

HOW FORD OWNERS HELPED IMPROVE THE ESCORT

FORD TIMES

NOVEMBER 1991

\$1.50



RAMBLING THROUGH COWBOY COUNTRY

A driving tour
of the Texas hills
brings surprises
around every bend.

THE 1966 FORD MUSTANG



Shown actual size.
Replica measures 7 1/2" in length

Photos depicting
replica not actual car

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Over 140 scale parts go into making this authentic replica in the large 1:24 scale. All the important components - the body, chassis, drivetrain and engine block - are crafted in metal and polished before painting. Every single component is inspected before the replica is assembled by hand.

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RESERVATION APPLICATION

THE 1966 FORD MUSTANG

The Danbury Mint
47 Richards Avenue
Norwalk, Conn. 06857

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Please accept my Reservation Application for the 1966 Ford Mustang. I need send no money now. I will pay for my replica in three monthly installments of \$29.50*, the first in advance of shipment.

My satisfaction is guaranteed. If I am not completely satisfied with my replica, I may return it within 30 days of receipt for prompt replacement or refund, whichever I prefer.

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Signature _____
Name to print on certificate of ownership (if different from above):

Allow 4 weeks after initial payment for shipment.

457EF31



Both doors open smoothly, as do the hood and trunk. The front wheels turn with the steering wheel.

© 1991 MBI

FORDTIMES

November 1991 Volume 84 Number 11

The Car Customers Built 4

Ford listens to owners' opinions at focus-group sessions and uses the information to improve its cars and trucks.

By Phil Montgomery



Beauty at the Base 14

Once better known for their dramatic pinnacles, skyscrapers are getting a change of face at street level.

By Blair Kamin

Making Light of Thanksgiving 27

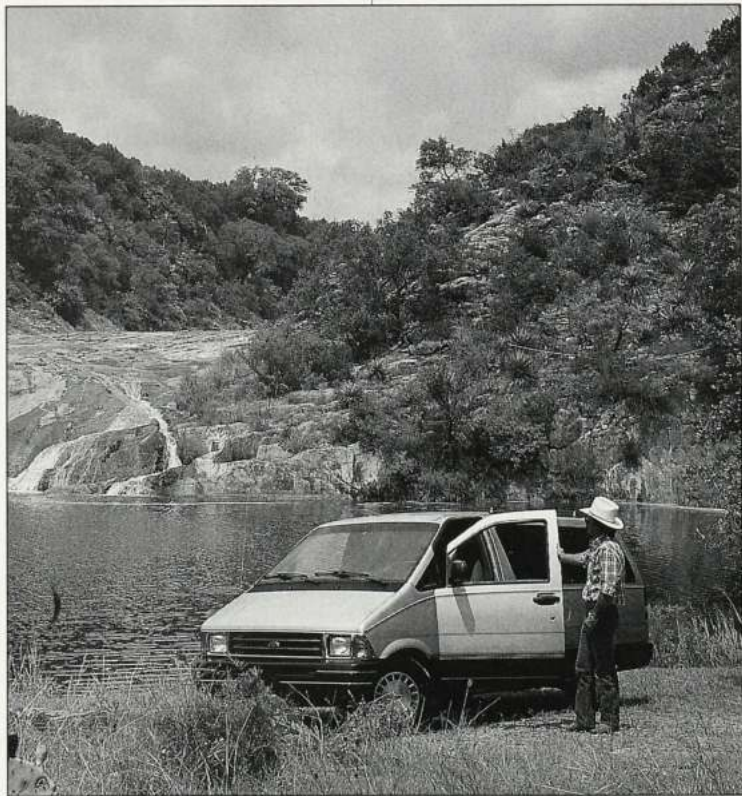
This holiday menu can be low in calories but still keep a traditional flavor.

By Regina Schrambling

Deep in the Hills of Texas 34

Driving the scenic Texas Hill Country Trail leads to wide-open spaces, small-town friendliness and tasty meals.

By Don McLeese



COVER PHOTO

The Aerostar's spaciousness and handling make it a perfect vehicle for driving the Texas Hill Country Trail. Don McLeese's story begins on page 34.

Photo by Steven Pumphrey

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HAVE YOU HEARD THE GOLDEN VOICE LATELY?

Whatever happened to Kacey Cisyk, the lady with the golden voice who used to sing the Ford commercials?

Ford advertising manager John Vanderzee said in the February 1990 issue of *Ford Times*, "Kacey is our good-luck charm at Ford ... and we hope the relationship goes on and on."

When can we expect to see and hear her again?

*Robert I. Miller
Omaha, Nebraska*

You may already have heard Cisyk's voice in the new "Have You Driven a Ford Lately?" commercials, which premiered in September. Cisyk may be expanding her repertoire to include lullabies, as she recently gave birth to a baby boy, Edward.

DELIGHTED ABOUT DINING

We have driven Ford products for many years, so we have been fortunate to receive *Ford Times* magazine. I particularly enjoy reading about the different restaurants and clipping the wonderful recipes.

*Mary Hewett
Fort Scott, Kansas*

HOME IN THE RANGER

A year ago, we bought a Ranger from Ford dealer Thomas Rahilly of Rahilly Motor Company in Newberry, Michigan.

This past summer, we used the Ranger pickup truck to pull an 18-foot trailer to Alaska from the Upper Peninsula of Michigan. We traveled 9,068 miles. The Ranger performed well in the mountains and on rough and wet gravel roads — with not one cent spent on repairs.

*Mr. and Mrs. Robert Elsner
Newberry, Michigan*

COLLECTOR'S ITEMS

Does anybody need single issues of *Ford Times* or a set of a complete year? My collection goes back to 1954. I also have three 1913 issues of *Ford Times*. I can help other collectors.

*Rueben W. Gade
Reedsburg, Wisconsin*

Readers can contact Mr. Gade by writing to him at 415 8th St., Reedsburg, WI 53959.

HELP FOR CAMPERS

While in Florida during February, my husband and I saw a beautiful Telstar camper built into a Ford van. It is the only van-type camper that we have ever seen.

We would like to know where in our area we can look at this type of camper. We have been campers for 25 years and until recently owned a 24-foot Ford recreational vehicle.

We would appreciate any information you have about the Telstar.

*H.G. Jones
Paxton, Massachusetts*

The Telstar camper that you saw probably was one specially manufactured by Champion Motor Coach Inc. using a Ford Econoline van. For more information, call Champion Motor Coach at (800) 456-1560.

Editor's note: Sally Stich's byline was omitted from her story, "Putting the SAT to the Test," in the October issue. We regret the error.

Ford Times welcomes reader comments. Send them to Letters Editor, Ford Times, 111 East Wacker Dr., Suite 1700, Chicago, IL 60601. Letters may be edited and condensed for publication.

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THE CAR CUSTOMERS BUILT

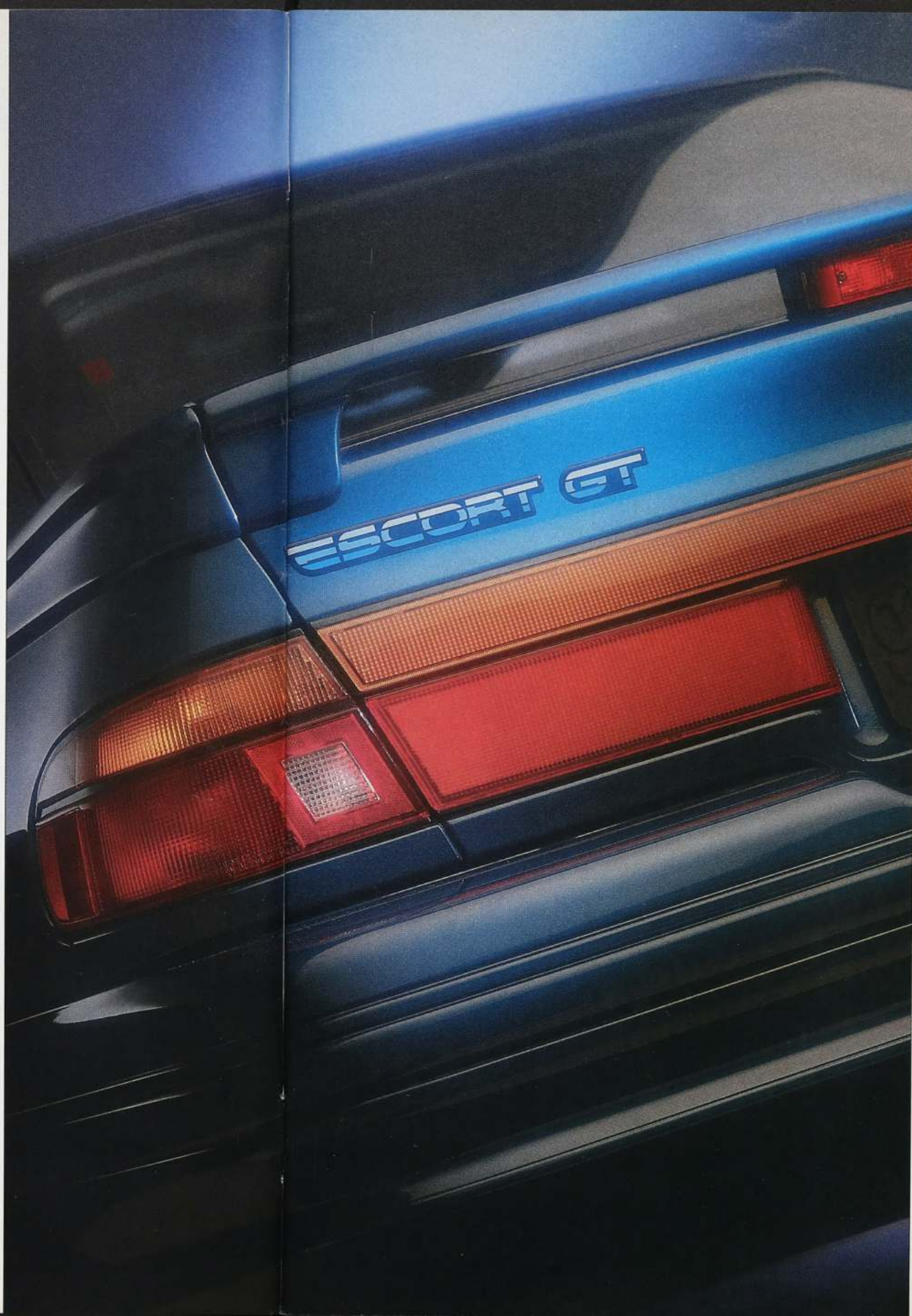
In clinics held across the country, owners told Ford how they would improve the 1991 Escort.

