



Econ0

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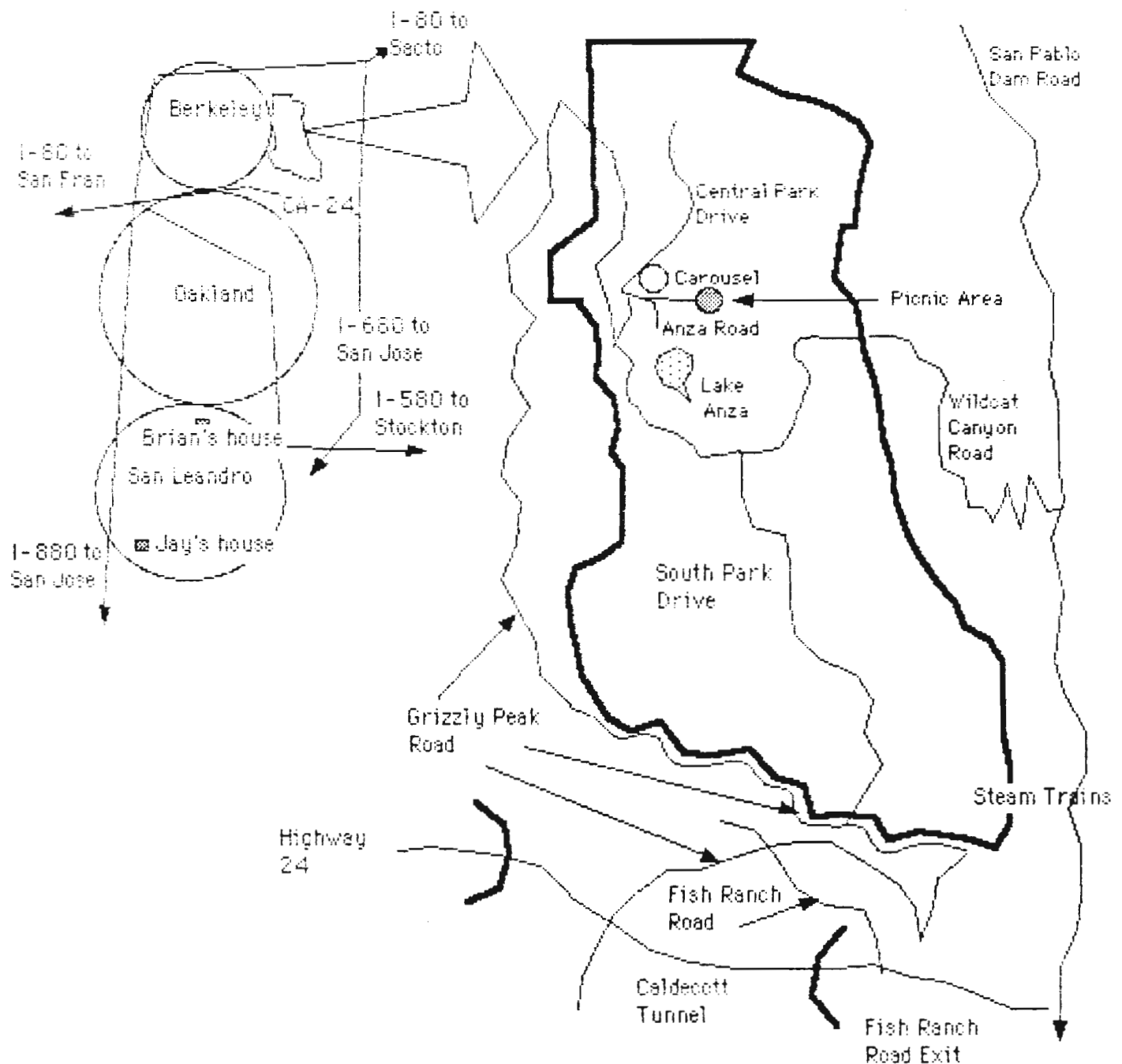
It's always tough figuring out how to start off these intro pieces. Guess I'll start by saying that we hope everyone behaved last year so Santa brought lots of new toys. I guess I should mention that I didn't make a New Year's resolution to get more with it on Econ0 matters, only because I know that I won't keep it. So the newsletter is out at it's normal time 3 weeks late.

