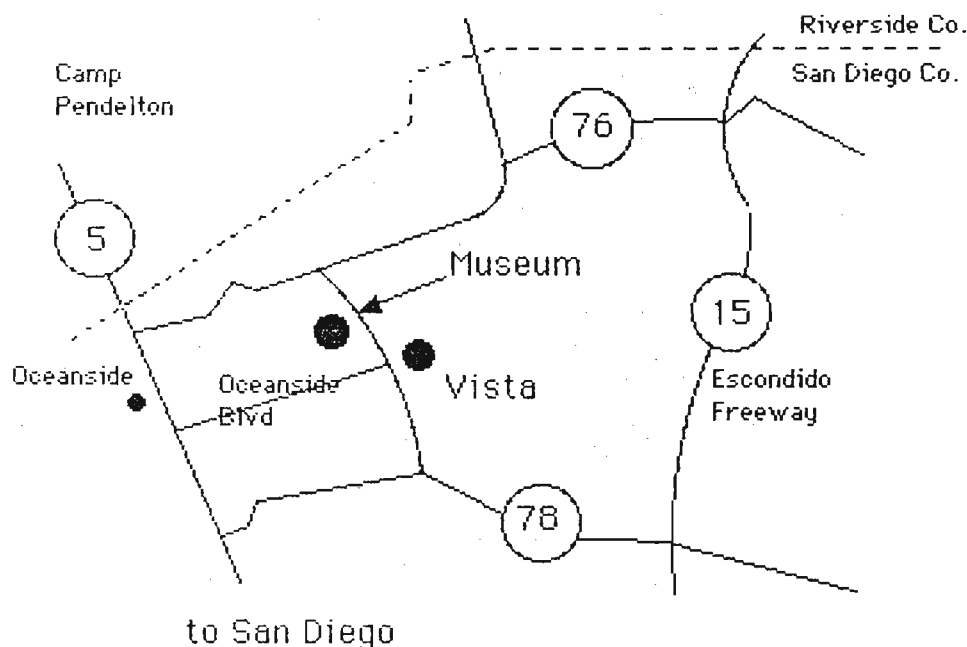




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ECONonline Organization Newsletter February/March 1990

Here we are, right on time (and late as usual??). Hope all is right with you and your Econoline(s), and you are just waiting to see this issue because you've done everything from the past newsletters. No??!! Well get back out there and work on those trucks, before we fill your head with more stuff to do. The idea is to get you folks working, not reading and/or daydreaming. Ah well, even we need some motivation to get us going, so if reading this will get you out there, so be it.



The map above is to the very upcoming Econ0-West gettogether. As reported last time, Don Bowen of San Diego is letting us "crash" the Threshing Bee and Antique Engine Show at the Antique Gas and Steam engine Museum in Vista, CA. The address is 2040 North Santa Fe Ave. Hopefully, all you smart people figured out that there is not a Saturday June 18 this year and that I meant the 16th. There is a requested \$3/person donation to get on the grounds and I assume this goes to their rent, etc. If we ever get an Econoline Museum going, hopefully the steam guys will kick three bucks our way (just kidding). Overnight camping is available at \$20 for the entire weekend. Even though the Econ0 meet is Saturday afternoon only, you can arrive Thursday or Friday to camp. If you want to reserve a spot, call the museum at (619) 941-1791 or Don at (619) 484-6570. You can display your Econoline in a special show-like area (no judging or prizes) and Don is checking to see if they'll let you in the

daily parade. Tell the folks at the gate if you are camping or displaying and they'll direct you accordingly. I guess time will be similar to the last two Econ0 meets: show up between noon and four and stay until dark or so. Those who have to drive a ways can get there, and can still return Sunday to the real world.

Item next has to do with yet another Econ0 move. Alert readers noticed the change in the logo on page one. Hopefully this is the last for a while. Moving is a pain in the back (and lower) parts. I traded a 6-car garage for an order of magnitude lower rent and a million dollar view of Mount Diablo. No garage, so who knows how my Econolines will progress. Tradeoffs, tradeoffs.

Item last. **RENEWAL TIME!** Econ0 will continue for another six issues. We have enclosed a new and improved application for y'all to use. Price is still the same, except for Canadian members. Sorry guys, it does cost more to get stuff up there. Deadline for renewals (ie.: next issue scheduled) looks like the end of July so there's lots of time to get in on next "year's" fun. Hope you join us.

Item p.s. Due to popular demand, we are going to do another installment of "Color Xeroxes". This time will also be a one-shot deal and is a perk for being a current member. Cost is an extra five dollars (Canada the same this time, what the heck)(color xeroxes are \$1.00 to \$1.25 each, plus big envelope, plus mailing), SEPARATE FROM the renewal. Checks should be made out to Brian, not Econ0. Put a note in the memo spot so I'll be sure to cash these on time. The reason this is a one-shot deal is that I get a price break for more copies, and setup is a pain to get the same each time we do a run. The due date is the same as for Econ0: July 31, so there's another kick for you to get the renewal in. Use the same envelope. We've setup and will run three sheets with about 6 photos of member's Econolines per sheet. Jay'll do another couple of writeup pages, and we'll mail it in one of the big envelopes with some stiffener thrown in to get them there intact. No duplicates from last time, and no shots of our (Brian's and/or Jay's) ugly trucklings. These are 18 pretty sharp trucks.

