

REGIONAL GROUP NEWS

SCENIC CITY REGIONAL GROUP

Our September meeting was held on Sunday, September 9th at the home of Mr. and Mrs. Grover Gowin.

Trophies were given out to winners of the July 4th Car Show.

Congratulations were given to all our Grand National winners.

Plans were made for an October outing to Fall Creek Falls State Park. We will be going the 3rd Sunday of the month, so why not come along?

The meeting adjourned for a lovely afternoon of swimming and fellowship.

Gail H. Nunley, Secretary

NATIONAL CAPITAL REGION MUSTANG CLUB

The third meeting of our club was held at Logan Ford in Springfield, Virginia on August 21st. Approximately one-half of our 72 members attended. Minutes of the last meeting were read and Phil Richey happily reported that our treasury exceeded four hundred dollars, up from the \$30 we had at the last meeting. The members agreed that after all show and meet expenses were paid, that 25% of our profit would be donated to the Children's Hospital in Washington, D.C.

President, Wayne Kvasnicka indicated that our show and meet held at Logan Ford on August 12th far exceeded our expectations. Almost 50 Mustangs registered for the show even on a very rainy day. Eleven vendors set up and attendance was estimated at well over 500.

Special thanks and recognition were given to the show and meet chairmen and co-chairmen.

Items of new business were then discussed. Jerry Stone volunteered to draft a set of by-laws in accordance with the National Club's guidance and by-laws. The Board of Directors will review the draft and present it to the members for approval at the October business meeting. The president indicated that the 6 Board of Directors meetings per year that are required by the National rules would be open to the general membership so that they may share in discussions and decision making. Also, since our membership is growing so rapidly, we will need a larger place central to the membership to hold our future business meetings and that anyone with access to a suitable place should let us know. A suggestion was made that we hold a meeting each month and a discussion ensued on the pros and cons of an every other month business meeting with

activities e.g. shows, meets, picnics, rallies, etc., between business meetings vs. trying to fit activities between monthly meetings. Since agreement was not reached, the membership decided that we would hold a meeting each month for the rest of this year to see how it worked.

Jim Bieler volunteered to collect information for our discount flyer. The president set as a goal that each member contribute one "discount". This program will be a real tangible benefit for our members. The membership agreed that hasty publication of minutes following the business meetings is the only way those who are unable to attend will be able to keep in touch with the club activities. The publication of a newsletter including for sale, wanted, swap items and services was discussed and all agreed that it was a good idea. We would welcome a volunteer to do this for the club.

Future events were discussed and the attending members voiced a preference for a picnic on September 23rd with a rain date of October 7th. Bill Ross, Jr. volunteered to chair a committee to set it up.

After a discussion to eventually procure NCRMC unique t-shirts, Jerry Stone volunteered to research the availability and cost.

Our vice president, Al Stewart, announced that since Bill McHugh was attending the National Meet in Atlanta that he would represent the club in Al's behalf as member to the National Board.

With no further business, we all adjourned to tell Mustang tales and kick a few tires

Phil Richey, Secretary/Treasurer

GULF COAST REGIONAL MUSTANG CLUB

On behalf of our club members who were in Atlanta, I would like to thank you for the hospitality that was shown to us. We all had a really good time. Some of us had never been to a National Mustang show before...we were impressed with how such a big show came off so smoothly. Thanks for a good time!

Our club is growing constantly. We now have 72 local members. Now that we are done planning to go to Atlanta, we hope to concentrate on local activities such as car shows at the malls and Ford dealers just to keep the interest of all of our members.

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Although we never have had all the members attend a meeting, we usually have a good turnout of about 45 people. I think one of the most helpful factors is that we have 3 members who go around to different garages and auto parts stores and get these local business people to donate door prizes to our club. Besides getting such helpful things donated as oil filters, gas cans, interior cleaners, wax, and flashlights, we have had two major donations. Penton's Trim Shop donated complete car carpeting and Royce Johnston's Auto Repair Shop donated a complete tune-up. The 3 members who are working so hard at this are: Charlie Batchelor, Pete Noble and Brett Haney. Thanks, guys!