The men and women nervously shifted in their seats as they peered at the ceiling for hidden microphones and into a two-way mirror that concealed observers. Sitting at the head of the long table, an interrogator probed them for honest answers about the Ford Escort.

The subject of his questioning was the one thing that the people in the room had in common: Each had recently purchased a 1991 Escort. But that's where the similarities ended. Among the group were schoolteachers, factory workers, a piano tuner, a fast-food-restaurant manager and a charity fund-raiser.

Unlike Sgt. Friday of television's

by PHIL MONTGOMERY
Photography by ERIC PERRY



‘It looks more like an expensive car than a lower-priced car.’

‘I’d like a light in the glove compartment.’

‘It handles well around town and in traffic.’

**‘I have fun driving this thing. It has
get-go that won’t stop.’**

**‘The cup holder makes commuting
more comfortable.’**



Dragnet, the moderator asking the questions did not want to stick to the facts. Instead he wanted emotional reactions to the Escort. He wanted gut feelings put into words. Why? The comments from these Los Angeles-area owners were meant for the ears of Ford engineers, designers and managers. Ford executives wanted to know which designs and features did the job and which did not. They wanted to know how much owners liked their Escorts and why.

This clinic was one of seven customer-feedback sessions Ford conducted between November 1990 and March 1991. In Chicago, Los Angeles, New York, Dallas, Detroit (where two clinics were held) and Washington, D.C., dozens of new Escort owners were asked to participate in a question-and-answer session followed by open discussion.

Before beginning each clinic, Marty Goldfarb, a consultant who organized and moderated the program, told the group that the session was being recorded. He then asked participants to give their names, occupations and the type of Escort they owned. He also asked what they liked and disliked about their cars.

Mike Sullivan, a Ford Division marketing executive, says candid responses are critical to the design of every car and truck. Sometimes the feedback pinpoints trouble spots that engineers and designers may have overlooked.

For example, shortly before the redesigned 1991 Escort was scheduled for production, participants in a Boston-area focus group criticized the Escort's seat material, door trim and armrests. These criticisms prompted interior changes.

"It was a bit of a surprise," Sullivan recalls. "Not too long before the clinic, we had done some quantitative research that rated the materials not to be a problem area."

The focus-group participants disagreed,

however. They said the seat cloth was "shiny" and "cheap," complained about the plain door-trim panels and said the armrests were too small. Although the new Escort was just six months from production, Ford managed to switch the seat material for a more luxurious fabric, add cloth and carpet inserts to the door trim, and enlarge the armrests.

"We reacted immediately to the customer," Sullivan says. "We stood on our heads to get that put in order."

He says Ford's attention to what customers want is the foundation of the success of the Escort, which was the best-selling car in America for seven



years during the 1980s. Customers rate Escort an outstanding value in many respects: reliability, durability, purchase price, cost of operation, performance and appearance.

At the Los Angeles clinic, Marty Goldfarb asked participants how they felt about their 1991 Escorts and what they liked about them.

"I just fell in love with the car," said Priscilla, a young woman who chose to give only her first name. But Goldfarb wanted more detail. He asked her to be more specific.

Priscilla thought a moment before adding that she liked the price, the streamlined styling, the power of the engine and the reclining bucket seats.

At customer clinics, Ford owners gave open, honest answers when asked what they liked and didn't like about their cars.



"It looks more like an expensive car than a lower-priced car," she said.

All of Ford's cars and trucks reflect what the company calls the "voice of the customer" in design, performance and features. Getting consumer feedback is a practice that applies not only to the Escort, but to every Ford vehicle, says Dick Landgraff, a Taurus program manager. "For example, we did a market research study last summer to find out what people liked and didn't like about the steering on the 1991 Taurus."

Customer feedback is a vital part of Ford's planning, says Beryl Stajich, a Ford Division marketing executive. Ford talks not only with potential customers and current owners of Ford vehicles, but also with dealers and field personnel.

"Verbatim comments from our clinics are really the driving force behind our design improvements, as well as our quality improvements," Stajich notes. "The customers' words are translated right down to the design-shop floor."

For example, the radio of the 1992 Taurus was changed as a direct result of customer commentary. Drivers wanted radio controls that could be reached easily. Consequently, Ford designers and engineers created a second set of radio controls with volume, seek and memory controls near the steering wheel.

"That is a small change," Stajich says. "One of the major changes is in

the area of quality. That is our single biggest story for 1992."

Quality improvements based on customers' opinions include reduced road noise, reduced wind noise, an all-around quieter ride, improved durability and better fit of sheet-metal parts.

The significant improvements in the 1992 Taurus are the result of a major annual study called *Competitive New Vehicle Quality*, a compilation of customer feedback. "Our goal is customer satisfaction," Ford Division's Sullivan says. "But to achieve it, we have to reduce things gone wrong and increase things gone right. There is a positive correlation between quality and customer satisfaction. It's tough for a customer to be satisfied when he's got quality problems."

But high customer satisfaction can't be achieved without things gone right — the little things that exceed customers' expectations. Ford has a company-wide commitment to building defect-free products with the best quality possible.

"The corporate slogan is 'Quality Is Job 1,'" Sullivan says. "We're striving to think quality in everything we do. It's obvious in our products and even in our relationships within our company."

Ford's concern for quality and customer satisfaction is evident in the new Escort. "Owners of the redesigned Escort have shown greater satisfaction with the car than have previous owners,"



Sullivan says. "That increase in satisfaction is directly linked to the input that Ford researchers have acquired from the various clinics and other tools."

Some researchers invite new owners who have had problems with their cars to talk with Ford engineers. The addition of a cup holder in the Escort was a direct result of such a survey of the 1988 Escort. Small amenities, however, aren't the only features that excite Escort owners. Many participants in the clinics expressed their enthusiasm for such performance features as the standard five-speed transmission, nimble steering, quick acceleration and smooth braking.

Charlotte, a teacher who participated in the Dallas clinic, said that her 1991 Escort GT "handles well around town and in traffic. It doesn't look like a schoolteacher's car."

Sonny, who participated in the Los Angeles clinic, compared his Escort hatchback to a sports car. "It has get-go that won't stop," he said. "I have fun driving this thing."

Sonny and some other participants expressed dissatisfaction with the seat belts, however. Seat-belt designs are limited because of federal regulations requiring automobiles to have passive restraints, Sullivan says. With Ford's passive seat-belt system, the shoulder belt engages automatically without any action on the part of the driver or passenger. The Escort has an automated system

that engages the shoulder harness when the door is closed and disengages it when the door is opened. The passenger or driver must manually fasten the lap belt.

"Because of federal regulations with the passive belts, we don't have the flexibility to use the older belt system," Sullivan says. "Trying to please everybody with these belt systems is probably impossible."

In his report to Ford, consultant Goldfarb said participants voiced a few other complaints about the Escort, including a hard-to-reach oil dipstick and the lack of lights in the ashtray and glove compartment.

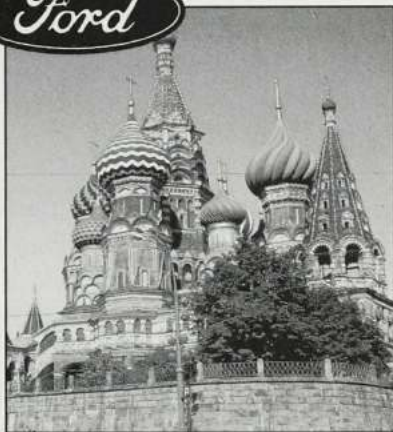
Still, the report says the overall response to the Escort was positive. "People were happy with the car," Goldfarb says. "That was a fundamental element evident in all the clinics."

Ford is dedicated to the ongoing process of relying on customer feedback, says Sullivan, who cites the popular Cayman Escort GT as another example of customer opinion influencing design. Dealer feedback showed that owners wanted a car in bright Caribbean colors. The Cayman Escort was introduced last January, and its brilliant blue-green color was an instant hit. Fifty-one percent of all Escort GTs now sold are in the Cayman color.

"We want to give customers what they want," Sullivan says, "and give them more than they expect." ■

Interior improvements often begin with customer input. Small amenities such as cup holders and a light for the glove compartment are among the convenience features requested.