This issue has Tips, an Econoline Master's Trivia Edition, and a contributed article by Eugene Phillips on helping a C4 automatic transmission do its job. A note on the Trivia. This is a Master's edition since earlier versions are available from pre-Econ0 days. It is intentionally tough to catch the know-it-alls out there, but even if you are baffled, read all the questions as each was set up to be informative as well as challenging. Answers will be in the next issue to get you to renew, and to keep you from cheating. An index and cumulative roster should also be with this newsletter.

Next issue (#19) is basically done. The feature article about Nylint Econoline toys proved too long to include in this edition, so it got rolled over to next time. Yes, it is possible to write ten pages on Econoline toys. Jay will have the answers to the trivia. Most will require explaining, so that should be plenty informative. As usual we'll have tips and any news that happens our way. Lots of folks write letters when they renew, so we'll get some new stuff from those. End of July; be there.

Tips

1) Let's start off with the safety tip of the month. It relates to tire pressure, and specifically the difference between front and rear. Econolines want to wrap around themselves during braking and cornering, especially when empty (as most of ours are, being "pleasure trucks"). Much of the tendency to wrap around can be alleviated by dropping the rear tire pressure lower than the front. This will give you a little mushier cornering, but the tires will stick, and not slide out. Remember the Corvair? These had a terrible reputation for tucking under the rear wheels in a hard turn and losing it, because people didn't read their owners manual. The natural tendency is to run tires up to thirty pounds, front and rear without even thinking about it. Even Ralph Nader admitted that the cars were not naturally unsafe when

driven with the recommended pressures in the tires. Since the Corvair was a rear engined car with no weight up front, Chevy recommended high pressure in the rear tires and low in front. Nader's argument was that the people should be protected from their own stupidity by making the cars "foolproof", (read conventional and uniform with everything else on the road at the time) by running equal pressure front and rear. The Econoline has exactly the opposite problem that the Corvair did, namely the majority of the weight up front when empty, and stiff rear suspension combined with a topheavy vehicle. The Econoline, like any other vehicle will steer more easily and feel "tighter" with more pressure in the tires under normal conditions, but the amount of rubber on the road, or "footprint" will be reduced to the point that traction will be lost under adverse conditions such as panic braking or an unexpected hazard or change in the road surface, or a wet road. Happens fast, too. Tire wear, you say? Turns out that most rear tires will wear from "over-inflation" (worn in the middle) if the truck is running empty a lot, even though you faithfully keep 28 psi in them.. You have to play with the pressures, but I run 29 psi up front and 26 psi in the rear. Jay runs 28 psi front and 24 psi rear. To reinforce the point, I recently had a hair-raising experience with my pickup during the latest move. I braked before a corner, took it at a safe speed, applied the gas to come out, and was sideways before I knew it. Tapping the brakes and steering with the slide got me back in my lane, but headed straight for the guardrail. Since I didn't have room to flip back around, I was able to lock everything up and bring it to a stop 6" from the rail. Yes, there were some other factors at work: wet pavement and a corner that changed bank halfway through the turn, but normally that corner is no problem. The point is that I was through the corner, on the gas, and was running 32 psi rear tire pressure with no load since Jay and I were on a return trip during the move, and I got in trouble. Trouble that probably would have never been close if I had dropped tire pressure before making the return run. Jay rolled his van (years ago) basically the same way, so we feel this isn't something to be taken lightly. Try it, or do I need a bigger stick? BC

2) Raise your hand if you have owned a Ford with a small 6 and have had deal with an exhaust manifold leak. My guess is that most of you have one hand up if not two or five. I recently went several rounds with the one on my lady's Falcon sedan, and then had to turn around and take care of my little truck. Here's what I learned:

- Do Not: use a thread anti-sieze compound. The stuff I used tended to help the bolts work loose. Maybe I used too good of an anti-sieze. Maybe I'll regret it later.
- Do Not: use the later V8 tab style bolt locks. Besides being a pain to undo when the time comes, they can (and do) work loose.
- Do: start with a good manifold. By this, I mean not warped or cracked. If you can't find one, have yours made flat at a grinding shop. Don't bother trying to use a cracked, but re-welded manifold. Mine cracked next to the welds within a week.
- Do: buy new bolts and lockwashers. I used grade 8 for both. It took some looking to find a supplier, but the bolts felt tighter going in, and didn't stretch when I did the final wrench-down. Again, I may regret this later if/when one snaps and I have to drill it out, but for now, they seem to be doing the job.
- Do: and this is the important part, use a header gasket that has been soaked in water first. I heard this one from Jay who heard it from who-knows-where, but it does work. The part number is Mr. Gasket #266. The speed shop guys will look at you funny (and probably laugh), but just tell them to order it. There's no metal in these, and soaking expands the material slightly so when you tighten the bolts, there's some "crush" to

take up any weirdness left in your manifold. I start soaking before I start loosening bolts, so by the time I'm ready to go back on, the gasket has soaked 10-30 minutes. The water is gone within minutes of firing the motor, and you'll get a burning paint odor from these gaskets for a few days. Well worth the smell though. I now have both my small six vehicles set up this way after trying every other possible trick using Felpro gaskets, lockwashers with tabs, etc. No leaks so far. Hope it helps. BC

