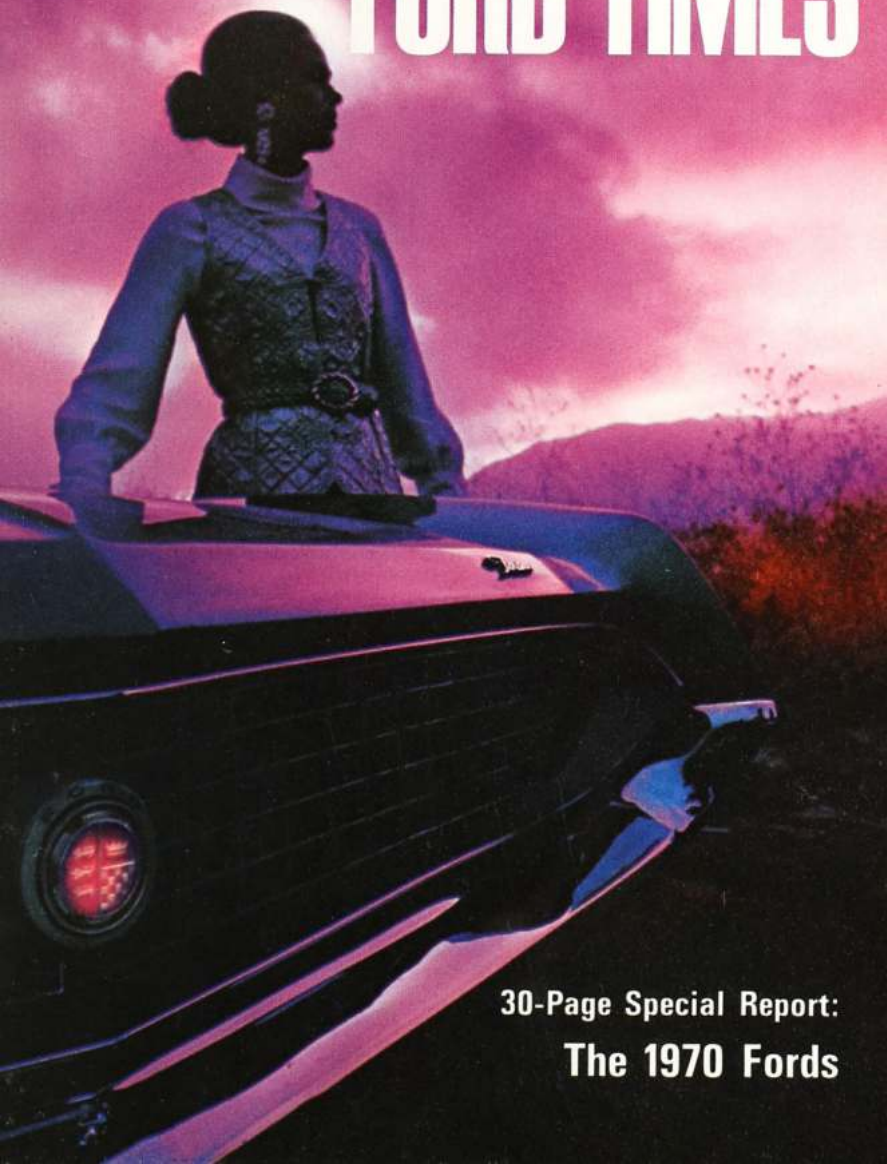


OCTOBER 1969

FORD TIMES



**30-Page Special Report:
The 1970 Fords**

1970

The year began early... with Maverick

We called the Maverick "the first car of the '70s" . . . and what a beginning it was. This simple machine is winning the hearts of America and we're understandably proud.

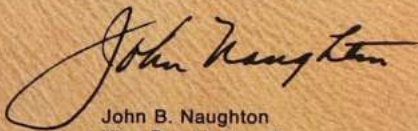
But we're equally proud of the other 1970 Ford products now being introduced at Ford Dealers everywhere.

You're invited to take a quiet break in the 1970 Ford. We want you to see the thoroughly new and magnificent Torino, the glamorous new shape of the Thunderbird and share the excitement of the Mustang lineup. We're confident that these fine cars, as well as all the others in the Ford line, will again win America's heart.

Our 1970 products are presented for your inspection in this issue of *Ford Times*. We hope you will take a few moments, visit your nearest Ford Dealer and experience all the better ideas brought to you by the 1970 Fords.

When you do, you'll understand why we say, "Ford—it's *still* the going thing!"

Sincerely,



John B. Naughton
Vice President and
General Manager
Ford Division



Ford Times

The Ford Owner's Magazine

October 1969 Vol. 62, No. 10

Publications Manager
PATRICK J. KREMER

Editor-in-Chief
ROLAND W. WILLIAMS

Editorial Director
ROBERT M. HODESH

Managing Editor
HAL BUTLER

Senior Editor
FRANK A. GRADY

Design Director
JOHN C. WEIGEL

Technical Editor
BURGESS H. SCOTT

Women's Editor
NANCY KENNEDY

Art & Design
BILL F. SCHMIDT
LEONARD JOHNSON
MALCOLM T. YOUNG

Business Manager
FREDERIC W. FAIRFIELD

Circulation Manager
THOMAS L. BEWICK, JR.

Front Cover—The 1970 Torino Brougham, "new clear through," leads the styling parade of '70 Fords presented in this issue. For the full lineup, see pages 19-49.



CONTENTS

2 Yachts for a Day
J. WILLIAM JOYNES

6 Chicago's Do-It-Yourself Museum
HAL BUTLER

11 Iowa's "Invisible" Vacationland
HENRY AND VERA BRADSHAW

16 Stop! Silversmith at Work
BILL CALDWELL

19 Ford—the Going Thing for '70
BURGESS H. SCOTT

20—FORD: Take a Quiet Break

26—TORINO: New Clear Through

31—TORINO COBRA: Swift, Hot Performer

32—MUSTANG: Number One

36—THUNDERBIRD: A New Flight for a New Way of Life

40—MAVERICK: The Simple Machine

42—FALCON: The Roomy, Maneuverable Compact

44—RECREATION FLEET: America's Most Welcome Wagons

48—BETTER IDEAS FOR '70: For Safety, Security, Convenience

50 Forest of the Wabash
RICHARD THOM

55 Hovercrafting: Newest Thrill Sport
JOHN C. GOODRUM

Glove Compartment—55

Favorite Recipes from Famous Restaurants—61
Letters—64

Board of Publishers: T. H. MECKE, JR., Chairman W. P. BENTON, G. C. CURRAN,
W. A. HELLER, L. A. IACOCCA, P. J. KREMER,
G. B. MACKENZIE, J. J. MORRISSEY, J. B. NAUGHTON, J. E. SATTLER,
FRED THOMPSON, R. W. WILLIAMS

Published monthly and copyrighted© 1969 by Ford Motor Company,
The American Road, Dearborn, Mich. 48121—All rights reserved—Printed in U.S.A.



YACHTS FOR A DAY

On the last Saturday in October the work boats
of Chesapeake Bay
become sailing yachts in a unique regatta

story and photos by J. William Joynes

THEIR LOW-SLUNG GUNWALES awash with the cold green water of Chesapeake Bay, they sweep back and forth across the rich underwater treasure troves of oysters, dragging in their wake rust-covered iron buckets called dredges. From November to March, in the year's foulest weather, they are work boats—the last sail-powered commercial fleet in North America.

But one day of the year, painted and prettied like Cinderella going to the ball, they become yachts in a sailing regatta held in the shadow of the Chesapeake Bay Bridge. And 15,000 spectators line the shores of Sandy Point, Maryland's waterfront state park near Annapolis, to witness the colorful event.

"Drudging" season, as Chesapeake watermen pronounce it, opens on the first day of November, but on the Saturday before some 35 of the heavy sailboats—all that remain of a fleet of 300 whose sails once whitened the horizon—sail up to Annapolis from Cambridge, Wenona, Crisfield, Tilghman, Deal and Smith islands, where sails were once familiar sights.

For four years, the last Saturday of October has dawned clear and bright, perfect for a sailing regatta. The fall snap makes for a brisk walk along the quay of Old City Dock in Annapolis, which sees more sails on this day than it has for 50 years. By hand and winch, crews hoist the heavy canvas and the bowsprits, freshly touched with a streak or two of gold paint, head northward past the U. S. Naval Academy to Chesapeake Bay Bridge.

The sky is blue and the air brisk enough to snap the canvas; ropes creak and chafe their blocks as the boats leave the harbor. The port—now a National Historic Landmark—once welcomed rich tobacco planters to the old state capital to attend the legislature, the theater, the horse races and the balls in handsome brick Georgian mansions that still exist on every street.

Almost under the giant bridge that carries thousands of speeding automobiles across the four-mile bay, the heavy boats lumber back and forth around the octagonal, red-brick Sandy Point Lighthouse, waiting for the cannon signal that starts the first leg of their 10-mile, 3½-hour race.

Then ships like the *Robert L. Webster*, built in 1915, or the *Rosie Parks*, of Cambridge, skippered to four victories by a veteran waterman in his 70s, or the *Mamie Mister*, are off and flying before the spanking breeze that kicks up whitecaps from the western to the eastern shore.

These are work boats. They give the appearance of working, even in this holiday afternoon race, as, once across the starting line, they bob heavily in the swell, sails rounding and pulling, masts bending stiffly to the breeze.

