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**ECON**oline Organization Newsletter  
June/July 1989

Oops! We've finally done it. We've blown the late issue record right out the door. Guess we're having too much summer fun fixing everyone else's stuff but ours, enjoying late, light evenings, and generally casting off all responsibility. Such things happen. We haven't forgotten about you though. Y'all will still get your six issues, only some will be more bi-monthly than others. Thanks for hanging with us without too much grumbling. At least we're not like those big magazines that put out their July issue in May. I can understand and relate to lateness, but publishing two months early just to beat the other guys I can't fathom.

The big news for this issue is that **Econo-East** will happen! Enough of you must have bugged Terry Turner that he finally got it together. The vitals are:

DATE	Saturday, September 16, 1989
PLACE	Duke Park
TOWN	Durham, North Carolina
TIME	Noon 'til ??
DIRECTIONS	From <u>south</u> of Durham, take I-85 north.

Look for the Gregson St. exit. You want the next exit, which says "Durham Downtown". Get off, go right, then take the next right -- E. Knox.

From north of Durham, take I-85 south. Look for the Avondale exit. You want the next exit, which says "Durham Downtown". Get off, you'll curve around under the freeway, then take a right on -- E. Knox.

Now everyone should be on E. Knox. It winds past the main Duke Park entrance to a stop sign at Acadia St. Take a right, go past a small parking lot on the right, a small (bath house???) building on the right, and take the next driveway to the right. Go to the

parking lot at the end and you're at **EconO-East**! If you get lost, just blame Terry.

Terry mentioned that he'll be willing to make a limited number of airport runs for those folks flying in (like me). Call him about scheduling. Those of you not flying in better be driving Econolines!!! I assume that this will be like EconO-West and be a bring-your-own barbeque/picnic type of deal. Just getting together to share Econoline fever. Misery loves company.

Other news is that the business half (ie: Brian) of EconO is moving, probably as you are reading this. The new address is 18941B Almond Rd., Castro Valley, CA 94546. The new phone number will be in the next newsletter. Please re-direct your correspondence accordingly so we can't blame lost letters for our slowness. Turns out that I'll still be the same distance from Jay, only east, instead of north.

A tidbit that I've been trying to remember to get into the newsletter for a while is for those of you into hat pins. While Jay and I were at the Oakland Roadster Show quite a while back, we ran into our favorite vendor that sells Econoline van (front view) and pickup (side view) pins in red, white, blue, black, and green colors. The business is called "Images" and the address is 26067 East 6th Street, Catoosa, OK, 74015; phone is 918-266-3767. The name on the business card we picked up was "Lottie". He was getting \$3 each at the show we attended.

In the interest of getting this thing in the mail, I think I'll pass on making any further comments. All the necessary stuff has been mentioned. This issue is admittedly rushed. Please accept our apologies if it looks like it. Tips has one contributed item and a couple off the top of my head. We've revived Dr. EconO since the mail has been piling up and there actually are some questions to answer. Jay tells you the little we know about an outfit called Blue Oval Engineering, an Econoline oriented business specializing in performance modifications. Jay then gets into an interesting bit of Econoline (and Ford) sales tactics as relating to the mystery of the Poppy Red color Deluxe Pickups. Tony Smith submitted a counterpoint article in anticipation of me writing one on the "value" of an Econoline. Since I haven't written the first article yet, I guess you can read the counterpoint first and I'll try to get the counterpoint to the counterpoint in the next issue. Lastly, Jay explains what the extra pack of pages with all the part numbers is all about. As usual, we end up with classifieds. Also as usual, the first roster for this year is included with this (the theoretically second) issue.

Looking forward to next issue, due out next month (guess what I'm doing Labor Day weekend?!), we'll finally get around to the definitive Econoline hubcap article. I know, how much can we talk about hubcaps? The answer is plenty, as you'll see (pictures included) next time. The next installment of Don's parts is now being edited meticulously by Jay. That's about all I can think of for now. I'm sure we'll find something interesting to tackle. Have fun, and keep working on those Econolines! BC

