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ECONonline Organization Newsletter August/September 1988

Late, late, late! I know. Excuses are like hineys: everyone has one and I don't want to bare mine in public. Let's just say that this newsletter is to let all of you know that we haven't forgotten you, and we'll make up by getting a double issue out next time.

The west coast Econo get-together has been postponed to next spring. It seems we've all got a lot going on, myself included. I heard from only two other people, but even those were conflicting on which date was best. Jay and I will sit down and figure out a firm date, and then what happens, happens. We're still taking volunteers to arrange an east coast event. I had lots more interest from that part of the country, but no one has been brave enough to come forward to assume the responsibility of organizing an event. C'est la vie. I'd love to see it happen, and would be great if we could coordinate so the east and west events could happen on the same day.

I talked with Don English who informs me that Dennis Carpenter finally has vent window gaskets available. He wants \$60 per pair and \$3 for shipping per order (not per pair). The price is roughly what NOS dealers were asking prior to selling them all. Door seals are coming, and he is reportedly working on window gaskets. He is also selling windshield gaskets for \$27.50, by far the best price I've seen (these also fit F-100's, his mainstay, but he's listing them as Econoline for the first time). If you send him a postcard, he'll put you on a mailing list and let you know when he gets new stuff for F-100's produced. His address is: Dennis Carpenter, P.O. Box 26398, Charlotte, NC 28221-6398. (704) 786-8139.

Have had some comments from the last newsletter's parts column that McDonald Ford's prices are high. I'm no economist, but I've always viewed an item as having two values: one is the true worth of the item, the other is what someone is willing to pay for it. Usually with Econolines and Econoline parts, the true value is well above what someone is willing to pay (try selling a nice early Econoline for more than \$2000). I have no idea how McDonald Ford sets their prices, but if it's on a rarity basis, then Econoline parts will be expensive. Apparently, whether-or-not you think the items in question are worth it, McDonald Ford is getting their price since, according to Don, fewer and fewer items are available. In other words, people are buying it. I, myself, don't need said items as badly as McDonald thinks I do. I would rather make do with the stuff I can get out of yards or swap meets, refurbish, or copy to make work. Then again, I'll never have a concourse, all-genuine-original Econoline. It's a vicious circle. We want the parts available, but we don't want to pay the piper. If we don't pay the price, either parts companies go broke or don't buy Econoline stuff to re-sell. If they don't buy the stuff, maybe someone else will and they may hoard it, re-sell it even higher, or even lower. If we do pay, the price stays high because parts vendors know they can get it. Who knows? I prefer to do more

business with those companies that have less mark-up. In the long run, they make more money off me because I come back. We each have to decide how to go about getting the quality of finished truck we want, and how much money we're willing to spend attaining that quality. The bottom line is: If you don't like the price, don't buy it!

Don English didn't like last issue's keys so he decided to research the topic and has given us the real key that should be used on the road:

| | |
|--|--------------------------|
| 1A Stock wheels | go to 4 |
| 1B Aftermarket wheels | go to 2 |
| 2A 90" wheelbase | go to 4 |
| 2B 108" wheelbase | Dr. Econo's modified van |
| 3A Front bumper has brush bar and Cibies | Desert rat |
| 3B Front bumper replaced with 2 x 12 | Plumber's van |
| 4A Rear bumper sticker is either: "Support the NRA" or a faded peace symbol | Original owner |
| 4B Rear bumper has either none, or more than one bumper sticker | go to 5 |
| 5A Front bumper missing | Surfer van |
| 5B Front bumper present | go to 3 |

Probably old news by the time you get this, but hopefully not: I am still definitely going to make it to the Carlisle, PA swap meet, happening September 29 through October 3. If all goes as presently planned, I'll be there for the first two days. I've told Bill Hossfield that I'd stop by and see him at space #69. If anyone else is interested, Friday afternoon at his space may be a good time to meet-and-greet. I can't stay too long as I have a commitment to relatives in NJ on Friday evening. This'll really be the whirlwind tour of I-80, USA. I'm looking forward to meeting all of you that take the time to get there.

Onward to this issue's news. Tips is the usual collection of reminders and semi-off-the-wall items. Jay's main article this month really is a "Tips" continued and features parts swaps within years of early Econolines. Tony Smith contributed an item attempting to answer the paradox: Can one be sane and still own an early Econoline? Lastly, we've finally gotten enough letters asking technical questions that we haven't responded to so we decided to add an "Ask Dr. Econo" column, something we haven't done since our very first issue, back in the dark ages.