Slowly yet steadily they walk away from the watching crowd—some hurrying ahead, followed by the pack, with others straggling behind. Banter from the crews floats back across the water. Soon spectators begin taking to binoculars to watch them down the bay; then, as if a parade had passed, the talk turns to the past.

The workboat races are only four years old—yet they have become as traditional as the boats themselves. Sponsored by the Windjammers of the Chesapeake, the races are preserving the rapidly disappearing symbol of Maryland's seafood industry.

In backwaters and coves along the bay, beached or half-submerged and rotting, lie old schooners, bugeyes and skipjacks that once raced their succulent cargoes to the raw oyster bars of Baltimore to satisfy the palates of gastronomes.

In the 1920s, in an effort to revive a fast-dying interest in sailing and the commercial sailing craft of the Chesapeake Bay, races were organized. They continued until 1931. Then the Great Depression temporarily killed the event. With seafood prices low, there was little money available to get boats ready for mere sport. By the time the Depression waned, most of the boats had disappeared, and, except for a few skipjacks—the rakish, one-masted vessels that now dominate the commercial fleet—none were being built. Today, times are better—hence the revival of the races.

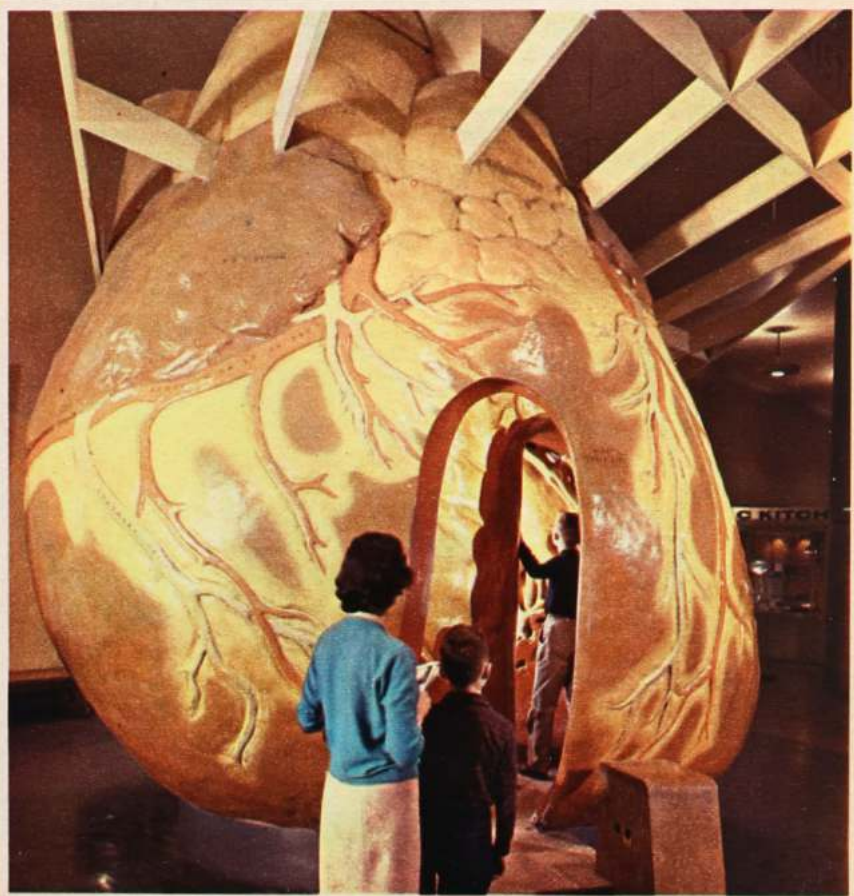
By late afternoon, when the masts cast long shadows across the waves, the losers turn homeward and the winners head for Annapolis, where awards are presented aboard the *Port Welcome*, an excursion steamer from which spectators view the races.

The race over, the boats like Cinderella again, must get back to work, dredging in fair weather and foul for the \$6,000,000 in buried oysters that the last commercial sailing fleet in North America finds annually. But their one day of glory keeps alive a colorful heritage—and the always encouraging thought that, next year, they will again be yachts for a day. □

Sandy Point Lighthouse is the starting point for the races



CHICAGO'S Do-It-Yourself Museum



Here's a gallery of wonders
calculated to entertain the entire family—
including the youngsters

CHICAGO'S KIDS skip school to visit the Museum of Science and Industry. What other museum can make that claim?

The secret of this vast gallery's appeal—for adults as well as youngsters—is simple: It's a do-it-yourself museum with nary a "Do Not Touch" sign in the whole place. Here visitors participate in the exhibits. They're encouraged to push buttons, pull levers and turn cranks, and they become personally involved in such projects as touring a coal mine, boarding a captured German submarine, or walking through a beating heart.

"We're tickled to find the floors scuffed, the paint worn and the glass smudged," said a museum spokesman recently. "If an exhibit shows no signs of wear, it must have flunked out." That's the philosophy that has kept the Museum of Science and Industry one of the most popular attractions in Chicago.

Founded by Julius Rosenwald, the merchant millionaire, the museum opened its doors in 1933 along with Chicago's Century of Progress.

More than 290,000 people toured the museum that first year, but when the Century of Progress ended the crowds at the museum dwindled. Public response lagged until 1940 when Major Lenox R. Lohr took charge. It was he who came up with the idea of getting people personally involved in the museum's exhibits. With shrewd management and a flair for showmanship, Major Lohr converted the museum into a do-it-yourself gallery oriented to people.

"Acquiring information and knowledge should be a pleasant experience," he said. "It is our observation that it is not necessary to be dull to be educational; in fact, it helps not to be."

Almost immediately attendance skyrocketed—to more than 1,000,000 visitors in 1942, well over 2,000,000 per year during the 1950s, and more than 3,000,000 a year at present. Visitors have included the heads of government of nations all over the world and most persons of importance in the United States. And the children come in the thousands—from schools around the nation.

A walk through a throbbing human heart is an unforgettable experience

The Museum of Science and Industry, today, has 14 acres of exhibits highlighting scientific and industrial progress over the years. The displays cover everything from nuclear science to chicken hatching, but probably the two most popular exhibits are the coal mine and the German Submarine.

Visiting the coal mine is an exciting experience. A coal miner, with helmet and safety lamp, meets you at the elevator shaft and takes you down in a crude cage. You descend only one story, but it seems like a thousand feet as the walls beyond the cage zoom upward. When you leave the elevator you find yourself

in a tunnel with a characteristic musty mine odor. Veins of bituminous coal are imbedded in the walls. Directly ahead are electric cars that transport you through dark tunnels into the inner workings of the mine. You are shown how coal is mined, how it is carried by automatic loaders to coal cars and eventually taken to the surface.

The German submarine — the U-505—was captured off the coast of West Africa in 1944 by the United States Navy. On board was found the key to the German radio code which permitted the United States to read the Nazis' battle messages for the rest of World War II. Today

Visitors can descend into an authentic-appearing Illinois coal mine



you can board the submarine and walk its length, viewing the firing tubes, the sleek and menacing torpedos in their cradles, bunks and gallery for the crew, and an incredible maze of instruments and dials.

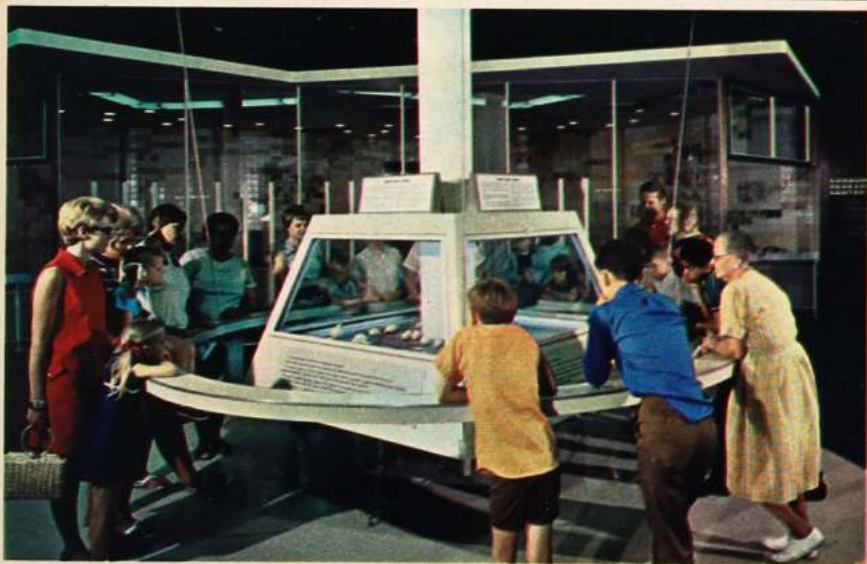
There are other fascinating exhibits that are "musts" on anybody's list—enough of them to make your stay a lengthy one. For example, you will want to see Colleen Moore's Doll House, especially if you have children with you. It's a \$500,000 Lilliputian fairy castle with miniature fountains, gardens, lavish rooms, and Cinderella's coach in the courtyard. It's everything a child's wonderful world of make-

believe demands of a castle.

You can walk through a giant replica of the human heart. As you go through, the heart beats rhythmically. And if you're interested in the state of your own heart, there's a machine where you can take your own electrocardiogram.

