



The Wisconsin Early Mustangs

"A FEW TO PRESERVE THE BEST"

"The Herding"

THE MEETING - MARCH 30, 1981

MEMBERS WHO HAD JACKETS ON ORDER WERE ABLE TO PICK THEM UP AT THIS MEETING. BOB BEAUPARLAND GAVE US THE FINAL DETAILS ON THE TRIP TO DEARBORN. HE COLLECTED THE DEPOSIT MONEY AFTER THE MEETING. INTERESTED MEMBERS WERE URGED TO ATTEND THE SCHWISTER FORD SHOW AND SWAP MEET ON MAY 17TH. THE REST OF THE GANG WILL BE ON THEIR WAY BACK FROM DEARBORN THAT DAY, SO CAN'T MAKE IT. THE DATE IS SET FOR AUGUST 23RD FOR OUR 2ND ANNUAL CLUB PICNIC AT WILLOW WOOD PARK. THANKS TO NORM AND SUZIE KADOW FOR TAKING CARE OF THE DEPOSIT DETAILS AGAIN.

THE POSSIBILITY OF A ONE NIGHT TRIP TO ANTIGO, WISCONSIN OR ALTON ILLINOIS WAS BROUGHT UP UNDER NEW BUSINESS. LEW TRIPI REPORTED FROM THE NATIONAL, THAT WE HAD TO ELECT A TECHNICAL ADVISOR FOR OUR REGION. MARK LIEN WAS ELECTED TO THAT POST. (A GOOD CHOICE I MIGHT ADD) THE POSSIBILITY OF A PARADE LAP BEFORE THE MILLER 200 STOCK CAR RACE ON JULY 19TH WAS BROUGHT UP BY LLOYD HEBBRING. THE ONLY CATCH IS THE PROBABLE JOINT MEET BETWEEN OUR CLUB, THE EARLY 60'S FORD CLUB AND THE EARLY FORD V-8 CLUB ON THE SAME DATE.

BOB ZIMMERMANN REMINDED US TO LOOK FOR HIS LETTER TO THE MUSTANG TIMES WHICH SHOULD APPEAR IN THE NEXT ISSUE. (IT DID - GOOD SHOW ROBERT) THE MEETING WAS FORMALLY CLOSED AND AS USUAL WE HAD A GOOD "HORSE SESSION" AFTERWARDS. EVEN SIGNED UP A BUNCH OF NEW MEMBERS. SOLD SOME CLUB T-SHIRTS AND DECALS TOO.

DICK DORIA FOR MARLENE

FROM THE PRES.

OUR SON MIKE, WHO HAS HELPED OUT QUITE A BIT ON VARIOUS CLUB FUNCTIONS IS TURNING 16 THIS YEAR. BACK A FEW YEARS I BOUGHT A 68 COUPE WITH INTENTIONS OF PARTING IT OUT. IT SAT FOR ABOUT A YEAR BEFORE WE COULD GET AT IT AND MIKE HAD HIS EYE ON IT ALL THE TIME. WE FINALLY AGREED TO FIX IT UP AS A FIRST CAR FOR HIM. HE PAID ME THE 35 BUCKS WHICH I HAD PAID FOR IT AND THEN WE STARTED. I MUST ADMIT THAT I HAD SOME RESERVATIONS, BUT FIGURED THAT EVEN WITH ALL THE WORK IT WOULD OFFER GOOD OPPORTUNITIES FOR MIKE TO LEARN. WELL, AFTER ONE HECK OF A LOT OF BODY PATCHING, FILLING AND SANDING, WE NOW HAVE ONE OF THE BEST LOOKING STREET MUSTANGS IN THE UNDER \$100 CLASS. GRANTED, THE BODY IS NOT RIPPLE FREE, BUT FOR WHAT IS INVESTED, WOW. IT IS A GOOD RUNNER AND HAS THE NICEST BLACK INTERIOR WITH WOODGRAIN AND YES EVEN OVERHEAD CONSOLE. ONLY MINOR ADJUSTMENTS HAD TO BE MADE TO THE ENGINE AND DRIVE-TRAIN TO GET IT IN RUNNING SHAPE. FOR AND ADDED PLUS, IT GETS 15 TO 16 M.P.G. AROUND TOWN.