3) This is a parts update tip concerning headers on the 250 motor. This information comes from Eric Thompson after an attempt to use the Clifford headers on his transplanted 250. It seems that Clifford attempted to make one header fit all the "small" sizes (144-170-200-250) but neglected to take into consideration the difference in starter position on the 250. Since the 250 uses the same bellhousing and starter position as the 240 and the 289/302 V8, the rear header ends up interfering with the starter. Clifford is now aware of this problem and is making a separate header for the 250 engine in the Econoline. They have had only two complaints (including Eric's) but this is not surprising considering the 250 never came in the Econoline in the first place. We haven't got the part number from Eric yet, but you can contact Clifford directly at: Clifford Performance Products, 15572 Computer Lane, Huntington Beach, CA 92649. JL/ET

Econoline Master's Trivia

So you think you're good, eh? Here it is, the long awaited challenge for all you so-called Econoline experts. The rules are simple - there are twenty five questions. All have one and only one correct answer. There are no trick questions. The information here comes from many sources. The answers to some come from past newsletters. Other sources are Ford's literature including shop manuals, owners manuals, sales brochures, and parts books. Some information is only found by living and breathing Econolines, and the rest is from sources so obscure they've long since been forgotten. Anyway, the scoring is simple - four points for each correct answer for a total of 100 points. You can play two ways. The answers will not appear until next issue, so you have approximately two months to search for clues. During that time, those brave enough to do so can send us their answers, and some sort of Econoline-related prizes will be awarded to the top three scores (assuming we get at least 3 entries). Those who are less adventurous can wait until we print the answers and score themselves. With the correct answers we will print the source of the information (where known) since I'm sure there will be skeptics out there. Also, I am NOT using anything from the literature that I have not seen in real life, since Ford's literature is often ambiguous, incomplete, contradictory, and plain wrong. I will listen with an open mind to those who wish to challenge my answers, but be sure you have convincing evidence if you expect to prove me wrong. Consider yourself warned, this is not an easy bunch of questions, but it will separate the true Econoline experts from the wanna-be's. That's the whole idea. Those of you who've been boasting how much you know, here's your chance to prove it. You know who you are. If you're afraid to send answers, we'll know we've stumped you. The rest of you will hopefully do a bit of digging and at least uncover a few things you didn't know before. Don't take it too seriously, and feel free to crumple the page into a ball and toss it if it makes you feel better. That's it! Happy hunting. JL

1) A padded dash was available in the Econolines from the beginning in 1961 through the 1967 model year. A padded glovebox door was also available. Which of the following is NOT TRUE?

a) Pushbutton type padded glovebox doors came in black only.

- b) The dash pad and padded glovebox door came only in blue on the Deluxe Club Wagons from 1962 to 1964, blue or tan on 1965 to 1967 depending on body color.
 - c) The padded glovebox door came either with or without a push button lock, depending on year.
 - d) Deluxe Club Wagons sometimes had a black dashpad in addition to blue or tan.
 - e) Deluxe Club Wagons all had a padded dash, but the padded glovebox door was optional.
- 2) The heavy duty (one ton) package was available starting in mid 1963. There were many differences between the heavy duty models and the standard trucks. Which of the following was NOT true of the heavy duty models?
- a) The heavy duty models came with the 9 inch rear axle.
 - b) The heavy duty models had a thicker frame.
 - c) The heavy duty models had larger front wheel bearings.
 - d) The heavy duty models had larger rear brakes.
 - e) The heavy duty models had heavier springs front and rear.
- 3) Econolines were available with two speed wipers. These were either standard or optional, depending on year. Which of the following statements is true?
- a) Two speed wipers were optional from 1961 to 1964, standard from 1965 to 1967.
 - b) Two speed wipers were optional from 1961 to 1966, standard in 1967.
 - c) Two speed wipers were optional in all years 1961 to 1967.
 - d) Two speed wipers were standard in 1961, optional from 1962 to 1967.
 - e) Two speed wipers were standard in 1961 and 1962, optional from 1964 to 1966, standard in 1967.
- 4) A special type of parking brake linkage was available, called an "Orschein" type, which was an over-center type lever instead of the usual pull handle. It was also adjustable from inside the cab by simply turning the knob on the end of the handle. This control was mounted on the side of the engine housing next to and below the driver's seat. Which year or years was this rare option available?
- a) 1961 to 1964
 - b) 1963
 - c) 1965

d) 1966

e) 1965 to 1967

5) Windshield washers were available on all years from 1961 to 1967. The washers were originally operated by a foot operated pump mounted next to the high beam switch. Later they became electric with a switch on the dash. What was the LAST year for the foot pump type washers?

a) 1962

b) 1963

c) 1964

d) 1965

e) 1966

6) The electric washers had a dash mounted switch. Which of the following is a TRUE statement?

a) The washer switch was moved to a spot above the ashtray on 1966 trucks with a lighter.

b) The washer switch was part of the wiper switch on those trucks with two speed wipers.

c) The washer switch was separate through 1966, was part of the wiper switch in 1967.

d) The washer switch was a push button located below the wiper switch or above the ash tray on models with two speed wipers.

e) The washer switch was a push button either above the ashtray or below the wiper switch on 1966 and 1967 trucks.

