

# FORD TIMES

JULY 1973



Beginning a series:  
**OUR NATIVE LAND**



## Introducing the new LTD Wagon. (We should have thought of it before.)

Now you can get a wagon with the interior comfort and luxury of an LTD combined with classic LTD styling.

Here's the perfect combination of prestige and practicality. LTD comfort, luxury conveniences and features that have made Ford America's Wagonmaster. Standard equipment includes a 351 CID V-8 engine, power front disc brakes, 3-way doorgate that opens like a door with window up or down, or as a tailgate. There's lockable below deck storage and loadspace that accommodates 4 x 8 panels flat with the doorgate closed and, of course, Ford's quiet ride for six or eight persons. LTD options include the luxurious Brougham interior with reclining

passenger seat, Power Mini-vent and side windows, right-hand remote control mirror, electric rear window defroster and stowaway recreational table. See the new LTD Wagon, the elegant new companion of the LTD Country Squire. See it at your Ford Dealer's soon.

Options shown above on both cars are deluxe bumper group, deluxe wheel covers, and white sidewall tires. (LTD Brougham) vinyl roof, front cornering lamps. (LTD Wagon) luggage rack and convenience group.

**When it comes to wagons,  
nobody swings like Ford.**

# FORD WAGONS



# FORD TIMES

The Ford Owner's Magazine July, 1973, Vol. 66, No. 7

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**COVER**—With this issue, FORD TIMES begins a series on the nation's bicentennial celebration. The red, white and blue eagle on the cover will be the identifying symbol.

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THE MOON OVER Lake Superior was full, and we waited for the wolves to begin howling. A chilling breeze rustled the white birch and spruce around our shelter at McCargoe's Cove on the Midwest's wilderness island, Isle Royale. We nestled down into our sleeping bags and listened. A chorus of toads trilled, and a loon cackled from out on the water. There had been wolf signs only a few hundred yards back along the trail, and everybody knows that wolves howl at a full moon. The National Park Service ranger, who had come put-putting up to our camp in a launch, had told us that there were 26 adult wolves on the island and that in the spring they had fine litters of pups. Then why weren't the grown-up wolves giving their kids some howling lessons? After a day of hiking up and down Isle Royale's rocky ridges we soon fell asleep, and if the wolves howled that night, we never heard them.

Our backpack team of seven high school boys and one slightly frazzled adult, myself, are members of Explorer Post 333, Arlington Heights, Illinois, a scouting unit that has sent its teams hiking

# Isle Royale

## THE MIDWEST'S WILDERNESS ISLAND

by Richard Dunlop

paintings by John Hubbard

in Arkansas, the Canadian West and over Alaska's Chilkoot Trail into the Yukon. We were exploring some of the 160 miles of hiking trails that lace the Isle Royale wilds, living out of the packs on our backs augmented with wild raspberries, blueberries, thimbleberries and strawberries, and the occasional fish caught by George, our one successful fisherman. We planned to take a first-hand look at the prehistoric Indian copper mines, observe wildlife, and forget the encumbrances of civilization. We discovered that Isle Royale is worthy of a backpacker's mettle.

It had proved an easy day's drive from home to the Michwabic State Forest in Michigan's Upper Peninsula, where we camped for the night at Lake Emily near Twin Lakes. A sudden downpour had drenched our camp so that when we drove up to the landing at



Houghton, where the motor vessel *Ranger III* waited to take vacationers across Lake Superior to Isle Royale, we were a be-draggled crew. We repacked our gear under the disapproving gaze of far more spick-and-span backpackers and passengers headed for the lodge at Rock Harbor, and felt their critical scrutiny again when we filed up the gangplank as the purser called the names of those with paid reservations.

The 50-mile voyage from the Keweenaw Peninsula to Isle Royale proved fascinating to us Midwestern landlubbers. Soon a fog belied about us. Our boat sounded a steady series of three blasts to warn others of our passing, and the radar antenna atop the mast circled constantly. Aboard, the boys struck up acquaintances with other fellows and girls heading for the island. Guitars twanged,

cards were shuffled, and sandwiches and Cokes were consumed at the snack bar. We passed a huge long boat carrying ore from Duluth down the lake to Sault Ste. Marie's locks. We checked in with the ranger aboard the ferry to get our fire permit and let him know what trails we planned to take.

The fog had lifted and the sun was sparkling on the water when we came in sight of the forested Isle Royale archipelago. As the boat nosed up to the dock at Rock Harbor we could see the rocky bottom of the inlet through the pellucid water. White-coated youths waited to cart the baggage of lodge guests, but we backpackers had no such luck. We hefted our packs, and after filling up our canteens from the tap at the harbor we set out down the trail.

At first we had the company of other hikers on the trail, for backpacking can be done by anybody, provided he doesn't over-reach himself and lives within an outdoorsman's code. Our team stopped to adjust the packs of a couple of Upper Peninsula girls who had the temerity or innocence to be carrying along fresh eggs. A young mother and father with a sturdy little boy of about four were striding along ahead of us. The boy had a mini-backpack of his own, but since his mother was carrying him at the time it wasn't doing the family much good. Soon we were by ourselves, for our long-legged youths quickly outdistanced the other hikers.

The trail led among the lush forests and over the bare rock. Isle Royale is formed of rugged ridges of basalt running lengthwise and separated from one another by ponds, lakes and swamps. The southeast sides of the ridges are gentle, but the northwest sides boast of frowning escarpments designed to bring sweat out on a hiker's brow. We hiked along a low ridge beside the water past birch and aspen, browsed by the moose, and stretches of redolent American yew, which also is a favorite food for the moose. We stopped a couple of times that afternoon, and the boys splashed the icy water over their perspiring heads and shoulders to cool off. That night we camped at Daisy Farm site, so-called because in the early days of Rock Harbor Lodge a farm was established there to raise vegetables for the hotel's tables. The farm raised more daisies than produce.

We set up our tents and cooked our dinner. Daisy Farm also has a pump, so we did not have to dip water out of the lake and boil it to kill the moose tape worm eggs which are the only real disadvantage to hiking on Isle Royale. Elsewhere we had to boil all drinking water. The boys fished and gathered berries.



In the morning we set off in a northern lake mist to the far end of Moskey Basin. The moose had been everywhere around us, and we expected to meet one at every turn in the trail.

"Remember," explained Marty, our leader, "if a moose gets the impression you've cornered him, he'll charge."

But we didn't see any moose that day or until late the following day. We were cutting across the island, alternately laboring up and down steep ridges and trekking through bogs through which the good-hearted rangers, friends to all backpackers, had laid rustic catwalks, when we suddenly came upon a large cow and her calf, contentedly browsing in the trail ahead. A cow is supposed to be edgy when she has a calf along, but this one merely looked us over as the boys passed a camera up to Jim, who was in the lead.

Then she ambled off before she could get her picture taken.

There are about 1,000 moose on Isle Royale. They arrived by swimming and not as some people have thought by walking over the ice during the winter of 1912-13 when an ice bridge spanned the 15 miles to the Canadian mainland.

"Moose stay off ice," a ranger told us, "because they're uncertain of their footing. If you were that big, you might be careful too."

We saw several moose after this first pair. A huge bull regularly waded in the water close to our campsite at McCargoe's Cove, doubtless to let us know that we'd better be sure to boil our drinking water despite its clarity. We also saw wolf hair, tracks and scat, but we did not see wolves, because the island wolves are afraid of men.

For years wolves have existed on the island. In 1952 four more timber wolves were brought from the Detroit Zoo and placed in a pen owned by a fisherman, Pete Edison, at Rock Harbor to acclimate them to the island. One night the wolves escaped. They tore up a nylon fish net and made off with Mrs. Edison's handmade rug. After that they panhandled from lodge residents and campers.

The escaped wolves were considered welcome local color until one day a big fellow chased a tourist with a camera up a tree. The rangers trapped the animals and took them 30 miles away



and released them. When they came back and resumed their now unwelcome activities, rangers trapped one and shot two. The fourth, Big Jim, hit out for the wilds and joined the native pack. Trained as a retriever when he was a pup, Big Jim still made good in the forest, and stayed as far away from man as did his wild cousins.

One day while we were camped at McCargoe's Cove, we hiked up the trail onto Minong Ridge from where we could look out over Todd Harbor, offshore islands, and the broad lake to the Canadian shore. Working back down the ridge we soon came upon the ancient copper mines that Indians worked over 4,000 years ago. There are over 1,000 shallow prehistoric pits on the island, including one which was reproduced with accuracy in the Milwaukee Public Museum. The Indians gathering fruit and hunting on the island long ago noticed the green malachite stains on surface rocks that betrayed the presence of copper. They built fires on the rocks and poured water on them to split them. They then broke up the split rock with stone mauls to discover the pieces of pure native copper. These they fashioned into projectile points, fish hooks, awls, needles and ornaments which archaeologists have found as far away as the Etowah Mounds of Georgia. We also discovered lumps of native copper. Following a trail we soon came upon the tunnels and pits of the 19th century commercial copper mines. Once a village of miners existed close to where we were camped, but now all that is left is the old wagon road.

Every day on Isle Royale meant a day for fishing, exploring the high ridges, or canoeing in a canoe lent by a friendly man and wife from Wisconsin. We hiked along the lofty Greenstone Ridge from where we could look down to both shores of the island at once, and camped for the last night by Rock Harbor. A party of senior Girl Scouts from the Upper Peninsula camped next to us, and the last night was full of songs and chatter as the two groups united for a farewell party.

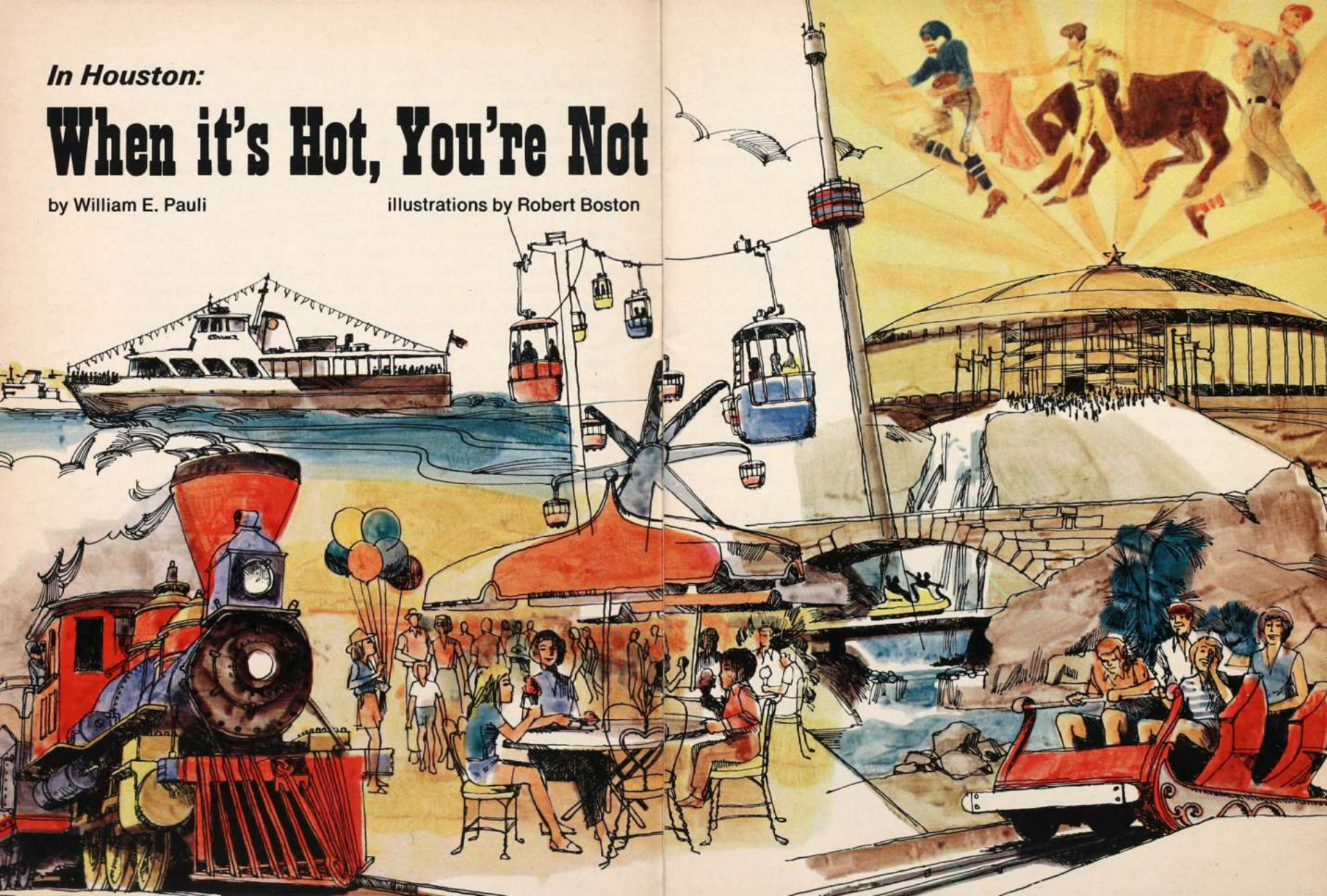
Then when the camps had grown quiet it happened, and the sound chilled the marrow of our bones. Up on the ridge behind camp a lone wolf howled, and from a distant ridge the whole pack replied. Solo and chorus were repeated several times, demonic and timeless. Clouds were scudding across the face of the moon, and the wind was sougning through the balsams. The wolves howled again and then were quiet. That moment turned out to be just the way we like to remember Isle Royale. □