MOSKVITCH SAYS "DA" TO DIESELS



PHOTOGRAPH BY R. KRUMHOLTZ FOR THE TIMES

Ford will sell engines to a Moscow carmaker.

complete cars in Russia at a plant in Gorky, will build and ship about

Ford Motor Company has struck a long-term deal to sell high-technology diesel engines to a Russian car manufacturer.

Moscow-based Moskvitch will use the engines in its Aleko line of compact sedans. Ford of Europe, which nearly had a deal a few years ago to build

20,000 1.8-liter diesel engines to Moskvitch from Dagenham, England over the next four years. The Ford 1.8-liter diesel is the first production engine ever to use plastic intake manifolds, which make the engine more lightweight and economical.

THE SIX SOUNDS OF MUSIC

Did you ever wish you could have been there when your favorite live album was recorded? Ford can't offer a time-travel option, but there is a new audio option for 1992 Thunderbirds and other Ford cars that re-creates live performances. Digital Signal Processing (DSP), combined with the Ford JBL sound-system

MY FAVORITE CAR

A Ride in Triplicate

By Alice Davis

It was gleaming white with a rich, black interior. It almost glittered inside the dark, oil-stained garage. And, best of all, it was a convertible. In short, it was the dream of any 16-year-old.

My two sisters and I, who are triplets, had just received our driver's licenses in 1968 when we caught sight of the 1966 Mustang convertible. It sat enticingly in a garage at the Ford dealership where our father worked. While we stood admiring the Mustang, some of the salesmen who worked with our dad came by and chatted with us. "Why don't you drive it home?" one of them suggested. I reluctantly explained that we had come to have our mom's LTD inspected and couldn't drive another car home. But the salesmen convinced us our dad wouldn't mind.

Of course, we knew that Dad would mind, but how could we defy so many adults, especially when they were advising us to drive such a gorgeous car? I scrambled into the driver's seat, so nervous that I stalled twice before finally driving the car off the lot.

When we got home, we saw Dad in the driveway. How could we explain why we had this car? What would he say? We approached him with trepidation. After what seemed like several long minutes, Dad finally said, "How do you like your new car?"

Alice Davis lives in Roanoke, Virginia. Tell us about your favorite Ford. We pay \$100 for each entry we publish. Limit your account to 300 words and include a self-addressed, stamped envelope if you want your entry returned. Send to: My Favorite Car, Ford Times, 111 E. Wacker Dr., Suite 1700, Chicago, IL 60601.

option, electronically alters the signal coming from any source — radio, cassette tape or compact disc player. The system can make the music sound as if it is being played in a cathedral, a concert hall, an orchestra hall, a concert house, a nightclub or a stadium.

"DSP is just plain fun, a way for listeners to let their imaginations run and to revitalize their old music collections," says Don Duncan of Ford's Electronics Division.

The system also can electronically "move" your seat from the front to the rear of any of these re-created locations, and it has a separate mode that enhances voice-only signals such as narrations or news broadcasts.

SEE AN ESCORT BORN

Ford is now offering a peek inside one of the most modern automotive assembly plants in the United States. The Wayne Integrated Stamping and Assem-



Workers at the Wayne, Michigan plant remove Escort doors to install instrument panels.

bly Plant in Wayne, Michigan (just outside Detroit) is open for free public tours. Every Thursday, Ford conducts three 60-minute tours of the plant where Escorts are built.

Visitors get a close-up look at Wayne employees assembling four versions of the 1992 Escort. Retired Ford workers conduct the tours, which let visitors observe the stamping of

Big-Screen Thunderbirds

Look for vintage Ford Thunderbirds at your local video store.

The video store? If you rent *Thelma & Louise* or *Wild at*

Heart, both critically

acclaimed movies, you'll

see classic T-birds

squealing in and out of

hair-raising scenes. In

Thelma & Louise, Susan

Sarandon and Geena

Davis make one long

getaway in a '64 T-bird

convertible. *Wild at*

Heart, directed by David

Lynch (also of *Twin Peaks* fame), features a '66 Thunderbird.

Nicholas Cage and Laura Dern play a couple who drive the

sinister black T-bird in a wild cross-country sprint.



In *Thelma & Louise*, Geena Davis and Susan Sarandon share the driving in a 1964 T-bird convertible.

coiled steel into car body components, body welding by more than 250 robots, and installation of engine and transmission components.

"We hope the sights and sounds of an auto assembly plant will be a learning experience, especially for younger people," says Arthur Janes, plant manager. The Wayne facility underwent a \$600 million retooling in 1989, making it the first facility in the United States to have an on-site stamping plant.

In the body and stamping facility, robots do most of the welding and improve the quality of the 2,200 welds on the Escort body.

For more information, call (313) 467-0452. Children must be 10 or older to tour the plant. ➔



RICHARD HIRSHEN (2)

CAN YOU BEAT BILL ELLIOTT?

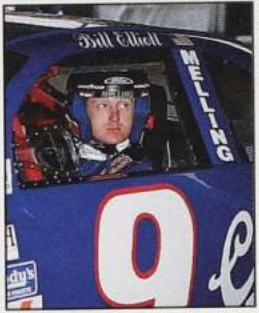
Outracing NASCAR driver Bill Elliott may depend on three things: how well you prep your car, how good your pit crew is — and how good you are at computer games.

Bill Elliott's NASCAR Challenge is a new computer game developed by Elliott, Ford and Dinstinctive Software for Konami.

It challenges players to prep their cars for the Watkins Glen or Sears Point road courses, or one of six oval NASCAR race tracks. Players race against Elliott and a full field of other NASCAR drivers on the track as well as in the pits. The game is available in stores in IBM, Macintosh and Amiga formats. The suggested retail price is \$49.95.

FESTIVA SHINES IN '92

The Ford Festiva takes on a new brilliance in 1992. Ford Division's lowest-



BOB COSTANZO

NASCAR racer Bill Elliott has helped introduce a new computer game.

priced and most fuel-efficient car is available in three new colors: Bright Aqua, Cayman Green and Brilliant Blue. Also new is a GL sport option featuring six tape-stripe designs, a rear-roof-edge spoiler and sporty fabric for the seats and door panels.

These new options come on the heels of last year's GL-model improvements, which include a new monochromatic paint treatment, color-keyed wheels, a standard rear wiper-washer and outside mirrors.

Festiva's fuel-economy rating — among the best in its class — reaches

an EPA estimated 43 mpg highway with an optional five-speed manual transaxle.

A MUSTANG FOR EVERY MONTH

The Mustang Club of America's 1992 calendar is hot off the presses and ready for holiday gift-giving. It features 12 full-color photographs of vintage and modern Mustangs, and notes such important dates as Mustang Introduction Day (April 17).

The calendars cost \$10 (includes first-class postage) and are available from MCA Accessories, P.O. Box 447, Lithonia, GA 30058; (404) 482-4822.



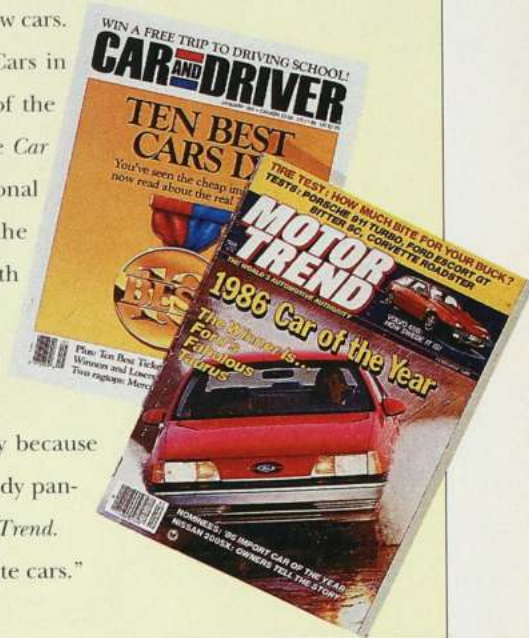
The 1965 Mustang Fastback.

And the Nominees Are ...

Car and Driver and *Motor Trend*, two of America's most widely read auto-buff magazines, have nominated several 1992 Ford cars in their annual listings of the best new cars.

Car and Driver nominated three Fords for its "Ten Best Cars in America" feature. Editors test all the performance aspects of the nominated cars and then add their personal impressions. The *Car and Driver* nominees are the Ford Taurus LX, with the optional 3.8-liter engine; the high-performance Taurus SHO, with the 220-horsepower, 24-valve V-6 engine; and the Escort LX-E, with the five-speed manual transaxle and 1.8-liter engine.

Motor Trend awarded its "Car of the Year" trophy to the Ford Taurus when the car was introduced in 1986. The 1992 Taurus was among the nominees for this year's trophy because "it is significantly changed from last year, with mostly new body panels and a whole new interior," says Jeff Karr, editor of *Motor Trend*. "It amounts to a whole new version of one of America's favorite cars."



Put a lid on repair costs, even major ones: One of the best ways to demonstrate Quality Care is the Ford Extended Service Plan (Ford ESP). It protects you with a \$50 limit on the cost of covered repairs.

Portable Peace of Mind: Ford ESP is honored by over 5,000 participating Ford and Lincoln-Mercury dealers. You're covered all over the country (and Canada). No other plan protects you like this.

