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ECONonline Organization Newsletter
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WELCOME BACK!!! Here we go again for round three. And we were wondering if we would survive round one. By the number of new members that have responded to our last bit of advertising, and the fact that every one still thinks they are the only one in the world that likes these old heaps, I have the feeling that we have still only scratched the surface of the number of early Econoline enthusiasts. Our first year's membership was around forty, last year's topped eighty, and I am quite sure we'll be over the century mark this year. Rome wasn't built in a day either, but I'll be guardedly optimistic and predict that we may even double our numbers again this year. 160 seems like a lot of folks. Anyway, it's a goal.

Since we are now in our third year, and since we have lots of members that were not with us when we started, I feel that this would be a good time to point out some changes for next year and re-explain some ground rules. Those of you that were with us last year and are on the ball probably noticed that we slightly changed our application for this year. We chose to place a greater emphasis on the data plate info since some folks were blowing that off when they applied. We are working with a fraction of the Econolines that were originally produced and are trying to make some sense of what and when Ford changed production of certain options and models. If you write us about some weird model you see in a junkyard, include a dataplate tracing or copy so we can tell if it agrees with what we expect or if someone is trying to pull a fast one on you(and us). Another thing we've changed on the application is that we are now asking for specific questions/problems that we can help with and or ask/enlighten the general membership about. Basically we've used up the general problems. Now we need to talk specifics. What parts/help do you need (not "glass", or "weatherstrip", or "steering")? Lastly, we decided that since almost every member that joined with the pro-rated program later bought the backissues, and that since folks were ordering the backissues in lots by year, and not issue by issue, we are now working on an April to April schedule for both back issues and memberships. All memberships are now \$10, no matter when in the year one joins. Issues missed are sent with the next newsletter out. Also, except for the outstanding sad story (better than 'The dog ate it'), we are not offering back issues in singles. Lots by year are much easier to send out and keep on file.

If you'll harken way back to the very first Econ0 issue, you'll find the ground rules. Things are still pretty much the same. Econ0 is still Jay and me, mostly because things have gotten big enough that communication over a greater distance would make production even more laborious and misunderstandings more frequent than they already are. The two of us try to keep it simple. We still intend to do six newsletters, for the same reasons and same price as two years ago. Add us to the list of things that haven't added to your cost of living in the past two years. The newsletters might not be as chock full of technical stuff as in past years, but we're trying to get new ideas in whenever they arrive. The number of double issues will probably be more like two this

year. Those really do take twice the time. We received lots of comments and complements about the color xeroxes that we ran in the last newsletter. We had money that didn't get used for advertising the first year, so we did something special last year. Those two pages amounted to a quarter of each members dues. If we do a repeat, it'll be only if we end up not spending as much money on ads, continue to get cheap copying for the newsletters, or receive lots of mail indicating that members want a quarter of their dues spent that way. On a more positive note, we will be starting an "Ask Dr. Econ0" column as a semi-regular feature, starting next issue after I get all the new applications to Jay to use for questions. The column will serve two purposes. The first is that Jay won't have to spend as much time writing individual letters and secondly, everyone will benefit from the answers. If you do want a separate reply, Jay seems to return letters faster and better when a long SASE is enclosed. Lastly, we are still offering ads to members only. Fortunately, lots were included with the renewals, so this issue is full of them. Most ads are for parts wanted. Take a glance at them, especially as you walk out the door to the wrecking yard. Who knows what you'll find that someone else has been looking for for years. Help each other out. Those of you that have dealt with us on parts know that when we get stuff out of yards, we turn it over for cost. I know that I got into this racket because I couldn't afford (or didn't want) a nicer or more popular vehicle that parts are exorbitantly expensive for. Lets keep things low cost and low key. Onward.

