



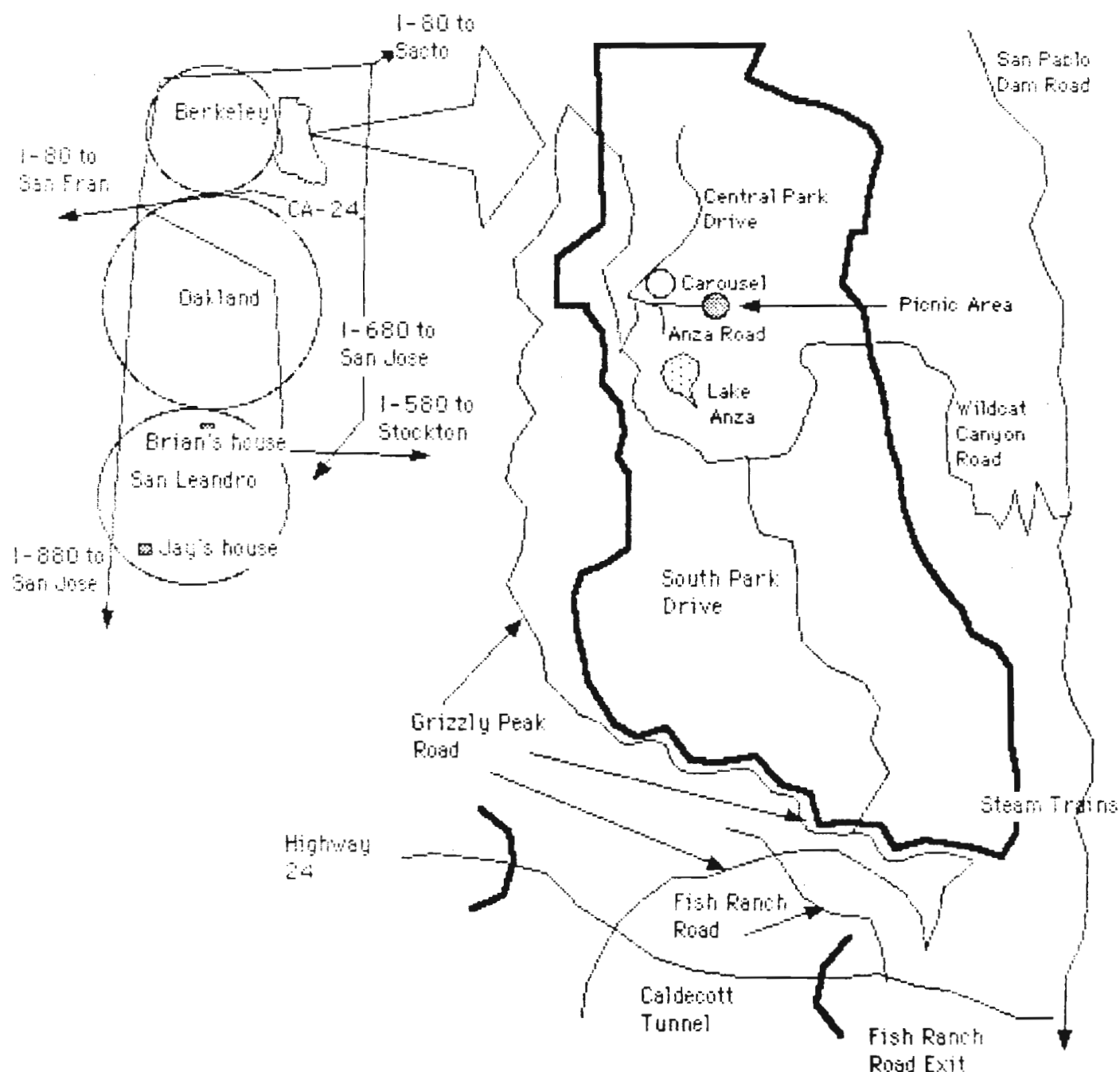
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ECONoline Organization Newsletter
February/March 1989

Well, well, well, another year gone by. My how time flies. As usual, when I try to think of some appropriate accomplishment to reflect upon, nothing comes immediately to mind. In lieu of one particular noteworthy item, perhaps a chronology of lesser events may suffice and give y'all a perspective of the year. For starters, our renewals were nearly 100%. Not bad for rookies; maybe we're doing something right. Summer was kind of blah, but there was lots of communication with a few members, and we did have some fun with the keys to Early Econolines. Fall was when things kicked in and really started happening. Finally, Dennis Carpenter came out with his new vent window seals. One less part I don't have to improvise. I took my trip to Carlisle and had a great time. Found some fun, but not earthshaking, goodies (made Don English's year though). Dec/Jan was kind of hectic, but we did manage to get the newsletter out before it became the Dec/Jan/Feb issue. Our ads have generated a lot of response in the form of inquires and a few very enthusiastic new members. The plug for the show pickup may have been worthwhile; Carl Crossman is coming out to at least take a look at it. He figures that he'll spend that much on his truck anyway, so why not? It'll be interesting to see what happens at the get-together. Yes, the year has been worthwhile. We'll see what next year brings. Hope you are with us.

As I mentioned, the get-together is happening and will be on April 15, 1989 at Carousel Picnic Area in Tilden Regional Park near Berkeley, California. Time is 3:00 pm until dark. A rough map follows the directions in the next paragraph. For those that want to do stuff not related to Econolines (shame - shame) there's an old-time merry-go-round nearby, a small lake, an environmental interpretive center, a botanical garden, and acres of open space. Pony rides and a live steam model railroad are a short drive away. Please bring an array of clothes since April weather is extremely variable, and this year's weather has been especially so. It could be hot as a tin (insert appropriate noun here) in the desert, or cold as a well-digger's (insert appropriate anatomy here) in the Klondike. Bring something to barbecue. Jay and I will provide drinks, both the beer and non-beer type. Be sure not to forget your Econoline, after all this is an Econoline get-together. Those that want to go to meets in comfy cars can go to comfy car meets, not Econoline meets. Call one of us if you want some ideas or suggestions about a place to stay, if that's what you need. An RSVP would be nice, but isn't necessary. A well attended event would be really nice so we'll feel encouraged to put on another one (yes, that's a threat)..

There's lots of ways to get into Tilden Park. It's not as complicated as it looks. If it sounds like the same directions as in the last newsletter, that's because it is. From Sacramento and Northern California, take I-80 towards San Francisco; take I-880 south to Walnut Creek; take California Highway 24 west toward Berkeley and SF; 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 stop sign, make another right onto Grizzly Peak Road. Pseudo-map to Econ0 get-together.



Take the first right past the steam trains, onto South Park Drive. Continue to the end of South Park Drive at a "T" 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 Econolines 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 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.

This issue is the one that Jay and I have been looking forward to all year. Not that it's been the biggest pain to put out,it has. Rather it's also been the most fun. As usual we start off with Tips. We try to give you your dose of common sense with at least one of the tips each time, and this time is no exception. We start off with ("UGH") grease. Odious, but necessary. Tip number two is an Econoline (and Econoline passenger) preservation tip and relates a few ways to make your rear lights brighter. Tip #3 is an FYI for those that receive the LOVA newsletter and believe everything they read.