The only plan with a Ford nameplate: It's built by Ford Motor Company and backed by Ford Motor Company. Insist on *genuine* Ford ESP when you buy your car. It's our plan to keep you happy and help keep your repair costs in check.

Service that works: Big plus here. Repairs are made by our trained service technicians. Last year alone, they spent over 1.6 million hours in formal training on the latest repair techniques exclusively for our cars and light trucks.

Join our extended family: And get the protection that 10 million Ford ESP owners get. For more information, see your dealer or call 1-800-FORD-ESP.



QUALITY CARE
It may be your car,
but it's still our baby.SM

With Ford ESP, you won't spend more than \$50

on a covered repair. Spend the rest on the road.





BEAUTY **AT THE BASE**

In Los Angeles, a cascading set of steps at the base of the new First Interstate World Center provides a soothing spot for people during lunch hour.

Almost every American city has one: a sleek, plain office building that stands alone on a barren, windswept plaza. When these shiny steel-and-glass high-rises went up in the 1950s and '60s, they were heralded as the beginning of a new urban age, full of sunlight and air, and free from the street-level clutter of the pre-World War II city.

But it hasn't worked out that way. Many Americans are discovering that they like the swirling energy of city life just fine. And the urban planners and architects who design cities are rediscovering how skyscrapers can breathe new life into downtowns that once seemed all but dead.

How can buildings that scrape the sky liven up city streets?
Easily.

We tend to define our urban giants by their tops. Who can think of New York's Chrysler Building without recalling its fantastic Art Deco spire? Or the Empire State Building without picturing King Kong climbing its spike-like mooring mast? But it is the bottoms of office buildings that shape our everyday experiences in the city, testimony to the maxim that architecture is an inescapable art.

Consider the contrasting scenes at two buildings in the heart of Chicago's business district — the new building at 311 South Wacker Drive and, across the street, the 110-story Sears Tower,



BY BLAIR KAMIN



At the World Financial Center in New York City (left), parks, shops and a waterfront provide for comfortable surroundings.

At the AT&T Corporate Center in downtown Chicago (below), details at street level such as elegant Art Deco lanterns suggest a hand-crafted — not machine-made — environment.

still the world's tallest office building 17 years after it was finished. Even on a sunny summer day, you'll find only a few brown-baggers eating their lunches on the stone, fortress-like plaza that surrounds Sears Tower. Meanwhile, 311 South Wacker pulses with activity.

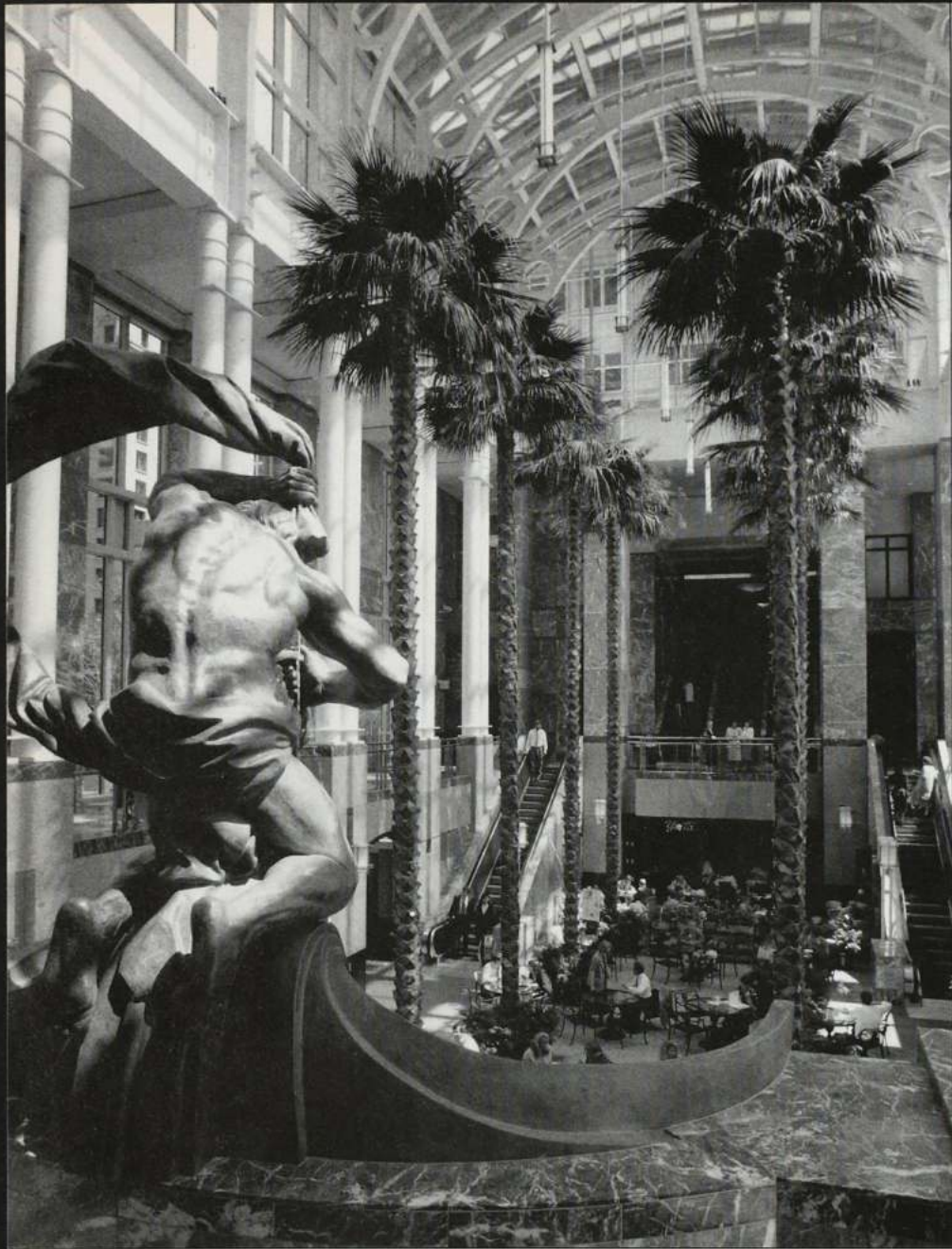
In its six-story skylit "winter garden," businesspeople discuss their latest deals beneath 40-foot palm trees. Office workers munch sandwiches in a tranquil, peaceful environment. Tourists gather in front of *Gem of the Lakes*, a heroic bronze sculpture with gurgling fountains, and snap pictures of their children.

The liveliness of the 65-story 311 South Wacker building, designed by the New York architectural firm of Kohn Pedersen Fox, is one example of a phenomenon that is changing the face of cities from coast to coast. That phenomenon is making the nation's skyscrapers, which once seemed as sterile as an early '70s mainframe computer,



TIMOTHY HURSELEY

NICK WHEELER



JIM MATUSIK

Even the interior common areas of the new skyscrapers are people-friendly. At Chicago's 311 South Wacker building, the *Gem of the Lakes* bronze sculpture highlights this setting for eating meals or making deals.

much more inviting to the people who walk by them each day.

Along the waterfront esplanade of New York's World Financial Center, couples court while gazing out on the Hudson River. In downtown Pittsburgh, people gather for jazz and rock concerts in the one-acre plaza at the base of the gleaming PPG Place. And minutes from the waters of Puget Sound, downtown Seattle office workers have a new island of

serenity: the tree-shaded seating areas surrounding the Washington Mutual Tower.

For the person on the street, the change means a return to building decoration that delights the eye, a blossoming of elegantly landscaped plazas and winter gardens, and a rediscovery of the city as a vital center of American culture.

"In this constantly changing society, there are very few anchors, very few frameworks that make us feel comfort-

able," says architect Raymond Gindroz, managing principal of UDA Architects in Pittsburgh. "There's a yearning for something that is more stable, secure and human."

The yearning for a sense of place is stirring in the nation's smaller cities, as well as the great metropolises. And that yearning is shared by landscape designers as well as architects. In Cincinnati, for example, a four-acre plaza at the base of the Procter & Gamble complex features three large lawns, arbors and gardens that bloom with tulips and other flowers.

"At lunchtime, office workers not only from Procter & Gamble, but from several other office buildings stroll under the arbors," says Cincinnati landscape architect Gary Meisner, who helped design the plaza that was finished in the mid-'80s. "It's a nice, refreshing walk."

There are signs of life even in Los Angeles, which long has had a reputation as having one of the nation's most inhospitable downtowns. At the base of the new 73-story First Interstate World Center, San Francisco-based landscape architect Lawrence Halprin has designed a cascading set of steps with a creek-like channel running down the center. Not only do the steps provide a much-needed connection between different levels of the downtown, they offer a natural place for people to sit and have lunch, while the running water creates soothing white noise.

"The Halprin steps are a welcome amenity in a city that is among the least pedestrian-friendly in the country," Morris Newman wrote in the authoritative *Progressive Architecture* magazine earlier this year.

The new, people-friendly office buildings mark a return to the skyscrap-

er golden age of the 1920s and '30s that can be seen today in New York's Rockefeller Center and Chicago's Board of Trade. In those years, architects designed romantic towers — set back from the street — that etched dramatic silhouettes on the skyline and brought life to city streets with beguiling combinations of storefront windows and Art Deco ornament.

But in the postwar era, architects led by Chicago's Ludwig Mies van der Rohe turned to the new International Style of architecture, whose credo was "Form follows function." Gone were the fanciful crowns and beautiful bases of the Jazz Age skyscrapers. In their place were flat tops and wide-open plazas — often without a single bench to sit on.