Karen L. Cunningham, Secretary



The August meeting of the MOCSEM was held on August 14. At the meeting, our newsletter editors, Lois and Manual Bagnaschi resigned their job after a year on the job. We would like to thank them for a job well done. Volunteers were then asked for to fill the vacant spot. Mr. and Mrs. Don Gellespie volunteered to take over for the next year.

Mrs. Gini Scherer, our show chairperson and secretary, also resigned. The post of secretary was quickly filled by Glenda Golip. We are looking for a show chairperson.

Details of an upcoming exhibition show to be held August 26th at the Wonderland Mall were brought up by Jerry Ostalecki. Our cars will be on display and there will be a People's Choice vote to award a trophy to the winner. All club members are invited, free of charge.

Plans have also been made for a corn roast to be held on August 19th at the Scherer's farm in Howell, Michigan. The Club will supply soft drinks and corn. Members will bring their own picnic lunch.

Vice President, Greg Smith, mentioned that an indoor mall show was being planned for October 20-21. The show will be held at the Tel-Twelve Mall. Our cars will be together, roped off inside the mall. Members were asked if they would be interested in such a show. Greg will get more details to present at our next meeting.

And finally, Jerry Ostalecki asked if any members had any ideas on how to improve the club. An "interest survey" will be sent out with the next local newsletter.

Gary Schweitzer
Regional Correspondent

1ST PENNSYLVANIA REGIONAL GROUP

The 1st Pennsylvania Regional Group had no formal August meeting, but most of our members got together August 5th at the Ma cunzie Awkscht Fescht for the first ever Mustang show at this famous automobile meet. Our group was responsible for conducting the Mustang portion of the show and did a fantastic job, especially considering this was our first attempt. Chairman, Bill Bollman, and co-chairman, Jack Quay and Brian Fauri, had everything beautifully organized. The Mustang Club had the most attractive show area with red, white and blue stakes lining the boundaries and marking the entrance. Two sets of red, white and blue pennants created an impression that was a cross between a May festival and Barney's Used Car lot. The weather was warm and sunny and 41 Mustangs showed up to give us an outstanding turnout. Our thanks to Bill, Jack, Brian, and also to Sue Glazier, Jody Gilchrist, Marilyn Quay and Isabel Lenny for manning the registration and information desk and selling a bunch of Mustang Club of America T-shirts, hats, badges and decals. Our group even had complimentary candy and donuts for visitors. Gads, what a classy outfit! Also, thanks to all the members and friends who served as judges and thanks to the entire club for their support.

Results follow:

'65 Closed:

1st: Jack Quay
2nd: Ed Lenny
3rd: Jody Gilchrist

'65 Open:

1st: Bill Bollman
2nd: Marilyn Quay
3rd: Sandy Seibert

'66 Closed:

1st: Charles Bromwell
2nd: Kerry Anderson
3rd: Ronald Rabenold

'66 Open:

1st: Judd & Nancy Brown
2nd: Ed Lenny
3rd: Bob Kline

'67 Closed: No Entries

'67 Open:

1st: Bill Bollman
2nd: Scott Hamley
3rd: Lynn Zettlemyer

'68 Closed:

1st: Michale Xiques
2nd: Brian Fauri

'68 Open: No Entries

Best of Show: Jack Quay '66 Convertible

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As beautiful as the weather was for Macungie, that's how stinko it was for New Hope on August 12th. Despite a morning of steady rain, 12 Mustangs showed up at New Hope as the entire show was held on the macadam parking lot. It was just a miserable day, but those from our club who showed up made the best of it.

The following are our members who won trophies:

'65 Open:
1st: Jack Quay

'65 Closed:
1st: Ed Lenny

'66 Open:
2nd: Helen Lang

Best of Show:
Jody Gilchrist

On August 11th, on all Mustang show was held in Reading by the Mustang Owner's Club of America. This was a day of on and off again rain which probably accounted for the lower attendance as compared to last year. Several of our club members were there and represented our group very well when the final judging results were in.