Since most of the Econolines in the club are still powered by small sixes and since some things interchange between years of small six and many don't, Jay whipped up a quick article on "small six stuff". It's just that: stuff. The next article is another "how to", this time on how to make tailgate links for the pickups. The next article helps those of us who believe a good, loud horn is essential to daily driving, but are stuck because no horn set-ups for early Econolines exist to go with the after-market wheels common at swaps and in yards. Jay solved the problem of adapting those kits and when Terry Turner sent us an article showing his way, we felt it appropriate to show you both. The last article goes with those two loose, glossy beautiful pages of Econoline pictures. The article consists of the captions that tell you a bit about each truck and owner. We've been working on these pictures for a few months. In fact, I was going to announce them last issue, but Jay didn't want me to. Blame him. There's little blurb at the beginning to tell you how we selected the photos.

We finish in the usual manner: Econoline Classifieds. Be sure to read them, especially if you're looking for parts still. Even if you are not, read the **Wanted** ads so you can help other members find what they need. The parts game is a group effort; we need to help each other.

As tradition and social need dictate, we have included a cumulative index and final member roster in the packet. The roster is the most current, definitive version, and is a combination of the first roster, the update, and new members since the update. Next year we'll start over.

To get your name on next year's roster, and more importantly, receive more issues of Econo, we've enclosed a new, revised membership form.

NOW IS THE TIME TO RENEW.....THIS MEANS EVERYONE!!!!

Use the form by May 1, and you'll be in business without missing a thing. You may notice we've devoted more space to the data plate section. This is because some folks have been blowing it off and sending in their applications without that important information. If you haven't sent us that info (or don't remember) PLEASE take the time to go to the storage space, out in the barn, or wherever your Econoline(s) is/are and copy that info for us. Remember, when you return the application, it's a good time to send us a want or sale ad.

Next year will hopefully be more of the same. Even though we've given away most, but not all, of our tricks, we're optimistic that we can solve some mysteries and get help from y'all to make it fly. No promises about what's ahead. Heck, we can't even figure out what we'll put in the next issue. See you there. BC

Tips

1) An important (and overlooked) maintenance item involves your grease gun, grease, and getting greasy. I know you'd rather hear about some neat bolt on goodies, but it really is important to get under there once in a while to take care of your Econoline. After all, what use is a truck that's had hundreds of hours spent on appearance if you can't trust it to make it around the block. A few minutes spent on routine things such as lube, oil change, and just laying under the truck looking at things can save many headaches later on ("Come to kindly terms with thine ass, for it bearest thou").

Ford recommends greasing the following every 1000 miles: **king pins, steering linkage** (tie rods and drag link), **clutch bellcrank shaft** (for '61-'63) **and shift linkage, clutch and brake pedals.** On later trucks (1964 and up) this was changed to every 6000 miles, but it never hurts to do it more often. While you're under there, squirt some oil on the clutch rod, throttle linkage, shift rods (where they go through the bulkhead next the radiator), and don't forget the door hinges. Also, don't just put the gun up there and pump it a few times. Make sure grease is actually getting where you want it. If you have to, spend the dollar and buy the new fittings. Most are so covered with road goo and dirt that you have trouble finding them, let alone forcing grease through them. We're not just talking about increasing longevity here. You'll be amazed at the newfound smoothness of your shift linkage and pedals. JL

2) Tired of being honked at or nearly rear ended every time you stop? Maybe your taillight reflectors are corroded or dulled and dirty. I had this problem on my truck after one of the previous owners left out the gaskets when replacing the taillight bulbs. I considered having the reflectors chrome plated, but even my buddy who owns a plating shop quoted \$30.00 each. Next best was "chrome-in-a-can". I wire brushed the reflectors and sprayed them with Nytec chrome silver spray paint. I made some new gaskets out of 3/32" cork sheet gasket and all was well. Another option may be to have the whole thing cadmium plated (I think this was what Ford did originally). Cad plating is usually done by the pound, and therefore may be considerably cheaper than chrome, especially if you know someone in a machine or industrial assembly trade. Lastly, Brian made his van taillights brighter by lining the reflectors with aluminum foil, and that's held up well so far and is certainly cheap enough, although the reflection looks a little weird (you can see the crinkle pattern in the foil when you step on the brakes). JL

3) We have mentioned the Light Commercial Vehicle Association (LCVA) before as a great club dedicated to light trucks and commercial vehicles of all types, including Econolines. For those of you who are new or for those who need another reminder, they publish an excellent bimonthly newsletter called "Plugs 'n' Points". In the past couple years, they have printed at least three articles covering early Econolines and many of our members have found us through their group. LCVA dues are \$18.00 per year and I'll gladly send you an application, if you're interested. This is not the tip, keep reading.

As Econoline technical advisor for the LCVA, I recently wrote them a letter to point out a couple of errors that were printed in their most recent Econoline article (unfortunately, tech advisors don't get preview editorial privileges at LCVA). Most Econ0 members would not believe everything they read and would recognize these minor falsehoods right away, or at least I hope so. In an effort to undo the damage, I'll print the corrections here also, just in case you were confused.

The Econoline was definitely not built on a Falcon chassis, as stated, but used a unique uni-body structure. Most of the drivetrain was borrowed from the Falcon and other Fords. The engine cover did not have to be removed to access the engine, but flipped open in seconds after releasing the two (later only one) latches. The passenger seat was never adjustable, but a swing away removable seat was available as an option. Last, the Chevy (and GMC) front engine (as opposed to Corvair rear engine) vans came out in 1964, not 1966 as stated. Otherwise a great article. It's rare to see Econolines mentioned in print anywhere else but here, so I can't complain too much. JL

Small Six Stuff

The Ford "small six" engine family includes the 144, 170, 200, and 250 six cylinder motors. The 144 and later, the 170, were standard equipment for the Econolines with the 240 "big six" becoming optional starting in 1965. The engines of particular interest to for the Econolines are the 200 and 250 since they are potential swaps for more horsepower. There were some changes made to the 170 over the years which will affect parts interchange also, and I will try to cover these here.

I am not going to cover the 250 here for two reasons. One) It is far from a bolt-in swap and requires a bunch of work to install. Two) We covered the 250 swap in detail a couple of issues ago and it would be a waste of space to go through it all again here. I will cover the few parts from the 250 that can be used on the 200 where applicable, although there really isn't much interchange. Besides a few nuts and bolts, about the only part that will swap is the cylinder head.

The simplest swap as a unit is the 200 in place of the 144 or 170. The 200 uses the same motor mounts, water pump, clutch and bellhousing as the 144/170. The only things which require some modification are the throttle linkage and air cleaner. See the 250 article for details and drawings on the throttle linkage conversion using the 1965-'67 cable type linkage. The mechanical 170 linkage can also be adapted. I don't have specifics, although I've seen it done. The cable linkage is infinitely more satisfying. The air cleaner was also covered in the 250 article. I also think that the three row radiator would be a necessity with the 200. Note that some of the 200 motors had two sets of holes for the bellhousing. The outer set was for the optional large flywheel and clutch. The one you want to use in the Econoline is the

original small one since the clutch spline is different and also the Econoline transmission (whether 3 or 4 speed) has the small spline on the input shaft.