You can watch baby chicks hatching in a modern poultry incubator; see a 100-year-old horsedrawn fire engine, one of the finest examples of early fire-fighting equipment; and go aboard the famous "999" locomotive that posted a record of 112½ miles an hour back in 1893. If you're in a nostalgic mood, you can watch a blacksmith fashioning

Delight of the youngsters—watching chickens hatch in an incubator



horseshoes, or experience firsthand the progress made in the field of transportation — from stagecoaches and Conestoga wagons to old-time locomotives to the first diesel-powered streamlined trains, and from the first airplanes to jet liners.

If you think computers aren't smart, you can try playing tic-tac-toe with one. You can tie the computer but you can't beat it. As of the fall of 1968, the computer had won 504,088 times without a loss. (I played a game and added one more to that.)

Small fry attractions

There's a puppet show for the small fry and an organ with a simplified keyboard where you can "learn to play". For the city-bred child who has never been to the country, there's a replica of a modern farm complete with baby pigs and lambs. The museum has 13 motion picture theaters (one is a theater-in-the-round with the picture on the floor), and a puppet show for the small fry. You can learn how electricity, produced by nuclear power reactors, serves homes and industry; see space capsules in the Gemini exhibit; look through a submarine periscope at the waters of Lake Michigan.

Obviously, kids go for all these goodies in a big way. President Daniel M. MacMaster, who has followed in Major Lohr's pioneering footsteps since the latter's death in 1968, explains the appeal and educational

value of the museum to children this way: "A child doesn't learn in a sequential, linear way," he says. "All his senses are open to a barrage of information from which he has the ability to choose. It is our function to supply that information in a manner he—and his parents also—will enjoy." MacMaster firmly believes that education provided in an entertaining way is much more effective than a dull presentation. "I am just now learning," he adds, "that chamber music doesn't have to give me a headache. But having been forced to listen to it as a child, I have wasted a lot of adult time hating it."

In addition to offering what one writer called "the best show in town," the museum has had time to also consider the personal comfort of its guests. There is an inexpensive cafeteria, eight dining rooms, and a large picnic room where you can bring your own lunch and order such things as milk, coffee or soup. They have even varied the flooring in the museum to include carpeted areas so that you won't get "museum feet" by walking exclusively on marble floors. And, also for your convenience, the museum is open every day of the year except Christmas.

And if, after all this, you're still wondering if your youngster will enjoy the museum, hear this. An eight-year-old boy recently toured the mammoth building with his parents. At the finish, he said, "I think I'd like to live here."

That about says it. □



Panoramic view of the Mississippi River from a high point along the road

Iowa's "INVISIBLE" Vacationland

Few tourists know about it, but the northeast corner of the Hawkeye State is ideal for autumn touring

by Henry and Vera Bradshaw
paintings by Alex Yaworski

FEW CROSS-COUNTRY tourists are aware of the pristine beauty and vacation fun that exist in Iowa's unique northeastern corner. Frankly, there are some Iowans who would like it to remain that way. They want their highways to stay narrow, winding and slow, their pace of life in this "Little Switzerland" unhurried—and uncrowded.

Thanks to the prehistoric glacier which bypassed this area while flattening the rest of the state, it is rolling, rugged terrain, unique in Iowa.

Father Jacques Marquette first sighted this area in June of 1673 from a steep bluff overlooking the junction of the Wisconsin and Mis-

Mississippi Rivers, and was enraptured by what he saw. "To the right," he wrote, "is a chain of mountains and to the left are beautiful lands."

The grandeur Marquette glimpsed is still there today—majestic limestone bluffs, the great Mississippi, forested hills and deep, tranquil valleys. There have been changes, of course. Roads hug the base of the high cliffs; the river, interrupted by huge Federal dams and locks, is busy with barge traffic; and the verdant hills shelter picturesque villages settled by immigrants from the old countries — Germany, France, Norway, Ireland, Czechoslovakia — each group claiming the land resem-

bled the one they had left.

Although its boundaries are hypothetical, most folks agree that this scenic corner officially begins near Dubuque, Iowa's oldest city. Bordered on the east by the Mississippi River, the corner extends westward from Dubuque about 80 miles, embracing an area slightly larger than Yellowstone National Park.

Incredibly, in such a small space, there are a great variety of things to do and see. Through picture-postcard valleys dash miles of bubbling, spring-fed streams with names like Bloody Run, Bear Creek, Joy Springs, and the Maquoketa River, all heavily stocked with scrappy

Houseboats and riverboats ply the waters near waterfront area of Dubuque



trout. In the Upper Iowa River, canoeists dip paddles amid idyllic beauty, and in four state parks, a lovely forest and a National Monument, delightful self-guiding trails lead to natural wonders. On some, hikers often glimpse deer, wild turkey, and pileated woodpeckers; wildflowers bloom profusely. There are also horseback rides and caves to explore—the most impressive being Spook, Crystal and Wonder. Campgrounds, both modern and primitive, have wooded settings.

Bonus attraction

An added bonus to happy vacationing here is the Mississippi River. Nowhere along its entire course are its waters more ideal for houseboating, water-skiing, boating and fishing (catfish, bass, walleye, crappie). There is camping on the river, too; between Dubuque and Lansing, more than 150 tiny wooded islands, most with sparkling white sand beaches, offer families Robinson Crusoe-type adventures.

You need not be an outdoor enthusiast, however, to enjoy Northeastern Iowa. There is something for everybody: fascinating museums, gay festivals, elegant old homes, antique shops, exquisite country churches, and quaint historical sites.

The approach to this vacationland, as one heads north on U.S. 67, now and then gently touches the river, giving spectacular blue and green previews of what is to come.

After leaving tiny French St.

Donatus, the highway slices suddenly through magnificent bluffs as it literally drops into Dubuque. Here, in an atmosphere of charming antiquity, you can ride an ancient cable car, climb to the cupola-outlook of a river captain's stately house or take your children for a ride on the Mississippi River excursion boat.

A favorite of campers, hikers, and trout fishermen is Backbone State Park, nestled in rolling hills 50 miles west of Dubuque; its scenic limestone ridge has sides so steep mountaineers practice on them.

North of Dubuque, the river villages of Guttenberg and McGregor offer a bit of homely flavor. The former is the only town in the world named for the inventor of movable type. (Residents are still smarting over a mapmaker's misspelling of the town's name.) On display at the local newspaper office are exquisite facsimiles of the rare Gutenberg Bibles. A river park, a Federal aquarium and a fishing barge might make you want to linger.

Upriver, at McGregor, the Moody Musical Museum recalls that once the little Ringling boys played circus here. We can't remember, over the years, of any great changes on Main Street. On hot Saturday nights, merchants still sit outside their establishments. And there is Mike and Bertha's, looking exactly as an antique shop should—crowded with goodies that send city ladies into ecstasy. Along the waterfront, where Alexander McGregor's ferry land-

ing used to be, you'll find modern marinas with fishing and house boats for rent. An evening treat is to dine in midriver on Indian Isle.

One of the most commanding views of the Mississippi and its confluence with the Wisconsin River is from the 500-foot bluff at Pike's Peak State Park, just south of McGregor. This is the awesome panorama that long ago enraptured Father Marquette from the Wisconsin bluff across the way.

Northward, the river and bluffs

squeeze the highway ever narrower until it leaves the river and you turn west to Effigy Mounds National Monument.

"This is one of the strangest cemeteries on earth," the ranger on one of the conducted tours will tell you, as he stops to let you catch your breath after the steep climb. Bearing him out are weird Indian burial mounds in the shapes of animals and birds—the largest, Great Bear, rising almost waist-high and measuring 70 feet across its shoulders and 137 feet in length. From the mounds, camera buffs especially find the extra hike to Fire Point Lookout worth the effort.

Yellow River State Forest (Paint Creek Unit) is along this route: over three thousand acres of rugged wilderness laced by two excellent trout streams, Paint and Little Paint.

Farther north, there are more bold bluffs and the villages of Lansing and Harpers Ferry, where natives boast of their river fishermen.

"No fuss and feathers here," an elderly commercial fisherman told us. He is pretty close to right, although if he takes a "hankerin'" to you, you are apt to find yourself sitting at his kitchen table drinking black coffee and chinning about early days, when no bridges spanned the river and the ferries ran.

If you head west, however, the landscape changes, and you'll drive rolling hills all the way to Decorah, home of America's largest Norwegian newspaper (5,000 copies go

Cable cars climb Dubuque hill





Houses face the Mississippi in German settlement of Guttenberg

weekly to Norway). At the American-Norwegian Museum, ask the curator to translate her favorite inscription on an ale bowl. Watch her eyes twinkle as she reads: "My friend, eat, drink—AND THEN GO HOME."

But you needn't go home just yet. Eleven miles to the south is the quaint Czech village of Spillville, and beyond it, Ft. Atkinson, the only fort built to protect Indians from Indians; and beyond this, more

quaint villages to attract your eye.

Northeastern Iowa is not without its seasonal moods. With springtime comes relaxing greenery and soft colors; but it is in autumn, perhaps, that the area is at its best. Trees turn brilliant, the roads and streams are a riot of color, and the ducks and geese in fluttering V's move southward down the great Mississippi flyway, chattering loudly. It's almost as if, like Marquette, they were voicing approval of the land below. □



Stop! Silversmith at Work

In an isolated barn in Maine, Ernest Thompson practices a noble American craft — turning silver into masterpieces

by Bill Caldwell

IF THE ART of the silversmith were fated to die, perhaps it would have done so when the master, Paul Revere, hung his hammer up for the last time, or when the age of mass production threatened craftsmanship with extinction. It has survived both.