*In Houston:*

# When it's Hot, You're Not

by William E. Pauli

illustrations by Robert Boston



THE NEW YORK METS' first baseman Ed Kranepool sat slumped on the bench, idly watching the electronic scoreboard. It showed his team trailing the Houston Astros, in the top of the eighth, by three runs.

But playing ball in Houston's Astrodome has its advantages—the main one being that ball players and fans are in out of the torrid Texas heat. And, as anyone who has visited Houston in July knows, when you're hot, you're hot.

Not in the world-famous Harris County domed stadium, though, where the Astro weather report is always the same: Temperature 72 degrees. Humidity 50 percent. Field condition dry.

Kranepool suddenly bolted upright, his expression changing to disbelief. He'd heard the announcer tell the crowd about the one mph wind that constantly blows across homeplate. But he'd taken it for so much Texas brag. Now he wasn't so sure. He'd swear the giant 30x50-foot American flag to the left of the scoreboard was blowing in the breeze.

"There's a wind in here all right," Kranepool jokingly remarked to reporters in the dressing room after the game. "Only tonight it was rigged to blow from behind home-plate when the Astros were batting and straight at us when we were up." The Mets' quip caused a lot of chuckling among Astro fans, but drew few laughs from National League officials.

"They even flew a team of engineers in here to make certain we weren't controlling the wind in our favor," recalls Astro's public relations director Wayne Chandler.

Of course the engineers exonerated the Astros of any foul play. But news accounts of the visit only added credence to the claim made by a number of residents that Houston is the most climate-controlled city in the country. "In Houston," says Dale Young, a Convention and Visitor Council official, "we don't talk about the weather, we do something about it."

Take the Astrodome. Easily Houston's most famous, and perhaps most popular, tourist attraction, the bubble-top stadium opened to a capacity crowd April 9, 1965, with the Astros facing the New York Yankees. Major league baseball has never been the same. Annually, seven million fans flock through the stadium's gates to sit in plush opera-type seats and watch everything from major league sports to bull fights in air-conditioned comfort.

"Most major cities want new stadiums," says Chandler. "They're great until the newness wears off, then attendance drops. Here, we've got the added comfort factor. People line up every day we're open willing to pay a dollar for our guided tour. The Astrodome is the only stadium I know that draws a crowd when it's empty."

Cooling all those Texans and out-

of-state visitors gets expensive, according to Chandler. "Our electric bill often runs \$45,000 a month in the summer," he says.

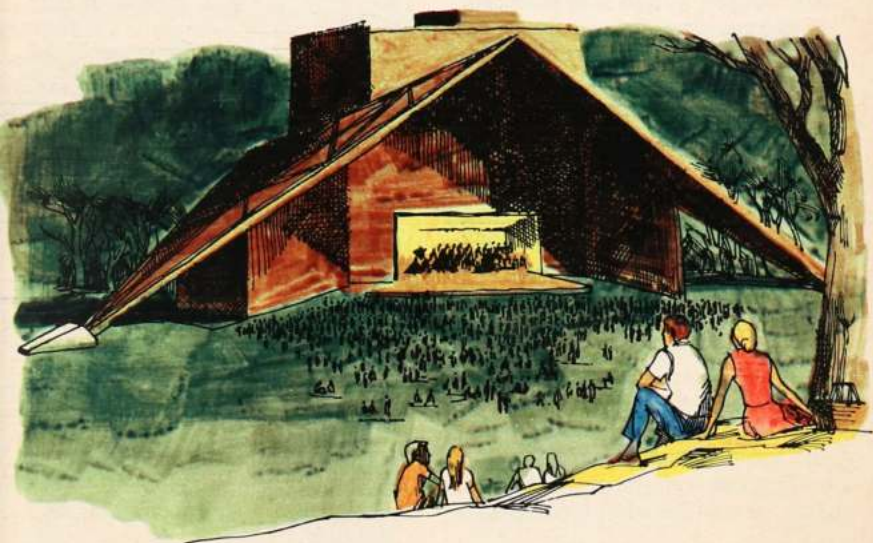
The \$4.5-million, 6,600-ton air-conditioning apparatus is supersensitive, too. A unique system that would baffle most of the crowd constantly monitors the temperature inside the 208-foot-high dome. Changes are electronically flashed from a control center (stadium technicians call it a brain) to substations around the Astrodome. Instantly the temperature is adjusted in the troublesome hot spot, whether it's a luxurious 10th level sky box or one of the stadium's four restaurants.

The Astrodome is only part of Houston's Astrodomain, which also includes Astrohall, Astroworld and a complex of hotels. Located on 150 acres, Astrodomain is the Southwest's single largest entertainment area.

Sixty-five of those acres make up Astroworld where engineers have moved air conditioning outdoors. At the theme park (admittedly modeled after the granddaddy of them all, Disneyland) visitors wait in air-conditioned staging areas between rides.

One of the most popular rides in the park is the Alpine Sleigh which travels through a 65-foot-high mountain. Riders climb aboard

Miller Outdoor Theatre



sleighs, whiz through tunnels, over glaciers, past waterfalls, through an avalanche, into Old Man Winter's Ice Cave where the temperature is a chilly 32 degrees. The air-conditioned queue lines do not quite reach that level, but the contrast between them and Houston heat makes them seem frosty.

Astroworld's attempts at climate control have been so successful that engineers from Disneyland, Disney World and Six Flags Over Texas, have been seen in the park.

Sometimes things don't work out. Air conditioning the park's jungle boats, for example, proved to be too much even for Texan ingenuity. However, park engineers are now planning to enclose and air-cool the bamboo shoot, a log ride that covers half an acre, as well as several other thrill attractions.

### **Cool cones**

In the park's European Village, visitors can lick double-, triple- and even giant quadruple - decker ice cream cones on the hottest days and never drip a drop. Ice cream fanciers sit at umbrella-covered tables where jets of tabletop cold air keep them and their cones from melting.

Artificially controlling the climate might be an ecological boon to a rare resident of Houston's Hermann Park Zoo, too. There, some 60 species of tropical birds fly free in the zoo's unique bird house. Visitors walk under waterfalls, among exotic ferns and palms while birds fly over-

head. Zoo officials report their attempts at climate control have been so successful that the endangered Rothschild myna, a beautiful white bird with a red crest, is nesting for the first time in captivity.

A short walk from the zoo is perhaps the city's most unique application of air conditioning—the Miller Outdoor Theatre. The bandshell-shaped theatre, open April to October, presents free concerts for Houston residents and visitors.

"When the city built the theatre we knew the musicians and performers couldn't take the heat which would build up on the stage during a typical summer day," says Manager Bert Weil.

"We asked the architect to cool the stage and orchestra pit and he came up with a unique idea," recalls Weil. Instead of having the air blow down from above which would cause sheet music to go flying, the architect redesigned the stage area, installing air-conditioning ducts just below the floorboards.

### **Bonus breeze**

Not only does the rising air cool the performers but theatre goers get a bonus breeze, too. "The air comes out in such volume that it cools the first dozen rows of the theatre's 1,200 covered seats," explains Weil. "On any given summer night it isn't unusual to see the people sitting in that section wearing sweaters."

All the city's air conditioning isn't

installed in tourist attractions. "Air conditioning is a way of life in Houston," says a transplanted easterner.

"Here we enjoy sunshine almost all year. But when the heat and humidity get out of hand, there's always a place where we can cool off." In the downtown business district, for example, a network of air-conditioned tunnels connects major banks, office buildings and department stores. More of these underground arteries are already on the drawing-board. In true Texas style the tunnels provide conveniences in

underground boutiques, restaurants and art galleries. On a hot or rainy day these concourses are more crowded than the city's sidewalks.

If Houston wasn't the first city to build air-conditioned shopping malls, it wasn't far behind. Today they abound in the suburbs. The most unique (among almost a dozen) is the Galleria, a breathtaking fully enclosed three-level glass-domed shopping arcade. Shoppers can browse in such exclusive shops as Neiman-Marcus and Tiffany's take in a show, or go ice skating year round on an Ice Capades indoor rink that rivals the one in Rockefeller Center. In addition to some 70 shops the Galleria complex has fine restaurants, sidewalk cafes, art galleries and a high-rise luxury hotel.

Whether you're a local resident or a guest, the nation's sixth largest city will help you keep your cool. It might be rubbing elbows with astronauts at the Lyndon B. Johnson space center in nearby Clearlake City, dancing at a discotheque called Boccaccio 2000 that reflects Houston's space age syndrome, eating an exotic dish of *paella la Valenciana* in a tree house restaurant, cruising the Houston ship channel free aboard an air-conditioned boat, attending an old-fashioned indoor cowboy rodeo, or playing tennis on one of several indoor courts.

"In Houston we never issue rain checks," says Young. "And we never call an event because of weather." □

Galleria's Indoor Ice Rink



by Burgess H. Scott

The Ford pickup, which has become one of America's best-selling vehicles in recent years, is all-new for 1973—bringing the most extensive changes in six years.

Longer wheelbases, wider tracks, restyled sheet metal give the new Ford pickups flexibility as recreational or working vehicles. A six-man crew cab is a midyear offering, available on F-250 and F-350 models. The crew cab is an enlarged conventional cab with

four doors and a rear three-passenger compartment. It is offered with six-foot nine-inch Stylesides and eight-foot Styleside or Flare-side pickups, or as chassis-cabs to custom bodies.

The big Ford crew cabs provide an excellent combination of car-like roominess and comfort with truck-load capacity. Wheelbase on the F-250 two-wheel-drives and four-wheel-drives is 150.3 inches. On the F-350 it is 166.5 inches.

All '73 Ford pickups share many new features never before offered

in the F-100, F-250 and F-350 lines. They include a longer cab with behind-seat storage in most models, a big optional 460 cubic-inch V-8, a 140-inch wheelbase F-350 Super Camper Special designed for today's larger campers, optional automatic transmission and power steering for the four-wheel drive models, a redesigned instrument panel with integral optional air conditioning, and a stylish optional pickup box cover designed for the Ford pickup.