The get-together is on! The chosen date is April 15, 1989. Time is 3:00 pm until dark. The place is called Carousel Picnic Area and is in Tilden Regional Park near Berkeley, California. A rough, computer generated, map follows the directions in the next paragraph. There'll be lots to do nearby for those that want to do stuff not related to Econ0lines. A few highlights are: an old-time merry-go-round (hence the name of the place), a small lake for fishing, etc. (the water will be too cold to swim in, besides the guard service not being there at that time of year), an environmental interpretive center is a bit down the road, a botanical garden is a bit up the road, and there's thousands of acres to hike in. There's also pony rides and a live steam model railroad a short drive away. You'll need to bring an array of clothes since April weather in the area can be wet and foggy or sunny and mild. The picnic area itself is in a grove of eucalyptus trees, so it may be even cooler down in there. For food, it's BYODM (bring your own d___ meat). Jay and I will provide coals, beer and soda. The last thing to not leave home without is your Econ0line (or is that intuitively obvious?). For those travelling to the area, there are lots of places to stay, either camping or motelling. Call one of us if you want some ideas or suggestions. An RSVP isn't necessary, but an idea of how much beer to buy would help keep Jay and me from having to drink all the leftover cases if we buy for a horde. I'm looking forward to seeing some new faces there.

There's lots of ways to get into Tilden Park. It's not as complicated as it looks. From Sacramento and Northern California, take I-80 towards San Francisco; take I-680 south to Walnut Creek; take California Highway 24 west toward Berkeley and SE; exit at the Fish Ranch Road exit. It's the last exit before the Caldecott Tunnel (the only tunnel there). At the top of the exit ramp, take a right on Fish Ranch Road. At the first stopsign, make another right onto Grizzly Peak Road. Take the first right past the steam trains, onto South Park Drive. Continue to the end of South Park Drive at a "Y" intersection with Wildcat Canyon Road. Take a left turn there, and take the next right turn after winding along above Lake Anza. You are now on Central Park Drive and almost there. Take the next right (Lake Anza Road), just before the carousel, and an immediate left in front of the sign "Carousel, Buckeye". You should be able to see at least a few Econ0lines below you, in the parking lot.

For folks coming in from other directions, the only difference in how to get there lies in getting to the Fish Ranch Road exit. From points south via I-5, take I-580 west, I-680 north, and CA24 west and then do the same as above at Fish Ranch Road. From points south via US101, take I-880 north to CA24 east. Take the first exit after going through the Caldecott Tunnel. It's called (guess

Pseudo-map to EcorC get-together.



what...) Fish Ranch Road. You'll loop back and will have take a right to cross over the freeway. Go straight up the hill to the intersection with Grizzly Peak Road. The only other variation is for those coming from north of Berkeley, or Berkeley itself. I trust you'll be able to find your way up to the intersection of Wildcat Canyon and Grizzly Peak Roads via Spruce or Euclid Streets. From there, follow Wildcat Canyon towards Lake Anza; take the first left (it hooks back kinda sharply), that's Central Park Drive; do like everyone else after that.

On to a new topic. This isn't something we normally do, but I'll do it anyway. For those of you who may want (or know someone who wants) a completed, clean, custom,

show-quality Econoline pickup, we have been informed that one such is available. It's a '63 that has been on the local hot rod show circuit out here. Jay and I have both seen it. Basically, everything has been gone through: V-8 with all the goodies, auto w/shift kit, narrowed 9-inch Hotchkiss seats, tinted glass. You get the idea. The guy is selling it to get on to other projects. We know how tough it is to sell something like that and would like to see the truck go to a good home, so we agreed to put in a plug for him. It is a really nice custom truck. He claims it's been appraised at \$18K, but is asking \$6000, OBO. Contact: Don Forman at (707) 776-7400 (work, Pacific time) and tell him you heard about it through Econo.