7) Emergency flashers were available on early Econolines. Which of the following is NOT TRUE?

a) Emergency flashers were not available on 1961 and 1962 models.

b) Emergency flashers were optional on 1963 to 1965 models.

c) Emergency flashers could be deleted to save cost in 1967.

d) Emergency flashers were available on all years from 1961 to 1967.

e) Emergency flashers were made standard on 1966 models.

8) The emergency flasher switch was located in different places in different years. Which of the following was NOT an available combination?

a) Above the ashtray in 1964.

- b) Above the headlight switch in 1965.
 - c) Below the wiper switch in 1966.
 - d) On the steering column in 1967.
 - e) Above the ashtray in 1966.
- 9) There were not a lot of changes made between 1963 and 1964 models, but all of the below except one DID occur. Which of these was NOT a change from 1963 to 1964 models?
- a) Vent window locks changed from plain to pushbutton.
 - b) Clutch bellcrank bushings changed from bronze to delrin plastic.
 - c) Brakes made self adjusting.
 - d) Transmission made stronger and fully synchronized.
 - e) Metal glovebox door became standard equipment.
- 10) The early trucks did not have many frills. Even things such as radio, heater, and an outside lock on the driver's door were optional. Which of the following WAS standard equipment on the 1961 trucks?
- a) Arm rests.
 - b) Two speed wipers.
 - c) Dual horns.
 - d) Passenger sun visor.
 - e) Rear dome light (vans).
- 11) Some things never change. It seems like Ford never learned at times, and we were stuck with the same stuff, with no hope of getting an updated version, even as an option, on some features. For example, Ford never did put a V8 in the early vans, even though Chevy and Dodge both offered this option. Ford also never "fixed" four of the five following problems. Which one DID Ford correct by the 1967 model year?
- a) Gas tank too small.
 - b) No long wheelbase model available.
 - c) Outdated shift pattern on automatics.
 - d) Tendency to lock rear brakes when empty.
 - e) Side and rear doors won't stay in open position on hills.
- 12) Ford did learn a few things, however. The following were all production changes during the model run to correct design problems, with ONE exception. Which is the one exception?

- a) Speedometer cable had a seal added at the transmission end to prevent leakage under the dash.
 - b) Reinforcing ribs added to the roof to prevent drumming at freeway speed.
 - c) Shorter spring shackles installed to prevent buckling.
 - d) Heavy iron ballast weight added above gas tank to help rear wheel traction during hard braking.
 - e) Inside door handles changed from plastic to metal to prevent breaking off in your hand.
- 13) A deluxe pickup was introduced in spring of 1965 to boost sagging sales. This model used many of the outside trim pieces of the Deluxe Club Wagon and was usually painted Poppy Red. What few people realize is that the deluxe pickups were continued into 1966 and 1967 in much smaller numbers. Which of the following was different on the 1966 and 1967 deluxe pickups compared to the 1965 models?
- a) Side trim strips.
 - b) Bumpers.
 - c) Seats.
 - d) Front door emblems.
 - e) Tailgate.
- 14) The very early 1961 models had some strange features that were quickly eliminated as problems were found. Which of the following was NOT a feature of the early models that was quickly dropped?
- a) Phillips head screws on the lower edge of the grille instead of hex bolts.
 - b) A prop rod to hold the engine lid open instead of a folding arm.
 - c) Blue lens on the high beam indicator instead of red.
 - d) Wire lead coming out of gas gauge sender instead of push on terminal.
 - e) Non-adjustable driver's seat instead of sliding track type.
- 15) A 200 inch six was offered in 1965 only. Without looking up numbers, how can you tell this engine from the 170?
- a) The timing chain and cover are wider on the 200.
 - b) The 200 used a larger clutch and bellhousing.
 - c) The 200 used a cable type throttle linkage instead of a mechanical rod.
 - d) The 200 used the taller engine box that was also used on the 240.

- e) The 200 had five freeze plugs along the side of the block instead of three.

16) 1965 was a major change year for many items. The heater was moved from the floor to the right side vent, the engine was mounted on a full crossmember instead of the earlier stamped arms, and even the seats were redesigned. Many minor changes also occurred. However, one of the following was NOT a 1965 change. Which of the following did NOT occur in 1965?

- a) The angle of the steering column was tilted back toward the driver's seat.
- b) A full set of gauges became available with ammeter and oil pressure gauges replacing idiot lights.
- c) The driver's side vent was changed from metal to plastic.
- d) The supervan package became available with an extra 18 inches of cargo space.
- e) The engine box now had a hump at the rear which intruded into the bed on pickups.