Time to talk about the gettogether(s). Otherwise known as Econ0west, Jay and I feel that it was a big success. We had fun. The weather was fairly good, as Berkeley goes. Enough people showed up to keep things lively and to keep everyone talking Econolines for four hours. A total of six vehicles, seven members, and six "others (spouses, friends, and non-members(before the meet))" were there. Long distance would have gone to Ray Fredrick from Morris, Illinois if he had driven his Econoline, but he flew to Reno and drove over with his sister. Next almost long distance and hard luck story goes to Don English, of Coronado, CA who blew a rear axle seal the day before the meet. We gave him the hard time he expected, but do appreciate him and Ray for showing up anyway. I guess Jay gets the long distance in an Econoline award since he lives further south in San Leandro than I do (all of 20 miles to the meet, if that), and since everyone else came from Berkeley or Richmond, which are closer. As expected, most of the time was spent in the parking lot, looking over, under, and into the various Econolines present. Kay Lucas really had the right idea: she wore her coveralls to better crawl under vehicles in. I am fairly sure all those that attended had a good time, even those that weren't diehards. Thank you all for coming and making it a success.

For those of you that missed out, and the reason that there's a (s) on the gettogether in the last paragraph, Terry Turner and I have been hatching the plans for an Econ0east, scheduled for the fall sometime. Terry's still a little unsure, I think, so those of you that can make it to the North Carolina/Virginia area on a Saturday afternoon in September for a picnic with other EconoNuts, let Terry or myself know so we know whether or not to go through with this. If it happens, I'd even be willing to fly out to join y'all. Not that my Econoline won't make it, I can't afford the two weeks to drive out and back (that was last summer). Terry's phone number is (919) 597-8788. My phone number is (415) 568-6131.

That's about it from me for now. This issue we've got the usual Tips section that was entirely donated, sort of. Hope one or more helps you out. Jay wrote an article that reveals the real truth about the factory 4-speed, and then some. Then we put together some of the membership and roster information to try to get a feeling for the demographics (the study of populations) of Econolines and Econoline enthusiasts. It's fun food for thought. Bringing up the rear is that large Econoline Classifieds section alluded to earlier.

Time to talk about next issue, before I use up all of this one with my BS. It'll definitely have the Tips and Ask Dr. Econ0 features. It'll likely have a parts update as to

who has what NDS/NORS stuff, and a tech article on a topic of Jay's choice. Since we'll be sending out the first roster of the year with that newsletter, I guess we'll pack the info in. We pay the 2 ounce rate whether we use it all or not (ie. double issue (almost)). If we still have room, we may include another musing article designed to get you thinking, probably on the touchy topic of what an Econoline is worth. Talk at you then and enjoy this one in the meanwhile. BC

Tips

1) Carburetor Float. This tip comes via Kay Lucas. I had been having problems with my carburetor for some time. The symptoms were stumble and bad idle in traffic, hesitation on hard turns, and flooding after the engine was shut off. I rebuilt the carburetor, and changed the needle and seat again. That seemed to make a slight improvement, but it still was not right. Since I am running an electric fuel pump, I tried adding a fuel pressure regulator. No change. I tried using the electric pump from a Hondacar which has a lower pressure than the aftermarket ones. No change. I had not considered the carburetor float since it is the solid plastic type, but Kay informed me at the EconWest meet in April that these are prone to fuel saturation. On some carburetors it is possible to get a brass replacement float, but not on my Autolite 4 barrel so I tore into a spare carburetor and swapped floats. Problem solved. Kay says the plastic floats were only good for a year or two on her Dodge before saturating. Another person I've talked to since EconWest says the Gasohol makes the saturation problem worse because the alcohol eats the float more quickly than normal gas does. I have also had problems with gasohol eating fuel pump diaphragms on the aftermarket fuel pumps. Since I was running almost exclusively on Beacon Super Regular Gasohol for the past year or so, all the puzzle pieces fell into place. Needless to say, my truck is on the wagon from now on. Thanks a bunch, Kay! JL via KL

