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ECONoline Organization Newsletter
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WE SURVIVED THE EARTHQUAKE!! Yes, it was fairly close to here (close enough). Yes, it was quite a rock and roller. Yes, it scared the bejabbers out of both of us. Yes, things fell down in our houses. No, it wasn't as bad as the news medias made it out to be (Californians are used to earthquakes and most places are built to take it). No, we don't care to go through another one that big, although the Hayward Fault is:

- a) closer (we both live w/in 1 mile)
- b) overdue (a 50:50 chance in the next 30 years)
- c) supposed to be 10 times the magnitude of the Oct. 17 quake (the Richter scale is logarithmic; the predicted magnitude is 8 point something).

No, we weren't in (on) the Cypress Structure, the Bay Bridge, the Marina district, or the Santa Cruz mountains. No, the earthquake is not the reason your newsletter(s) are this late (wait for the Hayward quake to let go, then they'll be real late)

EconO-East is history. As with EconO-West, those that attended had a great time, we just wish more EconO members could have shared that great time with us. Terry did a good job picking a spot, complete with a rain shelter that we needed for about 20 minutes. Terry also encouraged a few local Econoline owners to attend, and as a result, they are now members. The Pannell crowd from Virginia cruised down in Jane's pickup. It was good to meet them and put some faces with some names. Hope you guys made it home with that oil leak! Bill Williams managed to creatively schedule a part business, part vacation, part EconO trip and brought the "after" pictures for those of you that have seen the "before" pictures. Lastly, I flew out, partly because I felt kinda obligated since this was an "official" EconO meet, partly I wanted to get a better feel for what the membership needs/wants from us, and lastly because I wanted to meet some members and get to know who I'm talking/writing to. I had a blast. Terry took excellent care of me (Thanks, Terry), and I feel that the event was a success. Let's have more!

While I'm on the subject, I guess this is a good a time as any to clue y'all in on the semi-official EconO make-it-as-you-go stand on gettogethers. We would like to see two EconO meets each year. One in the spring somewhere west of the Rockies, and one in the fall somewhere east of there. Hopefully, the location can vary each year. For example, since this year's EconO-West was in northern California, hopefully next year's can be in southern California. Since Terry had EconO-East in the NC area, hopefully next year's meet can be in New England, the Ohio Valley, or the Great Lakes. The theory is that with two regular semi-annual events, folks can plan for them and find a way to attend. By varying the locations, hopefully those that can't or won't make the drive (or flight) one year will do so the next. Those that want to go to both can, and will be able to budget and plan for them. It is our feeling that this will encourage attendance more than if we continue sporadically having events as someone gets the urge to plan one. To do this, we'll need to have people willing to host events. It's not a big deal. You just have to find a suitable location (parks are great), reserve it with whatever entity, tell us the date, and give us directions. The advantage to

hosting is that you don't have to drive very far to the event. Hopefully this will work out. If you have other ideas along these lines, we're open to suggestions. We really would like to make these events larger, partly to get more people together, but also to make it worth the host's while. This does not preclude local groups from getting together and picnicing, partying, talking Econolines, or whatever, just don't expect a visit from Jay or me.

Other news is that the business half (ie: Brian) of Econ0 has moved. The new address is 18941B Almond Rd., Castro Valley, CA 94546. The new phone number is (415) 733-0565. Please re-direct your correspondence accordingly.

Before I close out with what's in the issues, I should do a little explaining about our increasing tardiness. I suppose it was more or less inevitable that we would end up here after three years, but Jay and I are not the types who live, eat, breathe, and sleep Econolines. We do get excited about them upon occasion and we did start a club for reasons that still exist and that I've mentioned before. As the years have progressed, Econ0 has grown (we didn't think there'd be this many other Econ0nuts out there), our initial stock of info and tech articles has decreased without being replenished from the membership that we hoped would contribute new (to us) ideas, the game of "Challenge the Econ0-masters" has grown thin as the issues become increasingly moot, and other demands in our lives have increased. In short: **BURNOUT!** Hopefully this is something we can overcome, without Econ0 becoming a chore instead of remaining fun. Articles are taking longer to research, think up and write, contributing articles have to be double-checked for accuracy, other demands on our schedules have to be shoved aside, and as a result we are behind. Please bear with us. Those of you that know us will vouch (I think) that we aren't the types to take the money and run, even there isn't much to run with. I have been sending out the newsletters first to those who are current, then to those who need back issues too. If you have back issues coming, they haven't been forgotten about. The next issue, the Oct/Nov. '89 issue, is about half completed, and as I write, Jay is supposed to be thinking up a few more tips, and writing another article. When that goes out, we'll probably start in on the Dec/Jan issue in early Jan. so we can both take a breather and enjoy the holidays. As usual we are trying to make each article and issue a quality one, rather than worry about timeliness. We hope you all appreciate that. And with that. . .