There were some internal changes made in the small sixes that affect parts interchange. In 1965, the 170 became a hydraulic lifter motor. The older ones had solid lifters. The oil pump and distributor drive were also changed at this time. The early ones had a 1/4" hex shaft; later ones were 5/16" since the small ones had a habit of rounding off. The 200's all used the 5/16" drive and the 170 distributor with this size drive will fit. The oil pump is different, however, since the 200 pump was re-designed to clear the #2 main bearing. The 200 had seven main bearings while the 144/170 only had four. The 144/170 oil pan and pickup will interchange with the 200, as will the timing chain and gears. The crank pulley is also the same although some were single belt and some dual. The 144/170 flywheel, clutch, and bellhousing will fit the 200. Be sure to use the pilot bushing for the 170 since some of the 200 ones had a larger I.D. Check the fit on the transmission input shaft AND in the crankshaft BEFORE installing. The water pump will interchange also. The motor mounts from the 144/170 will fit the 200 with no modifications (they're the same distance apart as the 144/170) and all the pads are there for the generator. The 1965 and up 170's and all 200's have an extra pad on the lower right corner of the timing chain cover that was used for mounting the alternator. This makes it easy to convert to an alternator on 1961-'64 trucks and will not get in the way if you choose to keep the generator. See the Feb/Mar '88 article on the V8 swap wrap-up for the electrical how-to of that conversion.

Again, not much from the 250 that will fit. The following parts are completely different and will not fit the 144/170/200: distributor, water pump, alternator/generator mounts, timing cover, timing chain and gears, oil pump and pan, flywheel, clutch, bellhousing, and starter.

There were two basic types of distributor used on the sixes. The 1961-'65 motors all had the loadomatic distributor. This type had only vacuum advance (no centrifugal) that was driven by ported venturi vacuum (from just below the throttle plate). This meant that the distributor saw at most about 5 or 6 inches of vacuum. Starting in 1966, the California vehicles had a dual advance distributor while the other 49 states got the loadomatic. Later motors in all states usually had a version of the dual advance also, usually with other associated smog equipment. The dual advance had a centrifugal advance and had the vacuum advance fed from ported manifold vacuum that could see as much as 20 or 21 inches of vacuum. The carburetor was different also since the vacuum was controlled by the porting and the spark valve in the carburetor. For decent gas mileage and performance it is essential to use the right distributor/carburetor combination. Using the loadomatic distributor with the dual advance carburetor will cause the engine to run at full advance all the time until the diaphragm is sucked out of the distributor. At this point, there will be no spark advance at all. Conversely, using the dual advance distributor with the loadomatic carburetor will not give nearly enough vacuum advance, hence mileage and performance will suffer considerably. To tell which carburetor you have, simply connect a vacuum gauge to the distributor vacuum line and run the engine at a constant speed above idle (1000 - 1500 rpm). If the gauge reads 3 to 5 inches, you have the loadomatic carburetor. If it reads 16 to 20 inches, you have the one for the dual advance. To identify the distributor, pull the cap, grab the rotor and rotate it clockwise. If it won't move, there is no centrifugal mechanism and you have the loadomatic. If it moves a bit and springs back, you have the dual advance. Many of the newer (late 60's and up) vehicles have a dual advance distributor

with a dual diaphragm on the vacuum control. These will have fittings for two vacuum hoses. One side is the vacuum advance, the other is a retard control for the emission system. These have a reduced range of vacuum advance and should only be used if needed to comply with emissions laws for your area. In California, the vehicle must have all of the required emissions controls for the year of engine used if the engine is newer than the vehicle. Other states have different laws. On my 1965 200, I am using the manual choke Motorcraft/Holley #1940 carburetor with a dual advance distributor from a 1968 (California) 200. The dual vacuum diaphragm unit has been removed and replaced with the single diaphragm from a 1966 California 240. These are not necessarily the ultimate choice parts, but are just what happened to be lying around when I put the motor together. Everything matches up correctly and seems to work okay.

One item from the 250 that can be swapped to the smaller motors is the cylinder head. The 250 version has larger valves and ports and will produce a definite boost in performance. The 250 head is taller and the deck height of the block is different also. What this means is that neither the 200 or 250 pushrods are the right length. The 200 and 250 used different length pushrods to adjust valve clearance. Remember that these are hydraulic lifter motors which means that the adjustment is not critical as long as it is somewhere between clicking and fully bottomed lifters. In fact, the Ford spec is plus or minus 60 thousandths, meaning you have about an eighth of an inch to play with. The 200 and 250 have pushrods with a ball on both ends. There didn't seem to be a pushrod available in the right length with a ball on both ends, so Brian and I came up with the solution of using the 1961-'64 144/170 adjustable rocker shaft assembly on the 250 head and using pushrods from a 1955 Ford Truck solid lifter 292 V8. These have a ball on the lower end and a socket on the upper end just like the 144/170 solid lifter pushrods and they are the right length for the 250 head on the 200 block. Brian ran this setup on his 170 for quite a while until he got fed up and went V8. I then pulled it off his 170 and bolted it onto my 200 and ran it until I put in a fresh motor. Definitely an improvement in performance on both motors, but a bit of a loss in economy. To get the full benefit of the 250 head you will need the larger carburetor from the 240 or 250, as well as the matching 250 spacer plate. JL

Folding Links for Tailgates

Ford's original Econoline tailgate links were made from round bar stock and are difficult to duplicate from scratch. With the growing number of questions and requests from members for tailgate links and chains, especially after the discovery of not one, but two piles of tailgates by Econ0 members, I will show an alternate method of making connecting links. I made these for my pickup in 1983 before I had even seen a set of the original links. I'm still using them and they have proved as good or better than the Ford ones. I've since found a few original sets in wrecking yards here and there and most of those have gone to Econ0 members.

I started with about six feet of 3/4" x 1/16" plated bar stock from the local Orchard Supply hardware store. I cut two pieces 12" long and two 13-1/2". I drilled 5/16" holes in both ends of each piece 7/16" from the ends. I filed one of the holes in each 13-1/2" piece square to fit the shank of a 5/16" carriage bolt. I rounded the ends of each piece to get rid of the sharp edges. If you give a hoot about looks, paint them now with clear acrylic spray paint or whatever. I enlarged the oval holes in the tailgate where the original links were and had

5/16" brazed nuts in place. I cut the carriage bolts to length so the tip did not extend past the nut when placed through the two links. I installed the links loosely to the tailgate (long link attaches to tailgate) with regular 5/16" x 3/4" bolts and to the body with 5/16" x 1" ones. The holes in the body were already there from the original links. I checked the tailgate to see where the links were binding and installed an assortment of washers between the two link halves, between the inner link and the body, and between the the outer link and the tailgate. With everything working smoothly I put removable Loktite on the bolts and re-installed everything. Be sure to leave all the bolts loose enough to turn smoothly. That's what the Loktite is for. Nylon insert locknuts could also be used on all but the nuts brazed to the tailgate (for obvious reasons). A parts list follows. Figure 1 kind of shows how it all goes together. Figure 2 shows the links themselves. Next time we'll get into the tailgate chains (maybe). JL

Parts list:

- 1) plated bar steel stock 3/4" x 1/16"; 2 pieces 12" long, two 13-1/2" long
- 2) 2 - 5/16 x 3/4" carriage bolts
- 3) 2 - 5/16 x 3/4" bolts
- 4) 2 - 5/16 x 1" bolts
- 5) 6 - 5/16" nuts
- 6) 1 handful assorted mismatched washers
- 7) 1 best buddy with torch and brazing rod
- 8) 1 can clear acrylic spray paint (optional, not recommended for that "thresher" look)

Figure 1 Highly diagrammatic top view of tailgate links showing relationship of links, washers, truck and tailgate.

