

61-67 Econoline Newbie Reference Information Package

For new players in the sport of old cars and trucks, "square one" is finding & joining/subscribing to a national club/publication devoted to the specific marquee (e.g., Econoline) of your collectible vehicle. "Square two" is finding & reading an issue of Hemmings Motor News (HMN) which is a 650 to 900 page plain brown paper covered monthly \$6 magazine mainly containing automotive related classifieds that encompass the entire automotive spectrum. Basic coverage categories are: **Events & Auctions** (automotive swap meets, auctions, etc.), **Literature** (sales, owners handbooks, shop manuals, etc.), **Services** (repair/restoration of entire vehicles, radios, steering wheels, dash pads, master cylinders, upholstery, etc.), **Supplies, Tools, & Automobilia** (rust/paint removers, tools, toys, models, etc.). **Vehicles and Parts** (marquee sale/trade),

New players in the 61-67 Econoline experience should know that Ford's Lorain OH assembly plant produced 544,335 first generation U. S. Econolines between October 1960 and October 1967. 52,121 Econolines were Pickups, 492,214 had Van bodies, and 91,216 of the Window Vans had rear passenger seats and were marketed as Falcon Buses/Wagons. 3,773 1965 Econoline pickups, vans, & Falcon Station Buses were sold to the U.S. Armed Forces. First Generation Econolines were only marketed in the U.S. & Canada. Canadian Ford-Monarch dealers sold Ford Econolines, and Canadian Lincoln-Mercury dealers sold 61-65 Mercury Econolines. Both were nearly identical to the US versions, but Mercury Econolines had Mercury lettered cowl and van rear cargo door emblems, and "mercury" letters were embossed on pickup tailgates. During the 61 model year only an Econoline pickup was available as Mercury's because the 61 Canadian Mercury vans and buses were English Ford Thames models. 1965 was the last

model year of Canadian Mercury Econoline Production. The last six embossed characters on the first line of the U.S. patent plate (i.e., the VIN tag affixed to the 61/62 drivers door frame opening, or 63/67 drivers door rear edge) are model year production serial numbers which identify the calendar year and month of production.

EconO, The Early Econoline Organization, (510-352-4367 or polecat-1010@yahoo.com, 15039 Costela Street, San Leandro CA 94579), was co-founded in 1987 by Jay Long who has not published an issue of his most excellent **EconO Newsletter** in over four years. Issues #28 thru #32 are copyrighted..

Something Econoline Quarterly (SEQ) is a 12 page low/no tech free quarterly periodical published by Don English, (don@mooteck.net or 1-619-435-6784), 301 Alameda Blvd, Coronado CA 92118-1134. All Early Econoline owners recorded as an EconO meet attendees (even without their Econoline), are sent an unsolicited issue of SEQ. Issues for the year's remaining quarters are only distributed to requesting owners who have provided (by email, postcard, or phone) their snail mail postal address and have also once sent all three lines of their VIN tag's stamped characters to either Don, or to oldeconolines@yahoogroups.com. SEQ contains free 61-67 Econoline related classifieds, fliers for next quarters EconO meets, attendance listings & snaps of last quarter's meets. **For \$15 postpaid (i.e., at cost), Don will provide SEQ readers a Xeroxed and indexed set of all the Black & White 1957-1972 Ford Truck Parts Catalog Illustrations (more than 125 pages) applicable to 61-67 Econolines.**

2005 EconO Meets: The **EconO West** meet will be held at Pasadena CA in section "I" of Rose Bowl Parking lot on Saturday the 9th of

April between 10 am and 4 pm. For more information contact Sean O'Dell at 626-307-1916 or chauncy69@earthlink.com.

The **Old Econolines at Carlisle** meet will be held in conjunction with the All Ford Nationals at the Carlisle Fairgrounds during the third thru the fifth of June (Friday thru Sunday). Saturday the fifth is the first generation Econoline BBQ day. For more info contact Ken Hopcraft at hopcrafs@hotmail.com or 519-893-2822..

The **Mid-West EconO Fest Invitational Picnic** will be held 9 am to ? pm on Sunday the 14th of August at 7718 Lilly Lake Road, Burlington WI. For more info: Don/Sandy Renner at 262-537-4916.

The **EcoNorthwest** meet will be held on Sunday the 14th of August at the Les Scwhab Tire Center located at 2410 SE 122nd Avenue, Portland OR. For more info: Terry Abbott 503-761-2375.

EconO Mid South will be held on Sunday September 4th at Pettit Jean State Park AR. For more info contact William 301-908-8882.

The **EconO Southeast** meet will be held from 10 am to 4 pm on Saturday October 22nd at the Union Train Station in Plant City FL. For more info: John Horn at econoloon@aol.com or 813-752-2458 or visit <http://hometown.aol.com/econoloon/indx.html>.