This issue has the definitive Econoline hubcap article, pictures included. No more silly questions about Econoline hubcaps, especially if the article tells you the answer. The next installment of Don's parts is attached, as introduced last time. Since Tony Smith tackled the touchy issue of Econoline worth in the last issue, I am somewhat obligated to come through with the article that his is a counterpoint to.

As mentioned above, next issue is almost done. In it, we've got a slightly twisted version of "Ask Dr. Econ0". A new article will be in that issue called "News Items". Basically, it's Jay and me passing on bits and pieces that we hear about that won't fit here, in "Tips", or in an article. Looks we might lighten up a bit and head into a short article on toys (both of them) depending on how much info we can dig up on them. If we get desperate, there's always the Master's Version of Econoline Trivia. We'll also have a roster update, since it's been a while since the first roster came out.

Have a good turkey day! Gobble, gobble. BC

Tips

1) **Self adjusting brakes for 1961-'63.** Are you tired of getting down and adjusting the brakes every couple thousand miles on your early Econoline? Or, even worse, are you driving around with the brake pedal on the floor because you've neglected to adjust them? How about fixing the problem for good. I know I mentioned it somewhere before, but I'll repeat it again for you new guys and those of you who've lost or forgotten it. This is a good time to check your brakes with winter coming on, and if you need to replace the brake linings all these parts have to come off anyway. Starting in 1964, the Econolines had self

adjusting brakes as standard equipment. These are a direct bolt on to the earlier trucks, so there are no excuses for not doing this conversion. The needed parts are available as an "adjuster and spring kit" from all of the major brake parts suppliers (Bendix, Wagner/Lockheed, Raybestos, EIS, etc.) or, if you're really hard up or cheap (like me) you can go to the junkyard and get the needed parts. In addition to the self adjuster cable, spring, and pivot you will need the star wheel and return springs as these are different also. When installing, the following order should be followed: install the linings with hold downs with the large lining to the rear, install anchor pin plate on anchor pin, install cable with seam on crimped end facing IN, install front (small) retracting spring, install rear (large) retracting spring with cable guide under the back end, install the adjusting screw with the star wheel to the rear, install the adjuster spring in the large hole in the bottom of the front shoe and hook the other end to the adjuster pivot, stretch the pivot and adjusting spring and hook it onto the cable, stretch the pivot and hook it into the rear shoe. Check for proper adjuster operation by pulling forward on the cable. The pivot should advance the star wheel one notch each time you do this. Make sure the adjuster screw is expanding and tightening rather than loosening. If it goes the wrong way you've got them switched right and left. Now, install the drum and adjust so the brakes start to drag and back off until the drum spins freely. The brakes will adjust themselves when you step on the pedal while backing up. Several reverse stops may be needed to get them fully expanded, depending on how close the initial adjustment was. Now, not only will you never have to adjust the brakes again, but the linings will wear more evenly and last longer, and you'll have a safer truck. If the parking brake needs to be adjusted, now's a good time to do that as well.

2) Motor mounts for the 1965-'67 170/200 and 1964 automatic. We have had a couple of inquiries in the past about what to use for the single stud type motor mounts used on the 1965-'67 170/200 and the 1964 automatic equipped Econolines. It seems that nobody lists the Econoline mounts anymore. I recently had the same problem on my '66 Bronco and solved it using the mounts from a 1965 Mustang 200. These appear to be the same mounts as Econoline except the stud is slightly smaller. A new nut and a larger washer and you are on the road. Seems nobody wants to sell parts for the older vehicles anymore, unless it's something trendy like a Mustang. Thanks to the people at the local REAL auto parts store who were willing to pull a bunch of boxes off the shelf and let me look through their parts books I was able to find something that would work. How to tell a real store? The guy behind the counter must be either 1) going gray and/or bald, 2) buried in the shelves or parts books, or 3) helping at least two people at the counter while on the phone at the same time. If you see the high school kid who was working at Burger King last week, don't even bother asking. And guess what? Their prices aren't any higher than the gyp joints that sell steering wheel covers and generic brand oil for 59 cents a quart! I try to buy as much stuff at the real stores as possible, instead of just going there when I'm desperate. After all, I want them to be there when I go back the next time.