Next issue? Decidedly a double (we owe you), just a matter of when (as usual). The only decided topic will be a continuation of the intra-Econoline swaps. I'll probably do some kind of critique on the Carlisle meet, and/or get into a chapter of "Fun, games, and adventures with an Econoline". We'll just have to see what else pops up into the creative part of our collective brains. Not guaranteed to be in the next issue, but possible, will be a "how to" on a 250 swap into an early Econo that was recently completed on a new member's van. It should be fun.

Keep those pictures (color xerox being researched), cards and letters coming. We depend on that stuff for direction and future issue content. Meanwhile, enjoy the newsletter.

Tips

- 1) Let's start off with another common sense one: oil, oil changes, and filters. I'm telling you this because the last newsletter was put off until I replaced 5 of 12 lifters in my pickup. Seems that the owners between the time PG&E and myself owned the truck neglected to regularly change the oil. I finally did something when one lifter went bone dry and let me know about it (squeek, squeek, SQUEEK!). Turns out 4 other lifters weren't fully oiling either. The message is: **CHANGE YOUR OIL REGULARLY!!!** You won't appreciate it tomorrow, but you will miles down the road. Secondly, run one brand of good oil and stick with it. It really doesn't cost any more because the brand names go on sale frequently at the chain auto stores. Jay and I both like Castrol GTX, but I've used the other brands in other vehicles. Third, on the subject of oil filters, unquestionably, go with Fram and only Fram. If you won't take my word for it, I'll refer you to an article in the Consumer Reports issue dated February 1987, in which they tested oil filters for efficiency and capacity, and found Fram superior at both over other brands. Change it regularly too. At a certain point, all filters fill up and begin to bypass, sending unfiltered oil to the rest of your motor. CU also has an interesting article on motor oil in the same issue.
- 2) Kind of a tips update, this one is to relay that if you want super-firm shocks, ask the local speed shop counter man for KYB Gas-Adjust shocks for a 1971 (+/-) Toyota Land Cruiser (not wagon). Then go home and put the rear Toyota shocks on the front of your Econoline, and the front Toyota shocks on the rear of your Econoline. Presto, instant firm ride. The KYB part numbers are: Toyota front (Econo rear) #KG4501; Toyota rear (Econo front) #KG4519. Yes, we did a similar tip earlier, but that was to use Toyota wagon rears in the front of an E-100, and Jeep CJ fronts in the rear of an Econo. Using the plain Toyota Cruiser shocks seems to provide a firm ride without the stiff rear end that the Jeep shocks give.
- 3) As of about a year ago, there were legislative plans to phase out leaded fuel completely by 1989. There has been enough opposition that the deadline has been extended indefinitely until more information is available about the effects of unleaded fuels on automobiles and other gas powered equipment. Still, the amount of lead in leaded gasoline becomes less and less, and there will come a time when every older vehicle will need to have the valve seats replaced with hardened ones to allow the engine to run on unleaded fuel. Without the hardened seats, the valve seat area will eventually recess into the head as the seats burn away and the valves no longer seal. The usual procedure is to machine out the valve seat area and press in hardened seats. This is only necessary on the exhaust valves since the intakes do not normally run hot enough to cause problems. Some shops recommend hardened valves as well, but most use only seats. The only alternative is to use some sort of a lead substitute which will take the place of lead as a lubricant and heat transfer medium. Brian recently had this done on a big block Ford motor and it set him back about \$8.00 each for the seats and \$6.00 apiece to have them put in, on top of the rest of a normal head rebuild job. Total extra was then $(8 \times 8) + (8 \times 6) = \112.00 .

Intra-Econoline Parts Interchange

Last time, we went through the year by year changes to give you some idea of what was happening with changes each year, and to help identify the year of a particular truck. This time we'll carry it a step further and give you some specific information about what fits what and which are the best parts to use. The emphasis will be on parts swaps within early Econolines, but there are other items that will be listed where applicable. Where to start? There's no natural order to any of this, so here it is as it comes off the top of my head. I am going to skip the heavy mechanical items such as engine/transmission/axle swaps as each of these needs a full article to be covered in enough detail to be useful (we've already done quite a few). I'll also skip the generic items such as aftermarket bolt-ons, license plate frames, etc. since these are entirely aesthetic and emotional decisions, rather than rational ones. With that, I'll slip into my Dr. Econo mode and proceed to totally confuse you once again.

