



The Windshield Post

Mid-Peninsula Old Time Auto Club

SEPTEMBER 2025

mpotac.com

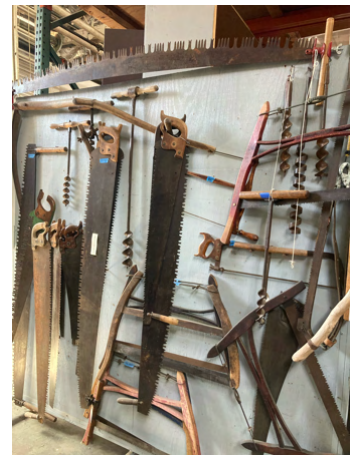
ISSUE NINE



NOW HEAR THIS...

On August 20th about 20 Mid-Peninsula members attended this month's club tour of the Museum of American Heritage Warehouse. No cars, but plenty of great old collectables. Thanks to Ted Panofsky for arranging this great tour. Many members went to Hobe's restaurant after the tour.

See the next page for lots of pictures



VAN BASED PICKUP TRUCKS

See page three

A NEW WAY TO WORK FROM CHEVROLET CORVAIR 95 TRUCKS

• LOW-UPKEEP AIR-COOLED ENGINE! • SURGING REAR-ENGINE TRACTION! • YARDS MORE LOAD SPACE! • EASIEST, FASTEST LOADING! • SMOOTH-ROLLING 4-WHEEL INDEPENDENT SUSPENSION! • TOUGH UNITIZED BODY-FRAME CONSTRUCTION! • SMART, FUNCTIONAL STYLING! • THE NEWEST LOAD-PULLERS SINCE HORSES WENT OUT OF STYLE!



Museum of American Heritage Warehouse.



*Photographs by
Vince Perry and
Jim Remington,*

Van-Based Pickups by Jim Remington

This article will present an overview of the short-lived van-based pickups.

Volkswagen

The early trucks ranged from the “pie wagons” of the Ford Model T’s and the panel and sedan



deliveries of the Model A’s. In the 1950’s a new kind of truck came along that was based on a van, specifically, the Volkswagen truck. By 1956 Volkswagen pickups and vans were being produced in such quantities that truck production was moved from the factory in Wolfsburg, Germany, to a new factory in Hanover.

These VW vans and pickups were quite versatile and influenced light-duty truck development by the Big Three US car companies. With the tail and side gates folded down, the VW pickup became a flatbed truck. There was also locked storage area under the bed. In spite of their light weight, these pickups were capable of hauling some heavy payloads (payloads of around 1800 pounds). The initial cost was low, fuel economy was great, easily maneuverable in city traffic and excellent visibility from the driver’s seat.

The engine on the VW was in the rear, under the bed. Since the engine was not in front of the driver, these trucks were called forward control trucks. However, other manufacturers placed the engine in other locations as with the Ford and Dodge that placed the engine between the driver and passenger.

By 1960, Volkswagen van sales equaled about 5 percent of the light-truck market and the Big Three US car companies took note of this and decided to address that market.

Ford

In 1961 Ford entered the forward control van



and pickup market with their Econoline. The pickup had a 6-cylinder engine and was capable of 19 miles per gallon. However, one problem with forward control trucks was where to put the engine. Many things had to be considered: ease of maintenance, weight distribution, noise, heat dissipation, engine cooling, and engine size.



Ford decided to put its engine between the front seats which provided great forward visibility but

no crash protection (as with all forward control vehicles the occupants knees were the crumple zone).

The original Econoline as produced through 1968. In 1969 the revised Econoline van appeared but no pickup.

General Motors

Also, in 1961 Chevrolet introduced the Corvair pickups.



Since the pickup (and van version) was based on the Corvair, it used the Corvair rear-mounted air-cooled 6 -cylinder engine. With the engine in the back there as a lower center of gravity compared with Ford, a lower cargo floor, and room for three up front. *(Continues next page)*



Two types of pickups were produced – the Loadside, with a conventional tailgate, and the Rampside,

with a side panel that hinged down. The Loadside was not popular and dropped in 1962 with only 400 produced. The problem was that the rear portion of the bed (over the engine) was higher than the center, leaving a cargo well in the middle of the truck. This proved unpopular. The Rampside continued until 1964 when GM introduced the Chevy Van to replace the Corvair-based vans and pickups, which they calculated were too expensive to produce compared to the competition.