17) In addition to the usual instruction stickers we've all seen on the floor heater and side door, there were some special stickers used when optional and unusual equipment was installed. In fact, all of the following except one were used on production Econolines at one time or another. Which one was NOT a sticker installed by Ford.

- a) 4 speed instruction sticker on underside of driver's sun visor.
- b) Tire pressure sticker on inside of glovebox door.
- c) Automatic transmission instruction sticker for "green dot" transmissions on column quadrant.
- d) Maximum top speed sticker on column support for trucks with very low axle ratios.
- e) Oil bath air cleaner instruction sticker on the air cleaner.

18) Many parts used on the early Econoline were "borrowed" from other vehicles, were borrowed from Ford by other makers, or were borrowed by Ford and others from aftermarket suppliers. Some came from Ford vehicles, others were the same as other makes and models. Which one of the following was NOT a borrowed part from the stated model?

- a) Master cylinder on 1961 to 1966 trucks borrowed from 1951 Ford cars.
- b) 1967 backup lamp lens and socket borrowed from same supplier as 1964-66 Jeep CJ5 and Wagoneer.
- c) Outside front door handles borrowed from 1963-64 Ford cars.
- d) Rear F-O-R-D letters (van) borrowed from 1960 Ford cars.

e) Armrests borrowed by British Leyland for Austin Marina, Austin America and Triumph TR7.

19) While all the glass was interchangeable between all years from 1961 to 1967 there were some differences. Which of the following is a FALSE statement regarding Econoline glass?

a) The tinted windshields had more bow or curvature to the glass than the clear ones did.

b) Four different windshields were available - clear glass, tinted glass, clear glass with a blue tint band across the top, tinted glass with a blue tint band across the top.

c) Tinted glass was not available on the regular vans except for the windshield.

d) Tinted side, rear, and quarter windows were available on the five window pickups.

e) Two different logos were used on Econoline glass. 1961 and 1962 glass had the Ford logo, 1963 to 1967 was labeled Carlite.

20) There were several changes to the brake system during the model run. We all know that the brakes became self-adjusting, the master cylinder was changed from single to dual, and a warning lamp was added to the dual system. Which of the following is a FALSE statement regarding the Econoline brakes?

a) The front brakes used the same size linings on all models from 1961 to 1967.

b) The 1966-67 models used finned drums on the front.

c) The heavy duty models used the same size linings front and rear.

d) The front brake hose mounting point on the frame was moved three times during the model run.

e) The brake light switch was changed from hydraulic to mechanical for the 1967 models.

21) The Econolines, like any other metal vehicle, tend to rust, especially back East in the salt belt. To combat this, Ford introduced galvanizing on the lower body panels. What year did the lower body galvanizing become standard?

a) 1961

b) 1963

c) 1964

d) 1965

e) 1967

22) Ford, to the best of my knowledge, never admitted that they had to put a heavy iron weight above the gas tank to keep the rear wheels on the ground. I have never seen it mentioned in the shop manuals, parts books, or sales literature. This was a good hunk of iron. In fact, we decided to see just how good, so we pulled one out and weighed it. Now it's your turn. Just how much does the ballast weight really weigh?

- a) 176.5 pounds
- b) 215.0 pounds
- c) 249.5 pounds
- d) 287.0 pounds
- e) 365.0 pounds

23) Nylint Toy Company made Econoline based toys from 1962 to 1970. Overall there were at least 19 different models available. Which one of the following was NOT available as a Nylint toy?

- a) Police van
- b) Military ambulance
- c) U-Haul van
- d) Jungle Wagon pickup
- e) Lawn and Garden Service pickup

24) From 1962 to 1967 the Falcon vans were offered as a passenger version of the Econoline van. The Falcon vans were available in three trim levels, the Station Bus, (Club Wagon), Custom Club Wagon, and Deluxe Club Wagon. The Deluxe Club Wagon had many standard features that were optional on other models and some features that were not available at all on the other models. Which of the following features was not available on models other than the Deluxe Club Wagons, either standard or as an option?

- a) Falcon script on the right rear door
- b) Bright metal bezels on the front turn signal lenses (1963-67)
- c) Side body trim running the length of the truck
- d) White steering wheel
- e) Club wagon emblems on the front doors

25) The Econoline Organization has been going more or less now for three years. We have had time to develop our own style, and have definitely gotten a reputation, both good and bad. Which of the following is NOT a quality of EconO?

- a) Knowledgeable, I guess, since nobody's proven us too far wrong yet.
- b) Slow as heck, but usually worth the wait

- c) Open minded to anything that agrees with our existing views
- d) Defensive, especially when we're probably right in the first place.
- e) Only in it for the money.

C-4 Automatic Improvements by Eugene Phillips

This article details improvement of the Ford C-4 Automatic Transmission performance and service life using cheap bolt in/on parts. Oddly enough, both go hand in hand and two ways to accomplish them happen to be inexpensive. The two ways are:

- 1) Shorten the shift overlap period.
- 2) Lower the fluid operating temperature.