Some of the most frequently asked questions are about how to make the trucks stop or handle better. There are some stock bolt on parts that will help a bunch, and they are not expensive or hard to find.

The window vans, heavy duty vans, and five window pickups came with a front **sway bar** which helps handling a bunch. This bolted to the frame with four bolts and to the front axle at the shock absorber bolts. The holes in the frame are already there, so all you need to do is to get the sway bar, the connecting links, and the longer shock bolts and bolt it in. There are two versions of the sway bar. The 1961-64 bar had straight ends, the 1965-67 one had a bend in the ends. The reason for the bends is that the brake hoses were mounted to the frame at a different location starting in 1965 and the sway bar was changed to clear the later hoses. Be sure to use the straight bar in a 1961-64 truck and the curved one in a 1965-67. The end link kits and bushings are still available new at good auto parts houses.

The 1966-67 vans had a 3050 lb. rear axle available as an option. If you ordered this, you also got heavy finned **front brake drums**. These are the same width and diameter as all of the early Econoline front brakes, but have heavy cooling fins across the whole width of the drum. These are a bolt on item, but will not fit if you have 13 inch rims. Beware of aftermarket replacement drums. Some of these had fins across part of the width, but I have had problems with these being out of balance. The original Ford drums had a balance weight spot welded to the outer edge, the aftermarket ones I have seen did not. You'll go nuts trying to get rid of the vibration unless you realize what's going on here.

There have been questions about swapping or replacing **steering boxes** or columns from the different years of E100's. The steering boxes were physically the same on the outside from 1961 to 1967. They all had the same mounting and gear ratio and they will all bolt in. There was an internal change starting in 1965 which had to do with the gear tooth design. According to the Ford ads, the later boxes made the trucks easier to steer. I've never done an A-B comparison, so I'll have to take their word for it. I doubt it's a dramatic change, so if you find a nice tight box, use it.

Steering columns are a bit more complicated. There were three different versions of the mounting plate that bolts the column to the dash and three different column tubes to match. The 1961-62 had a flat triangular plate, the 1963-64 was slightly rounded, the 1965-67 was more rounded and angled differently. (See June-July 1988 newsletter). The 1967 ones had a slot for the emergency flasher switch. Divide that into three speed, four speed, and automatic and you end up with something like eight different column tubes. Ford also changed the angle of the steering column slightly in 1965 by tilting it toward the driver. When swapping columns, you must use the matching mounting plate. Also, don't use a pre-1965 column in a 1965 or later truck or vice-versa. The angle difference is enough that

although it will fit, there will be too much tension on the steering shaft once it is bolted in place.

The **turn signal switch** and **steering wheel** are the same from 1961-1966. The wheel came in either black or cream color and there were three different horn buttons and two types of horn ring available. The horn contact was a spring loaded brass contact in the wheel that slid on a ring on the turn signal switch. In 1967 the turn signal switch had the emergency flasher switch built in and the horn contact was changed so that the wheel had a contact ring and the switch had a spring loaded contact. The wheel looked the same and used the same horn button or ring. There were two versions of the 1967 turn signal switch. One had seven wires, the other eight. The seven wire switch was used with a solid state flasher mounted under the dash near the ashtray. The same flasher powered the turn signals and emergency flashers and both worked with the key on or off. The eight wire switch was used with a pair of "normal" flashers. The turn signals operated only with the key on, the emergency flashers worked with it on or off. The eight wire switch is the same as the one used in the 1969-74 Ford vans except for the connectors. It will work in a 1967 column if you splice on the original connectors. Simply match up the wire colors and you're set. The 1969-74 steering wheel will fit the 1967's (or 1965-66 with '67 column tube and switch) also. (See tips Oct/Nov 1987)

I've been asked about **bumpers**. The 1961-64 bumpers have a low survivability coefficient. Translation- they're always bent. The 1965-67 ones do a bit better. They're thicker and the front one doesn't stick out the sides as far. You can use late bumpers on an early truck (or early on a late one if you can find good early ones) but you need to use the brackets that came with the bumpers, not the truck. In addition, the late bumpers are the same front and rear except that the rear has an extra pair of holes at the ends. The pickups used the early style rear bumper through 1967, so if you use the late one you have no place for your license plate.

Doors are the same for the most part on all of the early E100's. The only real differences are in the center latch mechanisms on the side and rear doors. If in doubt, switch them in pairs. Also, the side doors and rear doors will interchange. This is an easy way to get windows where there were none or to get rid of the windows that are there. The window doors came with either fixed or pop-open windows. You can install the pop-open ones. Most doors have the holes already there. If the junkyard won't sell you windows out of good doors, get the left side windows from a window van. They are the same as the door windows.