3) Front door seals. They're here, they're here! At least that's the word from Don English. Dennis Carpenter has just finished the first run of molded front door seals for the Econolines. The rumor is that these are exact reproductions, complete with the built-in wire edge. The part number to ask for is C1UZ-20530/1-A ('61-'67 L/R front door weatherstrip). The price is \$65.00/pair plus shipping. Dennis also has available Cigar lighter Knob/Element, Wiper/Heater/Emergency Flasher Knobs, Headlight Switch Knob and Shaft, and Windshield Washer Button. More on these items as soon we've got them in our greedy hands. The next Econoline items from Dennis will be the fixed window gaskets (i.e. pickup rear and quarter window and van fixed side and door windows). Contact Dennis Carpenter Ford Reproductions, P.O. Box 26398, Charlotte, NC 28221-6398. JL

What's That Old Econoline Worth?

Jay and I get asked some variation of that question quite a bit, and it's not an easy one to answer. Much of the problem lies in the many definitions of the words value and worth, but that's fairly easy to put a handle on. Most of it has to do with the same old antique auto problems found in other auto perversions/enthusiasms. I'm talking about the rarity of the model, condition, restored vs. original, etc., etc. What I want to do here is break down the many factors that play into deciding what any old vehicle is worth, get you to think a bit, and leave you with a sense of how to realistically determine what your/mine/this/that old Econoline is worth. I'll give you some examples at the end.

Lets start with the words worth and value. Technically (according to the American College Dictionary), both are synonyms that imply intrinsic excellence, desirability, or a monetary equivalence to an object. Value is usually that quality of anything which renders it desirable or useful, and worth implies spiritual qualities of mind and character, or moral excellence. Obviously, since we are all demented members of an Econoline enthusiast club, early Econolines are worth something to us. To others, those that think Econolines are ugly, uncomfortable, noisy, and any other number of derogatory and unprintable adjectives, Econolines are worthless. Value also depends on whose viewpoint is being considered, since the very subjective qualities of desirability and usefulness are part of the decision. Econolines can have value because they are useful as work or play vehicles, or are desirable due to ease of maintenance, economy, optional equipment, rarity or abundance, etc. These are the kinds of qualities Ford used as sales tactics to demonstrate that Econolines were a good value. Tony Smith decided that Econolines are priceless (worth a whole lot) in his "counterpoint" article of last issue. Sentimental value and worth are practically the same thing. You can see that we get into trouble very quickly if we talk strictly in the abstract terms of value and worth.

Let's talk about dollars and cents instead. Perhaps we need to re-title this article "How much money is equivalent to a certain Econoline". While at first this seems easier, at least with value and worth, it was fairly cut and dry. From our viewpoint, Econolines are valuable and worthy, while other viewpoints may not think so. With money, people get serious, and we need to consider all kinds of factors, so lets get into those one at a time.

First, what kind of money are we talking about? Replacement cost, is one kind of money. That's the amount of money you would have to spend if Darth Vader's Deathstar neutralized your Econoline into the next millennium and you had to go out and buy a different truck and make it exactly like the one you had before you got Darth mad. This is usually the appraised value or insured value. Asking price is another kind of money. That's the amount of money that it takes for you to part with your dearly beloved partner (I'm still talking about Econolines) and (usually) includes the amount of money you've spent on it, the amount of work you've put into it, what your time is worth, and any sentimental value attached to it. Basically, it's the pipe dream. Selling price is the last kind of money. This is reality. This is what some other joker will pull out of his pocket to drive your piece of junk, pride and joy, or beautiful Econoline away. Sentiment is far out of the picture. Unless the guy is made of money, thinks your Econoline is exactly what he wants, and is as loony as you are, this is usually far less money than the asking price.

A factor that comes into play regardless of the kind of money has to do with the scarcity or rarity of the vehicle in question. This is just like Economics 1A: the law of supply and demand. Lets talk about demand. Right now, demand for Econolines is not what you call high. That's why we're all here. Econolines are something we like that we can afford. Unless the tastes of yuppies, crack dealers, and tin men changes drastically, Mazda Miatas, '60's Mustangs, lowered mini-trucks, Cadilliacs, and BMWs will continue to be the high demand cars and the good stuff will be left to the rest of us. Demand is a constant: low, but a constant. Supply is a pretty easy one too. Only a certain amount of Econolines were made. The same can be said for pickups, vans, deluxes, 8-doors, no doors, etc. Only a certain

amount have survived. The number that survived in a given area gets a little trickier, but depends on climate, amount of salt used, proximity to an urban area or major consumer (such as UPS), etc. A '67 Custom Panel Van in a salt used portion of Idaho will be worth more than a '63 Regular Van in California. An example of extremes, perhaps, but the question is "How much more valuable?" To answer that, we need some more factors to work with.