The other pitch I have to make, I should have made in the last issue, after the Carlisle trip. I had to wait for Christmas to pass so Jay couldn't buy his own present. For those of you into auto enthusiast paraphernalia (ie: T-shirts, caps, key fobs, coffee mugs, etc.) and Econolines, you probably have not been too satisfied in the past. There's hope yet. A company called Motor Car Gfx produces a decent Econoline pickup drawing available on all the aforementioned items. A van drawing and another pickup drawing will be available in spring of this year. Their address is: M.J. Mall, Suite 8-B-13, Carlisle, PA 17013-4113. They'll send you a catalog and a price list if you write and ask (an SASE helps). If you ask them nicely, they may send you a copy of the drawing. I'm not sure what their policy is on that. If they won't, trust me, it's a good representation. They list a '63 (number 635) in their catalog, you can have them put in another year if you want, or have them delete the year entirely.

While we're sorta on the subject of advertising, we've advertised that members get free ads in the newsletter. We always manage to get a few, but the idea is to get more. The ads are for you guys out there that need parts (or is everyone's truck completely restored/finished? I thought not.). The bottom line is for y'all to take advantage of your well-spent money and take us up on our offer. We'll run an ad as long as you need it run, but you have to **let us know ahead of time** that you'll keep us informed as to when you've recieved, sold, given away, or whatever the item(s) in your ad so we can change or delete the ad. That way we don't run an ad for a year for something that sold the day it went out or for someone who gets what they need right away. If no indication is given when I receive the ad, I usually only run the ad once to avoid that kind of problem.

The same deal will apply next year. Yes, Jay and I have decided to continue to produce late newsletters for yet another year. As usual, we have no idea what topics or articles we'll tackle, but your input will be more and more important. We'll do the same thing for renewals this year as last. Everyone will get a renewal application with the last newsletter of this year (that's our next issue, NOT this one). Even though we love getting your money, DON'T RENEW NOW. Wait until you get the form with the next newsletter and then send it in. The idea is to keep our bookkeeping as simple and easy as possible.

To encourage you to renew, our next issue will be plenty impressive. The feature will be the long-promised xeroxes of member's Econolines. We'll try to do a nice mix of technical and non-technical material, just to end on a lighter note (also because I have no idea what Jay will give me to type in).

This issue is pretty straightforward. Tips reveals one of Jay's old tricks on shift-levers, an item on emergency flashers that probably should have been in last month's parts interchange article, and a novel way to wire a door. Next, Jay gives us his idea of an ideal Econoline as a wrap-up to the parts interchange article. The last article of the newsletter answers some questions we've had about how to obtain a third front seat for the engine box. In that "how-to", I've basically taken apart the third seat I found in a junkyard, and shown you the dimensions and materials, and how I would go about copying it, if I had to make one. I hope it's all worthwhile. Happy New Year! BC

Tips

1) Gearshift knob removal and installation. I recently came across a stock 4-speed gearshift knob and lever in the local junkyard. Unfortunately, the lever had been broken and welded. I therefore had to find a way to remove the knob without chewing it up so I could install it on another lever. Fortunately, the 3-speed lever is the same. To change the knobs, I took a piece of 3/4" plywood and drilled a 1/2" hole, about an inch in from the edge. From this hole I cut a slot 3/8" wide to the edge. I slid the lever through the slot and centered the knob in the hole. I pulled the lever out of the knob with a large pair of pliers, working against the back of the plywood. DO NOT twist the lever or you will crack the knob. To install the knob on the "new" lever, I heated the lever with a propane torch so it was hot enough to allow the knob to press on easily. The knob may crack if the lever is not heated since it is a tight fit and you are working with 25 year old plastic. I pulled the knob back about 1/8" from fully installed and painted the lever, then pressed the knob the rest of the way so there was not a paint line at the base of the knob. The paint I used was my old favorite, Derusto Barbeque Black, by DAP. This is halfway between gloss and flat like the original and seems to hold up pretty well on just about everything I've used it on (half my truck, it seems). JL