MODEL YEAR FEATURES

1961:(>100000). Only the Econoline Pickup, (Delivery) Van, and Station Bus, models were produced and all had two speed wipers, black steering wheels, a 144 cubic inch straight six engine mounted on two cantilevered arms, a non synchronized low three speed light duty manual transmission, and a 2300 lb. Capacity light duty rear axle having 7" ring and pinion gears with only 3.50:1 or 4.00:1 ratios. The VIN tag had an aluminum border around its outer edge and was mounted on the forward portion of the body opening for the driver's front door. All the 61

VIN tag's embossed Model Code data erroneously identifies MAX G.V.W. categories rather than distinguishing between Vans, Pickups, and Buses. Most pre 63 VIN tags lacked either a field, or any related data, for body type identification. The Station Bus had rear body side, and front & rear cargo door windows as standard together with floor mounted fixtures for two optional rear bench seats. An optional "Window Van" version of the Station Bus was available but lacked provisions for rear seats. Pickup rear quarter windows were optional, as were: bright metal interior door & window handles (vice the standard 1961 white plastic), armrests, windows in the cargo doors of "regular" vans, a glove box door, a drivers door outside lock, a black dash pad, and a front passenger seat

1962: (>205000). The embossed VIN tag data in the Model blocks of vans & pickups were now correctly shown as Series codes E14 and E10. A 170 cid engine, together with a 7.25" ring & pinion light duty integral carrier type rear axle, became optional as did two speed wipers. Limited production started on "Display Van" bodies (windows in passenger side and back cargo doors, but rear body side windows only on the passenger side), and a "Cargo Van" having both right and left side cargo doors, i.e., an "eight door". All window vans capable of carrying rear passengers had improved interior trim levels and were now marketed as Falcon "Extra Duty (Station) Wagons" and were available in E11 Series Station Bus, E12 Series Club Wagon, and E13 Series Deluxe Club Wagon which had deluxe interior & exterior trim levels. All had Falcon chrome script emblems on one of the rear cargo doors and on both front doors, where they replaced the normal Econoline script emblems. .

1963: (>325000). The VIN tag no longer had an aluminum colored border and now correctly contained fields (blocks) and data for Model

and Body/Type codes. Late in the model year a four speed manual "Dagenham" transmission, and a 4850 lb. Maximum Gross Vehicle Weight package (one ton load capacity) which included a heavy duty 9" ring and pinion removable carrier type rear axle became available as an E160 model Van and as an E150 model Pickup. The drivers door outside lock became a standard feature.

1964: (>44500). The embossed data that now appeared in the Body Code boxes of 64-67 VIN tags now commenced with a one character soft trim code, and ended with the first two digits of the Body codes for vans (89) or pickups (87). Because the body field lacked enough space to include it, the "Type Body" Codes were therefore left off of 64-67 VIN tags. Max GVW 1 ton Pickups and Vans were no longer identified as E150 and E160 models and all had a 2780 lb. capacity rear axle with a 9" ring & pinion. A "four door" Panel without any bodyside cargo doors became available as the E150 model, a glove box became standard, and a "C4" automatic transmission was optional with the also optional 170 engine.

1965: (>580000). The 170 engine replaced the discontinued 144 as the standard engine, and the 4 speed manual "Dagenham" transmission was also discontinued. The engine enclosure ("doghouse") was enlarged and is slightly longer and higher in order to house the larger optional 240 six cylinder engine and powertrain package, which included a heavier duty manual three speed transmission. The original engine's twin mounting arms were replaced by separate 170 and 240 versions of a tubular engine mounting cross member. A non-interchangeable 18" rear body extension became optional for van bodies, and these incorporated rectangular taillights and some had both Supervan and Econoline chrome front door emblems. Extended Panel Vans were now designated E170 models and all the non-

Falcon extended Window, Display, Regular, and Eight Door Vans were designated E160 models.

1966: (>732000). The VIN tag was redesigned and was a third longer and narrower and was relocated to the back edge of the drivers front door. Tag colors now identified the type of paint used: "grey" plates indicated non-acrylic enamel, and "black" tags identified acrylic enamel. Electric windshield washers, emergency flashers, a dash pad, a padded glove box door, seat belts, and a fresh air heater/defroster, became standard equipment. The optional extended van body became available for the E11 series Falcon Wagons. The Station Bus name was discontinued and replaced by the E11 series Falcon Club Wagon title, and the previous middle of the Falcon Econoline series E12 Club Wagon model was re-titled E12 series Custom Club Wagon.

1967: (>A00000). A dual master cylinder, backup lights, and two speed wipers, became standard equipment items, and a shoulder (vice safety) belt became optional.

Early Econoline Toys. Currently an excellent die cast 1:64" scale (about 3" long) model 61-67 Econoline regular van is being made by West Coast Choppers and Cars. Used versions of toys once made by Tootsietoy, Nylint, and Froby, are still generally available. Various firms in the orient also made Econoline toys/models, but not enough of these were imported to be commonly available. Tootsietoy made a crude version of the five window pickup, Froby produced 1:43 scale (about 4" long) die cast Econoline pickup, van, and club wagon models during 1994 (only), while Nylint made over a dozen "Tonka" type heavy gauge steel pickups and vans. Used versions of these can be found at swap meets, toy shows and magazines. Neil Mc Elwee's \$17 Toy Truck Collectors Guide #6 illustrates and describes most all of the Nylint Econoline toys produced.