2) Adjustable drag link. This idea comes from a member who prefers to remain nameless. He didn't want me to print this because it is a modification of a critical part of the steering linkage and if not done correctly could be a serious safety hazard. I'll print it, but if you are not 100 percent confident in your ability to do this modification safely and correctly, don't even consider it. The problem he had was an objectionable amount of play in the steering gear while going down the road. The Econoline steering box, like most vehicles, has the worm and sector gears cut such that there is a high spot on the sector gear with the wheel in the straight ahead position. This means that the play in the steering will be at a minimum with the wheels straight ahead and will increase in either direction. If for some reason the high spot in the steering gear does not correspond to the wheels being in the straight ahead position, there will be more play than there should be which will cause the truck to wander on a straight stretch of road. This could be caused by something being out of line in the frame or suspension, or by variations in normal manufacturing tolerances. The box, when manufactured, has a scribed line on the top end of the steering shaft (under the horn button). This line, when pointing straight up with the wheels in the nearly straight position, indicates that the steering gear is at the high spot. With the toe in set correctly, the tires matched and equally inflated, and the wheel bearings correctly adjusted, this line should point straight up when the truck is going down a straight stretch of road. If this is not the case, you will either have to live with the resulting play in the wheel, or make an adjustable drag link to allow the box to be set straight. Adjusting the steering box will not help if this is the case, since the box MUST be adjusted with the sector on the high spot. If adjusted anywhere else, severe damage to the steering box will result since the gears will bind when they reach the high spot. I should note that changing the ride height in front by either lowering or raising the vehicle will affect the straight ahead

position of the steering gear as well, since the effective length of the drag link is changed by doing this.

What our member did was take an adjustable tie rod from an early International Scout and had it shortened and rethreaded. The resulting drag link is adjustable so it can be set either longer or shorter, depending on which way your steering gear is off. Again, for safety's sake, don't attempt this unless you have the facilities and knowledge to do it safely and correctly. JL via ??

3) Glove box latch for 1961-'65 padded door. This parts tip comes from Terry Turner. The 1961-'65 Econolines had available as an option a padded dash and glove box door as part of the safety package. The latch on the padded door was different than the standard metal door in that there was no push button. Instead, there was a spring loaded clip in the dash and a plastic prong on the door that latched into the clip. Both the prong and clip are prone to breaking. What Terry noticed was that the latch on his Sears dryer door was identical to the Econoline latch. In fact, Sears sells them as a set as a replacement part. The Sears part number is 279570 for the set. Don't tell them it's for an Econoline, though. Starting in 1966 the padded door came with a recessed pushbutton latch. This latch was the same as on the metal door, and many other Ford vehicles as well. JL via TT

4-Speed Conversion

We've had questions regarding the optional 4-speed from time to time, and I made the conversion from a 3-speed a while back, so I'll try to put all together here for those who are considering the 4-speed set-up.

The Econoline vans and trucks were available with a factory installed 4-speed transmission from mid-1963 to the end of the 1964 model year. This transmission was borrowed from the English Ford line and was built by Dagenham in England, so is often referred to as a "Dagenham". The 6-cylinder Falcon, Comet, and Mustangs all used a slightly different version of this same transmission for a while so parts availability is not as difficult as it otherwise might be. Fortunately, most of the Mustang guys don't know that they came in Econolines, so the Econoline versions are occasionally seen in the wrecking yards, at least out here. The Econoline version was unique in that it used a column shifter. There were three shift rods instead of the usual two and the shift pattern was embossed on the shifter knob.