### **Tips**

1) This is a safety tip from Bill Williams. Does your automatic transmission jump out of park when you start the engine? The locator point on the inside end of the gear selector lever could be worn off after 20 plus years of shifting. To check for this, first remove the battery cable or unplug the horn wire

under the dash. Remove the horn button, steering wheel, and turn signal lever. This should allow you to lay the turn signal switch aside without disconnecting all the wiring. Take a look at the end of the shift lever sticking up through the gear position plate. If the corners are worn round, remove the gear selector lever by removing the pivot pin. Be careful. There is a spring behind the tip of the lever that holds the lever in the down position and it will come flying out when you remove the lever (and hit you in the face! JL). With the lever out, build up the worn area with a welder a little at a time. Grind and file back to the original shape. Install the lever and try it, removing metal until you can shift it properly, reassemble everything in reverse order. This minor repair is a small price to pay for safety. WW via JL

2) We may have mentioned this before, but I don't think we've done this as an official tip yet. For those of you with color code M who need a touchup, or those that want to restore the early gauge panel covers (not the bezel with the letters and numbers, but the panel that covers the glass) (and painted bumpers too, for that matter), without the hassle of ordering ten times too much paint through your local paint shop, this is for you. *plastikote Co, Inc.* now makes a Wimbledon White (color code M) available in a spray can. It is part of their Truck and Van Color series of paints; number 1583. We get ours from our local "discount" auto parts chain stores like Kragen, or Grand Auto/Pep Boys/Sherbas. I don't know what the equivalent would be outside California. One way to find out would be to call *plastikote* in Medina, OH or Upland, CA and ask them who your nearest distributor is. No, I don't have the phone numbers, that's what 411 is for. We've had good experiences with *plastikote* spray products before, and this is a very close color match. BC

3) A lot of us run into a problem when we are restoring or semi-restoring (making it look restored, but not being picky about originalness) that requires one of two types of patterns. The first kind of pattern is to locate some bolted on attachment correctly where there wasn't one before or where some idiot before you filled the holes. An example would be re-installing a set of stock mirrors. The second type of pattern is used to reproduce some cut out piece like a headliner or floor mat. To solve that problem, Jay and I have been making patterns of various option locations and intact original pieces to use for later. We thought about it and realized we had quite a collection and that maybe someone out there could use some of these. To date we have patterns for: early and late kickpanels, late heater controls, late radio, swing out jump seat, floor mats, brake warning light, pickup headliner (both pieces), stock regular mirrors, and some odds and ends like where UPS put their decals, etc. We've already published the third shift rod hole in the bulkhead for automatic or 4-speed, the late throttle bellcrank, and the disk brake caliper bracket. We are working on getting a pattern for the early radio and '67 backup lights. If you need one of these, let us know. We'll transfer our pattern to some newspaper or something and send it on it's way. If you need something not listed above, again, let us know and we can probably come up with one eventually. Lee Brown copied Jay's kick panel pattern using ABS plastic and really liked the finished effect. BC

#### **Ask Dr. Beam**

Q. I was told that on the 4-speed equipped E100 that there was a decal on the sunvisor showing the shift pattern. I have seen what I thought were original

E100's with the 4-speed that did not have this decal. Dr. Econ0, have you ever seen or heard of this decal? Don English.

A. Funny you should mention it, I JUST found one of these on a junkyard trip. The decal was on the left sunvisor, and was visible with the visor in the "up" position. In addition to showing the shift pattern it gives written instructions on using the 4-speed. The one I found was on one of the cardboard visors. It's possible that not all the 4-speed equipped trucks came with this decal since it's the first one I've seen. It's also possible that the trucks with the deluxe padded visors- the Deluxe Club Wagons and trucks with the safety package- did not have the decal, since it probably would not stick too well to the grained surface of the padded visors.

A related item is the instruction decal for the automatics that was on the shift quadrant. My guess is that this was used only on the 1967 E100's that had the green dot transmissions. Starting in 1967 the shift pattern was changed to have D-2-1 instead of D2-D1-L, but some early 67's had the green dot pattern. My guess is that the decal was used on these trucks to supercede the D-2-1 instructions that appeared in the 67 owners manual. I have only seen one of these also. Anybody else have any information on either of these decals?

Q. What do I have to do to run ads in the newsletter?

A. Just send the ad, written LEGIBLY and CLEAR AS TO MEANING to Brian or me and it will magically appear in the next newsletter. We will run the ad for one issue, unless you tell us to list it on an ongoing basis and promise to tell us when you've sold, recieved, etc. said item. There is no charge to Econ0 members, but please list only items that you yourself want or have for sale. We have been sent newspaper clippings for trucks for sale locally from members (and non-members) with good intentions, but the ads are for MEMBERS ONLY, please. If you think the guy really wants to sell the truck and it is of special interest, give him an application. After all, ten dollars to join us and get a free ad is less that it costs to put an ad in most newspapers.