The International Style produced some notable individual masterpieces, but its overall effect stripped life from the streets of American cities. There were no shops, no gathering places. In time, there was a sharp backlash against Mies, even among highly successful International Style architectural firms such as Skidmore, Owings & Merrill.

Today's Skidmore partners, including Adrian Smith of the firm's Chicago home office, are taking a new aesthetic approach. The base of Smith's AT&T Corporate Center in downtown Chicago is covered in a warm red granite instead of cold steel or aluminum. Because the granite is split into two-foot-tall blocks, it has a human scale. And, as if to underscore the departure from the industrial architecture of Mies, AT&T's base features elegant Art Deco lanterns and window frames that seem hand-crafted, not machine-made.

"The building wants to be able to make friends with people and not make them feel small," Smith says of his



designs, which highlight details at the base of the building. "People can almost pick up a piece of that base, as if it were made by hand."

Especially in today's glutted real-estate market, new towers like AT&T's have forced owners of International Style high-rises to freshen up their buildings to compete for scarce tenants. Ironically, however, that "updating" often means making '60s and '70s high-rises look like the Art Deco towers of the 1920s.

An example is Chicago's 36-story 444 North Michigan office building. When it was built in 1974, it had a stark concrete facade, a dark and uninviting first-floor entrance, and no shops along the sidewalk. But today, after a stylish facelift by the Chicago architectural firm of Himmel Bonner, the blank spaces of the old arcade have been filled by shops with colorful storefront windows. A granite veneer and bronze signs for the shops warm up the once-cold facade. And a subtly curving glass wall gives the 17-year-old high-rise new visual panache.

"This building was pretty nondescript," says Fred Rabe, an art consultant formerly at Galerie 444, one of the building's ground-floor tenants. But "with retail at the street level, it adds interest. And having the signs up really draws attention."

Some cities are so convinced of the need to restore life to the bottoms of their skyscrapers that it is becoming municipal policy. That approach has been taken to its logical extreme in San Francisco, where in 1986 voters passed a controlled-growth proposition limiting the amount of high-rise office construction to 475,000 square feet a year.

Every year, in a so-called beauty contest, San Francisco planners review pro-

posals by developers who want to build towers in the city, rating the proposals according to criteria set forth in the city's downtown plan. Among other things, those standards encourage ground-floor retail space, courtyards and galleries that are open to the public, and wind-tunnel tests to prevent pedestrians from getting knocked off their feet by the harsh downdrafts created by some office buildings.

Critics charge that the standards rep-

The one-acre plaza at the base of PPG Place in Pittsburgh (left) is a nice spot for a stroll. In downtown Seattle (below), the base of the Washington Mutual Tower is filled with tree-shaded seating areas.



CHARLES KREBS

resent an autocratic way to promote people-friendly skyscrapers. But the three towers built since San Francisco enacted the ordinance feature ground-floor retail space and other nods to urban life. And that's good news for the millions of Americans who want the bottoms of skyscrapers to be as lively as their tops. ■

Classic Theater, Affordable Tickets Not an Odd Couple

**Tony Randall,
long known
as fussy
Felix Unger, has
a new project:
a national theater
company with
popular appeal.**

By Duncan Christy



J. CARHOON/OUTLINE PRESS

Tony Randall wants to make Americans feel comfortable with the classics.

On November 22, at the Belasco Theatre in the heart of Broadway, the new National Actors Theater will open with a performance of Arthur Miller's *The Crucible*. The stars of this Puritan allegory of persecution will be Martin Sheen and British actor Michael York.

In the wings, alert to their every breath and motion, will be Tony Randall, whose lifelong dream has been to create an American national theater devoted to an uncompromising presentation of stage classics.

Normally regarded as a comedian, Randall is famous for his portrayal of the hyper-fastidious Felix Unger on television's long-running comedy series

The Odd Couple. Less well-known is the fact that he is a serious, trained thespian who made his Broadway debut 50 years ago. For a decade, he has toiled to raise the funds to back his vision of a theater company he maintains America has never had — a national one.

"Every nation has it," Randall says, "and we never have. We've never had a classical repertory theater, and in every other country, it's taken for granted. That's the center of your theater, and often the center of your intellectual life."

Randall doesn't exaggerate. Most Americans know something of England's National Theatre — with its ample government funding — and the Royal Shakespeare Company. Their counterparts — among them the Comédie-Francaise in France, the Moscow Art Theatre, the Abbey Theatre in Ireland and the Habimah Theatre in Israel — are numerous throughout the world. Their twin mandate is to maintain a theatrical tradition while providing entertainment at reasonable prices.

Those theaters are Randall's models. "The whole idea," he says, "is that you present the great plays of the world, with the best actors you can possibly get, at a price people can afford." Not to do so, he says, is to risk permanently losing an American audience that has been priced out of serious theater and captivated by the less expensive charms of television and video games.

"We've got to get these people back into the theater," Randall says. "How can a family of four go to the theater in New York when prices are 50, 60, 70 dollars? The Broadway theater is now really a theater for tourists, for people on business trips who don't care what they're spending. It's all razzmatazz, all big musicals. It's not serious theater anymore; there's not one serious play on the boards now, not one."

Randall and company aim to change all that. The first season, running from November through April, will feature three plays: *The Crucible*; *The Little Hotel on the Side*, a farce by Georges Feydeau, with Randall in the lead role; and *The Master Builder*, a Randall-directed presentation of Henrik Ibsen's powerful drama.

To help garner publicity for his venture, Randall has enlisted such well-known actors as Robert De Niro, Al Pacino, Lauren Bacall and William Hurt, among others. However, Randall says he intends to wean the company from these outside stars as quickly as possible and develop "an acting company second to none that will itself be the star." Who chooses the plays, the actors and the directors? "Moi," says Randall, with a mischievous and undeniably satisfied look. "I do."

The prices, too, will be a departure from current theater trends. At most performances, the best seats will cost \$30, about half the typical Broadway



SARA KRUCWICH/NYT PICTURES

Randall reunited with Jack Klugman for a National Actors Theater benefit in June.

charge. There also will be a large balcony section for students, priced at \$10 a seat.

Ten years ago, Randall was frequently traveling to Nova Scotia to work in a small repertory company headed by actor/director John Neville (who has since taken over the prestigious Stratford Festival near Toronto). The dream Randall had — "since the day I entered dramatic school," he says — began to take shape. He began tireless efforts to raise money from corporations, foundations and a wide circle of business acquaintances, while he waited for the real catalyst — a theater. "I'm not being a snob, but I wanted it to be one of the best Broadway houses," Randall says. "A nice big house that can hold a thousand people, where you can get a real audience and put on big shows. And I wanted it to be in the heart of the theater district, where it would really mean something."

The Belasco — named for prominent impresario and playwright David Belasco, "the bishop of Broadway" of the early 20th century — is all of those things. It has been the site of many celebrated evenings of theater, featuring such luminaries as Lionel Barrymore, Colleen Dewhurst, Walter Matthau, Elia Kazan and Lee J. Cobb. With 1,018 seats, it is the legitimate theater Randall craved, and it already has been the site of one Randall-led extravaganza — a benefit performance of *The Odd Couple* in June. The event reunited Randall and longtime co-star Jack Klugman, who is making a tentative return to the stage after battling throat cancer. With a celebrity-studded cast, the performance raised more than \$1 million for the new company and brought national attention to Randall's efforts.

The theater comes courtesy of the

Continued on page 26

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Buckle up — together we can save lives.

The New 1992 Full-Size Ford Pickup.

'It's a scandal that the average American doesn't know who Chekhov is or Ibsen is. This is a crime!'

Continued from page 23

Shubert Organization, one of Broadway's powerhouses. "We gave him the Belasco Theatre at a nominal rent because we wanted to support his idea," says Gerald Schoenfeld, Shubert's chairman. "He's tenaciously pursued it and pursued it and he's succeeded. It's a major coup for him."

Of course, the rest of Broadway and other theater districts may well benefit from the broader, appreciative audience for plays that Randall hopes to inspire with his company. He is determined to change the way Americans think about the role of theater in society. "It's a scandal that the average American doesn't know who Chekhov is or Ibsen is," he says. "Not to mention Euripides. This is a crime! There's a Golden Age of Spanish drama, but I daresay that most of the Spanish-speaking people in New York don't know that. Next year, I'm going to do one: *David's Crown*, by Pedro Calderon, which I've had translated."

Randall says most Americans don't think of theater as an art form that needs to be supported. "They think of the theater as commercial, as showbiz, and some of it is," he says. "But that's not what we're talking about. We're talking about doing real theater, about doing the classics. That's an art form, and it must be supported. Art is good for the community and it's good for the soul. It's good for the economy, it's good for civic pride, it's good for children, it's good for everyone."

Randall quickly sketches a best-case scenario for his fledgling company. In five years, he says, he would like to have two troupes in two

theaters playing 12 months of the year. "The junior company in our second theater will do every kind of experimental work, including musical theater," he says. He would like to have plays commissioned for the National Actors Theater and have a company touring the United States. He plans to open a school to develop younger players who will feed into his companies.

It's an ambitious, even thrilling plan. "It's our duty to do these plays," Randall insists. "It's also our duty to find the American classics that have been forgotten, and there are a lot of them. Tennessee Williams, Arthur Miller, Eugene O'Neill — they don't have to be rediscovered. But the others ... I'm not going to tell you who they are; I don't want anyone else to get to them before I do."