2) Emergency flashers for 1961-'66 Econolines. We have talked about using the 1967 turnsignal/flasher setup in the past, but the Econolines came with flashers as an option from the beginning. They were standard starting in 1966, but could be deleted in some states to save cost. There were three variations in the switch. The early ones (1961-'62) used a switch with a built in indicator -- the knob was made of red transparent plastic. The switch itself was made by Signal-Stat, but carried a Ford part number sticker on the side. It was located above and to the right of the wiper switch, above the ashtray. The wiring is easy -- it simply plugs in by separating the blue and black plugs on the turn signal switch and plugging the flasher harness between the two halves. The power connector plugs into the socket that's already there under the left side of the gauges, the one with the green/yellow wire. The fuseholder is an in-line type, built into the flasher harness. The flasher had a separate mounting bracket and plug and was mounted near the ignition switch. The plug-in was for a three prong flasher.

The second type of emergency flasher, used from 1963 to mid- 1966 had a separate switch and indicator. These were mounted above the ashtray also, with the switch on the left and the indicator on the right. The knob on the switch matched the wiper, headlamp, and heater knobs. The indicator had a chrome edge marked "FoMoCo/Emergency Warning Flasher" with a red lens in the center. The flasher itself was mounted to a metal bracket that was held in by the switch. The flasher was a standard two prong type. The wiring was again a plug-in, identical to the early units.

The third type flasher, standard in the second part of the 1966 model year, had only a switch (no indicator). It was located below the wiper switch, and again matched the rest of the knobs. The flasher and wiring was the same as the second type, above. JL

3) I'm sure many of you have encountered the problem of running a wire from the body of the truck into the doors for lights, or other accessories. We covered a way to do this in an earlier issue using rubber hose and plastic grommets to guide the wires. Since then, I have discovered another way to do this. In looking at late model Dodge vans at the wrecking yards I noticed that the connection to the rear door for the license plate light was made through a pair of contacts set in rubber. These simply press into holes in the door edges so that contact is made when the doors are closed. The back side has a bullet connector that the wire presses onto. These will work on any vehicle that has parallel door surfaces with the right spacing, including the Econolines. Mounting them is a simple matter of cutting the holes in the doors and hooking up the wires. I don't recommend them for speakers since the vibration of the vehicle going down the road would probably cause static, but for lights or other low power accessories, they should work fine. JL

The Ultimate Econoline (Parts Interchange Finale)

Have you ever been to a car show and seen the one car there with every possible and imaginable option? You know, the one with the brightest two-tone factory colors available, with fender skirts, continental kit, dual spotlights, and the inevitable tissue dispenser. Every bit factory, mind you, but who actually would want a car that way, except to try to impress the judges at the car show. Hopefully, the judges are above all that, but in any case, there are those of us who would rather have a useful and functional vehicle that we can drive daily and leave in a parking lot, without the annoyance of beeping alarm transmitters and a constant fear of getting a scratch in the paint.

What I'm getting at is that this is a summary of all the factory bolt-on items that came with the Econolines (or other vehicles) that I feel will make the trucks safer and more functional, or at least more enjoyable. This is NOT a list of every option ever available for the Econolines. In fact, I have listed a few items that I don't like, along with the reasons why.