Q. I have a 200 engine with the two sets of bellhousing bolt holes in the back of the block. I would like to put an 11 inch clutch in my truck. Which bellhousing, transmission, and flywheel do I need? Don Renner.

A. Unfortunately, there's no way that I know of to put an 11 inch clutch on the 200. The standard 144/170/200 clutch was 8-1/2 inches. The largest clutch that Ford shows for the 170/200 is 9-3/8 inches. This was the heavy duty version for Bronco 170 starting in 1966. The 1966 and up Mustang-Fairlane-Falcon 200 used a 9 inch clutch. Both the 9 and 9-3/8 clutches used a larger flywheel and the bellhousing fits the outer set of holes on the block. The 1961-65 144, 170 and 1965 200 had only the small bolt pattern, and will only take the 8.5 inch clutch. Starting in 1966 the 170 and 200 blocks had both bolt patterns and will take either bellhousing and flywheel. The 240, 250, and small block V8's used a different bolt pattern and none of these bell housings or flywheels will fit the smaller engines. The Broncos used a cast iron bellhousing on the 170. The passenger car version was aluminum and either will work with the larger clutch and flywheel. Both used the wide transmission-to-bellhousing bolt pattern, the same as the 240 Econoline. The 9 and 9-3/8" clutch disks have a larger spline diameter than the 8-1/2" ones. The spline diameter is 1-1/16 inches, versus 15/16". This means that you will have to change the input shaft on the transmission to use the larger clutch, or use the 240 transmission. The

input shaft can come from any of the 3-speed model 3.03 transmissions used with the large bellhousing 200, or the 240 or 289. These were used in the Econoline with the 240, in the Falcon-Fairlane-Mustang with the 200 and 289, and also in the Bronco with 170 or 289. In addition, later Mavericks used this transmission and probably other Fords as well. If you use the 240 transmission, the tailhousing has to be changed to use in a 61-64 truck. Use the tailhousing from the 63-64 Econoline 3-speed. The 240 trans also has a closer set of gear ratios, which may be good or bad, depending on what you want the truck to do.

Q. Are there any TravelWagon camper conversions in the club? Also, do you have a translation of the body, trans, axle, and DSO codes on the dataplate? The codes are-color-TM, model-E140, body-489, trans-4A, DSO-840111. James Buckland.

A. Yes, there are at least three TravelWagons in the club. We have been promised an article on these in the near future from member and TravelWagon owner Tony Smith, so look forward to seeing this. Both Tony and Brian also have some of the original TravelWagon literature.

We covered all the dataplate information in the first couple of issues of the newsletter, but I'll decipher these in case you missed the back issues, and because this is a interesting case. Color TM is a two tone, Navajo Beige (T) with a Wimbledon White insert (M). Code T is not officially listed for 1965, but was probably part of the special order. Some special order vehicles will have the color space blank, if painted in a non-standard color. Model E140 is a standard van, 3600 lb. GVW. Body 489 means that the interior was beige vinyl (4) and was a van (89) rather than a pickup (87). Trans 4A must have been a special order. Trans code A was the automatic, I don't know the meaning of the "4" before it. Axle 04 was a 4.55:1 ratio, really low gears for a 240 automatic! DSO 840111 means that the van was special ordered (6 digits rather than 2) and the first 2 digits show the district it was ordered in. In this case, 84 was "Home Office Reserve", which was used on specially built vehicles not sold through the regular dealer network. In this case, it was because the van was delivered to the TravelWagon facility in Indiana for the camper conversion.

### **Blue Oval Engineering**

A while back Brian and I got a packet of information in the mail which totally took us by surprise. It seems there is a fellow down in Pasadena who is making performance kits and conversions specifically for the early Econolines. His name is Eugene Phillips and he calls his company Blue Oval Engineering. Most interesting are his V8 swap kits and disc brake conversions.

His V8 swap kit is for the small block Ford 289 and 302 motors using a modified 1965-67 240 crossmember to be installed in a 1965-67 Econoline. He is working on a crossmember kit for the 1961-64 trucks as well. The kit is set up to use the stock 240 transmission and drivetrain and puts the V8 in the stock engine box. Most of the required parts are stock Ford items, the list of needed parts is provided with the kit.