Lest anyone doubt Randall's commitment, he has put his money — and plenty of it — where his mouth is. He has invested \$1 million in the venture. "As long as *The Odd Couple* stays on the air, I can do this," he says, referring to the royalties he receives from the show's syndication.

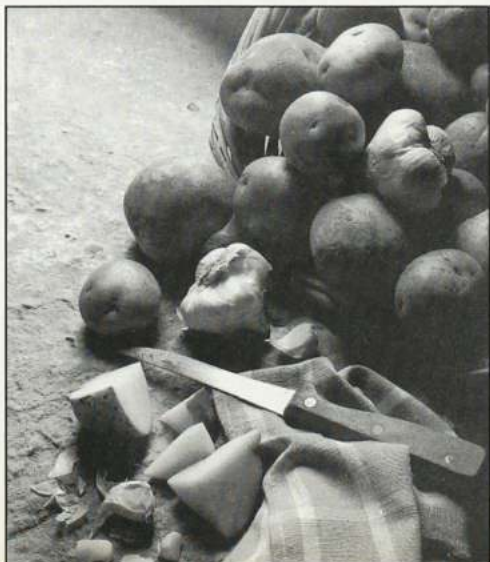
Randall's own commitment and enthusiasm have infused the theater community with genuine hope for his company and his dreams. "Only a person with the enormously popular appeal, personality and conviction of Tony Randall could have brought this about," says Henry Guettel, executive director of the Theater Development Fund in New York. "For popular prices, New York will see wonderful plays under the best of circumstances. Best of all, hundreds of thousands who have never seen Broadway at its best will be able to do so." ■

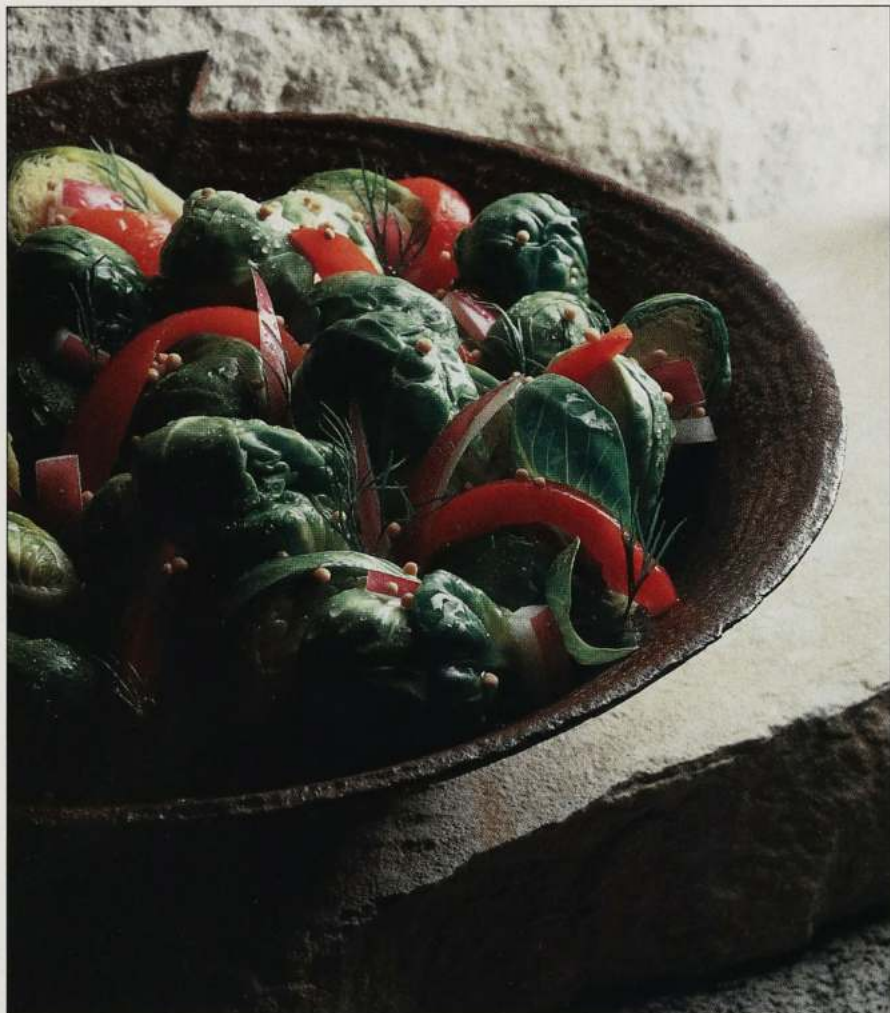
MAKING LIGHT *of* THANKSGIVING

You can keep the mashed potatoes and stuffing on the menu, but skip the butter and heavy sauces.

Look for two great American concepts to collide at the Thanksgiving table this year: the centuries-old tradition of eating till we hurt and the new emphasis on lightening up our daily diet. As one who has shared the holiday with vegetarians, I'm betting on the old way to win out. 🍷 My friends' hearts were in the healthful place years ago when they invited me to their Thanksgiving dinner, but their taste buds must have taken the day off. Not only did they leave the turkey off the table, they also poured honey and apples into every side dish. There were no mashed potatoes at that dismal dinner, no rich gravy, no moist stuffing. Instead, we slogged through brown rice and steamed vegetables, only to face a dessert made of some strange assemblage of

TRADITIONAL FOODS SUCH AS POTATOES FOR MASHING CAN BE LIGHTENED UP WITH A LITTLE GARLIC AND LOW-FAT MILK.





WHETHER THEY ARE MARINATED — AS IN THIS FLAVORFUL BRUSSELS SPROUTS DISH (ABOVE) — OR USED AS THE BASE FOR CORNBREAD STUFFING, FRESH VEGETABLES ARE THE INGREDIENTS THAT MAKE A HEALTHFUL THANKSGIVING.

dried fruits in a tough piecrust.

I was raised on classic turkey and trimmings, so that was my worst Thanksgiving dinner since the one that gave me food poisoning just in time for a two-hour bus ride back home. As soon as I left my vegetarian friends' bleak house, I sneaked around the corner to an all-night market to buy a pumpkin pie. And I ate till it hurt, still longing for traditional cranberry sauce, sweet potatoes and dinner rolls.

Since that holiday, I've come to understand how tradition always will be the most important ingredient of

Thanksgiving dinner. This is one day when creativity counts less than consistency, and excess is best. "Fat-free" is just a discouraging word on this most American of holidays.

Unfortunately, Thanksgiving has evolved into far more than the simple celebration of survival the Pilgrims shared with the Indians at Plymouth Rock 370 years ago. To most Americans, it has become the opening day of a season of gluttony that goes out with a bang on New Year's Eve with champagne and hors d'oeuvres. Today, the average turkey dinner can

❧

BRUSSELS SPROUTS AND RED PEPPER IN BALSAMIC VINAIGRETTE

Serves 6

Green beans can fill in for brussels sprouts in this colorful addition to a plate of turkey, but the sprouts have far more nutrients. The balsamic vinegar is not a trendy touch but a sweetly tangy way to balance the small amount of oil.

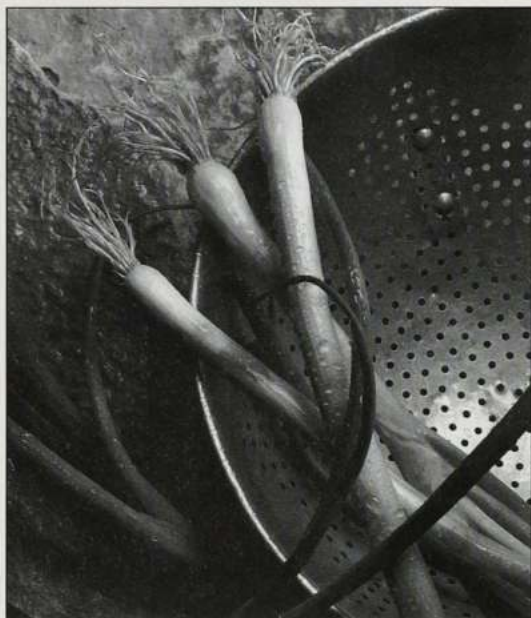
- 1 large red bell pepper
- 10 oz fresh brussels sprouts
- $\frac{1}{2}$ cup diced red onion
- 1 Tbs coarse-grain mustard
- 3 Tbs balsamic vinegar
- 3 Tbs extra-virgin olive oil
- $\frac{1}{2}$ tsp dill
- Salt and freshly ground black pepper

Heat the broiler. Lay the pepper on a sheet of foil on the broiler pan about 3 inches from the flame. Roast, turning occasionally, until the skin is charred and blistered on all sides.

Transfer to a brown paper bag, seal and let stand until cool enough to handle. Slide off the skin and remove the seeds and cores. Cut into thin strips and set aside.

Remove any brown outer leaves from the sprouts and trim the tough stems. Boil or steam until just tender. Drain well, then cut each one in half. Transfer to a bowl and add the red pepper and onion. Combine the mustard, vinegar, oil and dill and pour over the vegetables. Toss until coated. Season with salt and black pepper to taste. Serve warm or at room temperature.