Chrysler

Finally, Chrysler entered the forward control van and pickup competition in 1964. Dodge offered a standard 6-cylinder engine and also a slant six. The following year a V-8 with 318ci engine was available.

Dodge placed the engine between the front seats so had the same issues as did Ford with this engine placement, made worse when the

larger V-8 was introduced. The pickup continued until 1971 when it was dropped and the vans continued.



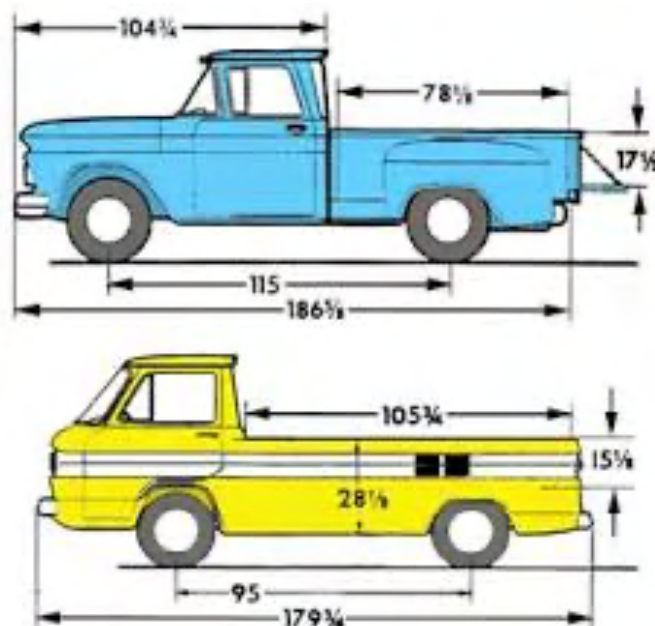
Willys/Kaiser Jeep

Between 1957 and 1965 Willys and later Kaiser Jeep offered forward control pickups. They were the only ones to offer four-wheel drive. These vehicles were often outfitted with special bodies for use as fire trucks, water trucks, and tow trucks. An ambulance version was built for the military. A four-door crew cab as also offered.



Other Forward Control trucks

DKW, Goliath, Subaru



PRESIDENT'S MESSAGE

We had a great visit to the Museum of American Heritage Warehouse. It was well attended by a number of members and a few guests. Museum president Jim Wall led us through the warehouse keeping up a lively narrative about the artifacts, their origins and special features, and some that were personal challenges to him. He also welcomed several members who volunteered that they have items that they will donate to the collection.

By the time you read this we will have had our annual picnic at Beresford Park. Many thanks to Bill Mitchell for heading up the picnic committee, as well as his team of helpers.

The next scheduled club event is the Mini Concourse on October 18th at the Magnolia of Millbrae. Thanks to Charlie Drechsler for coordinating the event, I hope to see you there.

We would like to have a couple more events for members through the end of the year. Your ideas are welcome.

Thank you for your support.
Ted Panofsky, President

Dear MPOTAC Members,

We're writing to invite you to the annual **Mini Concourse** at **The Magnolia of Millbrae**, to be held on Saturday, October 18th from 10:30 to 3pm. This locally celebrated event invites our car club to share our beloved vehicles with residents and neighbors at San Mateo County's best example of retired living communities. We also have this regular opportunity to advertise our club, invite fellow enthusiasts to join us, and show them what a close bunch of friends we are.



If you like conversations with friends, a nice boxed-lunch, and free ice cream ... then please call or text us at 650-270-4925, to save your spot on the roster. Space is limited, and we're actively recruiting - so let us know ASAP!

Safe travels friends,
Charlie & Cynthia Drechsler
650-270-4925

CALIFORNIA SENATE BILL 712 INTRODUCED (NOT YET PASSED)

SB 712, as amended, Grove. Smog check: motor vehicles: exemption. Existing law establishes a motor vehicle inspection and maintenance (smog check) program that is administered by the Department of Consumer Affairs. The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances.

Existing law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model year. Existing law also exempts from specified portions of the smog test, both biennially and at transfer, a collector motor vehicle that is insured as a collector motor vehicle, is at least 35 model years old, complies with the exhaust emissions standards for that motor vehicle's class and model year as prescribed by the department, and that passes a functional inspection of the fuel cap and a visual inspection for liquid fuel leaks.

This bill would, commencing on January 1, 2027, additionally fully exempt from the smog check requirements, both biennially and at transfer, a motor vehicle that was manufactured prior to the 1981 model year, has been assigned a special identification plate indicating that it is a historical vehicle, and is insured as a collector motor vehicle, as specified. The bill, beginning January 1, 2028, would expand this exemption by one model year, every year, for 5 years. The bill would be known, and may be cited as, Leno's Law.