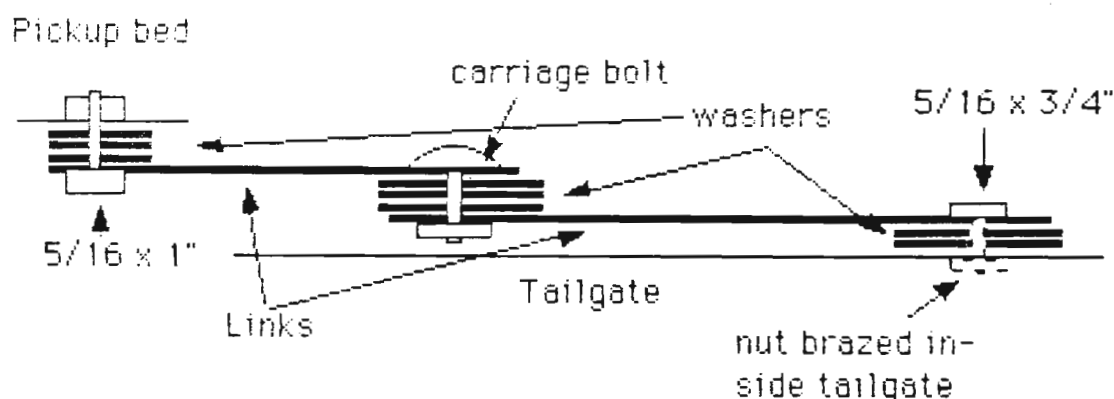
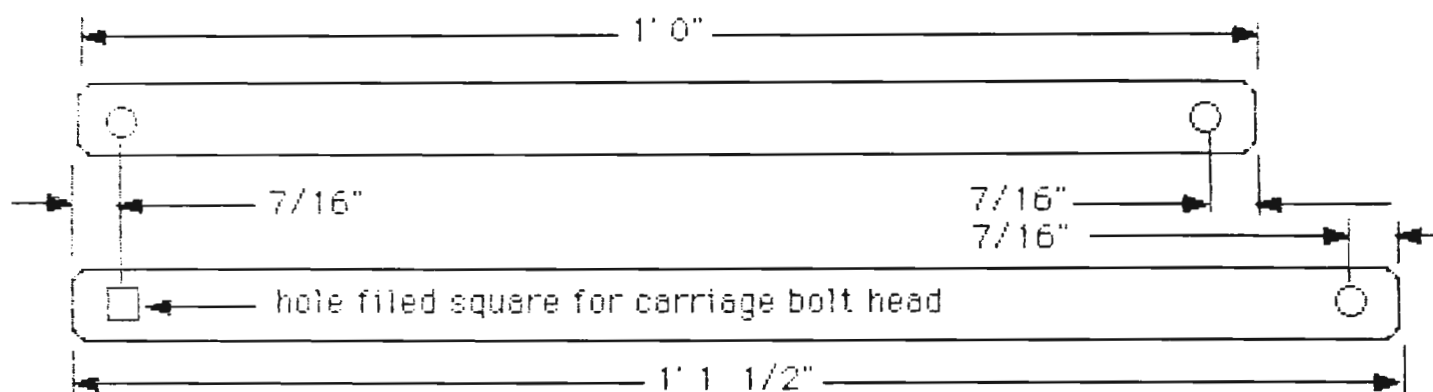


Figure 2. Scale (3" = 1') drawing of tailgate links made from bar stock.



Horn Conversion for After-market Steering Wheels

Part I.

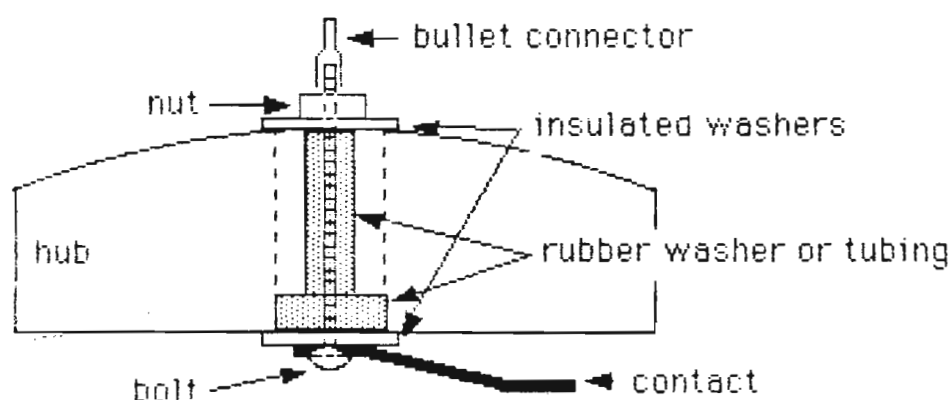
Many of us have come across the problem of trying to make a functional horn button on an after-market steering wheel. When buying an after-market wheel you must buy a separate horn kit for whatever vehicle you are going to install the wheel on. Years ago, there was actually a horn kit available for the early Econolines. This has not been available since at least 1978 (when I bought my first Econoline) in my area, possibly quite a bit longer. Instead, I bought the kit for a 1967-'74 Econoline since it seemed like the closest thing. The spline was the same, but the horn contact was totally different. The 1961 to 1966 horn contact used a metal ring as part of the turn signal switch, with a spring loaded contact in the steering wheel that rode on the ring. In 1967, the arrangement was reversed, with a spring loaded contact as part of the switch and a ring on the back of the steering wheel. Consequently, the 1967-'74 horn kit had a copper contact ring on the back side of the wheel adapter. My first solution was to pry the copper ring off and make it springy by gluing a thin piece of foam rubber between the contact ring and the wheel adapter. This worked for a while, but was intermittent and wore out the copper ring eventually. My second solution, after I became aware of it, was to use the 1967 Econoline turn signal switch in the earlier van. This almost bolted in, but required filing the opening for the lever so the switch would sit flat and cutting a slot in the right side for the built-in emergency flasher switch. The lever is a screw in on the '67, so I needed this too. I used a chrome lever from a 1974 Econoline, as well as the matching chrome shift lever.

The other problem I had with the after-market wheel kit was that the horn button would pop off when the sun hit it or when going over railroad tracks. The horn goes off when this happens, because the spring that is beneath the button is the same one that keeps tension on the contact ring to keep things in the off position. My fix for this was to go to the local hardware store and buy the \$1.39 spring assortment (it's probably \$5.99 by now, if you find it). I cut three springs to fit between the contact ring and the center of the wheel to keep the contact in the off position, even without the button on. I had to grind away a bit of the metal on the back of the contact ring around the springs to keep them from grounding and setting off the horn. The Dremel

First, remove the stock wheel (remember to mark the straight ahead position on the shaft if different from factory). With the wheel off, check all your turnsignal and shifting components. If anything needs fixing, now's a good time (see Aug/Sept '87 for a shift column bracket fix). Now the fun stuff. Find the large hole in the hub supplied in the kit. This is where you will mount the horn contact. Take the rubber washer and trim the outside diameter until it fits snugly into the hole. Make the contact piece shown in Figure 1 and put the bolt through the hole, so the tab extends past the bolt head. Place one insulated washer onto the bolt. Now, insert the bolt from the inside of the hub, so that the threaded part is coming up through the rubber insulator. Put the other insulated washer on and then put the nut on to hold the works together. Now, place the hub over the steering shaft and make sure the contact piece will always be touching the ring contact in the column when it is tightened. Place the hub cover on the shaft and prepare to install the wheel.