My one concession to aesthetics is the part of the truck that I have to look at when I'm in it -- the interior. There are quite a few optional or different year parts that will bolt on and improve things from the standpoint of the driver.

One item that is both good looking and functional is the **full gauge package**. This was optional from 1965 to 1967 and uses amp and oil pressure gauges instead of idiot lights. We covered this in pretty good detail in the April/May 1988 issue earlier this year for both generator and alternator setups.

Another neat item is the **padded dash**. This was standard in '66-'67 (although it could be deleted), and optional all the way back to 1961 (though it's rare to see in an early truck). These were available in basic black, blue, and gold (blue and gold were for Falcon Deluxe Club Wagons only, see below). The dash pad was originally installed with a whole bunch of studs protruding from the pad and a whole bunch of holes drilled in the dash. I couldn't bring myself to drill all those holes (and it's nearly impossible with the windshield in place), so I cut the studs off with a cutoff wheel and glued the whole thing down with silicone. Brian did the same thing, except he left the two studs on the far ends intact and drilled the two matching holes for them since he heard me grouching about the ends pulling loose.

The glove box can be used with or without the **padded glove box door**. The door came in two styles. The early ('61-'65) ones are plain and have a spring clip

latch to the left of the glove box opening. The later ('66-'67) ones have a pushbutton lock recessed in the door. The flat ones came in black or blue (DCW's), the pushbutton ones were all black (I think). The padded door has the mounting holes in different locations than the non-padded ones (see next item) so a bit of drilling is needed to install it.

If you have a 1961-'63 truck that did not have a glovebox door originally, the **metal glovebox door** from a 1963 and later truck will bolt in once the holes are drilled for the hinges and latch.

Several people have asked me about installing the 1965-'67 **vent mounted heater** in an earlier truck. The word here is that it goes right in. All that you have to do is to remove the right side vent or blockoff plate and bolt the heater into the same holes. Drill the holes in the dash for the control cables, and punch a couple of holes in the floor for the hoses to go through. Hook it all up and you're ready for winter. A blockoff plate to cover the hole where the floor heater used to be was used on the models that didn't have the optional heater. Two things to watch out for: 1) the cables are just long enough to reach from the stock location, so be careful where you drill the holes for them. The best thing to do is to make a template from a later truck, preferably the one you got the heater out of. 2) the cow1 heater's defroster ducts may interfere with the wiper motor on some 1963-'64 trucks. This can be fixed by using an earlier or later wiper motor. Read on.

Speaking of **wiper motors**, there were at least five different ones used through the years. I still can't figure out when and why they changed them, but here's what I do know. The 1961's and 1962's all seem to have two speed wipers. The motor was made by American Bosch and is my preference of all of them. Starting in 1963, the single speed wipers were standard, and a two-speed was optional. These were Ford built motors. They are the ones that will not work with the cow1 - mounted heater since the mounting angle is different and there is no room for the defroster hoses. Starting in 1965, the same motors were used, but the mounting angle was changed to clear the heater. In 1967, the single speed motor was discontinued, making the two speed standard. Whichever one you choose to swap into your Econoline, be sure to get the matching switch and wiring harness. The wiper harness is separate from the other wiring, and hooks to the "ACC" post in the center of the ignition switch, so it is easy to remove intact and change with the wiper motor.

A related item is **windshield washers**. These were optional until 1966, when they became standard (but were sometimes deleted). The 1961-'65 washers were the foot pump type, with the pump to the left of the clutch pedal and the reservoir bottle on the right side vent or blockoff plate. The nozzles were short (about 1/2"). The 1966-'67 ones were electric. The pump was on the bulkhead to the left of the radiator, the bottle was under the driver's seat. The control was a pushbutton with the single speed wipers, and was part of the wiper switch (pull to operate) with the two speed wipers. The nozzles were relatively long (about 1").

More interior stuff? How about **sun visors**. There were at least four types used in the early Econolines. The standard cardboard ones are usually pretty thrashed after twenty-some years of use. There were three types of vinyl ones available. The padded ones from 1961 to 1965 were gray and had a molded edge. The padded 1966 and 1967 ones were white, had a stitched edge and had a coarser grain pattern. The 1966-'67 Deluxe Club Wagon visors were molded and had an embossed pattern matching the upholstery.