Let's take #1 first. Use a 1967-'69 C-4 valve body and install a Transgo #47-1 shift improver kit. Since there's instructions in the kit, I'll not repeat them here. The kit will produce firm, quick shifts and the valve body will change the shift pattern from P-R-N-2/3-D-1 to P-R-N-D/3-2-1. The shift R.P.M. points can be adjusted to your engine power band with a small flat head screwdriver by removing the vacuum signal hose (if the fluid drips out, replace the valve) from the modulator valve, turning the screw in (clockwise) to increase--out (counter clockwise) to reduce. Use quarter turn increments, replace the hose and test drive.

Next, we accomplish #2 by increasing fluid capacity, cleansing, and cooling. This can be done in three segments. The first is done by installing a Borg Warner Trans Cooler (Mopar #3781852-59538) found on cop cars and divorcing the stock heat exchanger in the radiator from the system. I've put these on the belly pan, in the vicinity of the sway bar, and haven't had overheating problems. Use brass plugs to plug the radiator holes.

Second, install a remote spin on oil filter adaptor. These can be found at most auto parts/speed shops for under \$15.00 (or in junkyards on Volkswagons, especially buses, for about \$1 or \$2). Cut the front (pump) cooler line. Install a flex 3/8" hose to the adaptor and from the adaptor to the cooler. Use a Fram #PH8A filter element and change it at 10,000 mile intervals.

The third stage should be done with the valve body work to avoid duplication of efforts. Get a deep sump pan found on most mid-1970's to mid-'80's Ford cars with C-4/5 transmissions. This pan must be slightly modified to fit. The second hole from the right side must be elongated 1/8" toward the left side (the gasket is slotted for both bolt patterns). Drill a 33/64" hole 1" from the rear bottom center of the pan and braze a 1/2" #20 thread jam nut for installation of a magnetic drain plug found at most auto parts stores (you do?? have one in your engine oil pan??).

If you have the small case C-4 transmission, you are finished welding. If you have the heavy duty case, read on. Remove the dipstick boss from your old pan. Bore a 1" hole in the same right side top location as measured from the pan top rail/bolt holes and braze it onto the new pan. Have a water rag juicy wet and ready to apply to the brazed areas to reverse the sheet metal pucker from the heat. Now paint the pan ultra flat black. This step increases the heat dissipation rate (no chrome, please)(Jay and Brian like barbecue/woodstove paint. It's flat, it goes on and stays on over anything, and is designed to take lots of heat.)

These relatively inexpensive improvements can be accomplished after the parts chasing in one afternoon and /or one six pack, whichever comes first. The benefits are:

- 1) A 50% transmission life increase.
- 2) A 25% oil capacity increase.
- 3) Reduced shift overlap period.
- 4) A more user/performance friendly shift pattern.
- 5) A simple, under \$200 do-it-yourself.

Parts needed and approximate prices:

Quantity	Parts	\$\$\$
1*	Valve body (1967-'69 C-4 unit)	15
1	Shift kit (gasket included)(Transgo #47-1)	62.88 list
1*	Deep pan	5
1*	Trans cooler (Mopar #3781852-59538)	5-10
		100 (dealer)
1	Magnetic drain plug/jam nut	3
1(*)	Spin on filter adaptor	20
		2 (junkyard)
1	Fram PH8A oil filter	4
1	Pan gasket (if not changing valve body)	3
1	Spray can ultra flat black	3
2	1.8" Brass pipe plugs	5
??	Misc. hoses and fittings	10-30

* = Do it yourself/junkyard
EP

Econoline Classifieds

Wanted:

Bill Hossfield is still looking for a minimal rust 8-door van. No windows or extendeds. Contact Bill Hossfield, 50 Oakwood Drive, Ringwood, NJ 07456.

1961-'67 Falcon DCW in excellent or mint original condition or restored. Finder's fee paid for right DCW. Eric Heltzer, 22 Galloping Hill Circle, Holmdel, NJ 07733 (201) 671-6324

Free:

Part number/interchange/vendor price listings (of specific E100 parts not yet shown on the master parts bonus pages), E100 nameplate legend sheet, information concerning E100 publications and literature vendors. Don English, 301 Alameda Blvd, Coronado, CA 92118

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- III Blue Oval Engineering.(Jay)
- IV 1965 Deluxe Pickup Mystery Solution.(Jay)
- V. Econo Worth-A Counterpoint (Tony Smith)

Aug/Sept. 89

- I Tips.(Jay)
 - a) Self adjusting brakes for 1961-'63.
 - b) Motor mounts for the 1965-'67 170/200 and 1964 automatic.
 - c) Front door seals from Dennis Carpenter
- II What's That Old Econoline Worth?(Brian)
- III Hubcaps.(Jay)

Oct/Nov 89

- I Tips.(Jay)
 - a) Valve cover gasket leaks.
 - b) Exhaust headers for Econolines.
 - c) Early turn signal switch replacement
- II Ask Dr. EconO.(Jay)
 - a) "Heavy Duty" outside front door emblems
 - b) Color of "FORD" letters pickup tailgates?
 - c) Single arm mirrors with round mounting bases?
- III News Items.(Jay)
 - a) Front disk brake conversion using AMC parts.
 - b) Early Dodge van and pickup (A100) club.
 - c) Detroit Museum plans to display a 1961-'67 Econoline
 - d) Hubcap picture page error
- IV Econoline Carburetors.(Jay)
- V Distributors.(Jay)

VI Roster Update(Brian)

December 1989/January 1990

I Tips.(Jay)

- a) Spring shackles.
- b) Coil over shocks
- c) Gas tank vents.