I'll start with the basic truck itself. If I were to have my choice of year and model, I would take a 1965 to 1967 Heavy Duty model, either van or pickup. There were many structural improvements made on the body and frame by 1965, and the Heavy Duty models had a much thicker frame throughout, along with heavier springs and shackles, and the front sway bar. They also had the 9-inch rear axle which is almost impossible to break and is available in any gear ratio you could possibly want. The ideal year to me would be a 1965, only because that's the cutoff in California for smog inspection. It would preferably have the 240 motor, but the 170 can be replaced easily with a 200. Flatland rear axle gearing would be 3.00:1 for a 240 automatic, 3.25:1 for a 240 stick and 170/200 with auto or stick. For mountain driving, 3.50:1 for 240 auto, 3.70:1 for others. This can be adjusted up or down depending on tire size and individual preference.

If starting with a 170, the first step would be to put in a 200 motor. This could be further improved using a 250 cylinder head (details in a future article). I would use the cable throttle linkage from the 240.

If starting with a pre-'65 truck, you are pretty much stuck with the small sizes. Again, the 200 is the easy fix here. The full crossmember is the preferred way to mount the motor, but is not a direct bolt in. You do have the option of a 4-speed, however. These are great for mountain driving since the gears are much closer than the 3-speed. The Heavy Duty parts can also be installed on the early trucks. A definite must on an early truck is the '65 and later speedometer cable. An alternator is also a worthwhile swap into the early trucks. Push-button type vent windows are preferable from an anti-theft standpoint.

Other mechanical mods on both early and late trucks would include a sway bar (if not there already), the finned front drums from the 1966-'67 3050 GVW package, the finned rear drums from a late '60's Fairlane wagon or Torino (watch the center hole size; make sure they are the 2-1/2" wide ones also!), and the 1967 dual master cylinder and brake system. On a light duty, 170 equipped truck, the 9-inch axle would go in. On a 170/200, I would install the large rear transmission yoke from the 240 and use the corresponding 240 driveshaft with its much stronger U-joints. If the truck is not a Heavy Duty, I would install the Heavy Duty springs and shackles.

On the automatic transmission, I prefer the 1967-up shift pattern, rather than the old "green dot" since the later trans has a "second gear hold" feature. On the green dot, you get either first or second upon shifting to low, depending on speed and engine vacuum. It's a bit of a hassle if you like to use lower gears on an automatic.

Inside, I would install the full gauge package, and the padded dash either with or without the padded glovebox door. Two speed wipers are a must, as are emergency flashers. I don't like the horn ring, since it interferes with the steering to me. The dual horns are nice, though. I prefer the 1961-'64 horns with the metal covers (not molded

plastic) since they are louder. The flip forward driver's seat is nice, especially in a pickup, and a second one can be installed on the passenger side as well. The tinted windshield is nice, but every one I've had has gotten broken. Mirrors are a matter of preference. The large swing-away westerns are still on my van since I can see out of them better. They are sure ugly and noisy, though.

On the outside, bumpers would be the 1965-'67 ones on a van. These are stronger and don't crack out as fast. On a pickup you're stuck with the early style rear one, unless you relocate the license plate. An alternative is a step-type work bumper as these were available specifically for the Econoline, usually dealer installed or through local specialty shops. I won't get into cosmetic items since they're what make each truck unique. Just remember that every item you put on, even though it may look good, will need to be washed, polished, maintained, removed when re-painting, and eventually replaced or re-plated anyway. Not to discourage you, but don't say you haven't been warned.

Obviously, there are many modifications possible in addition to the ones listed here. All of my vehicles have "one off" items which were custom made either by myself or former owners and this will probably be true of most Econolines. Very few were ordered with all the optional equipment. Econolines lend themselves well to customizing for the same reasons -- they were a basic, no frills work truck. Thank goodness we were spared the molded plastic and nightmarish mess of hose and wire that the newer vehicles are stuck with. JL

Making a Third Front Seat

For most of us, there is usually only one person in our Econoline.....us. Seating is no problem. A few members have either an equally deranged rider, or a nice enough vehicle to carry two people in and therefore occasionally have a passenger. To have three or more passengers is also no problem: throw 'em all in the back. For whatever reason, it's two passengers that present the problem. One of them will not want to ride in back alone, or they'll fight over who gets the real passenger seat and who settles for second-best: the engine box. From their perspective, it's a reasonable quarrel. The box is hard, usually warm, and worse, has no backrest. The answer is a third front seat.