His disc brake conversion is sold as an installed item only. This conversion uses 11 inch vented Kelsey-Hayes rotors and single piston sliding calipers, as opposed to the 4 piston fixed calipers Brian and I used on our trucks. The 1967 dual master cylinder is required on the 1961-66 trucks, and

he performs the same modification to the master cylinder that was detailed in our disc brake article in the April-May 1988 newsletter.

Eugene also provides a whole bunch of rebuild, maintenance, and performance services for the Econolines including: brake service, hi-amp alternator, front axle rebuild, HD clutch, "Kicker shocks" (an additional pair of shocks that are mounted on the rear axle and point forward to reduce rear axle hop and control the axle under hard braking or acceleration--JL), and custom suspension and cooling modifications.

I want to emphasize that neither Brian or I have seen his conversions in person, but Don English checked out and drove his trucks and had good comments to report. Eugene answered my letter asking for details on his conversions and also is a member of Econ0, so I have pretty good feelings as well. I would like to say that we can only report what Don and Eugene have told us at this point, and that Brian or I have yet been able to make a first hand comparison between our V8 and disc swaps and Eugene's. I hope to get down to check him out in the near future, and will have more at that time. Until then, we can only make you aware that his swaps exist and may be an easier way to get a V8 or disc brakes than doing it yourself as we have detailed in our past articles. On the other hand, we know that our way works, is both safe and reliable, and we've worked past some problems we encountered (like how to change spark plugs in the stock engine box). Eugene's products and services offer at least two options available at this point.

### **Don's Parts Stuff**

Starting with this issue, we are including as a bonus a Master Parts List for the Econoline which has been painstakingly put together over the past couple of years by Don English. This is a master list of part numbers, sources, most current prices, and interchange information, all compiled into a handbook for Econ0 members. The Master Parts List will be sent in bimonthly installments along with the newsletter for approximately six issues. We have not stapled the list to the newsletter, but have kept it separate so you can assemble the list and keep it as a separate reference. \*If you ordered this newsletter as part of a set of back issues, the Master Parts list will not be included, but should be available in most current form upon request.\* Note that this list is constantly being updated by Don, so as more information comes in it will be made available. Also note that the prices were the most current available at the time of writing, but price and availability of the parts listed depends entirely on the suppliers, and how long you get it after the writing.

### **1965 Deluxe Pickup Mystery Solution**

Don English recently came across a very interesting bit of information while researching the Poppy Red paint used on the 1965 Deluxe Pickups. It seems that the Poppy Red was what Ford called a "spring color", which was used to improve showroom traffic and hopefully give sales a boost during the slow spring sales season. To do this, Ford used a "new" set of colors on selected models, and the 1965 Deluxe Pickup was one of these. In addition to the Poppy Red color, this model had the exterior trim, chrome bumpers, and white steering wheel from the Falcon Deluxe Club Wagon vans. Looking back at dataplate information from club members' trucks and junkyard trips, I found records from twelve deluxe pickups, and all the serial numbers were between 687,000 and 703,000, which corresponds to May and June 1965 (i.e. "Spring").



The 1965 production for "custom pickups" was shown by Ford to be 3065 trucks, out of a total of 7405 pickups for the year. We do not yet know if the "custom pickup" is the Deluxe Pickup, but if this does turn out to be the case, the spring sales tactic must have worked. Note that the color was called "Poppy Red" in some Ford literature and "Vermillion" in others. Also note that some pickups (and possibly vans) were special ordered earlier in the year in Poppy Red, but without the deluxe trim. These will carry a six digit DSO number and the paint code will be blank, instead of the "3" which appears on the Deluxe Pickups.

This brings up an important point, which I have mentioned in the past, but will emphasize again. Those of you who have not sent us dataplate information, please drop us a postcard or note with the information. If the dataplate is missing, or you do not want to disclose the number for whatever reason, at least send the first three digits of the serial number and any other information that is available. For instance, color, engine size, transmission type, body style, and any unusual factory or dealer installed options. This information really does help us unravel some of the mysteries that Ford imposed on us, and helps with parts, at least indirectly, since interchange is often affected by mid year changes. We will be asking some specific questions in the future about some of the changes that took place during the model year, and only with your help can we determine exactly when or why they took place. There are some legitimate excuses for not sending the information ("under a haystack"-Mars Manson...) but laziness is not one of them. It's summer time everywhere in the northern hemisphere right now, so please take a second and make a tracing of the dataplate information and drop it in the mail to us. We really appreciate it, and it will hopefully help all of us. I'd hate to have to start a list of those that have reniged on that part of the deal. Almost as bad as putting a list of bad checks on the wall in a place of business for all to see. Thanks. JL