A surprising number of silversmiths are still at work—in Old

Salem in North Carolina, in Colonial Williamsburg, in Old Sturbridge and Old Deerfield in Massachusetts, in the Shelburne Museum in Vermont and in Greenfield Village in Michigan. And scattered here and there are silversmiths working on their own without the sponsorship of a museum or restoration.

One of these is Ernest T. Thompson, Jr., who lives in a farmhouse and works in a barn alongside Back Meadow Road in Damariscotta, Maine. Heir to the tradition of Paul Revere, Thompson even keeps a horse, which he fits with shoes he forges by hand in his own blacksmith shop.

There is not much Thompson cannot do in metal and do beautifully, with tools and techniques and the kind of loving patience and craftsmanship which date back to the master silversmiths of Colonial America. Thompson's work in silver chalices, monstrances, tankards, trophies, trays and tea services is executed singlehandedly from first design to final polish. In the course of a year's work he completes up to a hundred major pieces.

Heavily insured, these handcrafted masterpieces are shipped out of Damariscotta to find their way to owners in Chile, England and all of Europe, airbases in Vietnam and homes, churches and museums throughout the United States.

Thompson's workshop is no "arts and crafts" salesroom-studio, where souvenir gifts are displayed and price-tagged in modern showcases. The visitor will see an aproned silversmith at work in a cluttered shop, using ancient hand skills and old tools to transform raw silver into individual pieces for his customers.

From mid-June till mid-September, Thompson is at work in his shop. During the rest of the year he is there only on weekends, for he spends three days a week in Boston teaching his craft to students at the Boston Museum's School of Fine Arts.

Thompson will gladly show how he works. On his crowded benches a visitor may see some precious hammered silver. Side by side he will see a sketch of work just beginning, raw silver being painstakingly transformed into basic shapes, then silver spun, pounded and hammered until it becomes a work of art.



All Thompson's work is done on commission, but he is ready and willing, pencil and sketch pad in hand, to rough out with you a design for a trophy, a tray, a tankard, a christening mug, or completed tea service. His work isn't confined to reproductions of antique designs; he is interested in contemporary design also.

"The oldest tools are the best," says Thompson, fondling one of over 2,500 tools with which he shapes, patterns and polishes his art. More than 200 special hammers hang over his workbenches in specially made racks. "Their striking surfaces," Thompson says, "must be immaculate, or else they would become dies, making scars in the metal." Even as he works, he buffs and repolishes his hammerheads between blows. An array of over 60 wooden mallets hangs next to the steel hammers. These move metal without leaving a mark. The mallets are made of applewood, dogwood and lignum vitae.



Tenderly, he exhibits a treasured pair of "packed hammers" close to 200 years old. Five generations of New England silversmiths have passed these hammers on to their successors as they retired. Thompson shows how the steel head is packed over with silk and leather, and how this packing is

then covered with spring steel. The steel in the first head gives the initial weight needed to move the metal, then the packing absorbs the jolt of the blow when the spring steel on top hits the silver.

Originally a painter, Thompson switched to metal after service in Korea and enrolled in the Museum School in Boston. Following three years of study, he worked in a silver factory where he absorbed his knowledge of spinning silver, polishing, engraving, chasing and electroplating.

To carry on this tradition of making silver in the way Paul Revere made his famed Revere bowl, Thompson must also handcraft most of his own 2,500 tools. This is why he runs his own smithy and why he haunts antique shops, on the trail of those rare tools once used by America's individual silversmiths. The same tools and skills employed by colonial silversmiths to hammer out masterpieces are hammering again on Back Meadow Road. □

Ford

THE GOING THING
FOR '70!

Introducing Ford's spectacular lineup of 1970 cars—50 exciting Fords, Torinos, Mustangs, Thunderbirds, Mavericks and Falcons... Uncountable Better Ideas all adding up to one thing—the Going Thing for '70.

by Burgess H. Scott

photos by Ralph Poole, Don Rockey,
Ray Krisan, Bob Boram

Preview them in this special 30-page section.

Ford

TAKE A
QUIET BREAK

If it's quiet you want—smooth, library-like silence as you drive—the 1970 Ford is your ticket. In addition to quietness, the new Fords (21 models) continue the tradition of good handling, comfortable ride, brilliant performance, and the highest standard of luxury ever available in a Ford car.

The 21 models include four-door sedans, two- and four-door hardtops, station wagons and a convertible.

Heading the line is the splendidly appointed new LTD Brougham series in four-door sedan, two-door formal hardtop, and four-door hardtop.

Outstanding among the standard features of the Brougham series are a brand new 351 cubic inch, 250 hp V-8, special seat, door, and quarter panel upholstery and trim styles, steering wheel with wood grained insert, wood-toned accents on instrument panel and bright seat side shields, electric clock, front door and under-instrument panel courtesy lights, ash tray light, rear door courtesy switches, cut pile carpeting, front seat center armrest, and dressy wheelcovers.

Such richness is not held to the Brougham series—it carries over to the regular LTD's, to the sporty XL models, middle-priced Galaxie 500 models, and into the economy-priced Custom 500 and Custom series.

In fact, the buyer looking principally for basic transportation will find in the lowest priced Fords many luxury features. Galaxie 500 has the LTD's sound insulation.

Many new Ford better ideas apply to all of the 1970 interiors:

An electrically operated automatic front seat back release is optional on all two-door models. When either front door is opened, both front seat back latches are automatically released by a solenoid operated by a switch in the door. In case of electrical failure, there is a manual release on the lower side of each seat.

Interior air pressure relief valves, newly adopted for all 1970 models except station wagons, increase ventilating, heating and air conditioning performance by relieving pressure in the passenger compartment.

For most bench-type front seat models a reclining passenger seat





Sportiness, style mark the Galaxie 500 two-door hardtop. Choose from six peppsy engines

back option is offered to permit restful naps on long trips. Ford also has the most attractive and convenient instrument panel in its long history—spacecraft-styled and swept-away, with all visual instruments and hand controls grouped in a coved cluster directly in front of the driver.

The '70 Ford exterior is even more appealing than ever with new grille

styles and ornamentation. Standard on the Galaxie 500 and Country Sedan and optional on all other models (except Country Squire) is an aluminum body side molding with a vinyl insert in coordinated colors.

Fiber glass belted four-ply tires are standard on all 1970 Ford models.

The 351 CID (cubic inch displacement) two-barrel V-8 rated at

250 hp has been added to the Ford engine lineup, and is standard on the LTD Brougham, LTD, XL and all wagons.

Standard engine for the Galaxie 500, Custom 500 and Custom models is the economical 240 CID Six developing 150 hp. Both engines run on regular gas.

Other engines available on the '70

LTD Brougham four-door hardtop is a handsome limousine. The standard engine is a 250 hp 351 CID two-barrel V-8





Economy with style—the Custom 500 four-door sedan



Redesigned top gives XL convertible wide rear seat

Ford are: 302 CID V-8, 220 hp; 390 CID V-8, 265 hp; 429 two-barrel CID V-8, 320 hp. The Six is single barrel and the V-8s are two-barrel carburetion. Top Ford engine is the four-barrel 429 CID delivering 360 hp. The 429 CID engines use premium gas.

A three-speed manual is standard and the SelectShift Cruise-O-Matic transmission is available.

A full range of options is offered, including floating caliper power front disc brakes, power windows, power

seats, power door locks, fingertip speed control, intermittent windshield wipers, split front bench seat, SelectAire air conditioning, and vinyl roof.

One of the most convenient of the new options is the Electric Defrost for the back window which uses tiny wire embedded in the glass to remove mist and frost.

Performance options are available for most new Fords, including simulated "mag" wheel covers, deluxe three-spoke steering wheel, H70-15 belted wide oval white sidewall tires

on seven-inch-wide rims and dual racing mirrors.

Another option that adds to convenience is the tilt steering wheel which can be adjusted vertically to seven driving positions.

Your new Ford can become an entertainment center with selection from a variety of audio options offered.

In addition to a fine, fully transistorized AM radio, there is an AM/FM Stereo radio which allows concert sound stereo reception at the flick of a switch.



Torino

NEW
CLEAR THROUGH

The 13 exciting new models in the intermediate Torino line—new from top to bottom and from end to end—offer just about everything you could want or need in a car.

Want luxury? There's a new Torino Brougham series, including a new four-door hardtop as well as a two-door formal hardtop. Want performance? Catch the Torino Cobra SportsRoof which is featured on page 31. Need big room? See the station wagons, part of the Recreation Fleet, beginning on page 44.

But there's more. Torino series also offers a four-door sedan, two-door hardtop, a brand new four-door hardtop, a four-door wagon, the GT series offers SportsRoof and convertible, and the Fairlane 500 series includes a four-door sedan, two-door hardtop, and four-door station wagon.

A five-inch increase in length with 117-inch wheelbase highlights the '70 styling for all car models, further accentuating the classic long hood/short deck silhouette.

SportsRoof models set the pace in styling. The roof has been lowered, the windshield slope increased, and

the rear window given more slant. These changes, together with new emphasis on GT rear end lines and spoiler lip, give the SportsRoof the raciest look ever.