At the risk of offending the purists and Deluxe Club Wagon (DCW) owners needing the parts, I will quietly suggest using some **DCW interior goodies** to brighten things up a bit. To keep things fair, I'll "disclaim" things by stating that anyone caught using DCW goodies on a non-DCW truck must immediately surrender the parts to a DCW owner that can prove said goodies are truly needed to complete their van. The DCW's had a fiberglass skirt across the bottom of the the dash that

really cleans up the dash area and bolts straight into other E-100's. This piece came in two versions: with or without the the cutout for the padded glovebox door. The version with the cutout seems to be a bit more common. I used the one without the cutout in my pickup (oops, I forgot to mention I'm exempt from the above disclaimer) and used a metal glove box door. The skirts come in two colors. You guessed it: blue and gold. Blue ones seem to be easier to come by. If you must paint one, paint a blue one as the gold ones are extremely rare. The above-mentioned padded dash was colored blue or tan in DCW's. The blue ones don't seem to survive very well. I'm still looking for one myself. The tan ones hold up well, but are rare as they were used in 1965 only. I'm still kicking myself for passing up a perfect one in a junkyard several years back. DCW's had nice upholstery panels on the front doors, as well as along the length of the interior. The front door panels were blue or white and were trimmed in stainless. These fit non-DCW's if you drill holes for the retaining clips. The DCW's had nicer front seats as well, with extra padding and pleated upholstery. So as not to give away all the DCW secrets at once, we'll start here next time.

Old Econo Muse and Rationale

by Tony Smith

Are all Econo owners well balanced, normal people? What kind of person chooses to drive an old Econo? Why? What do intelligent car people see in these obsolete, usually tired chariots? I'm sure you too occasionally mull over these points. If you don't, take my word for it -- your spouses and significant others certainly do! This article is another way of reminding us, and explaining to others, why we like Econos.

Obviously, some of us just like old things -- however irrational the reason. I feel that any van that has survived as long as my '64 Econo has is deserving of merit. Such feelings can develop into philosophical obsessions: ie., "If this van has lasted this long and if I can just help it along a little, then it will always be there to help me along and help me last." Such an attitude can become emotional and anti-social: "Yeah, old Econo, it's just you and me -- to hell with the rest of the world!" (eds. note: More than one of us has chosen the Econoline when given the ultimatum "It's that van or me.")

Technically, there are varied reasons why we like old Econos. Most old Econos are refreshingly straightforward mechanically. They consist of '60's Ford "off the shelf" hardware. These mechanical parts are generally low cost and still available. Many car nuts believe that '60's Fords were the meridian point of automotive excellence. Old Econos are curiously receptive subjects for mechanical modifications. They reinforce the old vanishing ideal that as individuals, we can make improvements over existing ideas. Their mechanical shortcomings in fact, then become odd assets to the inveterate tinker. Some of us have actually become brilliant Econo modifiers (Jay and Brian to name a few).

Old Econos are fuel efficient transports. Some models can attain over 20 mpg on the highway. With the engine centered behind the front wheels, the old Econos are well balanced, as vans go. An old Econoline, properly set up, handles with flair and is downright fun to drive. There is no better entertainment than flinging an old Econoline through one or more sweeping curves like a cantilevered whip ride at the amusement park.

Their longevity and reliability are evident in all the old Econos that have survived the years. An elderly friend testifies that his 1963 Falcon Club Wagon has 486,000 miles on it. He personally recorded those miles using it as a jitney on one of the now defunct jitney routes in downtown San Francisco. (note: at one time, there

were many Econos used as jitneys in downtown SE. The old Jitney Association decal featured a Falcon van motoring down the road!)

"Old Econos never die, they just get classier." Econolines have a truly distinctive appearance. The interiors are wonderful examples of early sixties style tempered by utilitarian purpose. The dash panel and instrument pod suggest in the symmetry of shapes (small circles and large rectangles) that it's a balanced purposeful machine. The controls feel honest, light to the touch, yet provide necessary mechanical and road feedback. The spacious front cabin, massive greenhouse, with seats perched high (especially true of the early Econos) promote the impression that the driver is piloting a personal space ship. Piloting an old Econo through forest, countryside or city offers one a heightened sense of environment. Old Econos do not attempt to de-sensitize the driving experience.