New for the F-350 Super Camper

Special are big "super single" 12 x 16.5 blackwall tires that are wider to provide better handling, improved stability, better traction, because of the additional tread on the road and improved "flotation", the ability to stay on top of soft surfaces like sand. They will add two new gross vehicle weight (GVW) ratings of 9,000 and 10,000 pounds, the latter being the highest in the industry for a pickup with single rear tires. The current 8,350 GVW rating will continue to be available with conventional tires.

# Ford's 1973 Pickups Are Designed For Outdoor Living

F-350, F-250 and F-100 models

cover the full range of camper hauling

Camp gear stows behind seat



Super Camper Special's spare



Optional F-100, F-250 tool box



New camper tie-down system



Left, F-350 Ranger XLT Super Camper Special; right,  
F-100 Ranger XLT with optional Ford cover;  
background, F-250 Ranger Camper Special



The standard power team for the Super Camper Special is the 360-cubic-inch V-8 engine matched with Ford's Cruise-O-Matic Select-Shift transmission. The big 460-cubic-inch V-8 engine has recently been added for the Super Camper Special and the F-250. The 390 cubic-inch V-8 remains optional. A new spare tire location in the side panel of the pickup box, a heavy duty transmission oil cooler, extra-cooling radiator, front and rear stabilizer bars and power front disc brakes are among many standard Super Camper Special features.

A Camper Special Package is optional for F-250 and other F-350 models consisting of items specially selected to provide more trouble-free hauling. It includes equipment like an extra cooling package, heavy-duty transmission oil cooler, 70 ampere-hour heavy-duty battery (80 amp with 460 engine), ammeter and oil pressure gauges, front and rear stabilizer bars, camper wiring harness, dual bright Western mirrors and dual electric horns. A long list of recreation-oriented options is available for the new Ford pickups. Included among the options are:

- Ford's frame-mounted, spring-loaded tie-down system for the Styleside pickup which firmly secures camper body to pickup box. (Recommended for all slide-in pickup camper bodies.)
- An auxiliary 12-volt, 70 ampere-hour battery for powering a camper's electrical system when 110-volt hookups are not available is wired so that the standard truck battery will not be run down. Both batteries recharge when the truck is running.
- Heavy-duty wiring harness, including 61 ampere alternator. (Not available on F-350 137- and 161-inch wheelbase models.) Recommended with F-350 140-inch wheelbase Super Camper Special.
- A lockable sliding rear cab window that has an outer molding to accept a weather seal boot between cab and camper.

Ford pickups pictured on pages 14-18 (inclusive) are equipped with one or more of the following options: right-hand tool stowage box, camper tie-down system, F-350 Ranger XLT Super Camper Special, F-250 Ranger Camper Special, F-100 Ranger XLT, Ford deluxe box cover, wheel covers, whitewall tires and rear bumper.

Truck body installations and modifications are the responsibility of the body manufacturer. Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons and modifications.

# GLOVES

IN WHICH YOU  
FIND A LITTLE BIT  
OF EVERYTHING  
BUT GLOVES

## COMPARTMENT

**Flivver Fanciers' Special**—A collection of 18 brilliant color photographs of the Model T taken from Automobile Quarterly's Model T History (Vol. X, No. 4), is now available in poster form. Among the T's featured: a black 1915 Coupelet, a white 1910 Torpedo Runabout, a green 1926 Tudor Sedan, a red 1911 Town Car, a white 1923 Fronty-Ford and a 1913 Closed Cab Pickup in natural wood. Model T buffs may order the poster from Automobile Quarterly Publications, Dept. T-109, 245 West Main Street, Kutztown, Pennsylvania 19530. Shipped postpaid in guaranteed-from-damage mailing tube for \$3 each, or two for \$5 if mailed in the same tube. The entire volume is also available for \$6.95.

**Hampton's Open House**—During July and August (from one to four p.m.) visitors to Hampton, New Hampshire have the opportunity to view some of the town's history for free at the Tuck Memorial Museum. Founded in 1925 by the Hampton Historical Society the museum, at 40 Park Avenue, displays antiques, artifacts and photographs of the town's colorful past.

**Shoppers' S.O.S.**—Tourists with a yen for bargains can find where to shop for them in a unique Traveler's Guide published by S.O.S. Directory, Inc., Box 96, Dearborn, Michigan. The guide contains some 1,500 selected, shopper-recommended factory outlets in the U.S. and Canada. The directory is \$4.95.

**A Ringer of an Event**—The Redwood Empire Horseshoe Pitching Club of Eureka, California, will host the 1973 World Horseshoe Pitching Championships July 28—August 7 in the city's Little Cow Palace. Pitchers and tossers from all over the U.S. and Canada including all nine members of the world's largest horseshoe pitching family, the W. Ray Williams of Eureka, will be on hand to compete in the indoor meet.

**Ohio's Oldest Fair**—The Great Geauga County Fair will open its gates for the 150th year August 30 for a five day run. Held on a 130-acre sprawling fairground in Burton, Ohio, the fair offers amusement for all ages. In addition to frog jumping and rooster crowing contests, there will be milking parlors, apple pie bake-offs and wood chopping exhibitions.

**Our goal: No unhappy owners.**

**Now if a Ford,  
Mercury or Lincoln  
owner needs help  
when he's on the road,  
he can call for it.**

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(IN NEVADA CALL: 800-892-5777)

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If you ever need help for your car, call this number. You can call anytime, 24 hours a day. And you can call toll-free from any point in the Continental United States. The operator will tell you the name of the nearest Ford or Lincoln-Mercury dealer. If it's after business hours, the operator can usually give you the name of a local towing service, or suggest where to get minor repairs. If you want, the operator will even help you make a motel reservation. This free service is offered by Ford and Lincoln-Mercury dealers.

**"Other dealers have their goals.  
Ours is: No unhappy owners."**



...has a better idea  
(we listen better)

**DIME  
GOES  
HERE**

**(Clip and save)**

We listen. And because we do, we know that one thing that makes car owners unhappy is to have car trouble when they're far from home.

So we've done something about it.

Announcing the Service Convenience Card. It's yours free for the clipping (or you can get a more substantial version at most Ford or Lincoln-Mercury dealers).

With its toll-free number you can call a central service information office anytime you have a problem with your car. It's open for business 24 hours a day, seven days a week. And you can call it from any point in the continental United States.

The operator will tell you the name and telephone number of the nearest Ford or Lincoln-Mercury dealer. If it's after business hours, the operator can usually give you the name of a local towing service, or suggest where to get minor repairs. If you want, the operator will even help you make a motel reservation.

This is just one of the ways our dealers are working toward a goal: No unhappy owners. Here are some others:

**You'll get guaranteed service.** Over 6,000

Ford and Lincoln-Mercury dealers now guarantee their service work for 4,000 miles or 90 days, whichever comes first. If repair or replacement fails in normal service within that period, they'll fix it free of charge. Parts and labor.



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In the car repair business, these dealers are the only new car dealers with a plan to accept all five nationally.

**You'll get a service report card.** Attached to your service bill, you'll find a report card. It asks you to comment on the dealer's service. It's his way of finding out what he's doing right and what might need improving. So far 583,000 cards have been returned. 95% say that the owners are satisfied with the service work done on their cars.



**The same toll-free number gets you the address of our nearest Customer Service District Office.** You probably won't have to contact them. Most problems are solved right at these Ford and Lincoln-Mercury dealerships. But if you still have a problem, you or the dealer should contact the Ford Customer Service Division Office nearest you. Describe your problem. A Customer Service representative will contact you quickly. And he'll work with you and the dealer to try to straighten things out.

For any other information about our cars and trucks, or if you want to know where we stand on safety, emissions, quality control—anything—write: Ford Motor Company Listens, Box 1973, The American Road, Dearborn, Michigan 48121.

Let us know what's on your mind.

We listen better. And we'd like to prove it to you.

**"Other dealers have their goals. Ours is: No unhappy owners."**



...has a better idea  
(we listen better)



# Our Native Land

WITH THIS ISSUE FORD TIMES begins a series of articles relating to the American Bicentennial—1976. Over the next few years we plan to publish one or two articles each month, and at the conclusion of the series we hope to have presented a summary of events, men and ideas associated with the beginnings of the United States. On occasion we may move outside these time boundaries with articles that help to define and illuminate America's growth.

Our authors will be chosen from a wide spectrum of persons knowledgeable in American history—not only professional and amateur historians with a gift for story telling, but others with a vision of America's meaning. It is our intention to show history as both true and interesting.

Besides the articles, we plan to keep our readers informed of some of the Bicentennial events throughout the nation—the more important ones and especially those for which motorists and vacationers may wish to make plans.

The first article, on Independence Hall in Philadelphia, follows. The second, on the American Flag, is on page 52.

—the Editors

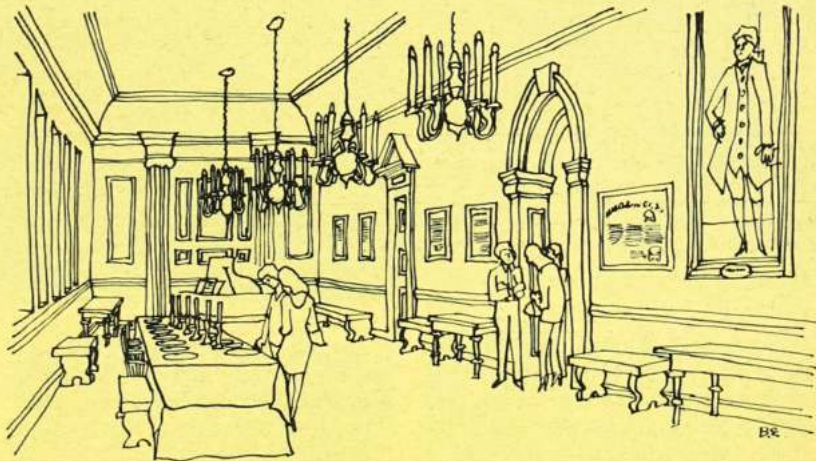
# Independence Hall— Liberty's Architectural Heart

*First capitol of the new country,  
it is the most beautiful of our colonial buildings*

WHAT WE LIKE to call "Independence Hall" is the biggest, the best and the most famous of America's colonial buildings. No other structure can match it in size and authenticity. Williamsburg's Capitol is a reconstruction, Princeton's Nassau Hall, though larger, has been totally remodeled. Boston's Faneuil Hall is the only other such building

that even comes close.

As everybody knows, both the Declaration of Independence and the Constitution were conceived and signed and promulgated in and from Independence Hall, and it served as America's first capitol during those first crucial years of Washington's presidency. It also served as America's first museum of science and art.



by Nathaniel Burt

paintings by Ben Eisenstat



It is an architectural gem, the nucleus of a whole group of adjacent historic buildings, the cause and center of America's first and foremost urban national park and a spectacular example of civic renewal. The Liberty Bell's there, too.

It's not "Independence Hall" and nobody is really sure who the architect was. Philadelphians and others who know better don't like to call it "Independence Hall," which is a sort of dignified tourist trap nickname, but "The State House," which is



what it was always called when it was actually in use. It was begun in about 1730 and not completed until about 1748, to be used for the government of the province of Pennsylvania, that large hunk of private property which belonged to William

Penn and his descendants.

The State House itself is a splendid example of architecture by committee, and a committee of amateurs at that. Of the three members of the committee, credit is usually given to Andrew Hamilton for the general design. Hamilton (no relation to Alexander) was a famous lawyer, not an architect, but any gentleman in those days was expected to know enough about architecture to design a state capitol. Hamilton turned over his rough sketch to competent carpenters, of whom one Edmund Woolley seems to have been the most competent, and as a result America's most elegant Georgian edifice got properly built.