Torino's '70 look includes a special chrome-plated, egg crate design grille with circular center medallion. Fairlane 500s have an argent grille with smaller egg crate design, bright horizontal divider molding and narrow center medallion.

Hidden headlights, standard on Torino Broughams, are optional for other Torinos, while Fairlane 500s have dual exposed headlights. Concealed two-speed windshield wipers, completely out of the driver's sightline, are standard on all models.

The Torino GT, available in both SportsRoof and convertible, includes wide tread belted white sidewall tires, special hub caps, trim rings and competition suspension with 429 CID engines, GT identification on grille and side, unique taillamps and integral hood scoop. Optional Sports Slats rear window louvers give the GT an even sportier look. The 220 hp 302 CID two-barrel V-8





One of the quick ones in the Torino line: the GT SportsRoof. A 302 CID, 220 hp V-8 is standard

is standard on GT's and Torino Broughams. Standard engine for Torino and Fairlane 500 models is the 155 hp, 250 CID Six,

All Torinos and Fairlane 500s have restyled seats and door trim panels—fine cloth for top-of-the-line Torino Brougham models, vinyl

for Torino GTs and station wagons—with bright new pattern designs in attractive colors.

Two new upholstery options are



Left: new Brougham emblem. Right: GT convertible with its race-inspired hood scoops
Below: the new Torino Brougham four-door hardtop. Concealed headlights are standard





Classic simplicity and smooth lines distinguish this Fairlane 500 two-door hardtop

Black Watch or Rob Roy plaids—for Torino and Torino Squire wagons—and eye-catching Blazer Stripe, in red or nugget, for Torino Cobra, Torino, Torino GT two-door hardtops and SportsRoof models.

New for all models, the '70 instrument panel displays all gauges and

controls directly in front of the driver. A new adjustable Directaire ventilation system is standard on all models with ventless side windows.

Engine choices range from the 250 CID Six to the 370 hp 429 CID four-barrel Cobra Jet ram air.

More than 50 appearance, comfort

and convenience options are available, including power front disc brakes, power steering, windows and front bench seat, Selectaire compact all-season air conditioning, intermittent windshield wipers, outside color-keyed dual racing mirrors, and AM/FM Stereo radio.

Torino Cobra

SWIFT,
HOT PERFORMER

The Torino Cobra SportsRoof is probably not for your grandmother.

With its standard 429 cubic-inch V-8, rated at 360 hp, come such goodies as competition suspension, four-speed manual transmission with Hurst Shifter™, wide tread belted traction tires with raised white brand letters, seven-inch wide rim wheels, black painted grille and hood, twist-type exposed hood lock pins, and

Cobra decals on fenders and rear deck.

Options include the 429 CID Cobra or Cobra Jet ram air V8, hinged rear window Sports Slat, highback bucket seats, or Blazer Stripe with bench front seat.

For added information on the Torino Cobra and its many power options, see your Ford dealer for a copy of the 1970 Performance Buyer's Digest.

Here's the Torino Cobra, muscle car of the Torino line. A 429 CID, 360 hp V-8 is standard





Grandé is the luxury model of the Mustang line. Stylish Landau roof is new

Mustang

NUMBER ONE

Mustang, still Number One on the sporty scene, gallops into 1970 with a new kind of performance and luxury, plus options galore to make your car the way you want it.

A brand new 351 CID, 300 hp four-barrel V-8 has been added to the

line, and the standard 200 CID, 120 hp Six has been beefed up with a 250 CID cylinder head and new carburetion for improved performance and economy.

Other engines available are:
The 250 CID Six, 155 hp; 302

Mach I represents the racy side of the line. Among new items are "Mag-Type" wheel covers





Left: the Mustang hardtop. Right: Boss 302 with optional "mag" wheels, louvered rear window and rear spoiler

CID two-barrel V-8, 220 hp; 351
CID two-barrel V-8, 250 hp;
302 CID four-barrel "Boss", 290 hp;
428 CID four-barrel Cobra, 335 hp;
428 CID four-barrel Cobra Jet Ram
Air 335 hp, and the big boy—the
429 CID, 375 hp four-barrel "Boss"

Transmissions offered are three-
speed manual, four-speed manual
with Hurst Shifter, and SelectShift.

All six models—hardtop, SportsRoof,
convertible, Grande hardtop, Mach I
SportsRoof and Boss 302 SportsRoof
—offer fresh lines front and rear, new
interiors, and eye-stopping colors,
including "Grabber" hues in blue,

orange and green.

A horizontal bar grille, single
headlamps and new fender extensions
with simulated air scoops give
Mustang a lower, wider look, and the
familiar triple verticle taillamps have
been recessed into a sporty new
back panel. Belted tires are
standard.

High-back front bucket seats, a
modified oval steering wheel and a
quiet new fresh air ventilating system
are now standard on all models.

Among the new '70 options are
Houndstooth vinyl roofs, 16:1
quick-ratio steering and a con-

venience group which includes an
automatic front seat back release.
A rear spoiler and back window
louvers are available for all SportsRoof
models. "Shaker" hood scoop avail-
ability has been extended to 351 CID
two- and four-barrel engines and also
to the 302 "Boss" engine.

Other popular options include
all-transistorized AM-FM stereo or
Stereosonic Tape/AM radio systems
with door-mounted speakers, power
steering, power front disc brakes,
SelectAire air conditioning, and a tilt
steering wheel that adjusts to any of
five vertical driving positions.



Thunderbird

A NEW FLIGHT
FOR A NEW
WAY OF LIFE

With dramatic new styling and a host of exciting new product features, the Thunderbird for 1970 stands out as the most remarkable personal car yet offered, and can be aptly called "the Thunderbird of Thunderbirds."

Perhaps the most striking feature of the new design is the three-section, extruded aluminum grille with center protrusion, a formal but daring look. The cars are longer, lower and wider than in 1969. All three Thunderbird models for 1970—the two-door hard-top and the two- and four-door Landaus—share this dramatic front end appearance.

Adding to the sleek '70 look is a new roof line, one inch lower. A new and wider range of paints provide striking colors for the car's all-new exterior contours.

Windshield wipers are hidden in a recess forward of the windshield, and the glass extends down into this opening so the blades never leave the surface. This wiper slot also serves as a concealed ventilation air intake, taking advantage of the high pressure air in that area, and thereby

eliminating the customarily visible cowl air intake louvers.

Thunderbird radio antennas are hidden in the windshield glass, providing an uncluttered look, and helping to eliminate wind noise.

Thunderbird's exposed headlamps dramatize the front end appearance, and make possible a provision for external adjustment of the light beams, allowing the work to be accomplished in minutes.

A thin-appearing front bumper (its lower two-thirds painted the color of the body), exposed headlamps, and full-width sequential signal taillamps add to the '70 car's sleek new look, yet the design preserves the classic Thunderbird styling that has made it such a distinctive and popular personal car.

Enhancing Thunderbird's reliability for 1970 is a new in-plant diagnostic simulated road test that is unique in the industry.

The 1970 Thunderbird brings you the durability of radial tires as standard equipment. Whitewall radials are optional. The new standard radials give improved traction and nearly





Full width taillights are a distinctive feature. Right: the superb four-door Landau

twice as much tread life. Also, they contribute to one of Thunderbird's finest rides.

Thunderbird's standard and only engine for 1970 is the 360 hp, 429 cubic-inch four-barrel V-8, with exceptionally high power, torque and performance. The standard and only transmission is the strong and dependable SelectShift Cruise-O-Matic, which gives the driver the choice of driving fully automatic or shifting manually through the three gears.

The standard Thunderbird interior of rich, pleated vinyl would seem to

be the height of luxury, but there are even more plush interior trims available. One that is sure to attract a lot of attention is the Special Brougham Option, new for this model year, which is an interior/exterior dress-up package for the two-door hardtop and two-door Landau, available only in selected complementary interior and exterior colors.

The Special Brougham Option includes high-back bucket seats and console. The upholstery is hopsack cloth with vinyl trim. Also included are a deluxe rim-blow 3-spoke steering wheel, door pull handles,

cut pile carpeting, rear seat center armrest, courtesy lights in doors, auxiliary lamps in grille, color-keyed front stone shield and deflectors, white sidewall radial ply tires, color-keyed wheel covers, body side molding with color-keyed vinyl insert, wheel lip moldings, and 85 ampere battery.

A split front bench seat adjustable by driver and passenger is a new option for the four-door model, with power available on both sides.

Thunderbird is one of the most dramatic and distinctive cars on wheels—for 1970 or any other year.

The two-door Landau. Special Brougham option includes matching wheel covers and vinyl insert body moldings



Maverick

THE
SIMPLE MACHINE

Maverick, which has already proved its popularity, continues to set a fast sales pace as Ford's new line of cars is introduced. One big reason for its popularity is its simplicity—it's a simple car to operate and to service, and it has a simple but crisp style that sets it apart from other cars.

There are two peppy and economical engines available for the new car. Its standard power is a 170 CID in-line six cylinder engine developing 105 hp. There is also an optional 200 CID Six producing 120 hp.

Maverick brings a new dimension in comfortable, convenient, and economical transportation. Its size—103-inch wheelbase, 179.3-inch overall length, and 69.7 overall width—places it in an independent position in the United States domestic compact market and the sub-compact import market. From its vantage point it can offer the best features of both types of cars.