The following are our members who won trophies at Reading:

'65-'68 Best Overall:
Jack Quay '66 Convertible

'65-'68:
1st: Marilyn Quay - '65 Convertible
2nd: Ed Lenny '65 Fastback

'69-'73 Best Overall:
Gary Kemmerer '70 Convertible

'69-'73:
1st: Dick Matthews '72 Convertible

Best of Show: Jack Quay 1966 Convertible

Welcome to our new members: Ronald Pratt, Harry & Sandra Sugden, Jr., Michael Xiques, Paul Gillin, Denise Snyder, Lynn Zettlemoyer, Kandi & Russ Columbo, Vic and Joan Turner, Charlotte & Jean Price and Karl McKeever, Jr.

Ed Lenny, Newsletter Editor

THE FUSE LINK

NEW ELECTRICAL FEATURE APPEARS IN 1969-70 FORD-BUILT VEHICLES

A fuse link has been installed in the power circuit wiring of all 1969 passenger cars (except Thunderbird) and light trucks, beginning in April of 1969. The fuse link is used in all 1970 passenger cars and light trucks.

The fuse link is a short length of insulated wire integral with engine compartment wiring harness. It is several wire gauges smaller than the circuit it protects. Production fuse links are all black, and service fuse links are black or green depending on usage. All fuse links have the words FUSE LINK printed in white on the insulation.

To protect the alternator or wiring when heavy current flows—such as when a booster battery is connected incorrectly or a short-to-ground occurs in the wiring harness—the fuse link burns out.

A burned out link may have bare wire ends protruding from the insulation, or it may only have expanded or bubbled insulation with illegible identification. If it is hard to determine if the link is burned out, perform a continuity test as outlined in this article.

1969-70 PASSENGER CAR FUSE LINKS

1969 Passenger Cars Fuse Link Usage

GROUP 1—Fuse Link Failure Affects Charging System Only

Replacement Fuse Link No.	Description	Vehicle Application
C9AZ-14526-D	Green; 14 Gauge	Ford, Fairlane, Falcon, Mercury and Montego w/55- or 65-ampere alternator.

GROUP 2—Fuse Link Failure Affects Entire Electrical System

Replacement Fuse Link No.	Description	Vehicle Application
C9AZ-14526-E	Black; 16 Gauge	Ford, Maverick, Fairlane, Falcon and Cougar Mercury and Montego w/42-ampere alternator.

1970 Passenger Cars Fuse Link Usage

GROUP 1—Fuse Link Failure Affects Charging System Only

Replacement Fuse Link No.	Description	Vehicle Application
C9AZ-14526-D	Green; 14 Gauge	Ford, Mercury, Meteor, Fairlane, Falcon, Montego and Maverick with 55- and 65-ampere alternator.

GROUP 2—Fuse Link Failure Affects Entire Electrical System

Replacement Fuse Link No.	Description	Vehicle Application
C9AZ-14526-E	Black; 16 Gauge	ALL VEHICLES (Those listed under "Group 1" have a second fuse link in the starter relay-to-alternator circuit.)

CONTINUITY TEST (1969 CARS)

1. Disconnect the battery ground cable.
2. Disconnect the fuse link from the battery stud of the starter relay.
3. Use an ohmmeter or self-powered test light and check for continuity between the fuse-link eyelet terminal and the BAT terminal on the alternator.

On those vehicles that have two wires connected to the fuse-link eyelet, cut the additional wire from the eyelet before checking the fuse link continuity. Attach a new eyelet to the additional wire before connecting it back on the starter relay terminal.

4. A good fuse link will light the test light or show zero resistance on the ohmmeter.
5. Connect all wires and the battery ground cable if the fuse link is OK.

CONTINUITY TEST (1970 CARS)

1. On the Cougar, Mustang, Thunderbird, Lincoln Continental and Continental Mark III, make certain first that the battery is OK, then turn on the headlights or any accessory. If the headlights or accessory do not operate, the fuse link is probably burned out.
2. On the Ford, Mercury, Meteor, Fairlane, Falcon, Montego and Maverick, there are two fuse links. Use the same procedure as in step 1 to test the fuse link that protects the vehicle equipment.

To test the fuse link that protects the alternator, make certain that the battery is OK then check with a voltmeter for voltage at the BAT terminal of the alternator. No voltage indicates that the fuse link is probably burned out.

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