There was such an animal. To our knowledge, it was available as an optional part of the Travelwagon package (at least in '63 and '64). I have also seen them in equivalent Dodge packages. This article will describe how to make such a seat. I will warn you, you are being used as a guinea pig here. I haven't actually made one. What I am doing is describing as accurately as possible how the one sitting before me is made. It's really quite simple as I think the drawings will show. This is literally going to be cookbook form. Ready? cook.

Ingredients:

One piece 7/8 in. OD steel tubing, 1/16 in. wall, about 49 & 1/2 inches long. Electrical conduit may be a good choice, check the thickness.

Two small pieces 1/8 steel plate, 2 & 1/2 in. X 6 in.

Two pieces plywood, 1/2 in. X 12 in. X 18 in.

Four oval head wood screws, # 10 X 1 & 1/2 in.

Four round head wood screws, # 10 X 1/2 in.

Two machine screws, 1/4 X 1 in.

Six bolts, 1/4 X 1 in.

Two carriage bolts, 1/4 x 1 in.

Ten nylon lock nuts, 1/4 in.

Firm foam padding, 1 & 1/2 in. X 12 in. X 36 in.

Vinyl or seat upholstery fabric, at least 60 inches one way, and 20 inches the other.

"Correct" Travelwagon color is chocolate brown.

Contact cement

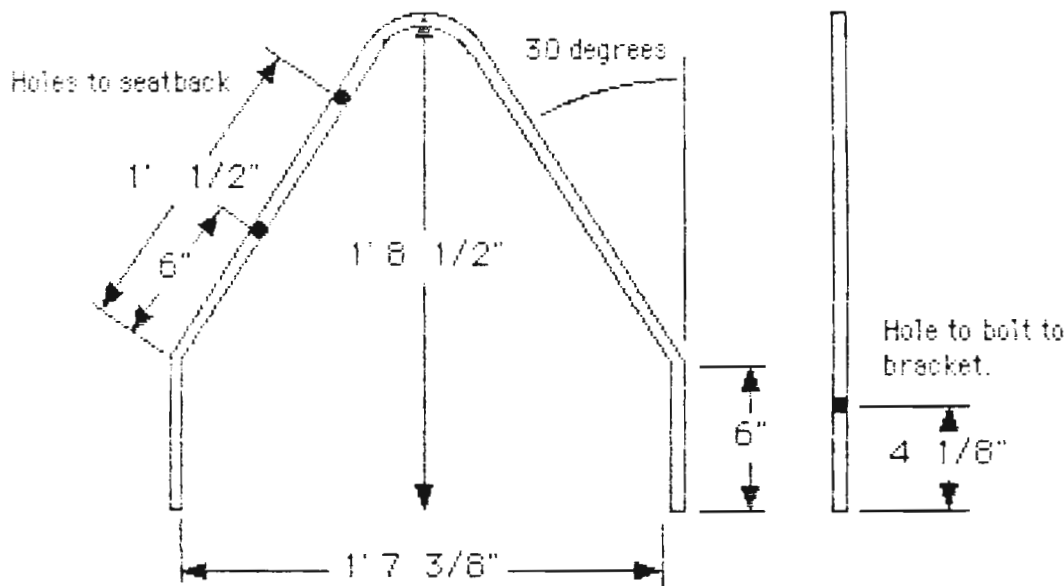
18 upholstery nails
One piece brass rod, 1/2 inch diameter X 1 in. long.

Recipe:

Bend tubing as shown in Figure 1.

Mark and drill four 3/16 in. and two 9/32 in. holes in the tubing. See Figure 1 again for their location.