As far as the driving impressions go, the transmission gives mixed results at best. The Dagenham has its four gears spaced over a closer range than the three speed does. Since top gear is the same (1:1) on both, this means that first gear on the 4-speed is actually taller than first on the 3-speed. Consequently, trucks equipped with the 4-speed had a lower rear axle ratio as standard equipment, usually 4.0:1 on the light duty and 4.11:1 or 4.57:1 on the heavy duty. The advantage of the 4-speed is that it has a nice set of closely spaced gear ratios. When driving around town, in the hills, or on windy roads, it is a pleasure since the gap between 3rd and 4th is not nearly as drastic as 2nd to 3rd is in the 3-speed. I was running a 3.50:1 rear axle (heavy duty) with the 4-speed and a warmed over 200 engine and didn't have too much problem, although first was a bit tall off the line, especially on a hill.

The Dagenham is also known for being a bit temperamental. Mine decided to lock up solid going down the road at 45 MPH. After the front U-joint sheared and catapulted the rear of the truck in the air I decided to tear it apart to investigate. What I found was that the tailshaft, rear bearing, first gear and rear synchronizer hub had all been friction welded into one solid lump. I concluded that it was caused by plugged oil grooves on the first gear bushing, possibly combined with low oil level in the transmission. Lesson: tear it apart and clean it out real well before using a junkyard transmission. The transmission was simple to disassemble and rebuild, except for

breaking apart the friction welded lump of metal parts. I put it back together using extra parts from a broken transmission I picked up and never had a bit of trouble with it afterwards. Another problem I have been told about on the Dagenham, although I never experienced it, is that the synchronizer tends to go bad on second gear. This will cause rough shifting (this means grinding) into second and will eventually trash the second gear and cluster gear. This is what was broken on my parts transmission.

The Dagenham can be installed in any 1961-'64 Econoline. It will not work in the 1965 and up models unless you are willing to do some modification in the mount area since the mount design on the truck was changed completely in 1965.

To convert from the 3-speed to a 4-speed, there are quite a few parts that are different. The obvious things such as the steering column and the transmission itself go without saying. The not-so-obvious include the driveshaft (about an inch longer on the 4-speed), shift rods (all 3 are different), the bellhousing, and the spacer between the bellhousing and transmission (none on the three speed). Parts that are the same include the flywheel, clutch, engine rear cover plate and access cover. The speedometer cable plugs right in and the mount position on the body is the same. If you don't have the 4-speed shift lever for the steering column, the 3-speed one will work. On a 1961-mid '63 truck you will need to punch the third hole in the bulkhead next to the radiator and install the bushing for the third shift rod to go through. The template for this was in the February/March 1988 newsletter in the third and final V8 conversion article and the hole you need is the same for the automatic and the 4-speed. With all the right parts, the entire swap bolts in like it did at the factory.

If you are considering adapting a Mustang/Falcon Dagenham 4-speed to the Econoline you will need the parts that are unique to the Econoline. This means getting an Econoline tailshaft, tailhousing, rear yoke, the outside levers on the shift arms, and column and shift rods. The rear yoke looks the same as the '63-'64 3-speed, but won't fit--the spline is different. It also means completely disassembling the transmission to install the parts. As I said before, this was no big deal. I had never been inside a transmission before and mine was simple. It does help to have the shop manual, especially on reassembly, to make sure everything goes together correctly. The most important thing is to get everything absolutely spotlessly clean. If you have access to a solvent tank, use it. If not, it's worth paying a shop to get the parts cleaned.

In conclusion, the 4-speed, if properly taken care of, should give relatively trouble free service and will make the truck a blast to drive around town or in the mountains. If you drive in stop and go traffic on San Francisco hills or are looking to get a wider spread of gears for off the line acceleration or low RPM freeway cruising--forget it. You'll be happier with the 3-speed, at least if it is the 1963-'64 synchronized one. I have included a table of gear ratios for those of you that are into numbers.

	1961-'62 3-speed*	1963-'64 3-speed	1963-'64 4-speed
First	3.39	3.41	3.16
Second	1.97	1.86	2.21
Third	1.00	1.00	1.41
Fourth	--	--	1.00
Reverse	4.12	3.51	3.35

* NOTE: The 1961 shop and owners manuals list these as 3.27, 2.03, 1.00, and 3.89 respectively. These figures are from the 1962 manual. Since only one set of replacement gears is listed for both 1961 and 1962, I have to assume that the transmissions are the same and that one set of published figures is incorrect. It wouldn't be the first time. I don't know which is correct, but I have put the 1962 numbers in the table.