Lets consider condition next. By doing this, we're taking another step down the path of subjectivity, because prime condition to one kind of person may not be to the next. Customized vehicles are perhaps the most difficult to assess because they are a product of the owners tastes, abilities, and energy. Value of such vehicles becomes a question of quality of workmanship, extent of modification, and usually, success on the show circuit, which may or may not have anything to do with the first two items. A tastefully done, well constructed, camper conversion is worth more to me than a full blown, gull wing everything, fake nose, show fashion van simply because I prefer simplicity, subtleness, and functionality over trendiness and show points. You guys with custom trucks are going to disagree with me, but don't take it personally, that's exactly my point. Custom vans are for the customizer only, no matter how custom they are. The more customized, the more likely that the replacement and asking prices will be substantially larger than the selling price. The market becomes increasingly limited to those individuals with exactly your tastes. If you trash it, good luck, because then the market is the same crowd, only those willing to fix it are still in the running.

Stock vehicles are much more clear cut, but we still have some things to figure out. Obviously, a pristine, stored, original un-messed-with, low miles truck is more valuable than one that has seen typical use for 20+ years. When I was receiving VW rags, I kept reading about pickups and buses with less than 1000 miles on them that were popping up. In one case, a business went under after a month of operation, the truck went in a garage, the owner went back east, and the truck sat for 20 years. It was a beauty, and it went for a bundle when it finally sold a couple of years back. Surely an Econoline will turn up one day with a similar history, and we'll all find out what a "new" Econoline goes for. Restored vehicles are a different game. Like customs, value becomes a question of workmanship, amount of restoration, and what was restored (a basket case or a decent truck). Fortunately, the question of owner taste is left up to whatever model said owner decided to restore. Once again, you have to factor in the issue of supply, though.

The last item I want you to consider when evaluating an Econoline is that of where you are standing. Is you buyin' or sellin'? If you are selling, the vehicle is worth what you've got into it in terms of cash you spent. If you can sell it for more than that amount, congratulations, you've made money, and that's hard to do with old cars. If you lose money, the vehicle's value may not be any less, because to the buyer, the truck is worth what he pays for it, plus what he has to do to it to make it what he wants. Very often, the difference between buyer and seller price is that the buyer starts at the seller's asking price then starts knocking off what he needs to get a perfect or ideal truck. Problems arise when the seller has a fairly priced truck, given condition, and the buyer tries to negotiate down so he can get a perfect truck for a fair condition price.

Now let's get to examples. These are cases of actual transactions that I was either personally involved in or know both parties involved. One is typical of the low dollar end, one demonstrates what typically happens at the high dollar end, and we'll wrap up with a basket case example.

*1) Let's start with my orange pickup that I recently sold, that way I can cover two transactions with one example. One fall day I'm taking a back road to the office and I spy a faded orange 5-window pickup sitting in a driveway with a faded "For Sale" sign in it. I slam on the brakes, check it out, and write down the phone number since no one answers at the house. I'd been kinda looking for a while because I'd gotten tired of hauling engines and garbage at various times inside my then daily driver--my van. I'd looked at one for

\$1500, but it needed everything re-done, and I'd seen one in the SF paper for \$2500 and I decided he was out of his gourd considering what he was advertising. Besides, I was still a starving seasonal biologist that didn't have a spare couple thou. I expected to pay about \$800 - \$1000 for a truck in reasonable condition needing some work. The orange one was asking \$350 and would probably go down to \$300, so Jay and I gave it our usual going over (both of us instantly underneath), I paid the man, and drove it home. The engine was a gooey mess, but not acutely sick, the trans was a typical leak-a-matic with no park lock, and the brakes, well--they stopped it when I drove it home, but that was about it. Two wheel cylinders were bad, and the master cylinder, in addition to being bad, had the filling nut broken off and a cork stuffed in it's place. Just so happened that I had just completed the dual master cyl. conversion on my van, so I had the old single lying on the floor of my garage. Also just so happened that the wheel cylinder kits were in the glove box of the truck. Seems the former owner had bought the kits and never put them in. I paid \$10 bucks for some cheap bonded shoes, did the work, and was on the road. The guy had wanted to sell the truck for some time, but it took an Econoline nut to pull it off. To him \$350 was a fair price since I think he paid \$500 for it, and it needed work, admittedly. To me, \$300 was a steal, because the body was fairly good, the truck complete and not messed with, and the work needed was minor (to me). I later re-did the brakes, changed to a manual trans that I got for free, put in some goodies that I took out when I sold it, and replaced some lifters. To top it off, I drove the he__ out of that thing. I sold it this last spring for \$750, probably a break even proposition, considering what I put into it. I could have asked more, considering the amount of response I got to my ad, but I wanted to be rid of it since I had a replacement lined up.