Update: Calif. Legislature is attempting to make some changes to this bill. Two amendments were added. The first says a vehicle would have to be 35 years or older and wear a historical license plate and only be driven in historical exhibitions, parades or historic vehicle club activities. The second says owners must carry collector car insurance which set restrictions on how many miles the vehicle can be driven in a year.



Upcoming MPOTAC Events

October 18 - Magnolia mini car show, 10:30-3.

Other Events

September 13 - Cars in the Park in San José

MPOTAC Board Meeting

August 18, 2025

The meeting was called to order by President Ted Panofsky at 7:03 PM.

Membership: No new members was reported by Bill Mitchell.

Meeting minutes: Minutes of July 21, 2025 Board Meeting and July 25, 2025 General Meeting was approved as submitted.

Treasurer: From Mark Barchus-just the usual printing and rental expenses.

Tours/Activities: 1) September 6, 2025/Annual Picnic-Beresford Park, San Mateo (Bill Mitchell), 2) October 18, 2025/Magnolia Mini-Concourse-Millbrae (Charlie Drechsler, Jr.).

Not an official tour: September 13, 2025/Cars in the Park-San Jose (Jeff Nielsen).

Publications: Everything's okay replied Jim Remington.

Webmaster: Kevin Enderby reports the usual updating and posting of materials as he receives them.

Picnic update: 23 people have signed up so far.

Ed Archer's Canadian Adventure: Part 2

While traveling through Nevada, the Model T lost power. After going through various checks to find the problem, to no avail, Ed decided to have it towed home. When the tow truck arrived, it could only hold one passenger. Even though Ed told the dispatcher there were two passengers. More waiting as another tow truck had to be called.

At this time (4 AM), Ed decided to call Mark Edwards (Past MPOTAC President Bob Edwards son) to come and pick up Karen to take her home. Using the maximum mileage allowed on his AAA card, the Model T was towed to Davis, California. His brother-in-law provided the AAA mileage needed to tow the Model T from Davis to his home in Hayward, Ca.

I write this report with the notes that I have taken. Please talk to Ed Archer for more clarification about his Canadian adventure.

Meeting adjourned: 7:45 PM. Submitted by Secretary: Ed Wong

In attendance: Jim Remington, Ted Panofsky, Mark & Kay Barchus, Kevin Enderby, Ed Wong
Ed & Karen Archer, Bill Mitchell.

OCTOBER NEWSLETTER

The October newsletter delivered by mail will be delayed as I will be out of town for a few weeks. I may be able to send the electronic version at the normal time.

Jim Remington, Editor

MPOTAC General Meeting

August 23, 2025

The meeting was called to order by President Ted Panofsky at 7:32 PM.

Membership: No changes were reported.

Meeting Minutes: Minutes of the July 21, 2025 Board Meeting and July 25, 2025 General Meeting was approved as submitted.

Treasurer: Mark Barchus reported no major expenses for the month. Usual printing and rental costs.

Tours/Activities: Scheduled: 1) September 6, 2025/Annual Picnic-Beresford Park, San Mateo (Bill Mitchell), 2) October 18, 2025/Magnolia Mini-Concourse-Millbrae (Charlie Drechsler, Jr.). Not an official tour: September 13, 2025/Cars in the Park-San Jose (Jeff Nielson).

August 20, 2025 Museum Tour comments: There was a lot of stuff we had never seen before, from medical to electrical. Some brought back memories. Thank you Jim for leading our group. 17 people attended and 13 went to Hobee's for lunch afterwards.

Publications: Jim Remington reports no changes.

Webmaster: Kevin Enderby was not available. Ted Panofsky commented that the e-mail problem is fixed.

Refreshments: Thank you Mark and Kay Barchus for the delicious cherry/apple pie a la mode.

Thank you Ted and Marilyn Panofsky for bringing homegrown vegetables (string beans, yellow squash, and zucchini) for us to take home.

Meeting adjourned: 7:55 PM.

Submitted by Secretary: Ed Wong



MPOTAC holds its General meeting at The Highland's Community Club in Redwood City, at 7:30pm, located at 1665 Fernside Street, Redwood City, CA. All members are invited to attend the General membership meeting as well as the Board meeting held at a different location and time.

To make contributions to this newsletter, contact the editor, Jim Remington, mtshastachalet@yahoo.com