PS. If you're looking for a sneaky way to put a 4-speed behind a V8, this ain't it. If you could get past the impossibility of bolting it up, the power of the V8 would likely make a hand grenade out of the little trans. JL

Econoline Demographics and Ownership

The following three sentences do have some relation to each other: In the course of emptying my mailbox over the last two year's time, I've noticed patterns that seem to indicate where Econ0 members live. Members and potential members have asked about where other Econ0nuts live in their "area". A thought that has nagged me from the beginning of Econ0 has to do with the relative Econ0 ownership of the various models of Econolines compared to what Ford produced (ie. have just the deluxe's (pickups, window vans, etc.) survived?) An attempt to validate, answer and speculate on the above is what this article is all about. It is made up of two parts. The first part deals with the demographics of the owners. The second part deals with the relative types of Econolines.

To answer all sorts of questions about where the Econoline freaks live, I took last year's roster, put it into a spreadsheet, and sorted the members by state. Next, I looked at my trusty atlas, and somewhat arbitrarily divided up the US into seven regions. I know some of you will differ with me as to which region I put your state into, but I think the regions reasonably reflect similarities in climate, geography, and degree of urbanization. I felt that those three factors may explain any differences in ownership that occur between regions. The results are shown in Table 1.

The resulting ranking of regions, from most owners to least is: Great Lakes, Pacific, Northeast, Appalachia, Southeast, Midwest, and Rocky Mountain. Several factors probably cause this. First, the degree of urbanization, and hence the target of Ford's sales, roughly follows the ranking. The trucks were designed as city delivery vehicles, to compete with Volkswagon. The fact that the membership is greatest near the major urban areas then comes as no real surprise. Climate comes into play as well. By looking at the distribution of owners in our club, one may conclude that there are more Econolines in the Great Lakes, Pacific, and Northeast regions of the US than in the other regions. Fact is, it's almost the other way around. As those that live there well know, by virtue of the Great Lakes and Northeast being snowy in winter, the resulting use of salt on the roads causes a marked decrease in the longevity of vehicles driven in those regions. One simply does not see many Econolines being used as daily drivers, beaters, or even in junkyards for that matter. Since surviving Econolines in those areas are relatively rare, and since those individuals who consider them worth collecting and/or restoring have an increased difficulty finding parts, it seems reasonable they would be on the roster of a group such as Econ0. Thus the higher ranking of the Great Lakes and Northeast.

I know, you're asking how I can explain the high ranking of the Pacific region? Again, climate has a lot to do with it. By using the flip side of the reasoning above, lots of Econolines have survived the years out here in salt and rust-free California. A lot of them were sold in and around the major metropolitan areas of the Bay Area and LA. Hence, Jay and I have a large base to recruit from. We see lots of Econolines running around every day. We talk to the owners of the few nice ones, or folks ask us about ours, and we are able to encourage those with genuine interest to join Econ0. I think this also accounts for why California has the most total members of any state.

Appalachia and the Southeast rank next. I can only explain this by explaining why I think the Midwest and Rocky Mountain regions rank last. These two regions can be characterized as having wide open spaces (geography) with few urban areas.

Table 1: Actual and percent Econ0 membership by region and state.