A DELICIOUS AND HEALTHFUL STUFFING INCLUDES ONIONS, CELERY AND CORNBREAD OR WHOLE-GRAIN BREAD, AND HAS A MINIMUM OF BUTTER AND OIL.


weigh in with a full day's worth of calories or more, even before the leftovers are sliced and slathered with mayonnaise for sandwiches. And unlike the Pilgrims, who made up for any overindulgence with the grueling labor of their day-to-day living, we can toss the plates into the dishwasher and settle into an easy chair for an afternoon of snacking in front of the television.

For all its heaviness, though, Thanksgiving dinner is probably one of the best meals Americans will eat all year, the closest to a nutritionist's insistence on lean meat balanced by an abundance of complex carbohydrates and a cornucopia of fruits and vegetables. And in an age of fast food and microwave cuisine, this also is one of the rare meals cooked mostly from scratch and eaten at leisure.

The quality is there; the big problem is quantity. "The concepts are good in Thanksgiving, but it's good food gone wrong," says Mindy Hermann, a registered dietitian in Mount Kisco, New

York. "Cranberries, for instance, have tons of vitamin C, but there are tons of calories in cranberry sauce." Hermann says the best solution to eating sensibly at Thanksgiving is to take a little bit of everything you want to taste, then go back for a second helping of the dishes that are irresistible. "People need to ask themselves, 'Do I really need to eat this?'" she says. With subtlety and a little nutritional know-how in the kitchen, it's possible to eliminate some of the guilt from Thanksgiving while keeping all the best elements of the day.

Take the turkey, for starters. This is a wise entrée choice because it's cooked in one of the most healthful ways: roasted, with much of the fat left behind in the pan. The white meat is extremely lean and contains relatively few calories. Now that the big birds are being bred with smaller legs that cook more evenly with the breast, there is less fatty dark meat on the drumsticks. As with more mundane chicken, the skin is fairly fatty, but no one gets much skin on a slice of breast or


**CRANBERRY NUT
DESSERT**
Serves 6 to 8

1²/₃ cups fresh cranberries
6 Tbs maple syrup
6 Tbs chopped walnuts
2 eggs
³/₄ cup sugar
³/₄ cup flour
¹/₂ cup melted butter
1 tsp vanilla extract
Whipped cream (optional)

Preheat oven to 325°. Butter a 9-inch glass pie plate. Layer the berries and drizzle with the maple syrup, evenly distributing the walnuts on top. In a small bowl, beat the eggs until thick, then gradually add the sugar and beat until thoroughly blended. Stir in the flour, melted butter and vanilla extract. Mix until smooth. Pour mixture evenly over the cranberries. Bake 45 minutes. Cut in wedges and serve warm, with whipped cream, if you like.

Adapted from a recipe from Ocean Spray, the cranberry growers' cooperative in Plymouth, Massachusetts, home of the first Thanksgiving.

leg meat. Anyone more concerned with fat than with flavor can simply cut the skin off. The cook should leave that choice to the guests for the sake of presentation: Setting out a skinless bird to be carved would put a damper on dinner, to say the least.

The biggest fat factor is the type of turkey itself. A fresh bird is the best choice for both taste and juiciness. The self-basting kind is a poor choice because the baste is actually oil, water, salt and artificial flavors pumped into the breast, defeating the whole purpose of turning to turkey as a light meat.

A good turkey doesn't even need basting. For maximum juiciness, I always start cooking mine in a 500° oven for 20 to 30 minutes, then lower the temperature to 325° until a meat thermometer inserted into the thickest part of the thigh registers 185°. If the skin starts to brown too fast, I make a very loose tent of aluminum foil to shield the skin, leaving plenty of room for air to circulate so the meat roasts rather than steams. Whatever is tucked into the turkey is truly self-basting, since the juices from the bird saturate it as it cooks.

Whether the mixture goes by the name of stuffing or dressing, it's OK to indulge if it is made of bread, onions, celery and spices, with a minimum of butter or oil added. The best stuffing is homemade, not from a box. To make it even more nutritious, start with a whole-grain bread or corn bread to add both fiber and vitamins. Rice is another good choice. Since the mixture takes on so much good meaty flavor from the turkey, typical additions such as sausages or oysters can be omitted by fat-fearing chefs.

Gravy is just as essential as stuffing to a traditional Thanksgiving dinner, but it's even tougher to lighten up. I've experimented with such substitutes as roasted onions or shallots pureed with thick turkey stock, but finally decided sauce is no sin on



**THIS CAKE-LIKE DESSERT
HAS LESS FAT AND FEWER CALORIES,
AND THE CRANBERRIES ARE A GOOD
SOURCE OF VITAMIN C.**

Thanksgiving. Just a tablespoon or two of pan drippings mixed with flour and stock makes enough gravy for an extended family. Leave it off the table and you'll probably have a mutiny on your hands.

One way to compensate for having gravy is to lighten up the mashed potatoes that it covers. The temptation may be to battle lumps with lots of butter, milk, sour cream or even mayonnaise, but real mashed potatoes are such a treat that no trickery is needed. Try boiling the raw potatoes with whole cloves of garlic (see recipe on page 33) to add an undertone of richness with no fat, then mash them with low-fat milk and a few dabs of butter for creaminess without losing flavor. Now that potatoes are considered a dieter's best friend rather than a fattening starch, they can be heaped high.

Any other day of the year, one potato is plenty on the plate. But Thanksgiving brings out carbohydrate cravings, which brings out the yams as



**GARLICKY
MASHED
POTATOES**
Serves 6

Boiling mellows the garlic, but the flavor still comes through to compensate for the small amount of fat in this essential side dish.

- 3 large Idaho baking potatoes, peeled and quartered
- 3 large red potatoes, peeled and quartered
- 8 cloves garlic
- $\frac{3}{4}$ cup low-fat or skim milk, heated
- 2 Tbs butter or margarine (optional)
- Salt and freshly ground white pepper

After cutting potatoes, immediately drop into a large pot with cold water just to cover. Peel the garlic cloves and cut each one in half. Drop into the water. Bring to a boil and cook until the potatoes and garlic are tender, about 30 minutes. Drain in a colander and transfer to a large bowl. Partly mash the potatoes and garlic, then add about a quarter of the heated milk. Mash some more, then add more milk. Continue mashing and adding milk until light and creamy. Beat in butter or margarine. Season with salt and lots of white pepper. Serve immediately.

From the *Ford Times* kitchen.

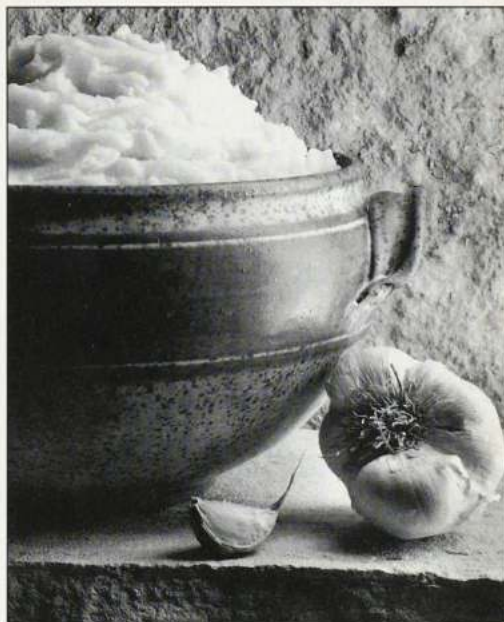
well. Why it brings out the brown sugar and marshmallows, though, is a mystery. Sweet potatoes or yams are so naturally honey-like that they need none of the usual gilding. Try them thinly sliced and baked with a sprinkling of thyme or just a touch of maple syrup for an almost fat-free side dish with plenty of beta carotene.

Refined sugar also can be cut substantially from the cranberry sauce that dresses every table's turkey. Try maple syrup or orange juice as a sweetener, and add raisins or crystallized ginger to compensate for the tartness and to add more nutrients. Whether homemade or canned, the sauce or relish is a valuable source of vitamin C and potassium, among other nutrients.

To counteract all the tan and brown tones on the plate, a green vegetable is needed, and the best choices are seasonal. Brussels sprouts (see recipe on page 28) and broccoli are good candidates. Fennel also makes a nice change, especially since its availability these days has expanded beyond specialty markets. Buy any of these vegetables fresh and resist the temptation to flood them with cream sauces or butter. Instead, steam or roast them, then toss with balsamic or raspberry vinegar and a bit of oil for coating. Add shallots or herbs for flavor.

Chestnuts are more nut than vegetable, but they have an honored place at a healthful and traditional Thanksgiving table. They contain carbohydrates and are simple to roast, low in fat and high in flavor. Cut an X shape into the flat side of the chestnuts, then toss them into the bottom of the oven while the turkey cooks; they're done when the skin peels back and is easily removed. Chestnuts can be added to the stuffing or the vegetables. Setting out a warm bowlful of them to shell before dinner also is a smart way to keep everyone from munching on high-fat chips and dips before the turkey turns up.

For dessert, there are a couple of



THIS TRADITIONAL SPREAD (LEFT) HAS LESS OF THE GUILT BUT ALL OF THE FAVORITE DISHES, INCLUDING THE ESSENTIAL HEAP OF MASHED POTATOES, HOMEMADE STUFFING, BAKED YAMS, CRANBERRIES AND TURKEY.

choices: A cranberry nut dessert makes a light alternative (see recipe on page 31), but traditionalists will probably be disappointed if there isn't pumpkin pie. While there are recipes for lightening it up with fewer egg yolks and more egg whites, or substituting ricotta cheese for the usual heavy cream or evaporated milk, the result never quite equals the time-honored, soul-satisfying dessert guests expect. A good, spicy, dense pie is what pumpkin was made for. And since whipped cream seems so appropriate on plain pumpkin pie, have it — but make it from scratch. A teaspoon of the real thing is so much more satisfying than a whole bowl of the fake kind.