There was a steeple on top, built and probably designed by carpenter Woolley. The original rotted and had to be taken down in 1781. In 1828, an architect of the time, William Strickland, reconstructed it somewhat differently in "colonial style," thereby creating the first monument of neo-colonial, that fashion so typical of the 1920s a century later.

When Washington, D. C., became the national capital, the State House was occupied by the artist Charles Willson Peale and his museum. The museum consisted of natural history exhibits, animals stuffed and mounted by Peale with background habitat groups, the first such in the world, painted by him; a mastodon unearthed and reconstructed by

Peale; and hundreds of portraits of Revolutionary figures painted by Peale and his kinfolk. Since his brother was an artist and since Charles had 17 children, many of whom became artists, he had lots of assistance.

This was America's first museum of science and art. The paid admissions kept Peale alive till he died pursuing a fourth wife in 1827; but it finally failed under the less competent management of his sons, during the 1840s. Most of the contents were sold to P. T. Barnum for his circus and freak show.

After the Peales' tenure, the State House remained a run-down, useless, ugly old-fashioned building that nobody wanted, especially since the state government had settled way out west in Harrisburg in 1812. The State Legislature passed an act directing that it be torn down and the land sold for real estate development. Fortunately, patriotic citizens protested and interfered. The city bought it from the state, and it evolved into a historical museum, housing most of Peale's portraits, the Liberty Bell and framed copies of the Declaration and Constitution. The vacant lot and parade ground in back were developed as a park. Business buildings took over the residential area round about, as the State House itself, now first generally known as Independence Hall, became a famous sight, like Niagara Falls.

As time went on, business moved

uptown, as it usually does, and the area around Independence Hall deteriorated. A visionary nut named Charles Abell Murphy had the crazy idea, in the late 1930s, of tearing down the dilapidated business buildings in front of the Hall on Chestnut Street and making the area into a park, meanwhile trying to save and restore all the other historic buildings and houses nearby. Nobody listened.

### **A national park**

Then, during the Second World War, a more high-powered committee headed by a judge, Edwin O. Lewis, supported a similar idea. This time the U. S. Government listened, and before long, in 1943, a national park was created: three full squares (in old-fashioned Philadelphia parlance, "blocks" are called "squares") between Chestnut and Race streets were cleared and an immense tree-lined, fountain-splashed esplanade was created stretching off into the distance.

Then all around Independence Square, under the impetus of a reform city government, the whole section called Society's Hill, which had become slums by 1940, was redeemed and rebuilt and remodeled and restored. You can now wander for squares through gardens and greenery, up streets lined with beautiful houses, old and even new, visiting one historic shrine after another.

In the middle of all this sits

the State House. The entire complex is still being worked on by the U. S. Government to restore most of it to its original 1776 aspect. The work should be done by 1976. The Peale portraits are being installed in a new museum in the nearby remodeled Bank of the United States, which will then be able to make a claim, on the basis of the Peale Museum, as America's oldest museum of art.

What can you actually see of Independence Hall as of the present? For the first time in a long time, all the rooms on the first two floors of the central buildings are restored and viewable. They really are most impressive. When you think of the casual way in which the building was planned by lawyer and carpenter, and that 50 years before it was built the site was a wilderness, this stately and tasteful grandeur is almost miraculous.

Going through the modest door from Chestnut Street you enter a spacious hall with rather elaborately carved detail (note the queer faces up above) and dark paint. All the paint colors have been most scientifically researched and reproduced.

To the right and the west is a courtroom, with the arms of Pennsylvania over the judge's bench, quickly substituted after July '76 for the arms of the King. An iron cage for the defendant to stand in must have given a strong foretaste of prison bars. On the other side of the hall is the famous room, the

Assembly Room where everything happened. The delegates sat at small green baize-covered tables on a variety of chairs, so it was all rather like an evening of bingo.

### **Liberty Bell, too**

Past these two rooms you come to the stair hall and the Liberty Bell. A recorded voice tells you all about the bell. Up the magnificent stairway, with its great Palladian window, you come to lesser rooms like the newly refurnished Council Chamber, with Franklin's own desk in it (which reputedly cost some \$60,000 to acquire in modern times) and what may be his telescope. Across the front of the building on this floor is the Banqueting Room. It is laid out as for a modest affair with a table set for dinner.

An information desk in the comparatively modern (1890s) annex, just to the west of Independence Hall proper, will supply you with all sorts of help. A big illuminated wall map shows all the points of interest in this interesting neighborhood. If you are not trampled to death by school children, you can buy post-cards of Peale's paintings and then go out to rest in the park behind. Almost all the buildings roundabout have some historic or cultural interest (over there was where *The Saturday Evening Post* was published). But even if you are too tired to look at anything else, the State House will have been worth the trip. □

# The Fastest Tub In The West



*It's rub-a-dub-dub one man to a tub in this wacky water derby*

*by Natalie Levy*

*photos by Alfred K. Levy*

THE WILDEST, wackiest saltwater race in the world churns across British Columbia's Strait of Georgia from Nanaimo to Vancouver in — of all things — *bathtubs*.

If you've never viewed that gleaming household fixture as a naval vessel—and a racing one at that—visit Nanaimo's annual Bath-tub Festival. In mid-July, tub-o-



maniacs from the Atlantic to the Pacific hit their porcelain poop-decks to compete for trophies, including a silver plumber's friend for first to sink. The record passage for the 36 miles is two hours and one minute.

Starting with 100 tubs in 1967, the number of entries has more than tripled. It appears tubbing is here to stay. There's a Loyal Society of Bathtubbers to handle details and enforce the safety rules which require each skipper to be able to swim, have an escort vessel, and to carry a life jacket, bucket (for bailing) and paddle. Along with a diagram of the race course, every contestant gets a souvenir tub plug on a chain and a free supply of anti-seasickness pills.

With tub racing technology still in its infancy, design regulations are brief: Tubs must be either the authentic cast-iron variety or a fiberglass version molded from the genuine article. If you can float it, you can use the one in your own bathroom, provided it doesn't exceed 36 by 25 by 75 inches.

Since six horsepower is the motor limit, speed is enhanced by lightness and stability. Tub engineers "modify" their craft with outriggers, sleds, rafts, catamarans, hydrofoils and hovercraft, using tires, barrels, Styrofoam, plywood, skis, pontoons, even clusters of plastic bleach bottles as flotation. The effete add windshields, lawn chairs and parasols. Anything goes as long as the tub,

dead in the water, draws at least four inches with skipper and engine aboard.

Besides developing qualified racing dreadnaughts, a few nautical nuts are bent on pure tub foolery. One year an entry called *Strait Flush* presented a complete floating bathroom with tub, sink, commode, medicine chest and a girl, "washing that man right outa her hair."

On the day of the Great Bathtub Race, Nanaimo's limpid, cedar-fringed bay is carpeted wall to wall with boats. Besides 300 tubs and their escorts, over a thousand pleasure craft from barkentines to barges gather to watch the mad scramble. Before the start, the water is blue as cobalt and flat as a table. At the signal, the sea is immediately whipped frothy white as 2,000 fingers hit 2,000 throttles and the frenzied fleet hurtles through the bone-jarring chop. Even seasoned tubmen falter before this instant Dunkirk. Dozens of the gallant armada submarine in the first few minutes—with all hands safe.

Although 300 or more charge out into the Gulf, fewer than 70 of the tub brigade usually finish. The rest are victims of seasickness, swamping and the vagaries of amateur naval architecture or faulty plumbing. While many tubbers are bruised for days, one iron man, with a tub to match, not only placed second, but turned around and piloted his tub all the way back to Nanaimo. □

# How to buy a \$400 refrigerator

**Simple. Buy a Philco® Cold Guard refrigerator. Like the one below.**

No, we don't hand you a check for \$410 along with the refrigerator. But when you buy this Philco side-by-side (which costs around \$400), you do get a refrigerator that can save you money. For one very simple reason: it uses less electricity.

In actual tests, the Philco 16.6 cubic foot models (like the one shown here) used 43% less electricity than one of the best-selling competitors in the same size category. Over the average life of a refrigerator (16 years), that would amount to a savings of \$410 in electricity. (Against the other major competitor in the same size category, the projected savings were even greater.)



*This Philco RT17B6 and the other new Cold Guard models save electricity.*

And that's just our 16.6 cubic foot models. Philco side-by-side refrigerators are available in different sizes—all the way up to 20.7 cubic foot capacity. Each size saved a different amount of electricity. Savings ranged from about 1/3 to over 50%. (See chart.)

## Compare and Save\*

Philco side-by-side refrigerator cost savings vs. major competitive models		
Approximate cubic foot capacity of models compared	Philco-Ford electrical consumption savings (percentage)	Philco-Ford average life-time savings in electricity (dollars) vs. major competitors
17	43%	\$410
17	47%	\$499
19	33%	\$267
19	36%	\$312
19	52%	\$606
21	39%	\$344
21	54%	\$628

\* Table based on tests conducted by Philco-Ford intended to simulate home usage under frequently encountered conditions and at an electric rate of \$.03 per kilowatt hour. Test procedures were adapted from American National Standards Institute standard B-38, Section 6.7, with control setting to approach 0° (freezer) and 37° (refrigerator). Actual savings may vary based upon local electric rates, climatic conditions and individual usage. Complete test data available upon request.

**Come on now...a refrigerator that uses less electricity?** No...it's no gimmick. In fact, we think it's the most significant advance in refrigerator design in over a decade.

It's called Cold Guard design.

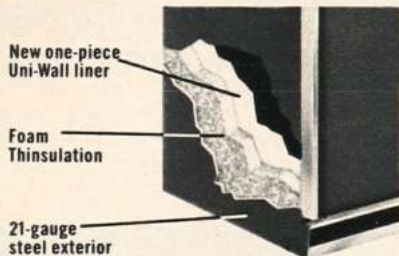
**It begins with the refrigerator cabinet itself.** One reason a Philco Cold Guard refrigerator uses less electricity than other side-by-sides tested is because it holds cold better. It stands to reason, the less cold that leaks out of a refrigerator, the less the refrigerator will have to run to replace it.

A Philco refrigerator holds cold better because of a new kind of interior liner called a Uni-Wall liner. This Uni-Wall liner has two important advantages.

First, because it's made in one piece, there are no seams through which cold can escape. Second, because it's actually another wall of insulation, cold won't pass through it as quickly as through metal walls.

# ...and save \$410\* in the bargain.

Around this whole Uni-Wall interior, we've put a circle of insulation...a layer of foam that's the most efficient insulation we know how to make.



*New three-layer construction locks in cold.*

Finally, to guard the cold even better, Philco side-by-sides have Positive-Seal Door Gaskets. And strong spring-loaded automatic door closers—*top and bottom*—on both doors.

**Holding cold better is only half the story.** The new Philco Cold Guard refrigerators also save electricity because of their high-efficiency design.

Many parts of the refrigerator have been specifically designed to save electricity. We even found a way to replace electric moisture removal devices with non-electric ones.

The result of all this? A refrigerator that performs every bit as well as other refrigerators. But uses a lot less electricity.

**Cold Guard saves about 1/3 (or more) in electricity and still offers a lot of terrific features.** A No-Frost feature, of course.

Also a Quick-Cold feature that lets you shoot reserve cold from the freezer section into the refrigerator section for quick cool-downs.