### **Econo Worth-A Counterpoint**

"My eye will never be that good again...I lost a certain sense of rhythm but gained a sense of time." Many of those among us now have the understanding that there are some things in life you just can't put a price on. Unfortunately, there is a tendency to place a value on everything-some folks call it a movement. This movement sooner or later will rediscover the object of our common interest: the old Econoline. Hopefully, we, the faithful, can help shape its rediscovery.

In assessing the worth of all those old Econos out there, surely we must first pay homage to the spirit world of old econolines. This is the hidden half of the value equation. Econos are a part of our culture, rich in dramatic history. The earliest versions were around for the first American space orbit. The Econo family endured along with us the assassinations of Kennedy and King and Kennedy. They helped us invade the town of Woodstock to explore new possibilities and experience great music. For many of us, the Econoline van was the grand bridge between the abstract, (discovery) and material reality in the sixties era. Personally, I met my first Econos working at the phone company. They provided refuge from tall utility poles and tough dogs. Yes, they were there for me and many of you too. Old Econos are still there in the background of those rich memories and images of an America now gone forever. How much are these surviving testimonies to that era, to those memories, worth to you?

Along with the tendency to value things, there is a tendency to judge vehicles according to tangibles such as 0-60 mph durations and GVW figures—with an implied benchmark. This is no way to judge an Econoline and I hope I'm never judged that way. I've given up on being perfect or in expecting perfection in other people or other things. This altered outlook provides great personal relief. As we approach the end of the decade, we observe a growing tendency to expect perfection in people and in things. We stand transfixed in the illusion that perfection is possible and desirable. This is an unfortunate development. When my doctor warns me that my cholesterol count is slightly high, I don't want my car also telling me, "please turn off the lights". I prefer to maintain some level of mutual tolerance with my automobile—and so may many of you. How much is it worth to you? As for my Econo and me, we have lost a certain sense of rhythm but gained a real sense of time. This my friends, is priceless.

TS

### **Econoline Classifieds**

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#### **Wanted:**

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

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

Drive shaft, 65-67 240/C4 Heavy Duty, NOS rear floor mat, NOS outside cargo door handles (2), rear seat frame to floor retainers (4). Don English, 301 Alameda Blvd, Coronado, CA 92118●

Tinted front door glass, blue dash pad. Also, is anyone cutting up a non-window van? I need a section out of the left side of the body about 2 ft. wide and from roof rail to the bottom edge. Jay Long.●

1964 Econoline with automatic transmission for parts, or everything except radiator to convert 1963 Econoline to automatic transmission. Need 1964 tailhousing, tailshaft, and driveshaft for C4 automatic. George D'Antonio, 1425 Port Washington Blvd., Port Washington, NY 11050. 516-767-1634.●

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#### **Free:**

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

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#### **For Sale:**

**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, 18941B Almond Rd., Castro Valley, CA 94546

"I'm just another Econo nut trying to locate parts for myself and other members. Parts are priced close to my cost, I'm trying to find both used and NOS." Terry Turner, Vintage Vans, 212 Charles Circle, Roxboro, NC 27573 (Ed. Note: Terry has got a pretty good line on what's available in the Southeast, both parts and complete vans/trucks. Give him a ring, he's one of the "good guys" and will help you out if he can. He asked me to emphasize that his #1 concern is to help out other Econo members rather than making money selling parts. JL)●

4-speed transmissions and parts. I have four complete transmissions and another for parts. Jay Long.●

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**Econo Membership Roster**  
August 15, 1989