Maverick's owner's manual lists about 30 repairs and adjustments the owner can do, including headlight beam positioning, adjusting of automatic choke, and replacing

distributor points.

The roomy passenger compartment of the two-door sedan seats four adults in comfort, with ample leg and hip room in both front and back seats. Handling characteristics are good, and a small turning diameter of less than 36 feet—shorter than VW's—makes Maverick an easy car to drive and park. Trunk volume is 10.4 cubic feet.

Maverick's front end is highlighted by the stylized Maverick steer's head emblem centered on the full width grille. This, with the car's smooth wrap-around bumper, gives Maverick a low, wide look. Its silhouette presents a clean, swept-back appearance.

In the rear, Maverick continues its sports flair theme with a sloping rear deck and a hint of a spoiler. Rectangular taillights, including backup lights, are surrounded by bright metal frames.

Exterior colors can be chosen from a bright new family of hues with names such as Anti-EstablishMint, Hulla Blue, Original Cinnamon and Freudian Gilt. There are 11 other sparkling colors.



Falcon

THE ROOMY,
MANEUVERABLE
COMPACT

Next in size above the Maverick, and the one that started the compact class, is the Falcon, available for 1970 in six models with low price tags and low maintenance expense.

Usually these low price and upkeep figures mean a small passenger capacity, but Falcon has a surprisingly roomy passenger compartment seating six adults, while maintaining its modest outside dimensions. Falcon also has a strong body construction, generous soundproofing, and a smooth, comfortable ride not expected from a car of its size.

The '70 Falcon comes in two series: the base Falcon with a two-door club coupe, four-door sedan, and four-door station wagon; and the more luxurious Futura with a two-door club coupe, four-door sedan, and four-door station wagon.

Seats are deep padded and big car width; there are front armrests with ashtrays, courtesy lighting, and reversible keys with "keyless" locking.

Attractive vinyl upholstery and interior trim, and bright exterior finishes, are offered in a generous

choice of colors. There is a well-designed instrument panel with all instruments grouped directly in front of the driver. Controls for the heater, optional air conditioning, and the ignition switch are lighted when the parking lights or headlights are turned on.

The standard engine is the peppy 200 CID six cylinder engine that runs smoothly on seven main bearings and delivers 120 hp. A high performing 302 CID V-8 rated at 220 hp is optional on all models. Both engines run on regular fuel.

The standard three-speed manual transmission is synchronized in all forward gears and can be shifted while in motion without clashing. An optional Cruise-O-Matic SelectShift transmission permits the driver to choose fully automatic operation or to shift the gears manually.

Falcon's list of options includes power steering, Selectaire air conditioning (except wagon models powered by the 200 CID engine), tinted windshield and window glass, AM radio, and outside left hand mirror with remote control.





Left: the Chateau Club Wagon, Right: highly styled Ranchero Squire has a vinyl roof option

Recreation Fleet

AMERICA'S MOST
WELCOME WAGONS

For a long time Ford's station wagons have been the most-wanted recreational vehicles on the market. The 1970 lineup—along with bus-type vehicles that convert to small motor homes, light pickups for camper coaches, and the Bronco for rough terrain exploring—provide the outdoor man with everything he could possibly want in a recreational vehicle.

Ford is offering for 1970 a total of 12 handsome, roomy wagon models in its Ford, Torino and Falcon lines.

The standard sized Ford line has seven beautiful big wagons, each

with 96.2 cubic feet of storage space. A 250 hp, 351 CID two-barrel V-8 is the standard power for all models.

The Ford-pioneered three-way Magic Doorgate, which opens as a door with the glass down or up and also functions as a conventional tailgate, is standard on all models.

The Torino line has three wagons. The plush Torino Squire has a 302 CID, 220 hp V-8, and the Torino and Fairlane 500 have a 155 hp, 250 CID Six.

All three Torino wagon models have a generous 85.2 cubic feet of cargo space, 89 inches of cargo





Famous Magic Doorgate that opens as a door or tailgate is standard on Torino Squire

length from front seat to rear, and a wide rear opening with two-way Magic Doorgate standard.

In the compact Falcon line are two models—the Falcon and Falcon Futura—with the 200 cubic-inch Six of 120 hp standard, and a 220 hp 302 CID V-8 at extra cost. Cargo volume is 85.2 cubic feet.

The Club Wagons and Econoline Vans are the pets of a large segment of the camping set because their roominess makes them readily adapt-

able to self-contained campers with most of the luxuries and conveniences of a summer cottage. These come in a wide variety of models with 105 hp and 150 hp six cylinder, and 220 hp V-8 engines available.

Ford is bringing added impetus to the pickup truck trend in 1970 with a new luxurious model called the Ranger XLT, available in all series—F-100, F-250, and F-350. In addition, Ford Ranger, Sport Custom, and Custom pickup models will also be

available this year.

The Ford Ranchero, which has four models in 1970, is led by the Ranchero Squire—an eye-catcher with its simulated wood grain sides and rear, and highly styled interior that would do credit to a fine passenger car. A variety of V-8's are available, in addition to Ranchero's standard 155 hp Six.

The 1970 four-wheel-drive Bronco offers optional V-8 power for off-the-highway driving enthusiasts.



The roomy Falcon Futura station wagon gives you plenty of cargo space plus smooth ride



Better Ideas For '70

FOR SAFETY,
SECURITY AND
CONVENIENCE

Described here are three new safety, security and convenience features that will be standard equipment on most of the 1970 cars marketed by the Ford Division of Ford Motor Company.



UNI-LOCK SAFETY HARNESS

—This feature does much to reduce the tangle of shoulder and lap

belts on the front seat by eliminating separate buckles for the outboard shoulder belts, which now attach to lap buckles.

This reduces the number of buckles from six to four, and includes a self-locking retractor which both provides automatic seat belt adjustment with an inertia reel lock and also conveniently stores the lap belts when they are not in use.

This system is standard on all 1970 Ford (except convertibles), Torino, Mustang, and Thunderbird models.

LOCKING STEERING COLUMN AND 5-POINT SWITCH

—When you move your ignition key to "lock" position, it simultaneously locks the ignition switch, the transmission lever and the steering wheel to help prevent theft of your car.

The locking can be done only with the manual transmission in "reverse" or automatic transmission in "park" position. A mechanical lock-out device prevents the key from being turned to "lock" until the transmission lever is in the correct position.



The ignition switch has five positions: "accessory," "lock," "off," "run," and "start" in that order from left to right. The key can be removed only after it has been correctly placed in "lock" position.

This feature is standard on Ford, Torino, Mustang, and Thunderbird models. It will be incorporated in the Maverick soon after the 1970 introduction date.

SAFETY DESIGNED DOOR HANDLE-ARMREST—New pull-out-type door handles will be introduced in the Ford, Torino and Maverick models. This handle is easy to reach and operates by simply pulling



toward you on the forward portion. Located directly ahead of and flush with the armrest, the handle has smooth contours to minimize the possibility of injury in the event of impact.

All specifications, illustrations and product data are based upon the best information available when this publication was prepared. They are, however, subject to change at any time.

PHOTO CREDITS:

LOCATIONS: *Canyon Country Club, Palm Springs, Calif., pp. 23, 32; Palm Springs Municipal Airport, p. 24, left; Indian Wells Country Club, Indian Wells, Calif., p. 24 right; Jamaica Sands Tennis Club, Bermuda Dunes, Calif., p. 34 left; Smoke Tree Stables, Palm Springs, Calif., p. 46.*

COSTUMES: *dress on p. 38, right by Peg Hedborg, "A Little Something", shop, Smoke Tree Village, Palm Springs, Calif.*

PHOTOGRAPHERS: *Ralph Poole, pp. 22, 24 left, 25, 32, 34 left, 38 right, 46; Don Rockhey, pp. 23, 24 right, 29 right, 30, 31, 34 right, 35, 45, 47 bottom; Ray Krisan, pp. 38 left, 43, 44 right; Bob Boram, p. 41.*



Forest of the Wabash

Illinois is an unlikely place for a primitive woodland—but if you're a nature enthusiast you shouldn't miss this magnificent tract of hardwood trees

by Richard Thom paintings by Sue Turner Chapman

TWO HUNDRED YEARS ago a great primeval forest of magnificent hardwood trees extended all the way from the Atlantic Ocean to the Mississippi River—so dense, it has been

said, that a squirrel could span the whole distance and never touch the ground. This was the wooded environment in which Boone, Crockett, Clark, Marquette and Joliet

A stroll through Illinois' primeval forest is an unforgettable experience





Flowers grow in lush profusion

lived, fought and survived their incredible adventures.

The largest remnant of this great deciduous forest still exists, and in the most improbable of places—on the banks of the Wabash River in southeastern Illinois. In these 300 acres of bottomland and upland forest one can recapture the experiences that probing western adventurers met each day. John Audubon traveled nearby on the east side of

Forest is a bird watcher's delight



this forest, George Rogers Clark crossed the Wabash River not too far to the north, and that great American ornithologist, Robert Ridgway, considered this forest worth years of careful exploration.

Through the efforts of the Nature Conservancy and the State of Illinois this forest will remain forever in its primitive state. Less than half the size of New York City's sprawling Central Park, it has been registered as a National Landmark by the National Park Service.