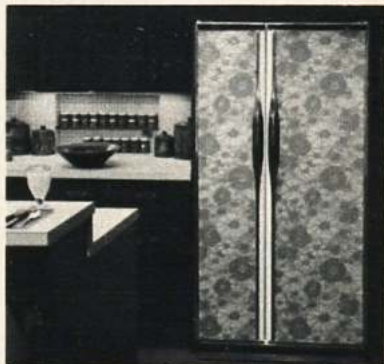
We also have an Air-Wrap Meat Keeper that keeps meat longer than conventional meat keepers. Except RT17B6.

We have a flexible shelving system. With cantilever shelves that are easy to adjust. And tempered glass shelves that are easy to clean. And, on certain

models, Pick-Off Door Shelves that save time loading, adjusting and cleaning.

We have a handy removable egg trivet. A space-saving storage basket in the freezer. Plus a See-Thru Can Dispenser and Butter Keeper on some models.

**We didn't forget the outside, either.** We made the Philco side-by-side nice to look at. With a choice of attractively styled cabinets in white, avocado, gold and shaded copper. And if you want to change the look, we have changeable magnetic decorator door fronts in eight great patterns. They're washable (and available on selected models).



*It's easy to redecorate a Philco side-by-side ...with changeable magnetic decorator door panels.*

If you've read this far, you're probably in the market for a new refrigerator. And if you are, you owe it to yourself to do a little comparison shopping.

When you've shopped around, we think you'll want the new Philco Cold Guard refrigerator. After all, you can buy it today. And spend the next few years watching it help to pay for itself.

**PHILCO**   
**One idea better.**

# Sea World Is Rated G—For Families

Ohio's water spectacular features leaping dolphins, a water-skiing elephant and a stagestruck whale

by Hal Butler

IT'S DIFFICULT these days to find a good clean family show that has the added advantage of being both entertaining and educational. But down around Aurora, Ohio, everyone from Grandpa to the small fry can have his imaginations stimulated with just this kind



of fare. The place is called Sea World of Ohio—similar to those marine exhibits that dot our coastlines but the only such attraction in mid-America.

This new attraction operates with one major objective—to provide a center for high-quality entertainment—and it accomplishes its goal with one of the best marine life shows in the country.

Sea World shows are scheduled so that they don't compete with each other, and, because of this

scheduling, at least five hours of family fun can be had for one sensible admission price (adults, \$4.50; juniors (13-17), \$3.50; children (4-12), \$2.25; under four, free).

In its fourth season, Sea World of Ohio—with \$1.7-million in improvements—features a new walk-through aquarium complex containing fresh and salt water species.

Shamu, the killer whale and a top star of Sea World, appears in a production called "Shamu Goes





to Hollywood." His agent, Stanley Starmaker, is a chimp and negotiates Shamu's new contract with famed movie producer C. B. de Mackerel — a mirth-filled show for young and old.

In addition, the marine-life park features the daredevils of the lumberjack set in their timber carnival show. It's patterned after the famous Canadian Timber festivals where a man's measure is his ability in the arts of axe throwing, pole

climbing and log rolling.

On the lake this year, Sea World introduces its all-new water ski show featuring, among other things, a water-skiing elephant. In the tanks, performing dolphins jump, tail-walk, and take their trainer for hair-raising rides on their backs.

At center stage the Ding-a-Ling Brothers Circus, with its trained sea lions, penguins and a 2,000-pound elephant seal, holds sway.

A favorite place for browsers and strollers is the Japanese Village and its attendant Dove Pavilion and Deer Park. This is a bit of Japan in America, complete with koi ponds, shoji screens, lanterns, gardens — and a lagoon where native Japanese girls dive for pearl oysters.

In certain areas youngsters are able to pet the animals. There are pools where dolphins and sea lions can be fed and petted. At the Dove Pavilion tame doves perch on visitors' fingers and eat from their hands. At the Deer Park tiny sika and fallow deer nuzzle visitors in search of food.

An after-dark spectacle is the Dancing Waters Show—a sequence of synchronized arching, spurting and swaying water played to music under multicolored light changes.

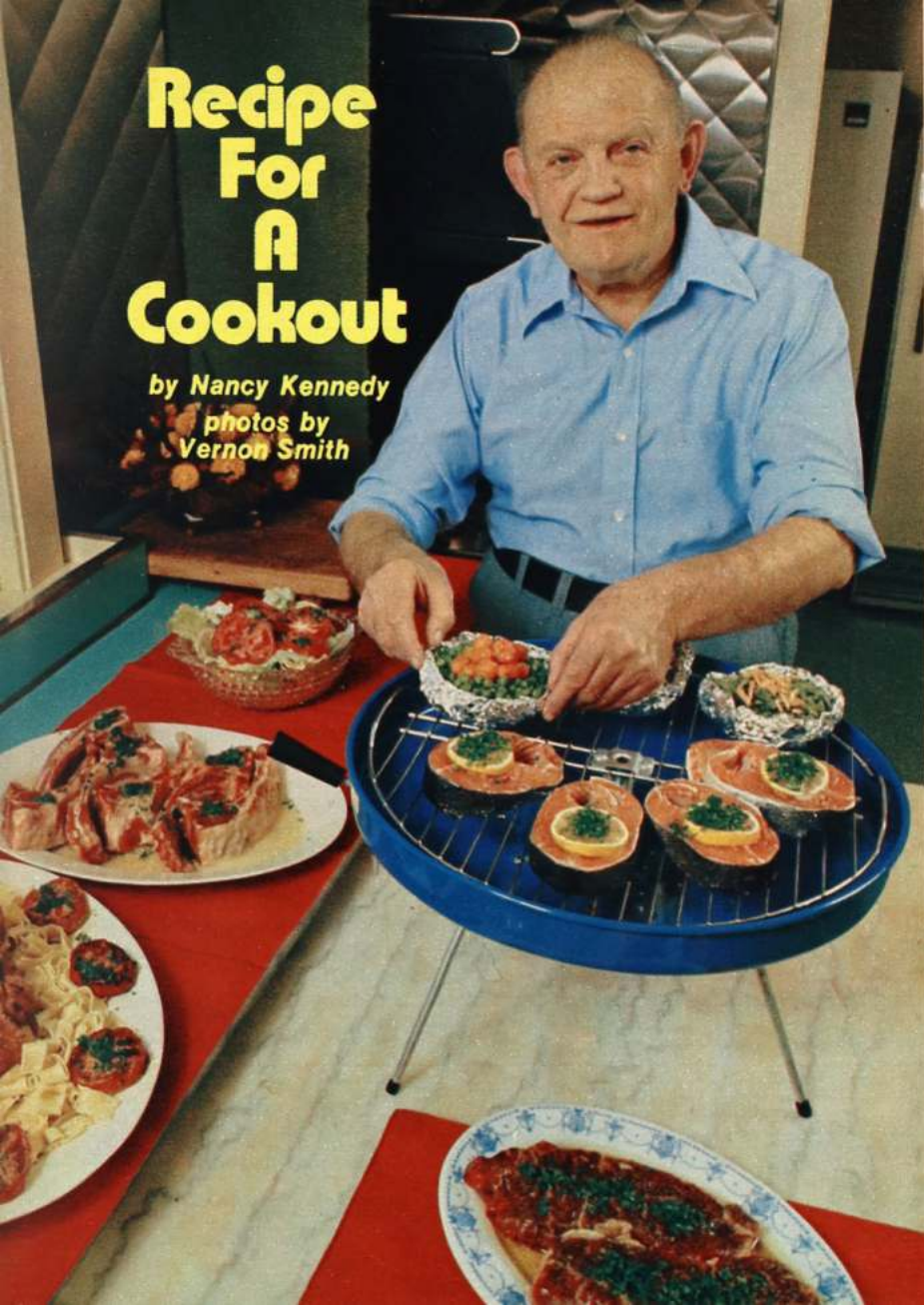
Sea World comprises a 70-acre rolling and wooded site alongside 50-acre Geauga Lake. There is parking for more than 7,000 cars, and six excellent restaurants. It is open daily from May 26 through September 9. □



# Recipe For A Cookout

by Nancy Kennedy

photos by  
Vernon Smith



## A famous chef's inside tips for outdoor dining

IT WAS A SNOWY DAY in February when I visited Charles Virion and his wife, Ethel, in their lovely 1790 home, Monblason, in the rolling countryside of the Berkshires, about 100 miles north of New York City. The purpose of the call was to talk about outdoor cooking and to gather some tips for *FORD TIMES* readers from this master chef, former innkeeper and author of the recently published "Charles Virion's French Country Cookbook" (Hawthorn Books Inc., 260 Madison Avenue, New York City, \$12.95).

His philosophy of cuisine—simplicity without complicated equipment—is found in his book, which is not just another French cookbook reserved for armchair perusal, although it does make fascinating reading.

On many of the book's pages are reminiscences of meals past, lovingly prepared six decades ago over the huge open fireplace in his grandparents' bustling kitchen in the French province of Lorraine. This area of France has turned out superb cooks. The men, mostly farmers, cooked as well as their wives. The heart of the home was the eternally burning open kitchen fire.

The blue of the sky could be seen at the end of the chimney flues. On these smoke-darkened walls hung

dozens of hams and a half dozen varieties of aromatic sausages slowly curing over a constantly burning smoky wood fire.

In Virion's youth, there were always a couple of cauldrons simmering over the hearth, filling the entire house with the heavenly fragrance of country vegetable soup, smoked sausage, boiled dinners, baked beans and pot-au-feu.

Using simple utensils and abundant farm products Virion became an exponent of the country version of French cuisine and to this day he remains especially fond of outdoor cooking.

"Cooking outdoors makes the day seem very special," says Virion. "The beauty of the scenery, perhaps a roaring brook and pure country air give a lighthearted, holiday air to the whole proceedings. Outdoor meals should be relaxed and informal and kept simple in menu and service.

"When you start preparing the fire, you know it will be hot but don't worry about the exact temperature as you might in your indoor oven. You'll not be preparing soufflés that require exact temperature and timing.

"Here are a few favorite recipes from my kitchen and cookbook which should be fun to try outdoors. *Bon appétit.*"

### *Salmon Cutlets With Maître d'Hotel Butter*

6  $\frac{3}{4}$ -inch-thick salmon slices (trout or other fish steaks)

Vegetable oil

Salt and freshly ground black pepper

$\frac{1}{2}$  cup Maître d'Hotel Butter (see recipe opposite)

Dry salmon slices between paper towels. Brush lightly with oil and sprinkle each side with some salt and pepper and let stand for 15 minutes. Set the salmon in a broiler pan or on an outdoor grill. Place the pan under preheated 500° broiler and broil for 3 to 4 minutes on each side or broil same length of time over high heat on outdoor grill. The fish, when ready, should flake when tested with a fork and separate from the bones. Do not overcook the salmon, or it will be dry. Pour Maître d'Hotel Butter over each salmon slice. Serves 6.

### *Maître d'Hotel Butter*

Mix  $\frac{1}{2}$  cup sweet butter, soft but not melted, with  $\frac{1}{2}$  cup minced parsley and 1 tablespoon lemon juice. Add  $\frac{1}{4}$  teaspoon black pepper and  $\frac{1}{4}$  teaspoon salt. Taste for additional seasoning. Makes  $\frac{1}{2}$  cup.

### *Fresh Vegetables Cooked In Foil*

Center 2 or 3 servings of cleaned prepared vegetables on a 10- or 12-inch double thick square of heavy-duty aluminum foil. Lift foil edges slightly. Season as desired with salt and pepper. Dot with 1 tablespoon butter or Maître d'Hotel Butter. Add 1 tablespoon water. Close package securely with a double fold on top and ends, leaving a little space for steam expansion. Place on grill and cook until tender, turning package once.

### *Pan-Sautéed Steak With Maître d'Hotel Butter*

Before the modern broiler was invented, the French housewife cooked on top of a wood, coal, or gas stove. So, of course, she pan-broiled all of her steaks.