Eric Abraham 747 Santa Fe Drive Denver, CO 80204 (303) 573-5903	1963 Regular Van	200 cid
William Allen 11336 Henshaw Ave. Whittier, CA 90604 (213) 944-5369	1962 Regular Van 1964 Van 1965 Van 1966 Van 1965 5-Window Pickup	
Ed Atkinson P.O. Box 9509 Madison, WI 53715 (608) 835-5333	1961 3-Window Pickup	144 w/auto trans
Marcus Axiotis 12060 48th Ave. No. Plymouth, MN 55442 (612) 557-1776	1963 5-Window Pickup	
Dwayne Barber 8905 Deerwood Rowlett, TX 75088 (214) 475-8055	1963 Falcon Window Van	
Kevin L. Bart 215 Kingsley Dr. Newark, DE 19711 (302) 731-7765	1961 5-Window Pickup	
Robert Bell 2723 Lowell Ave. Richmond, CA 94804 (415) 237-3518	1967 Falcon Window Van	200 cid.
John Benedict 1307 Hill Ave. Brilliant, OH 43913 (614) 598-3341	1965 5-Window Pickup	Under restoration.
John W. Bennett 2007 Martin Ln. Rolling Meadows, IL 60008 (312) 398-5707	1962 5-Window Pickup	
Steve and Richard Blinn 926 Pacific Ave. Manhattan Beach, CA 90266 (213) 372-3223	1963 3-Window Pickup 1965 3-Window Pickup	200 cid 240 w/ full gauges

Donald Bowen 12665 Sundance San Diego, CA 92129 (619) 484-6570	1964 Falcon Club Wagon	fact. 4-speed
James E. Buckland 39520 Mill Creek Road Wadsworth, IL 60083 (312)244-3256	1965 Window Van	Travelwagon
Richard Burdess RR4 Box 89A Boone, IA 50036 (515) 432-6520	1961 5-Window Pickup	One owner, under restoration
Paul Buzzi P.O.Box 86 Moorestown, NJ 08057	1961 Regular Van	
Dave Cassell 155 Whitehall Road Rochester, NH 03867	1965 Display Van 1967 5-Window Pickup 1962 3-Window Pickup	HD, ex-telephone co. being restored
Don Charron c/o D's Auto Glass 73-180 Catalina Way Palm Desert, CA 92260 (619) 568-9509	1967 Cargo Van, Extended	
Brian Cochrane 19841B Almond Rd. Castro Valley, CA 94546	1963 Standard Van 1964 5-Window Pickup	302 V8, auto, disc brakes HD pkg; to be V8, semi- restored
Robert W. Cook 710 Chumuckla Hwy. Milton, FL 32571 (904) 994-7539	1961 5-Window Pickup 1965 ?-Window Pickup	Showroom, orig. cond. Rough-needs restoring
Ronnie Crawford 66 Pearl #407 Denver, CO 80203 (303) 722-7231	1967 Falcon Del. Club Wagon	Extended
George D'Antonio 1425 Port Washington Blvd. Port Washington, NY 11050 (516) 767-1634	1963 3-Window Pickup	ex-Air Force, 200 cid
Gerald Deemer 1608 Manor Drive Kissimmee, FL 32741 (305) 846-1491	1965 Falcon Del. Club Wagon 1966 Falcon Club Wagon	Heavily optioned

Arthur deMontigny c/o D's Auto Glass P.O. Box 54 Milford, NH 03055 (603) 673-8796	1967 Cargo Van, Extended	
Richard C. Dixon Box 549 Clinton, MI 49236 (519) 456-4477	Looking.	
Charles Doherty 710 Main Street Amherst, MA 01002 (413) 256-1812	1963 3-Window Pickup	ex-Air Force
Chet Doughman 3908 Roosevelt Dearborn Heights, MI 48125 (313) 278-0792	1961 5-Window Pickup	
Christopher B. Dunham 3793 Emila Dr. Daytona Beach, FL 32019	1964 Window Van	
Perry R. Eichor 703 North Almond Dr. Simpsonville, SC 29681 (803) 967-8770	1962 3-Window Pickup	
D.W. English 301 Alameda Blvd. Coronado, CA 92118 (619) 435-6784	1962 5-Window Pickup 1964 Falcon Del. Club Wagon	Camper shell Auto, HD rear axle, 200 cid
Billy Enz 1205 Park Blvd. Massapequa Park, NY 11762 (516) 541-3506	1967 Regular Van 1963 Regular Van	ex-Bell Telephone Custom interior
Don Forman 762 'E' Cherry Street Petaluma, CA 94952 (707) 765-4409	Former owner of Carl Crosman's show quality '63 pickup.	
Raymond Q. Frederick 3590 N. School Dr. Morris, IL 60450 (815) 942-2584	1966 Cargo Van, Extended 1966 Window Van, Extended	Heavy Duty, original owner Travelwagon
Charles Gregory 7421 E. McKinley Scottsdale, AZ 85257	1963 ?- Window Pickup	