II News Items.(Jay)

- a) Wide angle round mirror head
- b) Blue Oval Engineering 250 swap kit
- c) NORS dash knobs
- d) Econoline pins

III The Fun Of It: A Parts and General Commentary.(Jay)

IV Electric Fuel Pumps.(Jay)

Feb/Mar 90

I Tips

- a) Tire pressure(Brian)
- b) Exhaust manifold leak.cure using header gasket(Brian)
- c) Parts update tip on 250 headers.(Jay & Eric))

II Econoline Master's Trivia.(Jay)

III C-4 Automatic Improvements (Eugene Phillips)

VI. Comprehensive index (Brian)

VII. Final member roster (Brian)

Late Classified:

For Sale: 1962 Regular Van, no windows, baby blue body, white top, wheels and bumpers, many new parts, too much to list, lic. plate "JUST A 62", 95% restored, \$2500.00

1965 5-Window Pickup, new paint, Poppy Red with deluxe trim, new tires, rims, brakes, engine and windshield, too much to list, \$2500.00

Econoline parts, cleaning out garage, everything must go, some NOS, doors, bumper, door handles, grills, hubcaps, ign. switches, trans, one 240 engine, much more. William Allen, 11336 Henshaw Ave., Whittier, CA 90604, (213) 944-5369.

Econ0 Membership Roster
June 11, 1990

Eric Abraham 747 Santa Fe Drive Denver, CO 80204 (303) 573-5903	1963 Regular Van	200 cid
Bruce F. Agress 33 Verndale Rd. Newton, MA 02161	1967 Window Van, Extended	
Lance C. Alfieri 234 Newtown Rd. Plainview, NY 11803 (516) 935-6249	1961 5-Window Pickup	
Dean Allen 510 Hilltop Ave. Garner, NC 27529 (919) 772-5998	1961 5-Window Pickup 1964 5-Window Pickup 1967 Supervan 1967 Falcon	Travelwagon
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	
Mike Baliko 9042 Kirkmont Houston, TX 77089 (713) 481-8624	1963 Regular Van	
Fred Bamforth 404 E. Oak St. Lake Waccamaw, NC 28450 (919) 646-4272	1964 3-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	
Jeffery E. Blind 312 N. Maple Street Sparta, IL 62286 (618) 443-4800	1961 3-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
R. Lee Brown 2071 Cold Canyon Road Calabasas, CA 91302 (818) 888-2423	1965 Deluxe Pickup	Never wrecked
James B. 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
Alexander Chandick/Axe Autobody 3821 220th Street Flushing, NY 11361		Awaiting info.

Don Charron c/o D's Auto Glass 73-180 Catalina Way Palm Desert, CA 92260 (619) 568-9509	1967 Cargo Van, Extended	
Brian Cochran 3311 Springhill Rd. Lafayette, CA 94549	1963 Standard Van 1964 5-Window Pickup	302 V8, auto, disc brakes HD pkg; to be V8, semi- restored
Walter A. Collins Box 197 Rt 2 Laceyville, PA 18623 (717) 833-4263	1961 ?-Window Pickup	
Jim Cook 3954 N. 425 E. North Ogden, UT 84414-1625 (801) 782-2477	1963 Regular Van	200 cid
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
Carl Crosman 16A Bellamy Road Dover, NH 03820	1962 3-Window Pickup	Ex-CA show truck V8, auto
George D'Antonio 1425 Port Washington Blvd. Port Washington, NY 11050 (516) 767-1634	1963 3-Window Pickup	ex-Air Force, 200 cid
Douglas R. Dean 24363 Currier Dearborn Hts., MI 48125	1963 3-Window Pickup	200 cid
Gerald Deemer 5509 Suncreek Orlando, FL 32809 (407) 851-8082	1965 Falcon Del. Club Wagon 1966 Falcon Club Wagon	Heavily optioned
Arthur deMontigny c/o D's Auto Glass P.O. Box 254 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
Richard B. Doty• 1463 Riverdale Street West Springfield, MA 01089 (413) 788-8931	1965 5-Window Pickup	Many mods planned
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	
Ron Edler 4540 Laurel Canyon Blvd. North Hollywood, CA 91607 (818) 762-2802	1963 ?-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
Harry H. Faust 2001 North Wyck Dr Toledo, OH 43611 (419) 726-1803	1967 Display Van	
John Figueroa 35759 Scarborough Dr. Newark, CA 94560 (415) 796-1426	1966 5-Window Pickup	Customized
Don Forman 762 'B' 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