4 *Delmonico steaks, cut  $\frac{3}{4}$ -inch thick*  
Seasoned salt  
Freshly ground black pepper  
 $\frac{1}{2}$  cup vegetable or olive oil



2 *tablespoons rendered fresh beef suet, or fat*  
*½ cup Maître d'Hotel Butter*

Trim any excess fat off the steaks. If there is a layer of gristle around the steak, cut incisions into it to prevent the steak from curling. If the steak is moist, dry it thoroughly with paper towels. Season the steaks with the salt and pepper. Pour 2 tablespoons of the oil over each steak. Cover them with wax paper and marinate at room temperature for 1 hour. *Note:* It is most important to have the steaks at room temperature before you start cooking. If you attempt to prepare a steak medium rare when it has just come out of the refrigerator, the center will invariably be ice-cold when you serve it. Place the suet or fat in a heavy skillet over moderately high heat. When the fat starts smoking, it will be hot enough to sear the meat. Sauté the steaks on one side 2½ to 4 minutes, turn over, and sauté the other side the same amount of time. If you are fast enough in cooking and serving pan-broiled steaks, none of the juice essences will be lost. When your steaks are ready, put them on a hot platter and divide the Maître d'Hotel Butter among the four steaks. Serve with French-fried potatoes and buttered string beans. Makes 4 servings.

### *Cotriade, or Brittany Bouillabaisse*

Cotriade is the Brittany fisherman's favorite soup. The secret of

this soup is good fresh fish.

"It is great fun to cook this recipe outdoors in the authentic way, over a wood fire," says Virion. "When I was a child, I used to see fishermen's wives cooking fresh vegetables over a fire on the beach. When the sail boats came in they would clean the fresh fish and add them to the pot. The soup was a meal of celebration for the fishermen's safe return and for a good catch.

"In place of the fish used in Brittany, you can use cod, red snapper, mackerel or lobster."

6 *tablespoons sweet butter*  
6 *large yellow onions, sliced*  
3 *quarts water*  
6 *large potatoes, peeled and cut in quarters*  
*¼ teaspoon thyme*  
1 *clove garlic, minced*  
2 *bay leaves*  
4 *sprigs fresh parsley*  
*Fish of your choice, cleaned (5 to 6 pounds, cut in large chunks)*  
*Salt and freshly ground black pepper*  
*French bread, sliced and toasted*

Heat butter in a large kettle over a wood fire and in it sauté the onions. When the onions turn a pale gold, add water, potatoes, thyme, garlic, bay leaves and parsley. Bring the mixture to a boil. Cook until the potatoes are nearly done. Add the fish and boil rapidly for 5 to 10 minutes or until just done. Do not overcook. To serve, put all the liquid in a tureen with the slices of toasted French bread and place the fish on a large platter surrounded by the potatoes. □



## Frozen dishes for outdoor diners

“COOL IT OR FREEZE IT,” advises the noted cooking expert Maurice Moore-Betty. He created the “Civilized Art,” an eminently successful cooking school where he teaches good cooking in a converted carriage house on the upper east side of New York City. One of the points he makes repeatedly with his students is that the cook deserves a weekend away from the stove. To get it she can make a casserole such as the braised beef (above), freeze it and then pop it into the oven in camper, houseboat or cottage. A cucumber mousse can be prepared, chilled and come from the refrigerator to complete a carefree holiday

meal without a bit of work for the family chef. FORD TIMES readers may order the 32-page book, *Cooking With Your Refrigerator*, by Maurice Moore-Betty, by sending 50 cents to: Public Affairs Staff, Philco Ford Corp., Bluebell, Pennsylvania 19422. It is filled with tips for proper use of refrigerator and freezer and has a selection of Moore-Betty's favorite recipes.

“I prepare and freeze the braised beef during the week,” says Moore-Betty. “Then I take it to the country for Friday night dinner. When I reach my destination, the beef is thawed and ready to pop in the oven.” □

**W**HATEVER BECAME OF the front porch?

That is not a trick question. It is a lament, a wail even, from someone who has spent an immoderate amount of time on, under and around front porches. The thing is, I miss them.

I don't mean screened porches or verandas, piazzas or 5x7 concrete slabs with plastic Corinthian columns. I mean those homely, ample rectangles that spanned most house-fronts 25 years ago. I mean the American front porch.

You can still see them here and there. Any old-fashioned neighborhood has dozens. But they have a forlorn, abandoned look these days. People have forgotten how to use them. Front porches, I guess, are obsolete and that's hard to imagine. Porches were once as important a part of family life as the icebox. They were places for meditation and gossip, punishment and love. From the first show of lilacs to the first falling leaves the front porch was the heart of things.

Generations of American babies first breathed fresh air on front

porches. They were "aired," as it once was called, in buggies on porches, wrapped in blankets or tented under veils of mosquito net. Later their fathers installed folding wooden gates across the porch steps so that these same babies, mobile now and swift as squirrels, could tear around on their Kiddie Kars without flying off the porch and splitting their skulls.

Everybody used the porch, but mornings and early afternoons belonged to kids. There was plenty to do on a porch, rain or shine. You could play dress-up or dolls or paper dolls. You could practice tight-rope walking on the porch rail. If the floorboards were far enough apart flat objects like toothpicks, tinfoil or slips of paper could be wedged through the cracks for safe keeping. Marbles and balls of every kind, if rolled down the porch steps, took an astonishing leap and flew into the air in a very exciting way before they hit the sidewalk.

You could anesthetize your fingertips by dragging them quickly back and forth along the slats

## REMEMBER THE PORCH?

It's gone, but the love, gossip, laziness and mischief it fostered are not forgotten

by Zibby Oneal

paintings by Marcus Hamilton



under the porch rail or you could drag a stick along the slats and drive your mother crazy with the noise. You could make semi-permanent waterfalls by running the hose down the steps. The waterfalls were semipermanent because just about the time you had a real Niagara Falls going someone would shout that you were washing away the new grass seed.

There was a particular kind of hopping game you could play on the bottom step, alternating feet, while you chatted with a friend. Or you could sit on the top step and have watermelon-seed-spitting contests. It is amazing, in a way, that most American frontyards weren't watermelon patches in those days, they were so liberally sprinkled with spat seeds.

There was a whole other world

of activity under the porch. Most porches had crawlspace underneath, cool, gloomy and stale smelling, outfitted with coils of red rubber garden hose and bushel baskets being saved against some possible future necessity. Crawlspace were full of grey-pink bugs that resembled boiled liver, but they were handy places to hide for whatever reason. If you had a fight with your mother and she sent you out to the porch to "simmer down," one of the truly brave acts of retribution was to disappear into the crawlspace.

From there you could hear her pacing overhead looking for you. Although you were down there with the grey-pink bugs, you had, in part, wrecked her plans. It was some comfort.

Mid-afternoon on the porch belonged to mothers. They settled into



their crackling wicker rockers to mend and, alone or in groups, watched the world go by. Walk past a clutch of ladies on a porch at your own peril. You'd better be standing up straight with all your buttons on tight. Who knows how many reputations rose or fell those afternoons? The ladies sipped iced tea. They nipped their thread off with their teeth. They watched. They commented. If you happened to be hiding in the crawlspace of an afternoon you sometimes heard stories to make your eyes pop out.

Fathers took over porches at five o'clock with glasses of beer or bourbon and the evening paper. All over town there was an enormous sigh from the glider cushions as the fathers settled in. Kids sat on the porch steps fiddling with leaves, smelling chicken frying, trying to be quiet until the fathers on the gliders finished the front page.

### **Glidens and petunias**

Glidens were a modern invention replacing the porch swing. They were painted metal with flowered plastic cushions, and they were as ugly as they were comfortable. Any self-respecting porch in the 1940s had a glider in addition to its wicker chairs. It might also have a box or two of petunias. It most certainly had a screen of vines at one end. Morning-glories were favored, but so were trumpet vines. The porch light hung directly over the front door, a white ball encrusted

with dead moths. As the daughters of a family grew older, the wattage of the light bulb increased. For everyone knew that in the evening porches were for courting, and the light bulb insured that nobody courted too much.

Children, mothers and fathers had their time. Grandmothers might sit out as late as eight o'clock on a hot summer night, fanning themselves with the pleated paper fans they had borrowed more or less permanently from the Methodist church. But from nine o'clock on the front porch was for lovers.

### **Courting curfew**

Loving on a front porch could range all the way from a swift goodnight peck under the porch light to necking on the glider. It couldn't range much further. In the first place there was the light bulb and, second, fathers with courting-age daughters tended to prune their trumpet vines pretty severely.

Nevertheless, a certain amount of gliding and kissing went on unimpeded and there is nothing so romantic as moonlight drifting onto a front porch through even a skeletal trumpet vine. It was so pleasant that couples might have glided and kissed all night, basking in moonbeams and the odor of roses, if somebody hadn't invariably begun blinking the porch light at a quarter to 12. Nobody can make love with a 75-watt bulb flashing in his eyes, particularly when he knows the

switch is just inside the front door and the door is open and the young girl's father is at the switch.

Sometimes late on a very hot night someone dragged a pillow to the glider and tried to sleep, preferring mosquitoes to the heat of a bedroom. But most often from midnight to eight a.m. the front porch was left to itself and the moon and the breezes.

### **Frills bring frowns**

Sometimes people got elaborate about their porches. This was frowned on. I remember a spinster on our block who found self-expression by furnishing her porch with candy-striped awnings and pink plastic chair cushions. There was a lot of comment, most of it featuring the term, "eyesore."

Other people "just let their porch go." This was also criticized. Peeling paint, overgrown vines, junk piled on the steps, general sloppiness was badly tolerated. Most people kept their porches plain and neat and were always fully clothed when they used them. Maybe they remembered Mrs. Jensen who was locked out of her house in her nightgown one morning and had to hide behind the trumpet vine until noon when her husband came home for lunch.

In autumn, when the days were finally too cold for using the porch, furniture was carried to the basement or piled in a corner and covered with canvas. The porch looked

forlorn. June bugs stopped banging against the front screen. Frost nipped the vines and they shriveled. Briefly in October the porch held the family jack-o'-lanterns, fierce or happy candle faces glowing on the steps. Later some people twined their porch rails with ropes of evergreen. Everybody hung a wreath. Then there were months of sweeping the porch clean of snow, spreading ashes or sand so the paper boy wouldn't break his neck when he came to collect. And, finally, there were lilacs again and perhaps a new coat of shiny grey paint on the floorboards.

How do people court without a front porch? Or catch a breath of cool air? Or check fairly discreetly on the neighbor's prospective son-in-law? Where do children go to be punished if not to the porch steps? Where do they dream their dreams or speculate on what infinity means? I know there are other ways and places, but I don't want to believe it.

Was there ever anything not enchanting about porches? I search my mind and come up with splinters. Splinters were bad. At least once a summer I endured my mother's probing needle as she worked a splinter of porch floor out of my bare foot. Still, I'd take a lot more splinters if I could have a proper front porch again. My present one is 3x5. There's nothing you can do with one that size but sweep it. □

**R**ECENTLY A PARTY of European travel writers toured the western United States in late springtime and at trip's end all were queried about what pleased them most. The consensus answer was surprising—not Grand Canyon or Old Faithful or any phenomena



Stonecrop

Rocky Mountain region. And thanks to the motor car and an excellent highway system, nowhere else is a natural wonder so easy for all to see and enjoy.

There is a ready explanation for such a great variety. A good bit of difference exists both in latitude

## Greatest Flower Show on Earth

story and photos by Erwin A. Bauer

such as these. Instead they were most impressed by the wild-flower spectacle all over the Rocky Mountains.

"The greatest flower show on earth," is how one visiting journalist described it later.