REGION	STATE	# MEM	% MEM	REGION	STATE	# MEM	% MEM
NORTHEAST	ME		0	GREAT LAKES	OH	8	10
	VT		0		MI	3	4
	NH	2	2		IN	3	4
	MA	1	1		IL	6	7
	CT	1	1		WI	2	2
	RI		0		MN	3	4
	NY	2	2		ALL	25	31
	NJ	5	6	MIDWEST	ND		0
	PA	4	5		SD		0
	MD	1	1		NE		0
	DE		0		IA	1	1
	ALL	16	20		MO	1	1
SOUTHEAST	LA		0	ROCKY MOUNTIAN	KA		0
	MI		0		OK		0
	AL		0		TX	2	2
	GA		0		ALL	4	5
	SC	1	1		ID		0
	FL	6	7		MT		0
	AR		0	PACIFIC	WY	1	1
APPALACHIA	ALL	7	9		UT		0
	VA	4	5		CO	2	2
	WV	1	1		NM		0
	KY	2	2		AZ		0
	TN		0		ALL	3	4
	NC	2	2		WA	1	1
	ALL	9	11		OR	2	2
					NV		0
					CA	13	16
					AK	1	1
					HI		0
					ALL	17	21
		#	%	* Note that Bob Thompson from Ottawa, Can. omitted. Closest to Great Lakes region.			
TOTAL		81	100				

Econoline lovers will argue with you, but most people don't think Econolines are well suited for long travels, especially over rough country. Most of the areas in these two regions had (think sixties) or still have gravel roads and difficult travel in winter. As a result, some Econolines were undoubtedly sold in the cities, but the lions share of Ford truck sales in these areas was probably full size pickups and 4 x 4's. Since Econolines were never sold in great numbers there, combined with the relatively harsh climate, the number of Econolines available to collectors and the number of collectors is less than in other areas, resulting in the fewest Econ0 members in those regions. Back to Appalachia and the Southeast. Both these regions are intermediate in population density, degree of urbanization, and climate. The result is an intermediate number of Econ0 owners.

In a similar fashion, I selected the vehicles owned by last year's members out of the roster and put them into the spreadsheet program. Irrespective of who owned them, I sorted and counted the vehicles in as many different ways as I thought would be interesting: vans, pickups, by year, by deluxe, regular, window, cargo, Falcon, etc. I

imported the production figures from the very first Econ0 newsletter and analyzed them the same way. Table 2 shows the resulting numbers for both Econ0 and production.

Table 2: Econ0 and actual production comparisons by type of Econoline.

Type	Econ0 Totals	Econ0 Percent	Actual Sold	Actual Percent
Vans	63	58	492214	90
Pickups	49	45	52121	10
1961	13	12	61135	11
1962	15	14	76938	14
1963	20	18	88053	16
1964	21	19	83079	15
1965	18	17	76867	14
1966	11	10	84180	15
1967	10	9	74083	14
Deluxe PU's	7	6	14045	3
3-Window	12	11		
5-Window	31	28		
Regular Vans	33	30	102912	19
Window Vans	28	26	36019	7
Display Vans	2	2	16704	3
Cargo Vans	2	2	7663	1
Falcons	15	14	105698	19
DCW's	5	5	25423	5
Travelwagon	5	5		
Total E-100's	109		544335	

While the sample size is extremely small and definitely not statistically significant, some interesting speculations can be made about the above results. For starters: proportionally LOTS more pickups are in Econ0 than what was sold. This probably relates to the old supply and demand of economics. The rarer vehicle is more sought after. Perhaps if Ford had produced more pickups than vans, vans would be more sought after. Jay and I pretty much expected this.

The next interesting phenomenon here is the amazing similarity in the year-by-year Econ0 ownership to the number produced by Ford for each year. In fact, other categories are also pretty close to the proportion produced by Ford: Display vans, Cargo vans, Falcons (including DCW's), and DCW's alone. The year-by-year bit isn't surprising, but the other stuff is. Jay and I expected the deluxe models to be proportionately greater in Econ0 since fewer of these were used in industry and were typically bought by private citizens, saw less rugged use, and stood a better chance of surviving. The proportion surviving is greater for pickups, but not as much for vans. With the sample size so small, it's possible I missed a few going into the roster, and that would drastically drop the percent owned in Econ0.

