at the fresh air duct attaching studs. These studs are welded to the underside of the cowl top inner panel and occasionally are broken off. A small "nugget" of the cowl panel (which is the bottom surface of the plenum chamber) is also pulled off resulting in a water leak. Only the left duct is affected on the Mustang.



Proper repair procedures have been incorporated in all plants as of January, 1968. Complaint units can be corrected as follows:

1. Procure the following repair parts for each stud failure:  
C80Z-54270A50 — Door Window Regulator Mounting Bracket Spacer (to function as an expanding type fastener for the fresh air duct).  
Washer 15/64 I.D. x 3/4 x 1/16" thick (the above washer can be substituted by a washer down to size 7/32 I.D. x 5/8 O.D. x 1/32" thick).  
Screw #8 - 32 x 3/4" or equivalent.
  2. Remove cowl air duct and control cable as an assembly to provide clearance for the drill motor.
  3. Drill a 5/16" diameter hole in cowl top inner panel where the stud pulled loose. Also, enlarge the existing hole in the air duct to match the hole in the cowl top inner panel.
  4. Install the cowl air duct to the cowl top inner panel.
  5. Assemble the screw and washer into the procured fastener only far enough to start the screw thread.
  6. Insert the fastener assembly through the hole in the air duct flange and into the drilled hole in the cowl.
  7. Hold the flange of the fastener and tighten the screw securely so that the shank of the fastener is pulled downward and expands to retain the duct, and seal the leak.
- Water test the problem area after repair to assure that an adequate seal was obtained.

## EXTENSION ADAPTORS TO FACILITATE HEADLAMP ALIGNMENT

(1969 Mustang - All Models)

Body front end sheet metal styling does not permit the "Hopkins" type mechanical headlamp aimer to be used on 1969 model Mustangs. Therefore, two extension adaptors are being provided in a special envelope in the luggage compartment of every 1969 model Mustang. These adaptors, when fitted into the "Hopkins" type aimer, will extend the equipment forward and enable dealerships, state inspection stations and other service locations to align the headlamps.

NOTE: These adaptors are for the "Hopkins" type mechanical aimers only and are not to be used on Rotunda or other type headlamp alignment equipment.

# TAKE A BREAK



## PACKING FOR A TRIP

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

### Top Tips

Never judge a book by its movie. —J. W. Egan, quoted in *The New Dictionary of Thought*, compiled by Tryon Edwards (J. G. Ferguson)

The quickest way to get back on your feet is get down on your knees. —Vern McLellan, *Shredded Wit* (Harvest House)

Be sure to beat eggs with a wire whisk. It doesn't help the eggs any, but it makes you look like you know what you're doing. —Maureen Croteau and Martha Smith, *Shipwrecked in the Tunnel of Love* (Recreation Publications)

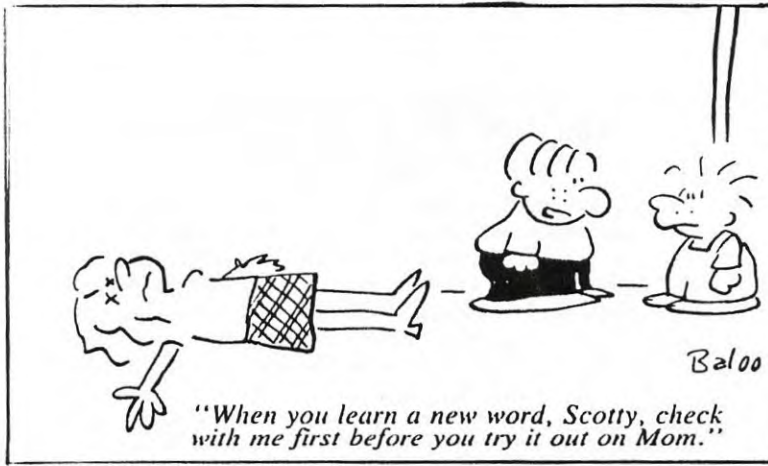
Don't meet trouble halfway. Let it travel the full distance. Something usually happens to it before it arrives. —Builders Association Report

Read all ads carefully. What the big black type giveth, the spidery type may taketh away. —Jane Bryant Quinn in *Newsweek*

Always tell your problems to people who don't like you. They're the only ones who want to hear them. —Sam Ewing

...

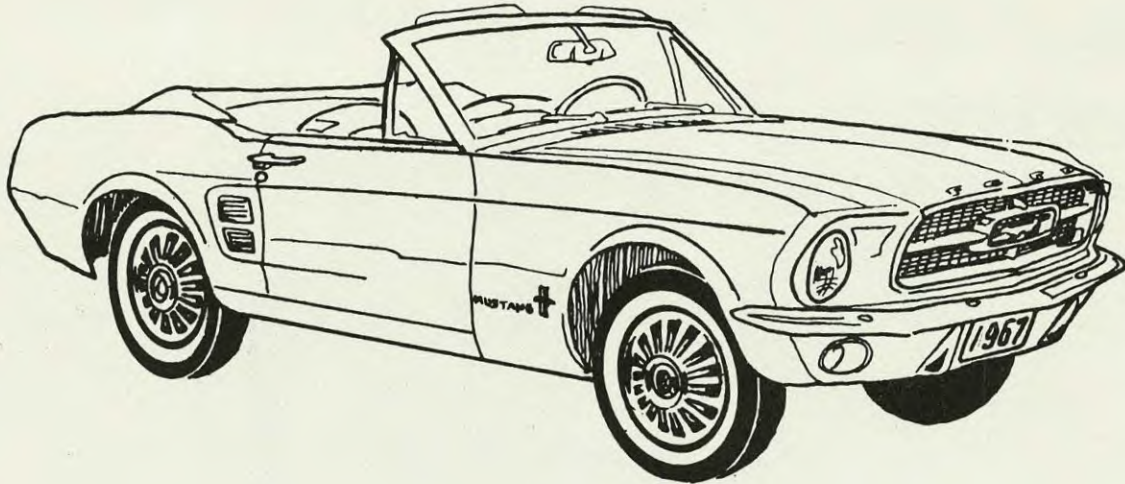
Grocery-store cashier, registering a twenty-dollar order: "Is this takeout or will you eat it here?"





# 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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Genuine Brass Buckles with W.E.M. Inlay .....	\$18.00

\* = Postpaid

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