Bottom line, the truck was worth \$350-\$500 to the former owner, \$800-\$1000 to me since that was what I was willing to pay for it, and ended up with about that much into it. If other factors had been different, it could have been worth more or less. If I were back east, it would have been worth a lot more since it was a rust free Bay Area truck all it's life. Being in a megalopolis, these trucks in this condition are around, not all that common, but not rare. The price stays fairly low. Vans of equivalent condition are quite common (especially in Berkeley) and are usually going for \$500-\$1000.

*2) This example comes from within our club. This last spring, Don Forman sold his very nice, show quality, custom pickup to Carl Crosman, in New Hampshire. Because Don had a lot of work done on this truck, and because the truck was truly show quality, the appraised value came to \$18,000. I don't know how close this came to what Don had into the truck, but I'm sure that was a bundle since he had all the mechanical work done by a race prep type shop, and the body, interior and detailing were superb. Don had the truck on the market for a couple of years, and kept dropping the price. He got a few nibbles, but the truck was either not custom enough, or too custom, or still up in the price range with other, more desirable cars. By the time we heard about it, the price was down to \$6000, and Carl picked it up for a few hundred less. Carl had to tag on another \$1000 to have the truck hauled back east, and you could probably add his travel costs to cut the deal into the purchase price.

There's lots of factors at play here. First, we have an appraised value of 18K. Actual costs were at least in the five digit range, and asking price probably started there or close to there. Selling price ended up at \$6000 or \$7000+ depending on which end you look at. The large discrepancy between the two sets of prices is due to: a) the amount and extent of the customization, b) the quality of the work, c) the demand for custom Econolines, and d) the amount someone was willing to pay for it. Carl bought the truck because he was getting a finished truck similar to what he wanted for less money than he would spend completing his truck. Had Don kept his price up, he'd probably still have it since the demand among non-Econoline owners isn't high.

*3) The basket case. Remember the replacement I had lined up in example number 1? Well, that truck started life as a 1964 Heavy Duty, 5-window pickup with a factory 4-speed in or near Mesa, AZ. Somewhere along the way (after a nose cave in with bondo rebuild), in

the hey-day of van and truck customization, someone went all out and did the "metallic blue highlighted paint, custom interior complete with leopard-skin tack paper on the doors, tonneau cover and diamond tuck in the tailgate, and Hi-Po 289 with C4 trans underneath" job. It was parked on the street in a Fremont neighborhood when Jay happened to see it as he was toodling around exploring new areas. He took a picture, and it had disappeared when he went back later to take another look. Much later, he's working on his truck at his folks' in San Leandro, and a guy pulls up and asks if he wants to buy another Econoline pickup for \$100. For \$100, Jay will look at almost any car, so we go down to Fremont later, and there in the garage is the disappearing Econoline. Ironically, Jay had seen it the one day in ten years that it had been parked on the street. Now, why so cheap? Like I said, once upon a time it had been customized. Now it was neglected. The owner wanted the HiPo and trans. The interior was basically a shell: no seats, no floormat, contact cement on the dash, wires looking like spaghetti, etc. The tailgate was rusty (even from Arizona, dry as that is), one side of the bed had been creased, the shifter for the automatic had been a flaky cable set-up, and the motor mount arms had been re-welded many, many times because the torque from the HiPo had torn them many, many times (remember what we said about putting V8's on the spindly arms?). It was as close to a basket case as you'll find in California. On the plus side, it wasn't hauling a load of rust holes, it had a straight, beautiful bed (custom trucks don't haul gravel very often), it was a heavy-duty (good V8 or 4x4 candidate), and it really needed only an engine and trans to be driveable.

To the owner, this was a basket case. He was going to cut off the roof, save the motor and scrap the rest of the truck. \$100 from Jay was more than any yard would have given him for a shell of a truck. He was happy. To Jay, it was a cheap second truck worth saving for a project or for a parts-chaser. He used the 170 six and 3-speed trans out of my 1963 van, and was on the road. The brakes were fresh, the handling was tight, and Jay can do quick and dirty wiring in his sleep. The rest was cheap parts from the junkyard. Jay later put a fairly fresh 200 and a series of 4-speeds in it, then sold the truck to me (the replacement, remember?) for \$500, with a conditional loan on the motor (until I put in the V8, or pay him what he paid for the motor if I blow it up before then) and my old 3-speed that I gave him in the first place. He got his 4x4 out of it (with the \$\$ from me), so he was happy. I got my pre-smog V8 candidate, so I was happy.

So what am I trying to tell you? I'm trying to tell you that there is usually no one answer to the title question. There's at least two answers, and the more variables you add, the more answers you'll get. In general, the greater the amount of work into the vehicle, the gap between the asking and selling values will increase.