With the steering wheel in front of you, place the retainer/contact ring from the kit over the wheel, drop in the three bolts and install finger tight. Now thread on the shaft nut and tighten it a bit. Take out the three bolts again and remove the contact ring. Put the three bolts back in. I know it sounds like a drag, but there's a reason (it keeps everything lined up). Snug up the three bolts and tighten the shaft nut, double checking the wheel for proper straight ahead alignment. (you did mark the straight ahead position before removing the old wheel, right?). Loosen the three bolts and install the contact ring. Install the three bolts for the last time and tighten. Don't use excessive force since the hub is soft metal and you'll strip your brand new hub if you crank 'em.

Figure 2. Modified hub assembly for aftermarket steering wheel adapter.



Install a bullet connector on the single wire and attach to your contact bolt. Connectors are available from, uh, (ugh) Radio Shack (bad words). Now, finally, install your horn button and spring. Check the horn to make sure it beeps. If it beeps constantly, make sure the contacts are not hitting where they shouldn't (ie ground). If it doesn't beep at all, make sure your "home-made" contact is against the contact ring on the turnsignal switch. If you are still confused, hopefully Figure 2 will make things clearer. TT

tool was the ticket here. I then made a hard plastic spacer out of a plastic shaving cream lid (I think it was Barbasol) to fit between the button and the contact ring. With this in place the button had no tension on it, so it wouldn't come off at embarrassing moments. This set-up also had the advantage of having a stiffer action than the original light spring, so was less likely to be bumped by accident.

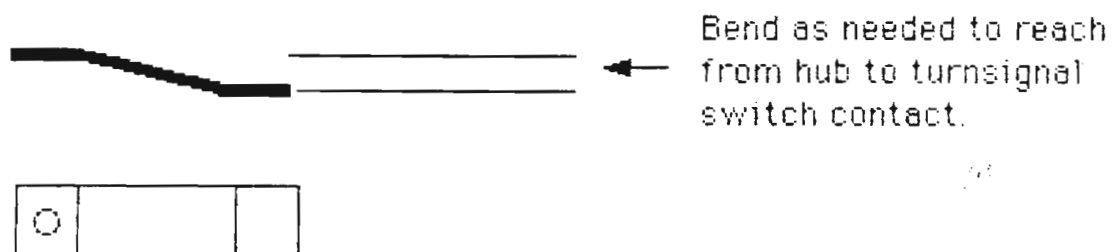
Method number two comes from Terry Turner. Terry had basically the same problems I had and came up with a different solution, but one that works at least as well. I'll let Terry tell it his way. Thanks, Terry! JL

Part II.

Getting a replacement custom wheel to fit an early Econoline and keep a functional horn isn't as easy as a trip to the parts store. Grant and Superior Performance Products offer some adapters and do have the 1967-'74 Econoline adapter, as mentioned above, but I used the Grant #3257 instead. This is the one listed for old Ford pickups. I already had a wheel from Superior. (Note - Superior and Grant use the same mounting bolt pattern, as well as most other after-market mfrs. We see lots of these steering wheels in wrecking yards and at swap meets. JL) I used the Superior post cover as well. Using the stuff supplied in the kit and some various "home-made" parts, I came up with a working solution to a common problem. Parts needed are as follows:

- Wheel adapter kit - Grant #3257.
- Hub cover from Superior or Grant kit (eds. note: From what we've seen, both Grant and Superior only seemed to use about 5 sizes of hub cover. The '67-'74 cover will definitely work, but so should lots of other applications. Take you tape measure with you to the swap meet and you should be able to find one the right size).
- Tin or aluminum for contact. Cut to size and shape shown in Figure 1, below. (Spring brass contact may wear better. I have access to this stuff at work and will provide upon request. JL)
- Hollow rubber washer: (eds. note #2. This is to insulate a bolt used for contact from the hub. To ensure insulation, you may want to use a soda straw or piece of vacuum line for the entire thickness of the hub).
- Two insulating washers, like those from an old set of points.
- Nut and bolt: approx. 8-32 x 1".
- Female bullet connector.

Figure 1. Contact for aftermarket steering wheel hub conversion.



Color Xerox Captions

Find the color photo pages enclosed separately in the envelope. We've purposefully not stapled these to your newsletter so that if you want to do something fancy with them, you can. They are the highlight of the year as far as we are concerned. We're pretty proud of the quality that the color Xeroxes produced. Brian and I are thinking of framing our copies. We have received many photos over the last two years and had a heckuva time figuring out which ones to have reproduced. The criteria ended up being: a) quality of the photo (not truck), and b) how well it fit on the page with the other trucks. For those of you who want to have your truck in a future issue, we need clear, borderless photos with lots of contrast and light. The small size seems to be best for fitting on a page. Thanks to all who sent pictures and letters. We hope to collect even more pictures for next time so I don't have to print the ones of my own trucks again. JL

Page 1 (six photos). Clockwise from upper left.

- 1) 1962 Falcon Deluxe Club Wagon. Terry Turner. Terry is in the process of restoring this sharp Falcon. A 289 swap will be done soon. Terry is the only one brave enough to appear in the photo with his truck.
- 2) 1963 3-Window Pickup. Carl Crossman. Carl's truck is shown here with fresh paint on a super straight body. He has a new tailgate and chrome bumpers which are not shown and will go on soon. Carl also sent a photo of his first pickup that was in the shop for final body and paint work when the shop burned to the ground.
- 3) 1965 Deluxe Pickup. Bill Williams. Bill emphasized that this is a "before" photo, and was taken just after he bought it. Bill has done a bunch of work on the truck since, like: rebuilding the entire drive train, locating and re-installing the original side trim and painting the truck the original Poppy Red color.
- 4) 1966(?) Regular Van. Pete Fey. Pete calls it "Sharped Dressed Van" and it is that (besides being a national show winner). Many neat custom items on a cherry stock body, including: graphic paint, custom gas cap, later van rear bumper and mirrors. He was at the Van Nationals in 1987 and 1988. Look for it in Colorado over the July 4th weekend in '89.
- 5) 1961 5-Window Pickup. Jay Long. Ugly as the day I bought it. This is the one with the 289, 3-speed stick, disc brakes. It is shown here in the snow in Yosemite National Park. The camper was made specifically for an Econoline - the front wall slants to match the angle of the rear window.
- 6) 1962 3-Window Pickup. Jane Pannell. Another nice straight truck; it can't be from California. Jane, her son, Tracy, and her boyfriend, Richard Hart, all own Econoline pickups, and have travelled throughout their home state of Virginia, scouting for Econolines.

Page 2 (eight photos). Clockwise from upper left.

1) 1961 5-Window Pickup. Robert Cook. This super clean pickup is from Florida. If it wasn't for the mirrors, bed rails, and hubcaps, I'd say he snuck us a factory photo and tried to pass it off as a 28 year old truck.

2) 1961 and 1962 5-Window Pickups. Wilson Mitchell. You wouldn't know it, but Wilson has used the white truck as a work truck for many years. The yellow one is his parts truck.

3) 1962 5-Window Pickup. John Grasso. When John wrote to tell us how to repair rusted-out engine mount arms, I almost didn't take him seriously. Since then, I have come to realize how big a problem rust is in the northeast. His pickup is a bit frayed around the edges, but is quite well preserved compared to most similar age vehicles.

4) 1965 Falcon Deluxe Club Wagon. Martin Moore. The Deluxe Club Wagons and Deluxe Pickups are probably the sharpest looking of the early Econoline series, with the trim strip along the sides. A bit of customizing, such as on Martin's van, gives each one an identity of its own. Happily, most of the customizing we have seen does not involve drastically altering the body from stock. Seems the Econolines had good lines to start with.