And probably it is. Nowhere else in the world do wildflowers grow in such variety or in such profusion. More than 5,000 different species of flowering plants have been counted in the

Wyoming paintbrush



and altitude between the Mexican and Canadian borders. Minerals in the soil make a difference. Ten separate life zones occur here, from sagebrush flats and river valleys of less than 1,000 feet to tundra and icefields more than two miles above sea level. Each zone supports its own distinctive plants or at least the same plant at a different time. The same lily which blooms at low elevations in late

March may not bloom in alpine meadows until July. But everywhere, even on sheer canyon walls and at the very edges of retreating snowfields there will be some flowers to see until summer finally blends into autumn.

Many wildflowers of the Rockies are among the most exquisite and unusual to be found anywhere. Some, like the mountain forget-me-not, are tiny; others, such as the

green gentian, grow six feet tall. A few are even edible and delicious. The elk thistle is one of these and so is the sego lily, the root of which was as much a staple to Indians and early settlers as are potatoes today.

Among the most abundant and widespread flowers are the numerous species of paintbrushes and lupines which also have long blooming seasons. As you drive along, find a mountainside which from a dis-



Backpacker wades ankle-deep in arrowleaf balsamroot

Bull thistle



Columbine *Aquilegia Formosa*



Blue penstemon



Scarlet gilia

tance resembles a scarlet and purple Oriental tapestry and you have found a mixture of these two plants. Vast fields or foothills of yellow are likely to indicate wild sunflowers, balsam-root, daisies or butter-and-eggs. A blue carpet on the land means bluebells, blue gentians or blueflax. Lavender late in the summer is fireweed and roadsides for miles and miles may be bordered by it.

Although most Rocky Mountain wildflowers can be seen without leaving the pavements far behind, it is good advice to hike slowly along established forest trails to find others which are either less abundant or less conspicuous. One of these is the fairyslipper, the only pink orchid of the region and which many consider the most delicately beautiful flower of all. Another member of the orchid family which blooms early in lonely places is the mountain ladyslipper and to find a "bed" of these in a damp bog is a rich experience. Another unusual flower, in places quite plentiful, is elephant-head; on the stem of each are many flowers, each a perfect replica of a tusker's head with its trunk curled upward.

### **Angler's barometer**

Columbine, which may be white or yellow or pale blue, in the Rockies is likely to be found anywhere there is cool shade. Look for marsh marigolds along the soft banks of streams and if yellow monkey-flowers are also growing there, it is

an ideal time to go trout fishing. Trout really do begin to strike when the latter come into full bloom.

Early season travelers will find yellow alpine buttercups pushing through melting snow as if over-anxious to get spring underway.

Other flowers pop up almost overnight and close behind. The same pond lilies of New England and the Great Lakes states also grow in the Rockies, except that in national parks you may find a moose, flank deep in water, dining on the tender stems. The European writers were even delighted to find a familiar Old World flower, the meadow salsify, thriving in Wyoming. These yellow blossoms ripen into huge, perfectly round seed heads which are especially spectacular when a whole meadow of them is drenched with morning dew or whitened by an early frost.

One morning while hiking in the Craters of the Moon National Monument, Idaho, I found a remarkable five-petalled lemon flower covered with barbed hairs which I had never seen before — and no wonder. A quick check in my *Field Guide to Rocky Mountain Wildflowers* identified it as a blazing star, seldom observed because it almost never blooms except at night. Incidentally this guide (by John J. Craighead, Frank G. Craighead, Jr., and Ray J. Davis) is an extremely valuable one for a serious wildflower watcher.

Watching is productive anywhere in the Rockies. But the flower show

is by far the best in the national parks, monuments and some wildlife refuges, simply because there is no livestock grazing. Particularly worthwhile are the four major parks of Yellowstone, Glacier, Grand Teton and Rocky Mountain. The main highways through these also lead through the most magnificent wildflower displays.

In Glacier the principal highway is called Going-to-the-Sun and from the first day (usually in late May) that it is opened by snowplows, it becomes a catalogue of northern Rocky Mountain flowers. To spend a day or two driving either from St. Marys Junction or Apgar Village to Logan Pass and back again, pausing often at parking turnoffs, can be a good basic course in wildflower identification. Outstanding even in Glacier Park's varied flora is bear-grass—not a grass at all, but rather large and conical flower clusters which blanket many slopes about Logan Pass during early July.

My favorite road to find wildflowers in Yellowstone winds from Tower Junction over Dunraven Pass to Canyon. Because of the considerable change in elevation en route, there is always a greater variety of blooms to see on any given day. The northeast entrance road from Red Lodge, Montana, to Tower Junction inside the park is another good route and possibly even the best in the entire Rockies during mid to late summer.

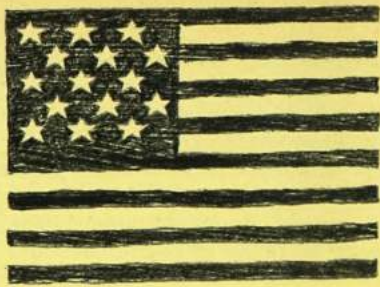
Through Grand Teton Park, take

the slow road (rather than the more direct U.S. 89) which winds past Signal Mountain, String and Jenny lakes, and Moose, with a side trip to Sawmill Ponds and another (this on a rough road) to Two Ocean Lake. Throughout June you should be able to identify two dozen flower species (easily with a guidebook in hand) and by stopping long enough to walk the well-marked trails, you could double that number.

### **Trail Ridge Road**

In Colorado's Rocky Mountain National Park, the wildflower watcher's way to go is across Trail Ridge Road on any day that is open to traffic. From Estes Park at the east entrance Trail Ridge climbs almost a mile to an elevation of 12,183 feet, making it the highest paved road a motorist can explore in any park. At this point are many of the dwarf flowers characteristic of tundra and which elsewhere would require a long, hard climb on foot to find. From this summit the 44-mile-long road descends to Grand Lake and exhibits brighter and larger flowers all the way. Towering behind these blooms is the majestic Front Range of the Rockies and no background is more awesome.

Wildflowers brighten every corner of the American scene. But the greatest flower show of all opens every springtime in the Rocky Mountains. It ends only when the first snow flurries of autumn fall on that lovely, lonely high country. □



# Old Glory

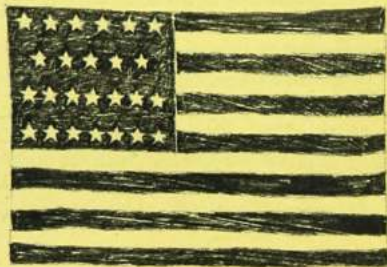
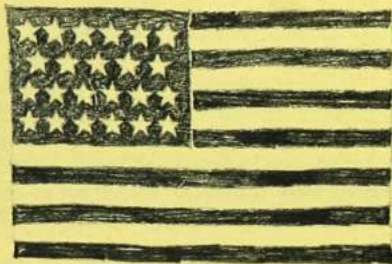


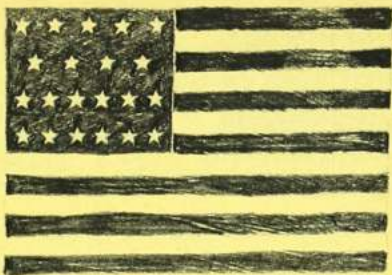
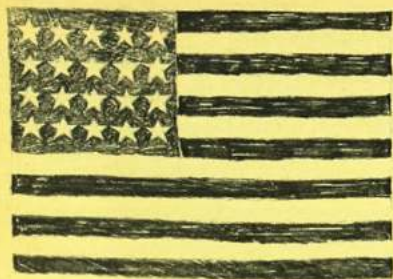
To Americans, the effect of the nation's flag is a simple one: seen anywhere—atop a mast or staff or in a parade—especially when a bright breeze has carried the stripes out horizontally, it is an arresting sight, the center of attention. Not only the national emblem under which we gather when in danger or to celebrate, it is also esthetically satisfying—harmonious in its colors, correct in its proportions.

Its history is not so simple. It

didn't spring full-blown from the mind of a designer, not Betsy Ross or anyone else, but evolved almost in a hit-or-miss manner. Betsy Ross was a Philadelphia lady with an excellent reputation as a seamstress, and it is popular legend that she created the Stars and Stripes at the request of George Washington in 1776. No one seems to have been able to prove this one way or another.

The design of the Stars and Stripes was not officially adopted until June 14, 1777, when Congress passed this resolution: "Resolved



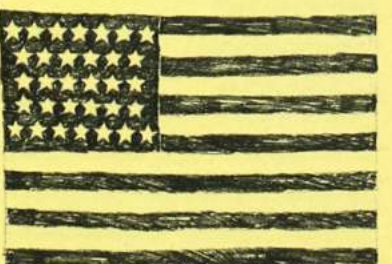
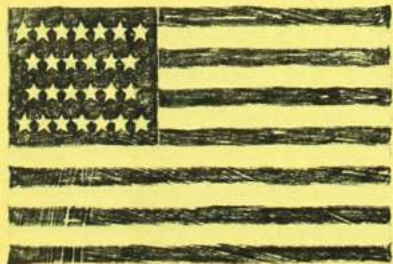


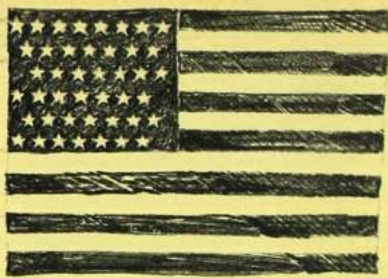
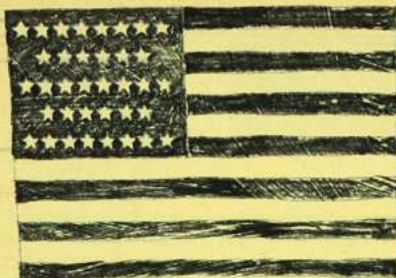
that the flag of the United States be 13 stripes alternate red and white; that the Union be 13 stars white in a blue field representing a new constellation." Thus, in an offhand manner, the symbol of great events—a new country and a Revolution of far-reaching consequence—was given official recognition.

The description by Congress did not settle matters. It didn't fix the size of the blue field and the red and white stripes, and nothing was said about the arrangement of stars, or even how many points each star should have. Yet the basic idea took hold and slowly brought order out of chaos. Prior to that time there were many kinds of American flags, some of them determined merely by the whim of the flag maker.

The confusion as to precise details continued for many years, because no one knew what to do as new states were added to the original 13. In 1795, when there were 15 states, there were 15 stars and 15 alternating red and white stripes. This was the Star-Spangled Banner that Francis Scott Key saw by the dawn's early light in 1814. In 1818, with six more states added, the official American flag went back to 13 stripes, with a star for each state.

The stars on the flag are numbered, and each is assigned to a particular state in the order in which it entered the Union. Thus star number one is the star of Delaware, number 50, of course, of Hawaii. The arrangement of the stars is not fixed but is subject





to Presidential approval. The present arrangement, in no formal order of rank and file, was accepted by President Eisenhower in 1959.

A code of flag etiquette, passed by Congress, decrees how the flag should be handled. If you want a booklet on flag etiquette your senator in Washington can help you.

There are two enormous American flags in this country. One of them hangs from the George Washington Bridge in New York on special occasions. It is 90 feet long and 60 feet high and is the largest free-flying flag in the world. This is hardly a patch, however, on the J. L. Hudson Company flag in Detroit, which is 235 feet long and 104 feet high and weighs 1,400

pounds. The biggest American flag in the world, it needs the help of 55 men to attach it to the side of the building, where it is displayed each Flag Day.

Once made principally of cotton or wool, most flags are now made of nylon, or a combination of nylon and wool, the latter giving the effect of linen. The best flags are sewn rather than printed. The sewing helps their configuration when the flag is caught in a breeze.