Primitive trails permit the visitor to savor a rare, undisturbed hardwood forest far different from the type generally found in well-groomed parks. Everything here is left in its natural state: poison ivy vines as large as a blacksmith's arm snake around the giant trees and the deep shade on the forest floor is the despair of the color photographer attempting to capture a woodland plant.

High in the tree crowns, myriad bird calls echo in the silence, and visitors are occasionally thrilled by the sight of such rarities as the pileated woodpecker. A barrel owl generally announces the end of the day with his plaintive cry, causing terror to the mice and voles scurrying about on the forest floor.

Over 70 species of trees grow here, and more than 250 of them exceed 30 inches in diameter, with heights to 150 feet. The largest Shumard oak in the United States dominates one corner of the forest.



Guided walks start from this red barn in Beall Woods State Park

At Beall Woods State Park, a small red barn converted to a nature center serves as a starting point for hikes and tours. Recommended equipment includes comfortable shoes, camera, Peterson's bird guide, binoculars, and, in summer months, a large can of mosquito repellent—amenities that will enhance both your enjoyment of the forest and your respect for such hardy and rugged pioneers as Daniel Boone.

While you're in the area, a visit to the tiny hamlet of Rochester, just south of the park, is also worthwhile. This river settlement, on the Indiana-Illinois line, once was a trading post

and in later years a major town until the railroads made keelboats disappear from the scene. Later you will want to explore the beautiful town of Mount Carmel and its mussel industry on the Wabash River. Nightfall will no doubt overtake you—but you will never regret the detour and the time spent in visiting this unique and wonderful area.

What's more, your less knowledgeable friends will probably wonder if you know your geography when you tell them you visited this great forest in Illinois—*The Prairie State*. □

Glove Compartment

In which
you find a little bit of
everything but gloves

New Sports Emporium—You can now take a guided tour of New York's new Madison Square Garden Center, located at Pennsylvania Plaza on Manhattan's west side. The tours include visits to the Garden itself, The Felt Forum, the Bowling Center, the Exposition Rotunda, the Center Cinema, the Gallery of (Sports) Art, and the Madison Square Garden Hall of Fame. The new facility has been attracting visitors from all over the United States and from Australia, Argentina, Canada, France, Italy, Japan, India, Mexico and West Germany. Guided tours operate daily, except Christmas and New Year's Day.

Ozarks Crafts Festival—The "Williamsburg of the Ozarks," Missouri's Silver Dollar City, hosts its annual National Festival of Craftsmen October 4-19. Among the crafts in daily operation at this 1880 mining settlement in 2,000-acre Marvel Cave Park south of Springfield are pewter spinning, glass blowing, Conestoga

Wagon building, candy, candle, pottery and broom making, grain milling, woodcarving, wool spinning and gunsmithing. Permanent headquarters for the National Crafts Foundation, the area also offers train rides, cave tours. For a color-illustrated festival brochure, send a six-cent stamp to Box 123, Silver Dollar City, Mo. 65616.



For Football Fans—The Pro Football Hall of Fame in Canton, Ohio, is a top attraction for gridiron fans across the country. The unique building with the football-shaped dome is located at 2121 Harrison Avenue N.W. amid 14 acres of park land in Canton's northwest corner. An exhibit hall features trophies, uniforms and equipment, as well as many historic photographs. In the hall itself are bronze busts of the greatest pro football players in National Football League history. Topping them all, of course, is the late Jim Thorpe, a member of the old Canton Bulldogs and president of the American Professional Football Association, forerunner of today's NFL. The Hall of Fame is open daily.

hovercrafting...

newest thrill sport



These flying saucer-like vehicles are skimming over hills and dipping into valleys all across the country

*by John C. Goodrum
photos by Ralph Poole*

YOU'LL FEEL as though you're sliding right off the earth," the pilot told me, and that's how it actually felt.

I was taking my first ride in a hovercraft — an amazing beetle-shaped machine, with a giant fan in the center of its nose, that glides along on a cushion of air and looks like nothing so much as a flying sau-



Hovercraft can skim
over water or land at up
to 70 miles an hour



This large fan forces
air downward, creating
an air cushion on
which the hovercraft
rides

cer—which, as a matter of fact, it is.

Hatches secure, our gasoline engine roared to life; and, like an elephant getting up from its knees, the craft began to rise, slowly and deliberately, just a few inches off the ground. Then quickly we were sliding down a long grassy slope toward the river. At the water's edge, I braced for the expected bump—but there was none. The craft made the transition from land to water smoothly and then, helicopter fashion, turned slowly downstream.

Suddenly the seat back seemed to push hard against me as the pilot jammed the throttle forward. Within seconds, we were zooming past boats and barges at 50 miles per hour. The choppy water just below my window seemed to move by in a blur.

Modern island-hopping

A small island ahead blocked our way. As we rose to fly over it, I felt a slight lift, much the same feeling one has on a roller coaster; and then we were gliding over the island at ground level, the tall marsh grass yielding before us. Soon we were again over open water, riding the closest thing to a magic carpet this side of Baghdad.

Obviously, hovercraft are not yet as common as drive-it-yourself power mowers, but all over the country, in workshops, basements and garages, "hovernauts" are busy assembling them.

These new flying machines are

designed to ride at high speed on a thin cushion of air just a few inches above the surface of either land or water. In a sense, then, the hovercraft is an amphibious vehicle. It flies smoothly over rocks, sand, waves and marsh at speeds up to 70 miles an hour. It leaps over ditches, brushes aside vegetation, and climbs beaches and sand dunes with ease.

The hovercraft principle is simple. A fan forces air downward beneath the craft, creating an air cushion that in turn lifts the craft from the surface. Air forced through ducts, which discharge at the rear of the craft, drives the vehicle forward. A rudder controls direction.

Advanced models have a flexible skirt entirely around the vehicle's perimeter. Like the stone guard on a rotary lawn mower, this skirt focuses the downward blast of air, increasing the air cushion's thickness and elevating the hard bottom of the craft, allowing it to pass over small obstacles and smoothing the ride over rough surfaces.

New as they are, hovercraft are already being built in many shapes and sizes. In commercial use, they operate as ferries, commuter vehicles, crash and rescue craft, and—in the marshes of Vietnam—as military assault and logistic transportation. The British have already put a giant hovercraft into operation across the English Channel, hauling as many as 256 passengers and 30 automobiles at speeds up to 70 miles an hour even when the sea is rough.

The smallest hovercraft, fashioned from a child's fiberglass snow sled, is powered by a 3-hp. lawn mower engine. The operator rides it standing up and guides it by leaning in the direction he wants to go.

In between these extremes are a wide variety of home-built and production models designed as personal sports vehicles. Some carry up to six passengers in closed cabins. Most, however, have an open cockpit and are built by ingenious amateurs for one or two passengers. The builders are usually graduate engineers, serious students of this new transportation technology. Together, these amateur and professional builders are developing a booming new sport.

Hovercraft rallies have been held in Europe for the past several years. The first North American rally was held in the summer of 1968 at Abbotsford, British Columbia, as part of the annual air show. This rally

attracted over 120,000 who watched in amazement as the small craft from England, Canada, Germany and the United States maneuvered over obstacle courses or engaged in speed runs.

The National Association for Air Cushion Vehicle Enthusiasts, the American organization for hovercraft buffs, is making plans for even more ambitious rallies to be held in the United States in the future.

Hoverplaning is a fast-growing all-season sport which anyone can enjoy. It has all the excitement of ice-yachting but fewer perils. "The vehicle ignores the kind of surface beneath it," explains Frank Dobson, one of the country's leading hovercraft builders. "It simply skims over whatever is there."

While hovercraft are "go-anywhere" vehicles, the bay near Newport Beach, California, is a favorite testing ground for west coast enthusiasts. Florida and Louisiana sports-



Beaches offer perfect terrain for the skimming characteristics of the hovercraft

siasts. Florida and Louisiana sportsmen also find the hovercraft ideal for skimming through the swamps and along the shallow weed-choked waterways to previously inaccessible hunting and fishing grounds. Hovercraft also race at high speeds across the frozen lakes and rivers in Canada and Alaska.

A hovercraft has no contact with the surface over which it is traveling, so guidance is more of a problem than with a boat or automobile. There is a tendency to over-control, so that pilots must anticipate their moves. "You learn this by experience," says Frank Dobson. "It's somewhat like driving a car on ice."

For this reason, the hovercraft is not designed for highway travel. It has a noticeable tendency to slide with the slope, and control is not

sufficiently positive for heavy traffic. It is more at home over grassy and sandy surfaces or open water where a poorly judged turn does no harm and merely adds to the thrill.

One thing is certain — hovercraft are here to stay, sure to improve, and may in a few years even rival snowmobiles as fun vehicles. They're an "in" thing for the young set.

Several companies now manufacture sports model hovercraft. The vehicles can be purchased completely assembled or in kit form, and plans for home-built models are available from several sources.