Lyle K. Grisso 5649 Phelps St, Bx. 60712 The Colony, TX 75056 (214) 370-3591	1963 Regular Van	HD, hi-po 289, 3-spd.	4
Earl Gruber 1391 LaBella Ave. Sunnyvale, CA 94087 (408) 736-8327	1967 Regular Van, Extended	HD, 300 cid, Disks planned	
Jane and Richard Hart 15 Old Sable Road MHP Evington, VA 24550 (804) 525-0014	1962 3-Window Pickup 1961 5-Window Pickup 1961 Window Van	200 cid, auto in soon	
Ray Hein 5217 Merlau Rd. East Aurora, NY 14052 (716) 652-5197	1962 5-Window Pickup		
Harvey Hoff 1031 Elm Bottineau, ND 58318 (701) 228-3505	1961 ?-Window Pickup		
Bill Hossfield 50 Oakwood Drive Ringwood, NJ 07456 (201) 839-9053	1964 Regular Van 1964 Window Van 1964 Window Van	8-door, 4-spd. Parts. Parts.	
Bob Hostler 643 Autumn Drive Amherst, OH 44001 (216) 988-8829	1964 Window Van	Mild custom/show.	
Thomas Howarth 3046 Marquette San Diego, CA 92106			
Richard Huggins 1282 Nantucket Ave. Columbus, OH 43220 (614) 459-7210	1965 5-Window Pickup	Stock, restored.	
George Johnson 6305 48th Ave. E. Tacoma, WA 98443 (206) 922-1355	1963 Regular Van 1965 Regular Van		
Jerry Kaczor 32404 Oakview Warren, MI 48092 (313) 977-7143	1967 3-Window Pickup		

William Keefer 14095 Briarwood lane Stockton, IL 61805 (815) 947-2569	1965 5-Window Pickup	Needs restoration	5
Mal Kroeber 4032 Millcreek Rd. Hockessin, DE 19707 (302) 239-4177	1962 Regular Van 1966 Regular Van	Lots mech. and body mods.	
William D. Legan 17430 Los Alimos St. Granada Hills, CA 91344 (818) 360-2513	1965 5-Window Pickup		
John C. Lingeback 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 1963 Regular Van 1961 5-Window Pickup	Many options; mods by Jay. Parts, to be added to '66. 289 V8, 3 spd, disc brakes	
Katherine G. Lucas 3416 Eric Ct. Richmond, CA 94803 (415) 223-3224	1964 Window Van 1966 Regular Van, Extended	172000 mi, orig everything Being completely rebuilt	
John T. Luffman 4648 S. Main Street Acworth, GA 30101 (404) 974-7429	1965 5-Window Pickup	302 V8	
Jim Lungwitz 1007 E. River St. Box 1078 Monticello, MN 55362	Wants to buy E-100.		
Gary Macomber 2019 Bigelow Ave. Simi Valley, CA 93065 (805) 526-1287	1963 5-Window Pickup 1966 5-Window Pickup 1963 3-Window Pickup 1965 3-Window Pickup 1966 3-Window Pickup	HD HD HD HD	
Marsden Manson 20605 Finnigan Hill Rd. Hillsboro, OR 97123	1965 Window Van 1963 Pickup 1961 Pickup 1963 Regular Van 1964 Window Van 1965 Regular Van, Extended	HD, 300 cid, to be restored. Original cond. Under restoration To be restored Parts van Parts van	
Andrew Marchfeld 110 W. Crooked Hill Rd. Pearl River, NY 10965 (914) 735-6900	1961 3-Window Pickup 1965 3-Window Pickup 1966 3-Window Pickup		