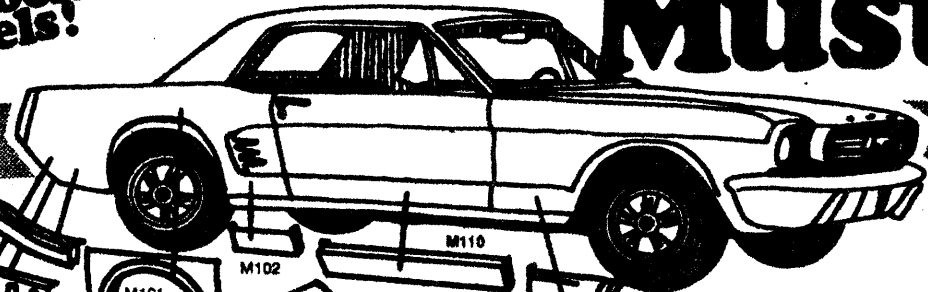
I JUST WANTED TO RELATE THIS FAMILIAR EXAMPLE OF A DEDICATED BUT LOW BUDGET MUSTANGER TO YOU. THROUGH DETERMINATION AND HARD WORK WITH HELP FROM FRIENDS AND RELATIVES MIXED WITH SOME COMMON SENSE THE PROJECT IS HEADING TOWARD SUCCESS. WE KNOW THAT A CAR LIKE THIS WILL NEVER BE SHOW QUALITY, BUT WHO CARES AS LONG AS IT IS NEAT, CLEAN AND RELIABLE. I'LL BE WILLING TO BET WE GET MORE THAN A \$100 WORTH OF ENJOYMENT OUT OF THIS MINI-MONEY-MUSTANG.

KEEP ON 'STANGIN'

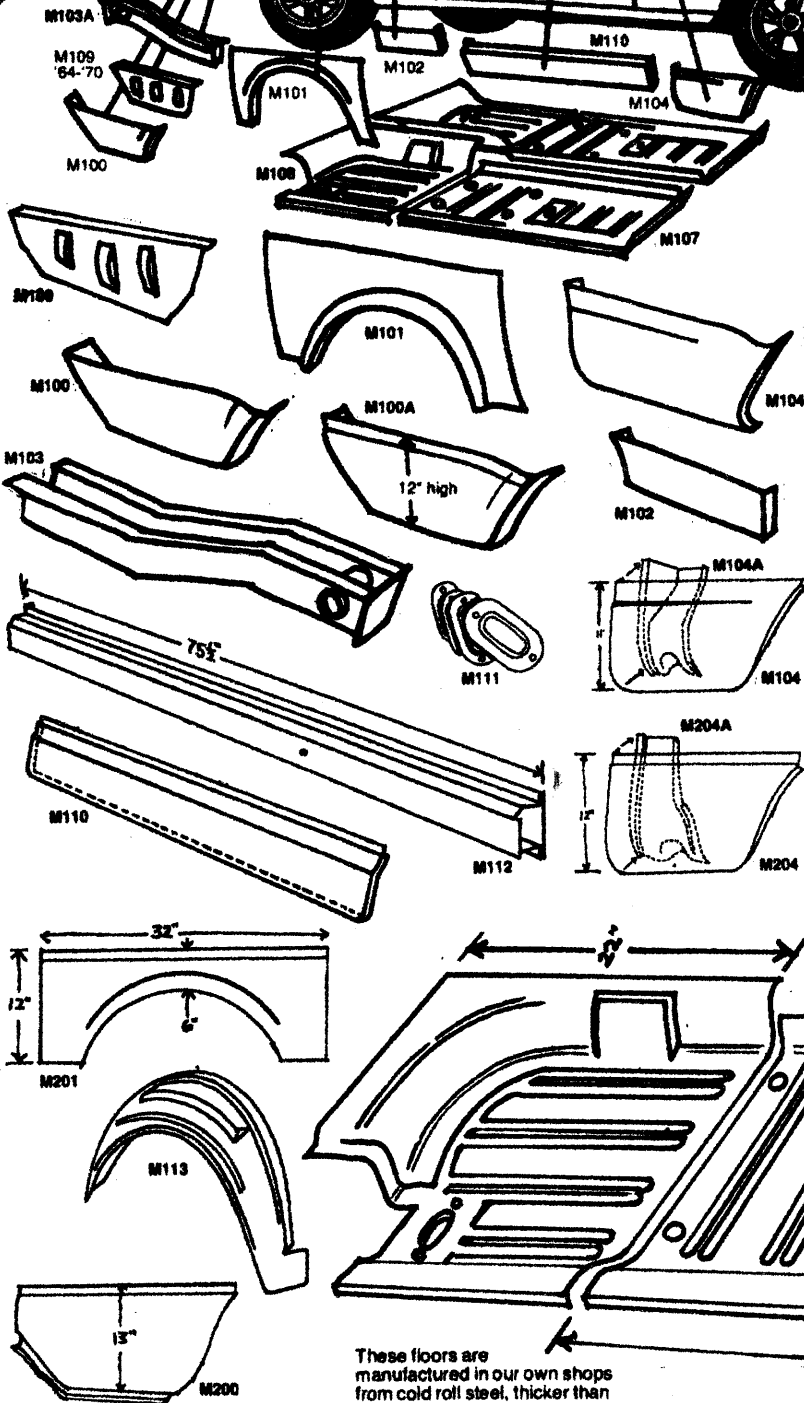
Dick
DICK DORIA PRES.