The exterior itself is a fascinating study. The old Econos were more practical and of better proportions than later vans. They boast an impressively high percentage of useable interior volume in relation to exterior dimensions. There are no sharp edges and actually, the old Econo is a fine example of mature streamlining. The bulbous mid-section flowing into the front panel, for me, is the unique trademark of the old Econo. The headlight frames are intercalated onto the front end face, infusing a human quality to the front of the body. The flowing quality of the body and other design elements that I haven't described in detail create a pleasing package.

Well, that's it this time. I'm sure I've only scratched the surface of "why we like Econolines". I'd like to hear more expressions of Econo love from you enlightened Econo owners. Drop me a line sometime!

Ask Dr. Econo

Q: I am missing the pan that goes under the radiator. I have a new radiator and have had no cooling problems. Is a pan absolutely necessary? Carl Crossman, Dover, NH.

A: If it works, don't fix it. In cooler areas, with a small motor and a good radiator, you'll probably be fine without the bellypan. The pan will keep wayward rocks, road dirt, and small animals out of the radiator, however. With the big motors, or in hot areas, it helps cooling a bunch. The 289 in my truck will not cool without it, period.

Q: Did the pickups come with chains or links on the tailgate? Carl Crossman, Dover, NH.

A: Both. There were short, rubber covered, chains for the latches, but the tailgate was supported by folding links when opened. I made folding links for mine from 1/8" by 3/4" plated bar stock from the local hardware store. The original links were made from round stock, but the ends are difficult to duplicate.

Q: My 200 cu. in. engine runs hot after shutting it down. I was thinking about installing electric fans. Should I buy new aftermarket fans, or will junkyard ones fit?

A: I have seen some incredibly strange ways of trying to help the cooling on the Econolines. These included extra radiators mounted on the bellypan, air scoops and ducts in the floor and bellypan, and even cutting out and enlarging the back of the engine box. In fact, PG&E cut out the back of the box in many of their Econoline pickups and had the rear of the engine vent directly into the bed area. They covered it with wire mesh and called it good. The problem is not the engine or radiator, but hot air. It has nowhere to go when the truck is not moving. An electric fan is a good fix for this, since it will keep the air moving. The best setup is to have it thermostatically controlled and "hot" all the time, so it runs after the engine has

been shut off, and quits when temps drop lower. Most of the aftermarket fans are this type and are a "universal" fit -- they mount with plastic clips through the radiator fins. (eds. note: my definition of "universal" fit is that it doesn't fit anything well.) The OEM type fans usually mount to the frame around the radiator with bolts and will require some modification to mount in an Econo. The thermostat on these is usually part of the radiator, so you will have to make up a thermostat and control relay to make it work. Either way, be sure to use heavy wire when installing electric fans since these take a lot of current to run. If anyone has come across a trick setup, let us know and we'll pass it on.

Q: I have not been able to find the shackle bushings for the front springs on my van. Any ideas? Jim Culver, Glens Falls, NY.

A: After not finding them at a parts store, I went to my local spring shop and they had the bushings on the shelf. Their part # was 533, and they were the same front and rear. Unfortunately, good parts stores are disappearing one by one and are being replaced by "fast parts" chains. Specialty shops are a good resource.

Q: I would like to know where the cutoff point should be on the two tone paint jobs. I am painting my 1965 deluxe pickup Poppy Red and Corinthian White and need to know where the break should be. Bill Williams, St. Petersburg, FL.

A: On the pickups, the white section was the area from just below the drip rail to the belt line below the windows (the line above the Econoline emblems). This included the rear of the cab and the thin stripe below the windshield also. This area was always Corinthian white on the two tones and could be ordered with any color except Pure White. On the vans a similar scheme was used. The white area went from the drip rail to the upper beltline and wrapped around the rear of the van and below the windshield.

Q: Does the jack and lug wrench go under the driver's seat on my 1964 Deluxe Club Wagon? I have never seen the original in place, nor the clip and wingnut. Bill Williams, St. Petersburg, FL.

A: Yes, as far as I know the jack went under the driver's seat on all the E100's and Falcons. The jack was the mechanical screw type, similar to those that come with new trucks, and had a folding handle. The jack, handle, and lug wrench were held down with a clip and wingnut to a threaded hole in the floor next to the wheelwell. These are seldom seen since they either broke, stayed with a previous owner, or got left by the roadside.

Econoline Classifieds

For Sale:

Foot operated window washer pump. "Cheap" to whoever needs. Bill Williams, 6065 15 Street North, St. Petersburg, FL 33703.

Wanted:

Early style ('61-'64) chrome bumper in "Number 1" condition. Tony Smith, 2224 7th Ave., Oakland, CA 94606.