Murray M. Martin 813 Heritage Waterville, OH 43566 (419) 878-6640	1961 3-Window Pickup	Chrome rails and wheels	6
Ronald J. Martin 3531 N. Elizabeth Indianapolis, IN 46226 (317) 546-2721	1963 Window Van 1963 Display Van 1965 Regular Van, Extended	8-door	
Paul McDade 8050 Cleveland Ave. S.E. Magnolia, OH 44643 (216) 866-2952	1966 5-Window Pickup 1962 5-Window Pickup 1962 3-Window Pickup	V8, auto	
John McKay 287 Smith Ave. Hermitage, PA 16148	1962 Regular Van	289 V8, auto, custom paint	
Arthur J. Milius 2790 Benjamin Rd., NW Bremmerton, 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	To be restored	
Dennis D. Morek 1751 Idlehurst Dr. Euclid, OH 44117 (216) 486-0876	1965 5-Window Pickup	HD, auto trans	
Tracy S. Pannell 894 Leesville Rd., Apt. 2 Lynchburg, VA 24501	1963 5-Window Pickup	6" top chop, V8, other custom mods.	
Edward J. Paulis 912 N. Elmhurst Rd. Prospect Hts., IL 60070 (312) 541-8335	1962 3-Window Pickup 1964 Regular Van	sub-framed w/ stake bed for parts	
Don Pendleton 935 So. 21st Street Arlington, VA 22202	1964 Window Van		
Eugene Phillips 193 Poplar Ln Pasadena, CA 91103 (213) 684-6639	1966 Regular Van 1965 ?-Window Pickup	460 V8, C6 auto, 4-wheel disks 302 V8, front disks	



Floyd E. Pratt 410 South 3rd St. Black River Falls, WI 54615 (715) 284-4428	1962 5-Window Pickup 1964 3-Window Pickup	
Larry L. Rea 20556 Neilltown Road Pleasantville, PA 16341	1966 Regular Van	Heavy Duty
Carl Reinhard 118 Cedar Street Amityville, NY 11701 (516) 691-5351	1962 5-Window Pickup	
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 1961 Regular Van	Auto, '67 brakes '67 brakes Heavy Duty Wrecked, (for parts?) 200 w/250 head, 1967 brakes
Dale Rhoades P.O. Box 276 Hebron, IN 46341 (219) 996-7448	1963 5-Window Pickup	
Michael G. Rice P.O. Box 16194 San Diego, CA 92116 (619) 563-9646	Looking for regular van, extended.	
Ed Rutledge P.O. Box 1681 Fairbanks, AK 99707 (907) 488-8518	1964 3-Window Pickup	Needs restoration.
Gary Satterfield 401 County Road 1302 Polk, OH 44866	1967 Van	
Mark Schubert 12 Apple Lane Commack, NY 11725 (516) 543-9144	1962 Falcon Window Van	
James Sheil 222-89 Braddock Ave., Apt. 1F Queens Village, NY 11426 (718) 776-5257	1963 Display Van	
Robert Shidla 604 Sunshine Court Brick, NJ 08723 (201) 477-4656	1962 3-Window Pickup 1965 Deluxe Pickup	Dry stored; no rust??!!

Tony Smith 2224 7th. Ave. Oakland, CA 94606 (415) 836-0340	1964 Falcon Window Van	Travelwagon, factory 4- speed, 200 cid, HD rear axle.
Eric K. Thompson 1717 Madera Street Berkely, CA 94707 (415) 653-6544	1962 Falcon Window Van	250 cid, auto, HD axle
Bob Thomson 119 Acton Blvd. Acton, Ont., Canada L7J2S4 (519) 853-4639	1963 Regular Van	V8, auto, lots of body & interior cuts and mods.
Terry Timmons 1111 Rebecca Pasadena, TX 77506 (713) 477-1779	1965 Deluxe Pickup	
Terry Turner 212 Charles Circle Roxboro, NC 27573 (919) 597-8788	1962 Falcon Window Van 1965 Regular Van Several other parts trucks	Extended, V8 Parts truck
Jerome A. Wagner 1908 Avalon Drive Waukesha, WI 53186 (414) 547-2621	Looking for 1965, 1966 3-Window Pickup.	
Brian Walker 638 Prospect Road Berea, OH 44017 (216) 234-2433	1965 Regular Van 1966 Cargo Van	302 V8, auto planned auto
Mike H. Weiss 360 Hwy. S. Kewaskum, WI 53040 (414) 626-4249	1966 Regular Van, Extended 1966 Regular Van, Extended 1966 Falcon Club Wagon	Conversion van Stock Stock
Craig E. "Turkey" Williams P.O. Box 87 Daytona Beach, FL 32015 (904) 441-8753	Looking for heavy duty, no side door; prefer extended	
William K. Williams 6065 15 Street N. St. Petersburg, FL 33703 (813) 527-1439	1965 5-Window Pickup	resto-custom w/many mods.
John Yurga 39 Lincoln Ave. Clifton, NJ 07011	1961 3-Window Pickup	