Figure 1. Tubing diagram showing bends and hole location for making a third Econoline seat. Scale: 1 1/2" = 1'.



Using the two pieces of steel plate, cut brackets to shape and drill 9/32 in. holes in them. Use Figure 2 as a template.

Modify the carriage bolts by rounding the square part under the head with a file and grinding (or filing) the head so it only protrudes a little more than a sixteenth of an inch. File a notch across the top so you have something to hold with a screwdriver.

Round two corners of the two pieces of plywood as shown in Figure 3.

Cut the small piece of brass rod in half, and center drill it 9/32 in. It's also shown in Figure 3.

Assemble the brackets/plates to the tubing as shown in Figure 4.

Cut the foam in half, round the corners to match the plywood, and cement one piece of foam to each piece of wood.

Sew (or have sewn) two half covers for the two pieces. For one, cut one piece of fabric the size of the plywood plus 1/2 inch. Cut a second piece of fabric in a strip that is the width of the foam plus 2 inches wide by the distance around the outside edge of the plywood plus 1 inch long. Pin, right side to right side, the ends of the strip. Sew a 1/2 inch seam across the end to make a loop. Then pin the right side of the loop to the right side, outer edge of the first piece you cut. Sew a 1/2 inch seam all around the edge and turn the right side out. To be really fancy (and "correct" travelwagon style), sew some dark brown piping/welting in there also to accent the seam. While you're at the sewing machine, cut one last piece of seat cover material to the shape of the plywood, plus 1/2" and sew a flat 1/2" hem in it.

Figure 2. Scale template to make bracket from steel plate for Econoline third seat.



Figure 3. Pattern for plywood (Scale: 1 1/2" = 1') used for seatback and drawing of brass rod with hole drilled to use on Econoline third seat.

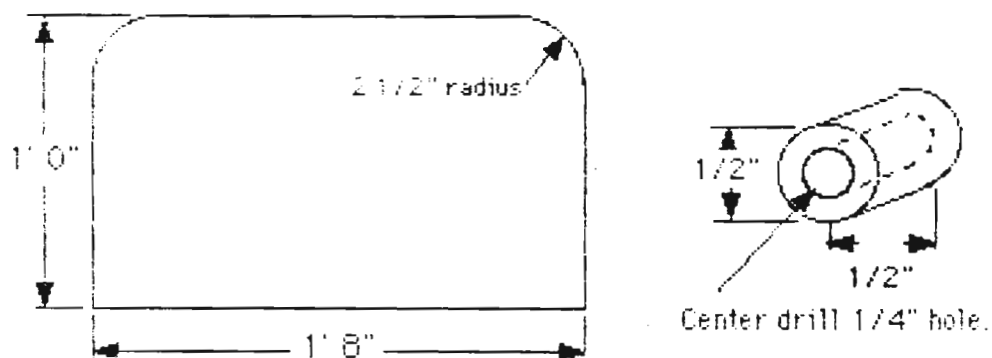
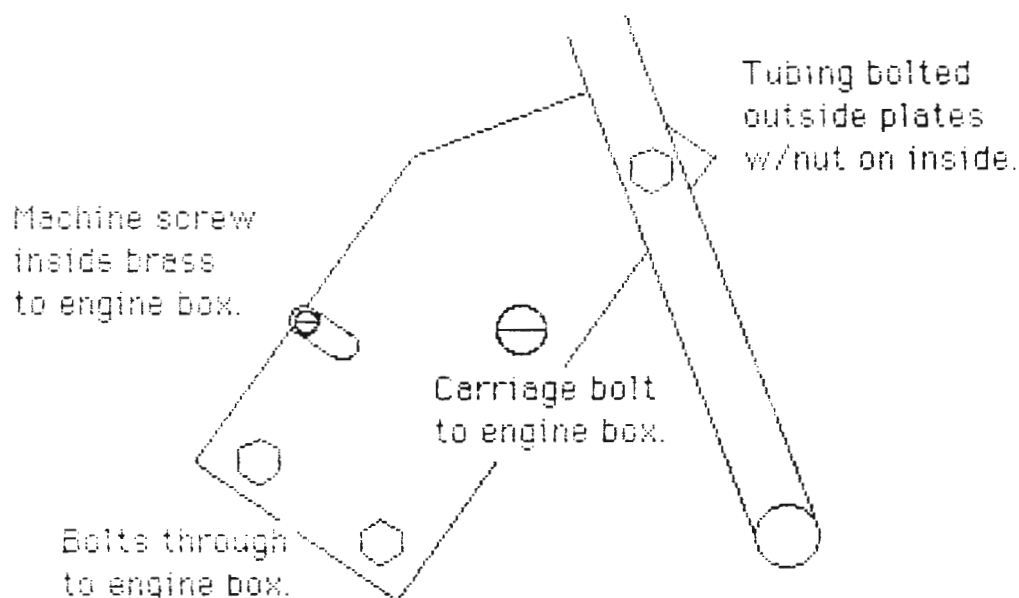