5) 1965 Deluxe Pickup. Lee Brown. Believe it or not, this is the "before" picture, shown with 100% original paint, and never been hit. Lee has since completely restored and re-painted this truck to original specs. The Falcon spinner hubcaps are original and were available on the Deluxe Pickups as an option.

6) 1965 Deluxe Pickup. Bob Nance. Another nice looking Deluxe Pickup, with many stock and after-market goodies. We're not prejudiced against vans or in favor of pickups, it's just that a large percentage of our members own pickups.

7) 1967 Van. Steve Jackson. Steve found this ex-Navy recruiting van in original condition. He has since removed the lettering. Glad he took the photo first. This is one of Steve's three vans, all early Econolines.

8) 1966 Regular Van. Jay Long. This one is in the process of getting a total rebuild after being driven daily by me for eight years and 100,000 miles. It's been rusted out, rolled, beaten mercilessly by at least three owners for over 230K miles, but still it lives. When it re-emerges, it will be 18 inches longer in the wheelbase, and have a 289 and disc brakes, plus many other goodies. I wouldn't even think of butchering a clean stock van, but this one needs major work anyway.

Econoline Classifieds

Wanted:

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

Good or better condition van rear floormat, rear seat retainers and T bolts, optional full gauge set with oil pressure and amp gauges, '65-'67 240 automatic

driveshaft, pair finned front brake drums, promotional Econoline pickup tie bar or tack. Don English, 301 Alameda Blvd, Coronado, CA 92118

Optional full gauge set with oil pressure and amp gauges. William K. Williams, 6065 15th Street North, St. Petersburg, FL 33703

Tinted windshield, padded dash; right side, side cargo door interior panel for '67 blue DCW Falcon van; bottom rear corner body panels for extended van (different than regular van). Ronnie Crawford, 66 Pearl #407, Denver, CO 80203

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. Also want tinted front door glass. Jay Long, 15039 Costela Street, San Leandro, CA 94579

Very interested in locating an Econoline window van. C.J. Kaminski, 6309 W. Roosevelt Road, Berwyn, IL 60402, (312) 795-1100

'61-'64 parking brake cable and housing. Terry Turner, 212 Charles Circle, Roxboro, NC 27573

Free:

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

For Sale:

Turn signal lenses! I came across a bunch of these cheap at a local swap meet. They are the after-market ones, new in the box. The manufacturer's logo is a triangle with a T in it, but I don't know who made them. They may not last on the truck nearly as long as the originals (at least in dry, sunny climes), but don't cost as much as genuine Ford ones either. Until Dennis gets his done, they'll get you by. I have 32 pairs of amber ('63-up), 4 pairs of clear ('61-'62), eight unmatched right-hand amber, and one unmatched left-hand clear. Ambers will fit earlier years and clears fit later years. I bought them hoping Econ0 members only (no dealers) would give them a good home (ie. no hoarders either) and am not going to make much money on them at \$4.00 per pair (\$2.00 ea. for the singles), shipping included. Brian Cochrane, 258 Cambridge Ave., San Leandro, CA 94577, (415) 568-6131.

Econoline service manuals and parts manuals. Inquire w/SASE to Jim Lungwitz, Box 1078, Monticello, MN 55362

Services:

Parts locating. Vintage Vans, Terry Turner, 212 Charles Circle, Roxboro, NC 27573

1
EconO Membership Roster
March 4, 1989

Eric Abraham 747 Santa Fe Drive Denver, CO 80234 (303) 573-5903	1963 Regular Van 1966 Regular Van, Extended	
Ed Atkinson P.O. Box 9539 Madison, WI 53715 (608) 276-5245	1967 3-Window Pickup	144 w/auto. converting to V8
Martin Axiotis 12060 48th Ave. No. Plymouth, MN 55442 (612) 557-1776	1963 2-Window Pickup	
Jack Baldwin 3409 Powell Ave. Louisville, KY 40215	1964 5-Window Pickup 1962 5-Window Pickup 1962 5-Window Pickup	Rolled; for parts 144 cid, propane 4-speed column
John Benedict 1307 Hill Ave. Brilliant, OH 43913 (614) 598-3341	1965 5-Window Pickup	Tube type C.B.
John W. Bennett 2007 Martin Ln. Rolling Meadows, IL 60008 (312) 398-5707	1962 5-Window Pickup	
David W. Binkley 428 Hummel Ave Lemoyne, PA 17043 (717) 783-4477	1961 5-Window Pickup 1966 Regular Van, Extended	Radio Auto, modified camper
Frank Bird 32 Shadowbrook Lane Lander, WY 82520 (307) 332-6250	1963 3-Window Pickup	200 cid
R. Lee Brown 2871 Cold Canyon Road Calistoga, CA 91302 (816) 888-2423	1965 Deluxe Pickup	Never wrecked
Ed Bucholz R.R. 2, Box 61 Lake Village, IN 46349 (219) 992-3791	1967 3-Window Pickup 1967 Falcon Del. Club Wagon	6" top chop, ex-rail road vehicle For parts
James B. Buckland 39520 Mill Creek Road Wadsworth, IL 60083 (312) 244-3256	1965 Window Van	Travelwagon

Paul Busch
P.O. Box 86
Moorestown, NJ 08057

1961 Regular Van

Dave Carroll
155 Whitehall Road
Rochester, NH 03867

Awaiting information.

Robert W. Cook
710 Chumuckie Hwy.
Milton, FL 32571
(904) 994-7539

1961 5-Window Pickup

Showroom, orig. cond.

Brian Cochrane
258 Cambridge Ave.
San Leandro, CA 94577
(415) 568-6131

1963 Standard Van
1966 5-Window Pickup

302 V8, auto, disc brakes
240, 3-spd., to be semi-
restored

Ronnie Crawford
66 Pearl #407
Denver, CO 80203
(303) 722-7231

1967 Falcon Del. Club Wagon Extended

Carl Crossman
16A Bellamy Road
Dover, NH 03820

Awaiting info

Jim Culver
P.O. Box 2034
Glens Falls, NY 12801
(518) 798-8005

1965 Window Van, Extended

Gerald Deemer
1608 Manor Drive
Kissimmee, FL 32741
(305) 846-1491

1965 Falcon Del. Club Wagon Heavily optioned
1966 Falcon Club Wagon

Christopher B. Dunham
3793 Emilia Dr.
Daytona Beach, FL 32019

Perry R. Eicher
P.O. Box 10171
Greenville, SC 29603
(803) 967-8770

1962 3-Window Pickup

Bill Elliget
8730 Tyler St.
Spring Valley, CA 92077
(619) 469-7413

1965 Regular Van

200 cid, cam, etc.