So as not to disappoint those of you that wanted real numbers in this article, the following is my version of the "Old Cars" style pricing system for Econolines, as it applies to the Bay Area and my perspective.

Condition 1. Thrashed body and mechanics. \$0-\$300, depending on model, how thrashed, and saveable parts/goodies.

Condition 2. Fair to good body, runs, but needs some form of help. \$300-\$500, depending on the body condition. Mechanical stuff is relatively cheap in local yards and I can do that. Bodywork is a different story.

Condition 3. Decent (not perfect) body, good mechanics, fresh motor or clean and unmessed with. \$800 to \$1200 depending on model, history, completeness, and closeness to next category.

Category 4. Good clean straight truck, either well maintained original or partly restored. Complete, good paint, interior, etc. \$1200 to \$1500, model and condition dependent.

Condition 5. Excellent, low miles (<40K) garaged original, or well done full restoration or mild-custom. Complete, immaculate, take it to the show. \$1500 to \$6000, since that's what I could probably restore or customize one for, depending

on how carried away I wanted to get. Model is a lesser factor, unless it's something I'm really interested in having.

Beyond that sum, I'd start to think about buying something else, like a Sunbeam Tiger with a HiPo 289. If I had 10 grand, I sure wouldn't waste it on one Econoline. Five nice ones, maybe. That's the dreaded Econoline Worth article. I hope it raises more questions than it answers.

Don's Parts Stuff

Don's stuff, Part 2, is once again added to this issue as a bonus for those members this year. Back issue readers can get updates from Don directly, depending on how many years have transpired since this issue. There are some nit-picky little goofs in the last set sent, but the one to note has to do with group code 1130: hubcaps and wheelcovers. Since Jay's article in this issue has been exhaustively researched, you might want to note on the last parts list that this issue contains a more updated version of the group 1130 listing. BC via JL.

Hubcaps

Over the last couple of years we have had several questions concerning what hubcaps or wheelcovers came on the Econolines in a given year or which would be "correct" to fancy up the truck's appearance while being "original". As usual, there are no absolute answers. In the later years, at least, the Econolines could be had with any hubcap that was available from Ford that year. However, there were standard, or "base" hubcaps for each year, which came with the truck unless something different was specified. There were also some optional ones available which were specifically listed for the Econoline in Ford's literature. These two categories are the ones that are the subject of this article. I won't claim that this is the last and final guide as to what is "correct", only that this is the result of quite a bit of research through sales literature, parts books, and observations of what appear to be stock vehicles. I believe I have listed every hubcap or wheelcover that was specifically listed for the Econoline, and that the year's shown for each are correct. On the other hand, I hope no one goes out and pries off their favorite hubcaps just because they aren't listed here. You may have a hard time convincing me that they came there, even if you carefully painted out the "Oldsmobile" logo, but if they say "Ford" or something thereabouts and are from about the right time period, chances are that they could have been ordered from the dealer and installed as "original equipment".

First of all, it should be pointed out that the Econolines came with either 13 or 14 inch wheels from 1961-1966. The 1967's all had 14's. The full wheelcovers obviously would not interchange between the two wheel sizes. Not as obvious, but just as important, the small hubcaps were a different size also. In most cases the designs of the hubcaps and wheelcovers were different between the two sizes, but some designs were available in both sizes. There was some overlap between Econoline hubcaps and wheelcovers and those of other Ford cars and trucks, and in a couple of cases one size of a given design was not listed for the Econoline but was shown on other Fords. This a sneaky way to change or mix wheel sizes and stay with the same hubcaps. Technically not "correct", but who's gonna know? Also note that stock 15 inch Ford rims take the same size hubcaps (but of course not wheelcovers) as the 14's.

A couple comments on numbering and then on to the good stuff. Ford designated their hubcaps with the usual part number, and in some cases a "type" number. The type number was used in the truck books to refer to the illustrations because it was a lot easier than trying to describe each in detail, and because quite a few were similar enough in appearance to be referred to the same illustration, with the differences listed as required. I am also listing the "Hollander" number on the full wheelcovers for those with access to one

of these books. For those of you who are not familiar, Hollander is the publisher of the interchange manuals used by junkyards and they have an illustrated section on wheelcovers (not hubcaps) with their own reference numbers. The Hollander numbers listed came from the 1967 edition (32nd edition). They were changed somewhat from edition to edition, but there may be some useful information here somewhere that will help someone. For the Ford part number, I have omitted the group code 1130 to simplify the numbers. For example, part number C1DD-1130-D is listed simply as C1DD-D. To get the complete Ford number, just insert the group code 1130 (all hubcaps and wheelcovers have the same group code).