Figure 4 Shows bracket and tubing assembly for Econoline third seat.



Place the covers over the foam side of the seats, and nail, staple, and/or glue the excess to the back of the wood.

Place one of the seats, padded side up, in the recess in the front of the engine box lid (hint: the curved corners go forward). Mark and drill four 7/32" holes in the lid to hold this seat to the lid. Location of the holes can be really approximate. Attach the seat to the lid using the four round head # 10 X 1/2 in. wood screws from the underside of the lid. This piece is now what your passenger will park his or her fanny on. The other plywood/foam/cover assembly will become the seat-back.

Glue the last piece of fabric you sewed to the back of the seat-back, and tack in the upholstery nails around the edge.

Lay the seat-back padded side down, on top of the seat attached to the lid.

Lay the tubing assembly on top of this so that the brackets straddle the engine box lid, and the tubing just reaches the leading edge of the seat-back.

Attach the seat-back to the tubing using the four oval head wood screws, # 10 X 1 & 1/2 in.

Mark four holes in each side of the engine box lid through the remaining holes in the brackets. Drill the four holes 9/25 in. and attach the bracket to the engine box lid using the 1/4 X1 in bolts through the lower holes, a 1/4 X1 machine screw goes in the brass tube and through the next hole up, and the modified carriage bolt goes in the remaining hole (see Figure 4).

Serves one when seat-back is upright. Allows engine box lid to be raised or access to rear of van when seat-back is folded down. Good luck. Remember, don't blame the the cook if the recipe fails, toss the cookbook. EC

Econoline Classifieds

Wanted:

Any year 8-door, short, no-window van in rust free condition. Bill Hossfield, 50 Oakwood Dr., Ringwood, NJ 07456

Wanted:

Side moulding strips for Deluxe Pickup, belly pan for small six, seat for top of engine
Don. Bob Nance, P.O. Box 54, West Salem, OH 44287

Good or better condition van rear floormat, rear seat retainers and T bolts, blue armrests
with schtrape. Promotional Econoline pickup tie bar or tack. Don English, 301 Alameda
Blvd, Coronado, CA 92118

Three piece side trim for 1965 Deluxe Club Wagon, long body (yes, they did make them, I
saw one several years ago!!). Need rear sections from driver's side only. Jay Long, 15039
Costello Street, San Leandro, CA 94579

Free:

Help identifying and /or locating needed Econoline parts or literature. Don English, 301
Alameda Blvd, Coronado, CA 92118

For Sale: Shortie Econoline Pickup tailgate. This is the one that doesn't touch the
ground when let all the way down, but doesn't allow for rear bumper either. Pretty
straight, only a couple dings. Will need part of lower panel reattached and new pipe
welded where the hinges go. Not rusty! \$50 plus shipping. Brian Cochrane, 258
Cambridge Ave., San Leandro, CA 94577, (415) 568-6131.