**paddock
panels!**

Mustang!



'64-'68 steel parts



M100 64-66 LOWER REAR CORNER ee. has original contour on back, bottom, and wheel opening. 7 1/2" high.
M100A 64-66 LOWER REAR QUARTER ee. or pr. has original contour on back, bottom and wheel opening. More than 12" high with offset along top edge.
M200 67-68 LOWER REAR QUARTER ee. has original contour on back, bottom and wheel opening. 13" high with offset.
M101 64-66 REAR WHEEL FLAIR ee. has original contour with 3/4" inner flange.
M201 67-68 REAR WHEEL FLAIR ee. same as early with top offset.
M102 64-66 LOWER PANEL IN FRONT OF REAR WHEEL ee. has lower portion of wheel opening with bottom and front edge included.
M103 64-70 CONVERTIBLE FRAME RAIL ee. has original contour, made from heavy 14 gauge steel with mig welded spring mount. 28" long. Specify right or left, body style.
M103A 64-70 COUPE, FAST-BACK FRAME RAIL ee. has original contour, made from heavy 14 gauge steel with mig welded spring mount. 28" long. Specify right or left, body style.
M104 64-66 LOWER REAR CORNER OF FRONT FENDER ee. includes rear edge to form door opening, extends to 1 1/2" above horizontal body line. 11" high.
M104A 64-66 INNER STRUCTURE LOWER REAR CORNER OF FRONT FENDER ee. exact duplicate of inner structure.
M204 67-68 LOWER REAR CORNER OF FRONT FENDER ee. includes rear edge to form door opening. 12" high.

M204A 67-68 INNER STRUCTURE LOWER REAR CORNER OF FRONT FENDER ee. exact duplicate of inner structure.
M106 64-66 SHORT FRONT FLOOR PAN ee. Section in front of seat, extends 4-5" up toward pedals.
M107 64-68 LONG FRONT FLOOR PAN ee. Section under and in front of front seat extends 4-5" up toward pedals.
M108 64-70 REAR FLOOR PAN ee. Section extends behind front seat 21". Original contour extends under lip of rear seat, also extends above seat belt hole on tunnel.
ON FLOORS seat holes and cleanout holes are stamped out completely, like originals.
M111 64-70 DRAIN HOLE COVERLET ee. or set of 4 galvanized, die stamped like original.
M109 64-70 INNER PANEL LOWER REAR CORNER ee. has original ribs, also breaks 1" over on trunk floor.
M110 64-66 LOWER DOOR SKIN ee. wraps around front, back & bottom edges. Has original contour 7 1/2" high.
M210 67-68 LOWER DOOR SKIN ee. as above. Special order only.
M112 64-66 INNER ROCKER PANEL ee. conv. renews structural strength of convertible.
M113 64-66 OUTER WHEELHOUSE ee. die stamped in our shops, highest quality.

Specify Driver or Passenger side on all orders.

manufacturer - THE PADDOCK • 38 West Warrick Street • Knightstown, Indiana 46148 317-345 2131



distributor -

Wayne's Sales + Service
 RR4
 Watertown WI

53094
 414-699-2429