The chart shows which hubcap or wheelcover was available for each year by Ford part number. Refer to the illustrations for each number. The listing after the chart gives the wheel size, the years optional or standard, a description, Hollander number where applicable, and any other information I dug up. I have listed other vehicles it came on, where known, and where there is a hubcap or wheelcover of the same design, but in a different rim size, I have listed that as well.

The Chart

part #	'61	'62	'63	'64	'65	'66	'67
CODZ-B	1	1					
C1DD-D	2	2	2	2			
C1AA-C	3	3					
C1DD-C	4	4					
C1UU-A	5	5	5	5			
C1DD-B	6	6	6	6			
C1AA-B	7	7					
C20Z-A		8	8	8	8	8	
C3AZ-A			9				
C2DZ-A		10	10	10			
C5TZ-C						11	11
C40Z-A					12	12	
C4AZ-A				13	13	13	13
C5TZ-A					14	14	14
C40Z-L							15
C5DZ-C					16		

Descriptions:

C0DZ-B. 13" wheel. Optional wheelcover 1961-'62. 13" dia. Black depressions. Hollander N1. Also used on 1960 Falcon. Same as C1DD-D except color of depressions. 14" equivalent was C20Z-C (Hollander M2) and was used on 1962 Fairlane.

C1DD-D. 13" wheel. Optional wheelcover 1961-'64. 13" dia. White depressions. Hollander N3. Also used on 1961-'62 Falcon. Same as C0DZ-B except color of depressions.

C1AA-C. 14" wheel. Optional wheelcover 1961-'62. 13-3/4" dia. Hollander O3. Also used on 1961 Galaxie

C1DD-C. 13" wheel. Standard hubcap 1961-'62. 9-1/4" dia. Type 11. Argent (silver paint), white letters. Also used on 1961 Falcon. Same as C1UU-A except color of letters; same as C1DD-B, except latter is chrome with black letters.

C1UU-A. 13" wheel. Standard hubcap 1961-'64. 9-1/4" dia. Type 11. Argent, red letters. Also Listed as C3UZ-A. Same as C1UU-A except color of letters; same as C1DD-B, except latter is chrome with black letters.

C1DD-B. 13" wheel. Standard hubcap with deluxe cab, option on others 1961-'64. 9-1/4" dia. Type 11. Chrome, Black letters. Also listed as C3DZ-A. Also used on 1960-'63 Falcon. Same as C1DD-C and C1UU-A except these are painted, not chrome.

C1AA-B. 14" wheel. Standard hubcap 1961-'62. 10-1/4" dia. Also used on 1961-'62 Galaxie and 1962 Fairlane. 13" equivalent is C20A-C from 1962 Fairlane.

C20Z-A. 13" wheel. Optional wheelcover 1962-'66. 13-1/8" dia. Hollander M1. Also used on 1962 Fairlane. Also listed as C20A-A. 14" equivalent is C2AA-B from 1962 Galaxie (Hollander O5).

C3AZ-A. 14" wheel. Standard hubcap 1963. 10-1/4" dia. 40 depressions (black). Also used on 1963 Galaxie and Fairlane. 13" equivalents are C30Z-A (silver depressions) and C30Z-M (black depressions), both from 1963 Fairlane

C2DZ-A. 13" wheel. Optional wheelcover 1962-'64. 13" dia. Black depressions. Hollander N4A. Also used on 1962-'64 Falcon

C5TZ-C. 13" wheel. Standard hubcap 1965-'66. 9-11/16" dia. 14" equivalent was used on 1965-'66 Falcon, Fairlane, and Galaxie.

C40Z-A. 13" wheel. Standard hubcap 1965-'66. 9-1/2" dia. Type 2. Stainless with black insets. Also used on 1964 Falcon and Fairlane. 14" equivalent is C4AZ-A.

C4AZ-A. 14" wheel. Standard hubcap 1964, standard with deluxe cab or optional 1965-'67. 10-1/4" dia. Type 2. Stainless with black insets. Also used on 1964 Falcon, Fairlane, Galaxie, and 1966-'67 F100. Same as C5TZ-A except latter is white paint with red insets; Same as C6TZ-D from '1966-'67 F100 except latter is argent with red insets. 13" equivalent is C40Z-A.

C5TZ-A. 14" wheel. Standard hubcap 1965-'67. 10-1/4" dia. Type 2. White with red insets. Also used on 1966-'67 F100. Same as C4AZ-A except latter is stainless with black insets; Same as C6TZ-D from '1966-'67 F100 except latter is argent with red insets. 13" equivalent is C40Z-A.