For information, contact the National Association for ACV Enthusiasts, 2912 Andros St., Costa Mesa, California 92626. □

Stained Glass Exhibit—At the Mueller Studio, about 20 miles north of Tampa, Florida, and just outside the small town of Zephyrhills, is a small but exciting exhibition hall of stained glass. Dominating the display is the huge George Washington Window featuring a messenger reading the Declaration of Independence to Washington in 1776. Five smaller windows in the group represent Washington as a child with the cherry tree, his wedding to Martha Custis, Washington crossing the Delaware River, talking to Alexander Hamilton, and taking the oath of office. Many other examples are religious; either church windows or stations of the cross. Various displays show steps in the manufacture of stained glass windows. There is also a large collection of drawings and pictures of famous stained glass windows. The unusual display is open to the public from nine to twelve and one until five o'clock weekdays. No charge.—BETTY YOUNG O'DELL



painting by William Schimmel



painting by Howard Connelly

El Chorro Lodge, Phoenix, Arizona

Nestled in a valley between Camelback and Mummy Mountains on the sun-drenched desert, this popular restaurant is owned and operated by Janet and Mark Gruber. Open November 1 to May 1, serving breakfast, lunch and dinner daily. Overnight accommodations. Reservations necessary. The address is 5555 E. Lincoln Drive. It is 12 miles northeast of Phoenix and 4 miles northwest of Scottsdale.

Strawberry Chantilly

Rub strawberries through a sieve to make 1 cup purée. Add 12 tablespoons sugar and pinch of salt. Soak $1\frac{1}{2}$ teaspoons gelatin in 2 tablespoons water. Dissolve over hot water and add to strawberry purée. Beat 2 cups whipping cream until stiff and fold into the strawberry mixture. Put 1 meringue layer (see below) in ice cube tray. Cover with half of strawberry mixture. Top with meringue and freeze. Make a second freezer tray of dessert with remaining

meringue and strawberry mixture. Serve in squares topped with whipped cream and strawberries. Serves 16.

Meringue Layers

Beat 4 egg whites until stiff. Add $\frac{3}{4}$ cup sugar gradually and $\frac{1}{4}$ teaspoon vanilla. Fold in $5\frac{1}{2}$ teaspoons sugar and shape on tin sheet covered with letter paper in four portions the size of freezer tray. Bake about 30 minutes at 250° . Turn over and remove paper by laying a damp cloth over it for a few minutes.

Kingstown Inn, Kingstown, Rhode Island

There are four dining rooms to choose from at this friendly inn. Owned and operated since 1927 by the Johnson family, it is located at 6725 Post Road (U.S. 1), North Kingstown. Open for lunch and dinner every day except Monday. On Sundays an authentic Swedish smorgasbord is served from 5 p.m. to 8:30 p.m. Reservations necessary. Closed during February.

Swedish Apple Cake With Vanilla Sauce

Peel and slice 8 apples; add $\frac{1}{2}$ cup sugar; 1 teaspoon each of nutmeg and cinnamon; $\frac{1}{2}$ cup brown sugar; juice of 1 lemon. Mix well. Take $\frac{1}{2}$ pound graham cracker crumbs and mix with 2 cups melted butter. Arrange half of the apples on a 12-inch sheet pan, cover with half of the buttered crumbs; add one more layer of apples and crumbs. Bake for 40 minutes in a 350° oven. Cut cake in small portions and serve hot or

chilled, topped with sauce (below). If it is to be served cold, refrigerate cake and sauce before serving. Serves 10-12

Vanilla Sauce

Beat together 3 egg yolks, $\frac{1}{2}$ cup of sugar and $1\frac{1}{2}$ tablespoons cornstarch until thick and light. Gradually add 2 cups of milk, stirring constantly to avoid curdling. Cook in double boiler, stirring steadily until the mixture is custardy. Stir in 1 teaspoon vanilla and a few drops of lemon extract.



painting by Mike Dorsey



painting by Dick Timm

Martha Washington Inn, Abingdon, Virginia

Located in a 12-acre park in the center of Abingdon, a town of century-old streets in the tall blue mountains of southwest Virginia, this inn is a delightful place for a vacation or for sampling some of its old-fashioned Southern cooking. Breakfast, lunch and dinner served daily; overnight accommodations. The address is 150 W. Main Street and it is $\frac{1}{2}$ -mile east from Exit 8 off I-81.

Scalloped Oysters and Corn

Prepare 3 cups of saltine cracker crumbs (don't use cracker meal). Drain 16 oysters and save $\frac{1}{2}$ cup of liquor. Mix 4 cups cream style corn with $\frac{1}{2}$ cup of cream. Now melt $\frac{1}{2}$ cup of butter over low heat. Add cracker crumbs to butter. Use a deep casserole for three layers of crumbs, beginning and ending with crumbs, with the corn and oysters in between each layer of crumbs. Put 1 cup of

buttered crumbs in a layer on the bottom of a 2-quart casserole. Cover with half of corn, arrange half of the oysters over the top. Season lightly with salt and pepper (if salted crackers used, don't add salt) and moisten with part of oyster liquor. Add another layer of crumbs, another layer of corn and oysters to finish. Bake in 375° oven for about 40 minutes. Serves 8.

Bonanza Inn, Carson City, Nevada

Mr. and Mrs. Halvor Smedsrud preside as bartender and chef, respectively, over this highly rated and intimate dining room (it seats only 40 persons). Dinner is the one meal of the day. The restaurant is open from 6 to 10 daily except Monday and the season is April 1 to October 31. It is situated on U.S. 395 (3700 North Carson Street) a mile north of Carson City.

Reservations are necessary.

Jinny Smedsrud's Famous Oatmeal Bread

- 1 cup rolled oats, steel cut
- 3 teaspoons salt
- 1 tablespoon butter
- 2 cups boiling water
- 1 package active compressed yeast
- $\frac{1}{2}$ cup molasses

Over the oats, salt and butter, pour boiling water; stir rapidly and let

stand for 1 hour. Add yeast which has been softened in warm water, then the molasses and flour. Beat until well mixed. Let rise in warm place, away from drafts, until double in size. Beat the second time until smooth as possible. Pour into 2 greased 9 x 5 x 3-inch loaf pans and let rise until double in bulk. Bake in 375° oven 45 to 50 minutes, or until loaves start to pull away from sides of pan. Cool before slicing.

LETTERS



So Sorry, Senior!

Dear Sirs: Usually detours are not funny. However, during construction on the Campus at New Mexico State University, Las Cruces, New Mexico, detour signs not only directed traffic but made one forget the inconvenience.

Mrs. Philip W. Simmons
Arlington, Virginia

Well-Traveled Fords

Dear Sirs: In March, 1964, we purchased a used Ford Econoline van which had already traveled 48,000 miles. A few changes and additions made it a very comfortable and economical camper for my wife and I and our two children. We made a 75-day tour of the United States, covering 12,000 miles over roads of every conceivable kind. We touched 32 different states, plus Canada and Mexico. The cost was \$10.50 per day, which included gas, oil, repairs, food, tolls and campsite fees. Our van performed flawlessly and required but one repair—\$3.50 for generator brushes.

Since then we have traveled many thousands of miles, with the same Econoline van. In 1966, as part of our preparation for a 9,000 mile trip to Acapulco, Mexico, we replaced the original engine (113,000 miles) for a new 1966 Falcon 200-cu-in. automobile engine. Once again our van performed without fault. At present we have 161,000 miles on the speedometer, and are planning our fourth Florida camping trip. We'll continue to enjoy Fords for a long time.

Mr. and Mrs. Robert Bramhall, Jr.
Alden Creek, N. Y.

For subscription information, see your Ford dealer. To change address send your new address (include zip number) together with name, old address, and dealer information on back cover to FORD TIMES, Ford Motor Co., The American Road, Dearborn, Michigan 48121

PSSST! ENTER FORD'S

QUIET BREAK STAKES



WIN 5 QUIET NEW 1970 LTD'S BY FORD



10 QUIET TRIPS FOR TWO TO A QUIET BAY
—ACAPULCO—VIA AMERICAN AIRLINES.
Astro-Jet comfort lets you feel right at home
when you fly the American Way.



35 QUIET-RUNNING JOHNSON OUTBOARD
MOTORS. Portable. Proven. Quiet. Compact
25 hp with power to tow a junior water skier.
Fast enough to do 30 mph on a small runabout.



35 QUIET SINGER GOLDEN "TOUCH AND
SEW" SEWING MACHINES. Built-in button-
holer, push-button bobbin and solid state
speed control. Hundreds of decorative stitches.

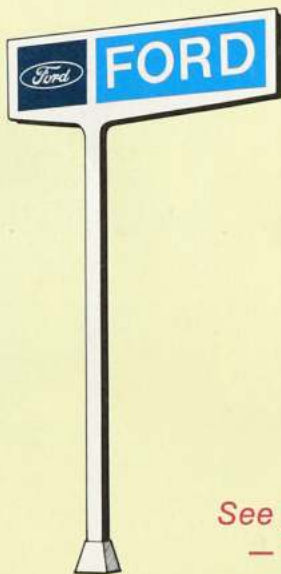


35 QUIET REMINGTON TEN-FORTY PORTA-
BLE TYPEWRITERS. Full-size office keyboard,
Dial-A-Touch control, automatic paper feed.
Pica, elite or script type.

To enter you must be a licensed driver, 18 or over. Due to local laws, contest not valid in Washington, Wisconsin, Missouri, Georgia or any other state where prohibited. Residents of New Jersey and Delaware *only* may send a stamped, self-addressed envelope to their Ford Dealer requesting a registration form.

QUIETLY SIGN UP AT YOUR FORD DEALER'S BETWEEN SEPTEMBER 19 AND OCTOBER 20





Ford Times
is sent to you by

***Ford Division
and Its Dealers***

*See Our Display of New Fords
— The Going Thing for '70*