I. W. English 391 Alameda Blvd. Coronado, CA 92118 (619) 435-6784	1962 5-Window Pickup 1964 Falcon Del. Club Wagon	Auto, heavy duty (HD) rear axle
Billy Ens 1305 Park Blvd. Massapequa Park, NY 11762 (516) 541-3505	1967 Regular Van 1963 Regular Van	ex-Bell Telephone Custom interior
Robert Packler 3731 Baker Road Minnetonka, MN 55343 (612) 938-8741	1962 5-Window Pickup	ex-U.S. govt.
Raymond Q. Frederick 3590 N. School Dr. Morris, IL 60450 (815) 942-2584	1966 Cargo Van, Extended 1966 Window Van	Heavy Duty, original owner Travelwagon
Pete Fey 105 East Circle Drive Mason, OH 45040	1964 Regular Van	National show winner
John A. Grasso 1101 Queen Drive West Chester, PA 19380 (215) 696-2223	1962 5-Window Pickup	2nd owner, 108K miles
Lee Green 379 South 20th St. San Jose, CA 95116 (408) 275-8684	1964 Regular Van 1965 Regular Van	Factory HD; mid-mount V8, 4-spd, front discs
Beth Greenhalgh & Stephen Shea 29716 Baden Place Malibu, CA 90265	1963 Window Van	Aftermarket camper pop-top
Earl Gruber 1391 LaBelle Ave. Sunnyvale, CA 94087 (408) 736-8327	1967 Regular Van, Extended	HD, 300 cid, Discs planned
Ann E. Hall P.O. Box 270, Clark Rd. Litchfield, CT 06759 (203) 567-904	1963 Regular Van	
Wilbur Van Hall R.R. #1 Tracy, IA 50256 (515) 949-6209	1963 5-Window Pickup	Fact. 4-speed.

Richard Charles Hart 15 Old Sable Road MHP Brimington, VA 24550 (804) 525-0014	1961 5-Window Pickup	Starting mechanical work
Bill Hossfield 50 Oakwood Drive Ringwood, NJ 07456 (201) 839-9053	1964 Regular Van 1964 Window Van 1964 Window Van	6-door, 4-spd. Parts. Parts.
Bob Hostler 643 Autumn Drive Amherst, OH 44001 (216) 988-6829	1964 Window Van 1961 5-Window Pickup	Mild custom/show. Windshield washers, backup lights.
Steve Jackson 302 Market St. Lewistown, OH 45338 (513) 962-4282	1962 Falcon Window Van 1965 Regular Van 1967 Regular Van	Daily driver Heavy-duty, parts van Ex-Navy recruiter van
C.J. Kaminski 6309 W. Roosevelt Road Berwyn, IL 60402 (312) 795-1100	Interested in buying Window Van	
Bert King 5719 Fairview Drive Waco, TX 76710 (817) 778-0477	1961 Regular Van	
John L. Koser 316 W. McKinley Elmhurst, IL 60126 (312) 530-0995	1963 3-Window Pickup	
Howard T. Lee 95 Boulevard Mountain Lakes, NJ 07046 (201) 334-8494	1963 Falcon Window Van	Ford camper package(not Travelwagon w/pop-top!)
John C. Lingebach 1742 Ramshorn Trail,Rt1 Annapolis, MD 21401 (301) 849-8360	1962 3-Window Pickup 1964 Display Van	
Jay Long 15039 Costela St. San Leandro, CA 94579 (415) 352-4367	1966 Regular Van 1961 5-Window Pickup 1964 5-Window Pickup	Many options, mods by Jay 289 V8, 3 spd, disc brakes Factory 4-spd., heavy duty
Katherine G. Lucas 3416 Eric Ct. Richmond, CA 94803 (415) 223-3224	1964 Cargo Window Van 1966 Regular Van, Extended	172000 mi, orig everything Being completely rebuilt

Jim Lungwitz
1007 E. River St.
Box 1278
Monticello, MN 55362

Awaiting info.

Joe Madonia
16934 Winston
Detroit, MI 48219

Awaiting info.

Maroden Manson
20605 Fennigen Hill Rd.
Hillsboro, OR 97123

1961 Window Van
1963 Pickup
1961 Pickup
1963 Regular Van
1964 Window Van
1965 Regular Van, Extended

Owned since 1961
Original cond.
Under restoration
To be restored
Parts van
Parts van

Murray M. Martin
813 Heritage
Waterville, OH 43566
(419) 878-6640

Ronald J. Martin
3531 N. Elizabeth
Indianapolis, IN 46226
(317) 546-2731

1963 Window Van
1963 Display Van
1965 Regular Van, Extended 8-door

R.H. McClymonds
246 Walnut Drive
Asheboro, NC 27203

Just interested.

John McKey
287 Smith Ave.
Hermitage, PA 16148

1962 Regular Van 289 V8, auto,
custom paint

Scott Meneely
440 Moffett Blvd., Space 105
Mountain View, CA 94043
(415) 961-5336

1961 3 Window Pickup 302 V8, auto

Arthur J. Millus
2790 Benjamin Rd., NW
Bremerton, WA 98312
(206) 373-3529

1961 5-Window Pickup
1964 5-Window Pickup
1965 5-Window Pickup

Wilson E. Mitchell
RT. 2 Box 274
Louisiana, MO 63353
(314) 754-4732

1961 5-Window Pickup
1962 5-Window Pickup

Brent Moore
57 Clifton Ave.
Mansfield, OH 44907
(419) 522-8439

1961 5-Window Pickup
1963 Regular Van

To be restored
Work truck

Alfred L. Newman R.R. #2, Box 146 Duxon, KY 42429	1966 Regular Van, Extended	
Bob Nance P.O. Box 54 West Salem, OH 44287 (419) 853-4788	1965 5-Window Pickup 1967 Falcon Window Van	4-speed Extended
Jane Pennell 15 Old Sable Road MHP Evington, VA 24555 (804) 525-0014	1962 3-Window Pickup	Recently purchased
Tracy S. Pennell Rt. 5 Country Corner MHP 3 Lynchburg, VA 24501 (804) 846-2984	1963 5-Window Pickup	6" top chop, V8, other custom mods.
Ken Pearson 23730 S.W. Francis Hillsboro, OR 97123 (503) 648-5572	1964 3-Window Pickup 1964? 5-Window Pickup	Ex-military Parts truck
William Pedigo 6850 Ulmerton Road, Lot 185 Largo, FL 34641	Awaiting info	
Don Pendleton 935 So. 21st Street Arlington, VA 22202	1964 Falcon Window Van	
David Quentin 21 Whiting Avenue Groton, MA 01450 (617) 448-6044	Awaiting info	
Larry L. Rea 29556 Neilltown Road Pleasantville, PA 16341	1966 Regular Van	Heavy Duty
Donald J. Renner 7718 Lily Lake Rd. Burlington, WI 53105 (414) 537-4916	1964 Window Van 1963 Regular Van 1966 Regular Van, Extended 1967 Regular Van	Auto, '67 brakes '67 brakes Heavy Duty Wrecked, (for parts?)
Dale Rhoades 7313 E. 125th Ave. Crown Point, IN 46307 (219) 663-6448	1963 5-Window Pickup	
Ed Rutledge P.O. Box 55620 North Pole, AK 99705 (907) 488-8518	1964 3-Window Pickup	Needs restoration.