C40Z-L. 14" wheel. Optional wheelcover 1967. 14" dia. Hollander M8/N6. Also used on 1964 Falcon and Fairlane.

C5DZ-C. 14" wheel. Optional wheelcover on deluxe pickups 1965. 14" dia. Spinner type. Center medallion says "Falcon" even though used on Econolines.. Hollander N9. Also used on 1965-'66 Falcon (car). 13" equivalent is C5DZ-D from 1965-'66 Falcon. 13" and 14" versions also available with plain (no spinner) center, C5DZ-A and C5DZ-F respectively.

JL

Econoline Classifieds

Wanted:

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

Chrome strip top moulding left side (?? ed.) and "Heavy Duty" emblems for sides. Arnold Ryken, Rt. 3, Pella, IA 50219 •

Pickup headliner (both pieces), front floormat ('65-'67) good orig. OK, all side mouldings for short DCW, any sales brochures, ads, parts books, accessories like full wheel covers, side steps for pickups, spotlights, compass, tissue dispenser(?). Pair '67 backup light lenses or assys, aftermarket accessories like gas guard (?), bumper guards, etc. Don Renner, 7718 Lily Lake Rd., Burlington, WI 53105 •

Free:

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

For Sale:

Black dash pad. Very small crack (1/4") on defrost outlet and one bolt broken off.

Otherwise mint. \$50.00 postage paid. Murray Martin, 813 Heritage, Waterville, OH, 43566 •

1965 Ford Falcon Van w/Factory camper (NOT A Travelwagon! ed.) rebuilt 200 engine; rebuilt steering box; new clutch; carburetor; gas filled shocks. A beautiful, well-maintained van -- needs a good home. \$3000. (415) 236-5055. Jasmine Gilden, 13401 San Pablo Ave #9, San Pablo, CA 94806

Repro front turn signal lenses. '61-'62 rh and lh, '63-'67 rh and lh. Round tail lamp lenses. \$5.00 each plus postage. Don Pendleton, 935 So. 21st St. Arlington, VA 22202

Turn signal lenses! I still have lots of 'em. Unfortunately, I'm 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 (415) 733-0565 before 10 PT.

Event:

Dear Ohio Econoliners, are you feeling left out? Let's get together and have our own Econo meet. There should still be some decent weather left this year if we hurry and organize. This would be a good opportunity to get rid of all those extra parts that may be cluttering your basement or garage and to show off your vehicle. Anyone interested please contact: Brent Moore, 57 Clifton Ave., Mansfield, OH, 44907 or call (419) 522-8439 after 8 pm. This invitation is open to anyone regardless of the state they're from. •



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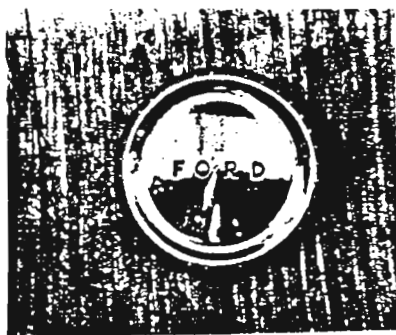
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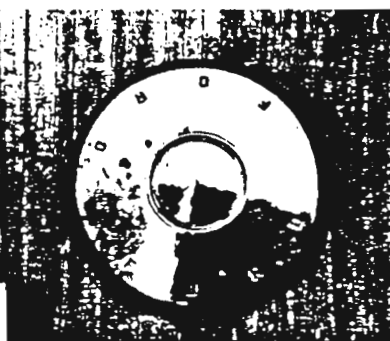
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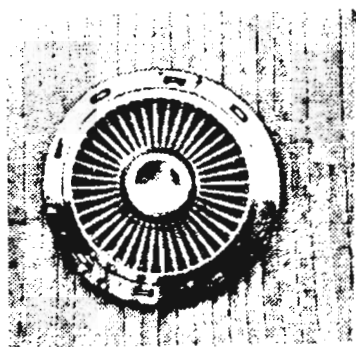
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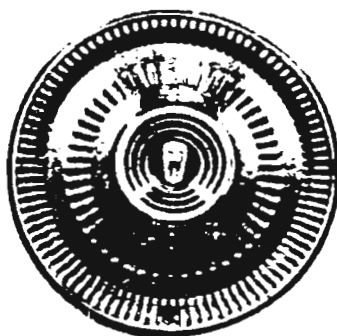
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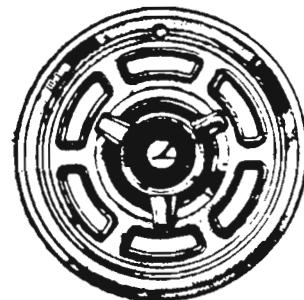
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