Jasmine Gildin 13401 San Pablo Ave. #9 San Pablo, CA 94806 (415) 236-5055	1965 Window Van	Factory camper pkg. (not Travelwagon), 200 cid	5
John A. Grasso 1101 Queen Drive West Chester, PA, 19380 (215) 696-2223	1962 5-Window Pickup	2nd owner, 108K miles, 200 cid	
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.	
Earl Gruber 1391 LaBella Ave. Sunnyvale, CA 94087 (408) 736-8327	1967 Regular Van, Extended	HD, 300 cid, Disks planned	
Lynn D. Harmonson 2242 S. Court Street Visalia, CA 93271 (209) 732-9864	1966 Supervan	8-door	
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		
Eric Heltzer 22 Galloping Hill Circle Holmdel, NJ 07733 (201) 671-6324	Looking for Falcon DCW		
Randell Keith Hicks 149 Neeley Street Blountville, TN 37617 (615) 323-7636	1961 3-Window Pickup	Jump seat, AM radio	
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.	6
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.	
Robert A. Jackson• 125 Second Ave. Baltimore, MD 21227 (301) 2472665	1962 5-Window Pickup 1966 5-Window Pickup	302 V8, C4 trans.	
Steve Janney 770 West Main St. Apt.#1 Christiansburg, VA 24073	1967 Supervan		
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	
Gerard Kettle 702 Baltic Drive Brick, NJ 08723 (201)920-2770	1962 Regular Van		
Bert King 5719 Fairview Drive Waco, TX 76710	1961 Regular Van		
Joseph Kovarik 1222 Highland Ave. Berwyn, IL 60402 (708) 788-9382	1963 3-Window Pickup	V8	
Mel Kroeber 4032 Millcreek Rd. Hockessin, DE, 19707 (302) 239-4177	1962 Regular Van 1966 Regular Van	Lots mech. and body mods.	
L.S.Laird P.O. Box 460 Suite A-10 Downey, CA 90241-0460	1965 5-Window Pickup 1966 5-Window Pickup	HD,auto Being restored	

William D. Legan 17430 Los Alimos St. Granada Hills, CA 91344 (818) 360-2513	1965 5-Window Pickup	
John C. Lingeback 1742 Ramshorn Trail, Rtl 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
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
Melvin Mello 813 Emily Dr. Mountain View, CA 94043	1964 Regular Van 1961 3-Window Pickup	Many body mods Many body mods
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
John F. Nagel RR1 Box 83 Wyndmere, ND 58081	1963 ?-Window Pickup 1964 ?-Window Pickup	HD
Brad Neil RR1 Box 7A Canton, MO 63435	1962 5-Window Pickup	
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. 979-1391 Dale Peyton P.O. Box 1488 Durham, NC 27702	1964 Window Van 1965 Supervan	

Eugene Phillips 193 Poplar Ln Pasadena, CA 91103 (213) 684-6639	1966 Regular Van 1965 5-Window Pickup	460 V8, C6 auto, 4-wheel disks 9 302 V8, front disks
David Porto 17 Fairview Ave. Ormond Beach, FL 32174 (904) 673-0547	1967 Supervan	Jump seat
Floyd E. Pratt 410 South 3rd St. Black River Falls, WI 54615 (715) 284-4428	1964 3-Window Pickup	
Floyd E. Pratt, Jr. Rt1 Box 6 Sparta, WI 54656	1962 5-Window Pickup	
William W. Pumphery 1091 Sunrise Beach Rd. Crownsville, MD 21032 (301) 923-3018	1962 3-Window Pickup 1962 5-Window Pickup	Daily driver Parts
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 1965 ?-Window Pickup	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.	
Jay D. Richie 2124 W. 63rd Street Downers Grove, IL 60516	1962 5-Window Pickup 1965 5-Window Pickup	Stock V8, lifted 6"
Jim Rivelli 5606 S.E. Monroe Milwaukee, OR 97222 (503) 654-0166	1966 Supervan	8-door

Ed Rutledge P.O. Box 1681 Fairbanks, AK 99707 (907) 488-8518	1964 3-Window Pickup	Needs restoration.	10
Arnold Ryken Rt. 3 Pella, IA 50219 (515) 628-4390			
Gino Sanporè 22 Stone St. North Plainfield, NJ 07060	1967 Display Van	Ex-Phone Co.	
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 64-11 214th Street Bayside, NY 11364 (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		
Tommy Traylon P.O. Box 804 Bellville, TX 77418 (409) 865-9607	1961 5-Window Pickup 1965 5-Window Pickup		

Terry Turner 212 Charles Circle Roxboro, NC 27573 (919) 597-8788	1962 Falcon Del. Club Wagon 289 V8,HD rear end semi-custom 1965 Regular Van Parts truck 1966 Falcon Deluxe Club Wagon,Extended Several other parts trucks	
Tim Violette 3718 Blackjack Ct. Lake Wales, FL 33853	1966 5-Window Pickup	
Thomas W. Vogt P.O. Box 554 Stanley, NY 14561 (716) 526-5325	1966 Supervan	289 V8, C4 auto ex-fire dept.
Jerome A. Wagner 1908 Avalon Drive Waukesha, WI 53186 (414) 547-2621	1967 ?-Window Pickup	Rough, but runs.
Brien 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
Frederick M. Welther II 6634 Van Winkle Dr. Falls Church, VA 22044 (709) 532-8037	1967 Regular Van	
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	