Gene Shepard 4541 Bermuda Ave. San Diego, CA 92107 (619) 224-1722	1963 5-Window Pickup	'72 Maverick; 280cid auto trans.
Robert Shible 604 Sunshine Court Bricktown, NJ 08723 (201) 477-4856	1962 3-Window Pickup 1965 Deluxe Pickup 1964 Falcon Club Wagon	Dry stored; no rust??!! Parts truck
Tony Smith 2224 7th. Ave. Oakland, CA 94606 (415) 836-0940	1964 Falcon Window Van 1964 Falcon Window Van	Travelwagon, factory 4- speed, 200 cid, HD rear axle. Travelwagon, factory 4- speed
Bob Thomson 16 Greenore Cres. Acton, Ont., Canada L7J2T2 (519) 853-4639	1963 Regular Van	V8, auto, lots of body & interior cuts and mods.
Eric K. Thompson 1717 Madera Street Berkeley, CA 94707	1962 Falcon Window Van	250 cid, auto, HD axle
Terry Timmons 1111 Rebecca Pasadena, TX 77506 (713) 477-1779	1965 Deluxe Pickup	
Terry Turner 212 Charles Circle Roxboro, NC 27573 (919) 597-8788	1963 Falcon Window Van 1965 Regular Van	Extended, V8 Parts truck
Brien Walker 638 Prospect Road Berea, OH 44017 (216) 234-2433	1965 Regular Van	302 V8, auto planned
Satch Wierenga 7590 Thornapple Riv. Dr. Caledonia, MI 49316 (616)	1967 Falcon Window Van	
Craig E. Williams P.O. Box 87 Daytona Beach, FL 32015 (904) 441-8753	1967 Standard Van	3-spd. floorshift, gullwing side door, power door locks & windows
William K. Williams 6065 15 Street N St. Petersburg, FL 33703 (813) 527-1439	1965 5-Window Pickup	200 cid 6-cyl., auto., fender flares

Ron Wice
3950 South Milford Road
Milford, MI 48042
(313) 684-6584

Awaiting info

Jim Young
P.O. Box 1034
Bellewille, IL 62223
(618) 233-1420

1985 3-Window Pickup

John Yurga
39 Lincoln Ave.
Clifton, NJ 07011

Awaiting info

Article Index, April 1987-March 1989

ISSUE	ARTICLES
April/ May 1987	I. Production and Identification (Jay) <ul style="list-style-type: none"> a. Decoding the dataplate b. Model numbers
June/July 1987	I. Within Brian's stuff: <ul style="list-style-type: none"> a. Rarest of the rare (Brian and Jay) b. Tips <ul style="list-style-type: none"> 1. Speednuts for bellypans (Brian) 2. Bushings for shiftrods (Jay) 3. John's motor mount (John Grasso) II. Heavy duty rear axle swap (Jay) <ul style="list-style-type: none"> a. Driveshaft lengths b. Speedometer correction III. More production information (Jay) <ul style="list-style-type: none"> a. Serial numbers and dates b. Paint codes c. Transmission codes d. DSO codes IV. Member roster to date (Brian)
August/September 1987	I. Brian's tips <ul style="list-style-type: none"> a. Shift column bracket fix (Brian) b. Heater control valve from Ford pickup (Jay) c. STP in steering box (from Lee Brown) II. Dual master brake cylinder conversion (Jay)
	III. Still more production information (Jay) <ul style="list-style-type: none"> a. Engine transmission combinations b. Axle codes IV. Power window conversion (Harold Mezo and Terry Wheeler) <ul style="list-style-type: none"> a. Wiring to doors (Jay)
October/November 1987	I. Brian's stuff <ul style="list-style-type: none"> a. Corrections to engine/trans table in Aug/Sept. (Jay) b. Tips <ul style="list-style-type: none"> a. Threading 1964 shift lever (Brian) b. Replacement mirror glass (Jay) c. Phone company door checkstraps (Brian) II. Parts and services, Part 1 (Don English) <ul style="list-style-type: none"> a. Vendor listing III. Steering wheels and turnsignal switches (Jay)
	IV. V8 swap, Part 1 (Brian and Jay) <ul style="list-style-type: none"> a. Thinking about it
December 1987/January 1988	I. Brian's tips <ul style="list-style-type: none"> 1) Finned brake drums (Jay) 2) Anti-rattle door clips (Brian) 3) Wiring park lights to headlights (Jay) II. Parts continued (Don English) <ul style="list-style-type: none"> a. By item with vendors and amount

- b. Additional vendors
- III. V8 continued (Jay)
 - a. The meat

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- I. Brian's tips
 - a. Lee Brown's window division bar (Lee Brown)
 - b. Putting window van pop-open windows into regular vans (Brian)
 - c. Small six alternator conversion (Jay)
- II. More parts information (Jay)
 - a. Junkyard substitutes
 - b. Econoline differences
- III. Literature dealers (Brian and Jay)
- IV. Article index (Brian)
- V. V8 conversion, Part 3 (Brian and Jay)
 - a. Driveshaft angles and length
 - b. Electrical and alternator
 - c. Crossmember differences and mounting
 - d. Throttle cable mounts
 - e. Clutch rod using Heim joints
 - f. Bulkhead extra hole
- VI. Two examples of V8 conversions (Brian and Jay)
 - a. Jay's
 - b. Brian's
- VII. Adventuring in the Night-sea Journey, Part 1 (Tony Smith)
- VIII. Final member roster (Brian)

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- I. Tips (all by Jay, this time)
 - a. Installing the optional ammeter/oil pressure gauges
 - b. A door handle/window crank solution.
 - c. Tinted windshields and windows.
- II. Tires, Wheels, Sway bars, etc. (Jay)
- III. Disc Brake Conversion (Making my Econoline stop). (Jay)

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- I. Tips
 - a. No glare wipers, 2 ways to do it. (Brian and Jay)
 - b. Common sense.....Fire extinguishers. (Brian)
 - c. Leaky speedo cable fix for '61-'64. (Jay)
- II. The Parts Counter. (Don English)
- III. Year-by-year Changes in Early Ford Econolines. (Jay)
- IV. Dichotomous Keys to the Early Ford Econoline. (Brian and Jay)
 - a. An on-the-road key.
 - b. A Junkyard key.
- V. 1988/89 Membership Roster (to date)
- VI. Extra applications.

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- I. Tips
 - a. Common sense II.....Oil, filters, etc. (Brian)

- b. KYB shocks revisited. (Brian and Jay)
 - c. The real solution to unleaded gas. (Jay)
- II. Intra-Econoline parts interchange. (Jay)
- III. Old Econo Muse and Rationale. (Tony Smith)
- IV. Ask Dr. Econo (Jay)
 - a. Bellypans needed?
 - b. Tailgate chains or links?
 - c. Electric cooling fans?
 - d. Spring shackle bushings?
 - e. Two tone paint?
 - f. Jack and lug wrench?

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- I. Tips
 - a. Waterproofing the doors (Jay)
 - b. Heater motor fix (Jay)
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- II. More Intra-Econoline Parts Interchange (Jay)
 - a. Column bracket differences (Brian)
- III. What Kind of Person? (Marsden Manson)
- IV. Product Review and How-to: Vent Window Seals from Dennis Carpenter (Jay)
 - a. Product review
 - b. Installation
- V. Fall Carlisle '88, An Evaluation (Brian)
- VI. 250 Swap for 1961-1964 Econolines (Jay)
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- VII. New Members (Brian)

Dec. 1988/Jan. 1989

- I. Tips
 - a. Shift lever knob removal and installation. (Jay)
 - b. More emergency flashers. (Jay)
 - c. Dodge contacts for door wiring. (Jay)
- II. The Ultimate Econoline (Parts Interchange Finale) (Jay)
- III. Making a Third Front Seat (Travelwagon style) (Brian)

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- I. Tips
 - a. Greasing things. (Jay)
 - b. Taillight lens brightening. (Jay)
 - c. LCVA corrections. (Jay)
- II. Small six interchange (Jay)
 - a. 144,170,200
 - b. 250 head onto above
- III. Tailgate links for pickups: how-to. (Jay)
- IV. Aftermarket steering wheel horn kit modifications.
 - a. Jay's way. (Jay)
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- V. Color photo captions. (Jay)
- VI. Comprehensive index (Brian)
- VII. Final member roster (Brian)