Old Glory has been the inspiration of mighty deeds. It stands today as a symbol of the American birthday, memorializing the time, nearly 200 years ago, when a great nation was born of great ideas. □



# THE TRAVEL TRAILER

## Oldest RV and Still The Favorite

*Ford offers towing packages and accessories to make towing easier*

*by Henry Gentry*

*photos by Michael LeRoy*



Ford station wagon tows 26-foot Norris Diplomat III

**I**T WAS 50 or more years ago that the first crude travel trailers began to appear and they have flourished ever since, despite the introduction through the years of various other types of recreation vehicles.

Today they remain the biggest

selling unit in the growing outdoor living industry. Perhaps the basic reason for their popularity is that travel trailers offer full length stand-up room even in the smallest models and provide a remarkable amount of storage space in closets, wardrobes,



Homelike interior of the Norris Diplomat III, looking toward rear bedroom. Dinette and galley in foreground

cabinets, cupboards and bins.

Another plus for travel trailers is that they can be easily unhitched at the campsite to free the car for errands and local sightseeing. Some people have a feeling against towing a trailer, but these units are much easier to tow and maneuver than most suspect. An hour's briefing will start most men and women drivers on their way to being efficient handlers, and a towing education is completed after not many more hours of experience.

Travel trailers can be grouped in

general categories of small, medium and large. The smaller models run from about 10 to 16 feet in length and generally sleep four persons. Though small, most of these have toilet and shower as well as gas range with oven, and ice box or refrigerator.

Medium size models are generally 17 to 21 feet long, include the above living conveniences, and sleep six persons. And they offer more living space and elbow room.

Large size travel trailers are 22- to 35-footers and have sleeping space



Compact II 13-foot trailer. At right, inside view toward front

for up to eight persons. In addition to abundant living space, they provide room for additional conveniences like a bathtub, air conditioning and television. These larger models are often purchased by retirees who use them as near-permanent homes.

The big Ford, Thunderbird and Ford Torino are among the finest towing cars available when equipped with one of the various optional trailer towing packages Ford offers. With the Class III (heavy) package these cars can tow a maximum





Looking across Compact II's front dining/sleeping area

loaded trailer weight of 6,000 pounds with a tongue load of up to 700 pounds.

These packages contain equipment specially designed for towing, such as an extra-cooling radiator, heavy-duty suspension, heavy-duty alternator and battery, wiring harness and special axle ratio. Ford dealers can give full information on the trailer towing packages available, and other equipment such as wagon roof luggage racks and dealer-installed trailer towing mirrors.

The large travel trailer shown is

the Norris 260 Diplomat III, a 26-footer with front dinette and rear master bedroom with twin beds. It has a bathroom with stool, lavatory, tub/shower and medicine cabinet.

The kitchen has a double stainless steel sink, four-burner stove with glass oven door, and a six cubic-foot gas/electric refrigerator, among many other items. Closets and cabinets provide generous storage space.

It has sleeping space for four persons and optional accommodations for extra sleepers.

Among many standard items are a forced air gas heating system, gas water heater, three roof vents (one powered), positive-seal awning-type windows with removable screens and fiberglass front awning. The water system is a 40-gallon pressure tank with a 20-gallon holding tank.

Exterior features include an expanded metal self-cleaning step, a slide-in aluminum awning rail, and a double-latch, extra wide rear trunk. It is one of six models offered.

Representing the small travel trailer category is the Compact II, a 13-foot fiberglass model offering surprising space inside its snug dimensions, and a height that permits parking it in most home garages.

It is made of two molded fiberglass top and bottom halves permanently bonded together and coated with a chemically bonded exterior finish in a choice of molded-in colors. A front dinette for six persons has three Gaucho seats that convert into twin beds or a large double bed.

A pop-top over the kitchen area elevates to provide stand-up head room. The trailer has a dual water system including a 12-gallon tank with outside water supply hookup, a five-gallon butane tank, a vented three-burner stove and 3½-cubic-foot ice box with built-in drain, stainless steel sink with swivel faucet, cabinets, a wardrobe and large toilet compartment.

There are also backup and side marker lights and four-ply 650x13 tires.

Among options offered are marine toilet or portable chemical stool, gas / electric refrigerator, add-a-room cabana and gas heater. □

#### **Manufacturers of Travel Trailers Shown**

*Norris 260 Diplomat III—Norris Homes, Inc., Division of Midas-International Corp. Sales Office, Elkhart, Indiana 46514*

*Compact II—Hunter Structures, Inc., Recreation Division, 9525 De Soto Ave., Chatsworth, Calif. 91311*

## **Who Sends You FORD TIMES?**

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*painting by Barbara Noah*

# FAVORITE Recipes FROM FAMOUS RESTAURANTS by Nancy Kennedy

## CAPTAIN WILLIAM'S HOUSE, DENNIS PORT, MASSACHUSETTS

Within easy driving distance of Cape Cod National Seashore, this charming summer restaurant in a colonial house on Depot Street opens daily at 5 p.m. for dinner only. Reservations necessary. Open from mid-June to the last week in September. Mrs. Julia McKenna is the manager. From Hyannis take Route 28 to Dennis Port.

### CAPE COD CRANBERRY BREAD

Cut one small orange in eighths, discard the seeds, and work the rind and flesh through the finest blade of a food chopper. Measure one half cup orange and add enough hot water to make one cup. In a bowl combine  $1\frac{1}{2}$  cups fresh or frozen cranberries, 1 cup sugar, 1 well-beaten egg, and the orange mixture. Let the mixture stand.

Sift together 2 cups flour,  $1\frac{1}{2}$  teaspoons double-acting baking powder, 1 teaspoon salt and  $\frac{1}{2}$  teaspoon baking soda. Cut in  $\frac{1}{4}$  cup vegetable shortening with pastry blender until the mixture resembles cornmeal. Pour in the cranberry mixture and

stir the batter until the ingredients are just mixed. Do not beat it. Fold in  $\frac{1}{2}$  cup chopped walnuts. Spoon the batter into a greased loaf pan, 9x5x3-inches. Let batter stand for 20 minutes. Bake in a moderate oven ( $350^{\circ}$ ) for 55 to 60 minutes, or until done.

### FILET OF SOLE, WITH WINE SAUCE EN CASSEROLE

- 4 filets of sole*
- 1 teaspoon grated onion*
- $\frac{1}{2}$  teaspoon salt*
- $\frac{1}{4}$  teaspoon white pepper*
- $\frac{1}{4}$  teaspoon celery salt*
- Dash of nutmeg*
- $\frac{1}{2}$  cup white wine*
- 1 teaspoon butter*
- $\frac{1}{2}$  cup heavy cream*
- Few drops Worcestershire sauce*
- 1 teaspoon cornstarch*

Place filets on top of grated onions in ovenware serving dish. Sprinkle with salt, pepper, celery salt and nutmeg. Add wine. Dot with butter. Bake covered in moderate oven for 10 minutes. Drain off liquor. Strain. Add wine to make half a cup. Add cream and a few drops of Worcestershire sauce. Bring to boil and thicken with cornstarch. Pour sauce over filets. Garnish with blanched slivered almonds, grated carrots or parsley. Serves 4.



painting by Jim Musser

*Bob Rozas*

painting by Bob Rozas



## THE VILLAGE RESTAURANT, BATON ROUGE, LOUISIANA

Fine Italian cuisine and warm hospitality have been the hallmarks of this 26-year-old restaurant operated by the Vincent Distefano family. Located at 8464 Airline Highway on the east side of Baton Rouge, it is open for lunch and dinner every day, except Monday. Closed on some holidays.

### BRUCCIALUNA

2 veal round steaks, cut 1/4-inch thick  
3 tablespoons Italian cheese, grated  
1/8 teaspoon of basil leaf

1/8 teaspoon of oregano (More may be added)

1 clove garlic minced

1 small onion minced

2 cups bread crumbs

Salt and pepper, to taste

1/4 cup olive oil

Cut prepared steaks in half. Mix dry ingredients and moisten with olive oil. Spread dressing on steaks, roll and secure with strong picks or skewers. Braise in skillet for 15 minutes. Turn steak rolls to keep from burning. Drop steaks into your favorite tomato sauce. Cook about 30 minutes. 4 portions.

## SAVOY ROOM, HOUSTON OAKS HOTEL, HOUSTON, TEXAS

Located in the Houston Oaks Hotel in the city's new Galleria Mall, just a block from I-610, the Savoy Room is done in elegant Georgian decor with warm cherrywood paneling and clusters of hunting and country scenes. Lunch is served Monday through Friday; dinner served every night. Reservations recommended.

### PINEAPPLE AND BANANA FLAMBÉ

Take whole fresh pineapple and cut stalks and end off. Set pineapple upside down and trim sides. Quarter and remove center core. Split in halves again. Place 6 ounces of butter in a flambé pan and melt. Add 2 teaspoons sugar and brown lightly. Peel 4 bananas and split in halves.

Add banana and pineapple to pan. Glaze lightly. Add juice from 1 lemon and 1 orange and 4 ounces banana liqueur. Flame with 2 ounces of cherry brandy. Place fruits around 4 scoops of coffee ice cream and pour 1 ounce Kahlua over them. Makes 4 portions.

### STEAK DIANE FLAMBÉ AU COGNAC

Melt 4 ounces sweet butter in flambé pan. Put four 10-ounce New York steaks in the hot butter, season with salt and pepper, to taste. Sauté steaks on both sides until golden brown. Add 4 tablespoons sliced fresh mushrooms and 2 tablespoons chopped shallots. Sauté them. Add 5 ounces of cognac to the flambé pan. Remove steaks, add 2 cups heated Burgundy and 2 teaspoons chopped parsley. Serve sauce over steaks.



## Letters

### Out in the Cold

Dear Sirs. The March issue article *When and How to Build an Igloo* is informative, but one paragraph bothers me. It says, "a team of four men" can build an igloo in about two hours, then adds that the igloo "accommodates three men." Sounds like that other poor guy, left out to freeze, got a snow job.

Byron Fish  
Seattle, Washington

### Aquatic Acrobat

Dear Sirs: As bird watchers we particularly enjoyed the March issue with its story about one of our favorites—the brown pelican. One thing we have noticed that was not mentioned in the article is the fact that pelicans always emerge from the water facing in the opposite direction from that in which they entered the water. We have told this to many people and nobody yet

has refuted our claim. And why wouldn't such an acrobat somersault underwater? Isn't he wonderful!

Mrs. Joseph A. Shute  
Oaklyn, New Jersey

### Prescription Pinto

Dear Sirs: We have been in the drug business for over 30 years in Missoula, and have had a number of delivery cars. A year ago, we purchased our "Prescription Pinto" from H. O. Bell, Missoula. The performance, stability and economy of this car has been outstanding. Not only has it done a great job for us, but tying it in with our western radio program, "Roundup-Time," we have increased our business to the point where we are now going to purchase a second Pinto.

Robert L. Stoick, R. Ph.  
Missoula, Montana



### Are You Moving?

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Wood-grain dash.

Insulation and suspension components designed for a quiet, smooth ride.

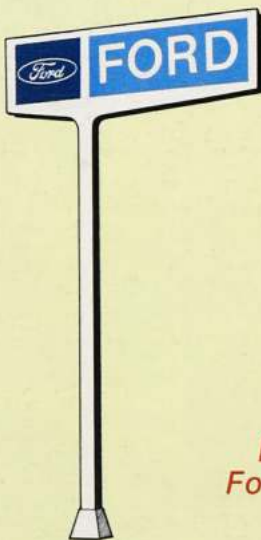
And more.  
In the 2 or 4-door Maverick, at your Ford dealer.

All 1973 cars must meet Federal Emissions Standards before sale.



FORD MAVERICK





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