The regular vans vs window vans gets a bit weird. The Ford production stuff wasn't clear for a couple years and the data was lumped as "regular vans". I suspect the production figures favored regular vans, but not to the extreme shown here. Window vans were intended to be station wagon alternatives, thus their strong showing in Econ0 doesn't really surprise me. Like the deluxe models, these probably saw less heavy duty use compared to fleet vehicles. Unfortunately, I haven't found any production info on Travelwagons, since those were sent to Travel Equipment Corp of Elkhart, Indiana. The club has five percent. If the logic that these weren't sold as commercial vehicles and

should therefore be represented a bit more in the club than the actual percent made holds, one could estimate that the actual production was 3 or 4 percent or somewhere roughly between 16000 and 21000 vehicles. Hopefully, we will have that information available some day.

To close this stuff off, the above data is only for fun. The sample size is small, and without sales figures by region, the explanations can only be my theories that I'm sharing. Econ0 ownership, by virtue of belonging to Econ0, is going to drastically skew the data and in no way tells us about Econoline ownership or types on a national scale. If Jay and I could tap the Dept. of Motor Vehicles computer and come up with the Vehicle ID number of every registered Econoline in California, most of these theories would go out the window. Meanwhile, gimme some feedback. I've asked for it. BC

Econoline Classifieds

Wanted:

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

Promotional Econoline pickup tie bar or tack. Pictures of an original tachometer installation/mounting (dealer installed option on '65-'67 Station Bus and Club Wagons). 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. 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. NOS or like new. Terry Turner, 212 Charles Circle, Roxboro, NC 27573•

Front axle. Must be in good shape and reasonable. John McKay (412) 346-2270 after 6 pm, eastern.●●

Pair of back up lamp assemblies (w/bezels) from '67. pair of round chrome side view mirror heads. Flywheel and bellhousing for 1965 200cid w/ heavy duty "flat" flywheel. Donald J. Renner, 7718 Lily Lake Rd., Burlington, WI 53105, (414) 537-4916•

Bench seat for Falcon Station Bus; ie without armrests or ashtrays; prefer light blue and mounting clamps, good or very good condition. Original bottle jack. Don Pendleton, 935 So. 21st Street, Arlington, VA 22202.

Tinted windshield, padded dash, front side cargo door interior panel (blue), rear corner body patch panels for extended DCW. Ronnie Crawford, 66 Pearl #407, Denver, CO 80203, (303) 722-7231

Econoline full horn ring in good condition. William K. Williams, 6065 15 Street N., St. Petersburg, FL 33703, (813) 527-1439

1964 Econoline with automatic for parts, or all the automatic stuff from same (tailhousing, output shaft, driveshaft, column, etc.). George D'Antonio, 1425 Port Washington Blvd, Port Washington, NY 11050. (516) 767-1634

1965 or 1966 5-Window Pickup with big six (240), prefer white. Jerome Wagner, 1908 Avalon Drive, Waukesha, WI 53186. (414) 547-2621.

Free:

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

For Sale:

"Dazed and Confused", a 1962 Regular Van, w/: '66 289 and auto trans, B & M shifter, finished interior, mural paint, stainless tube bumpers, much more. \$1500 or ? John McKay (412) 346-2270 after 6 pm, eastern.●●

1961 5-Window Pickup. Terry Turner, 212 Charles Circle, Roxboro, NC 27573

Green dot automatic shift column (year=? JL) with: rod, turn signal switch, and steering wheel. Retractable side step in good useable condition, complete except rod from door to linkage and plastic cover. Both fair price to any member. William K. Williams, 6065 15 Street N., St. Petersburg, FL 33703. (813) 527-1439

Turn signal lenses! I still have lots of 'em. Unfortunately, we're down to amber only. \$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

1965 Window Van, Extended. Was running, part restored, best offer before June 1. Jim Culver, P.O. Box 2034, Glens Falls, NY 12801, (518) 798-8005

Services:

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