No matter how the meal is approached, though, there is no intelligent way to convert a centuries-old feast into something light and trendy. But then, that's why Thanksgiving comes but once a year. ■

By Don McLeese

DEEP IN THE HILLS of TEXAS

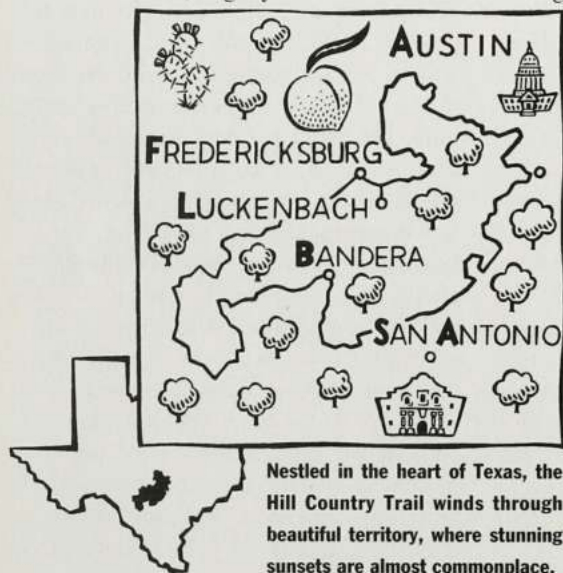
A trip along the Texas Hill Country Trail is an exciting excursion for people with a taste for home cooking, history and adventure.

In Bandera, Texas, the self-proclaimed "cowboy capital of the world," honky-tonk heaven is a downstairs saloon called Arkey Blue's Silver Dollar. It has Dolly Parton on the pinball machine, Elvis and Hank Williams on the walls, Arkey himself on the jukebox, a gray cat named Cat crawling

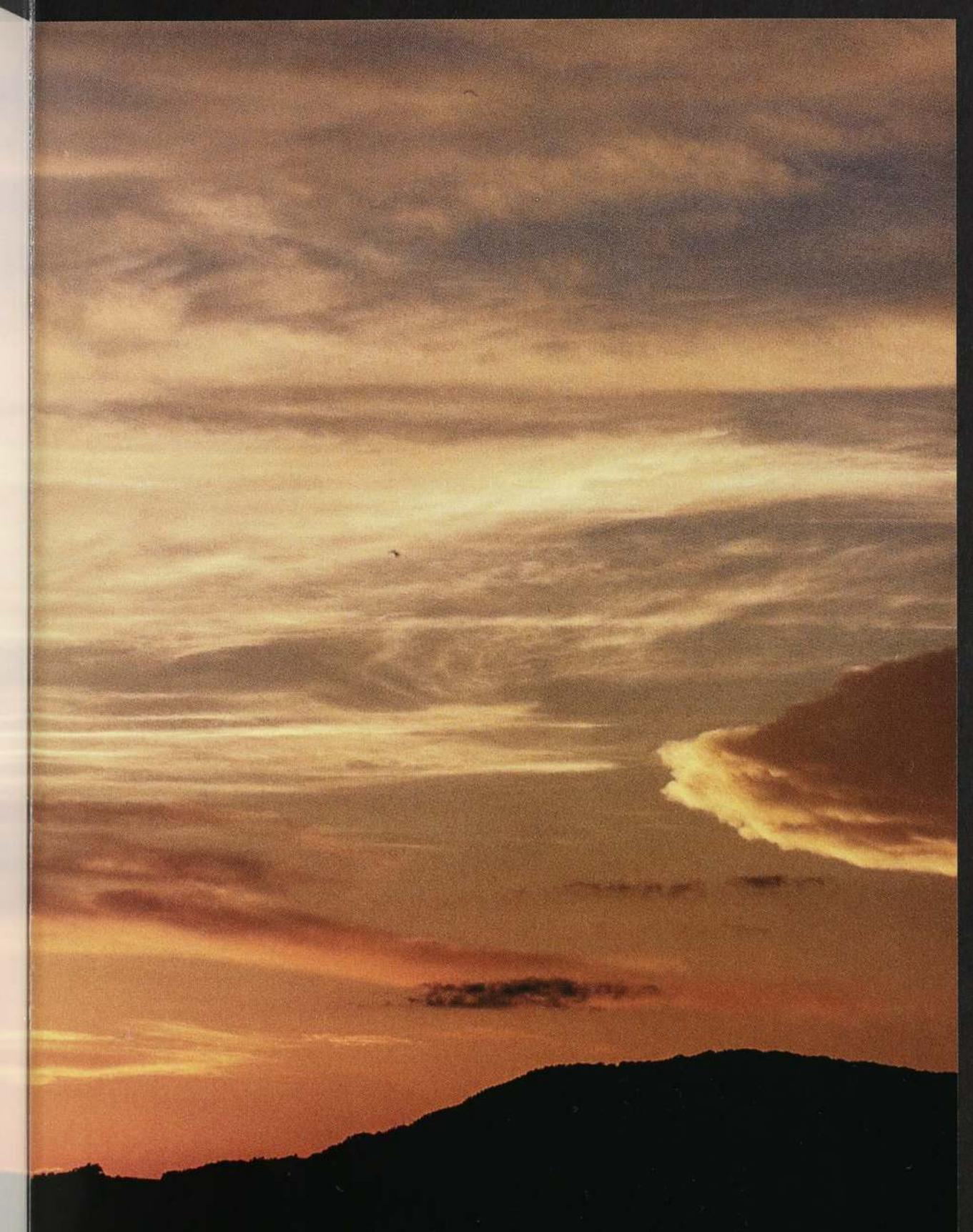
behind the bar, and sawdust on the floor by the bandstand. The sawdust is meant to make it easier for dancers to slip and slide their way through a Texas two-step, though one patron joked, "That's not sawdust on the floor, that's the furniture from last night."

However boisterous the Silver Dollar might have been the night before, it proved a friendly place for a family visiting on a lazy Sunday afternoon. It's one of those taverns that specialize in warm camaraderie along with cold beer; a place where folks who barely know one another soon are trading life stories.

George Gustavson, a retired-cop-turned-security-man sitting one stool over from us, introduced himself by buying a stuffed doll for Molly, our 8-month-old daughter, to share with



Nestled in the heart of Texas, the Hill Country Trail winds through beautiful territory, where stunning sunsets are almost commonplace.



Photography by Steven Pumphrey



The Ford Aerostar is ideal for family trips through rolling terrain. Its versatility and smooth handling suit it for unexpected adventures.

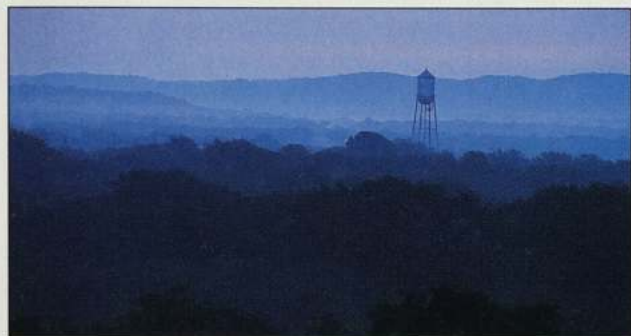
Kelly, her 4-year-old sister. As Kelly tested the slipperiness of the sawdust and challenged her mother, Maria, to a quick game of pinball, Gustavson philosophized about the joys of living in the Texas Hill Country.

"Livin' up North is like livin' in an anthill," said Gustavson, who had relocated to Texas from Ohio some years back, speaking with the fervor of a convert. "Livin' in the Hill Country is livin' like a deer."

By the end of our weekend drive through the Hill Country, we knew exactly what he meant. As we maneuvered our Ford Aerostar van through the twists and turns of the Texas Hill Country Trail — a mapped-out loop through south-central Texas that explores the most picturesque part of the state — the song "Don't Fence Me In" ran through my mind.

There is plenty to see and do throughout the Hill Country — it's a paradise for sportsmen and environmentalists, a haven for history buffs and those who lament a vanishing rural America. But most visitors enjoy the region for what it allows them to escape. There are no traffic jams here, no big buildings, no big-city aggressiveness. If you prefer fast-food franchises to down-home cooking, you'll probably have to drive a while to find some. When folks are friendly in the Hill Country, it's partly because it's good business, but mainly because it's their nature.

The Hill Country Trail primarily is made up of farm and ranch roads marked by the State Department of Highways. The route mostly avoids major thoroughfares while winding past the area's most dramatic scenery. Less than 10 minutes from downtown Austin, we found ourselves in the midst of craggy limestone cliffs and tree-lined hills, with vistas that seemed to extend forever.



Guest ranches in Bandera (top) offer a slice of life in the Old West.

An early-morning vista near Bandera (above) shows the area's other charms.

Luckenbach (right) draws many visitors with its small-town flavor.



When folks are friendly in the Hill Country, it's partly because it's good business, but mainly because it's their nature.

Although the view of Texas popularized by the movies is mainly the western plains — endless stretches of dusty flatlands, punctuated by an occasional cactus or tumbleweed — the Hill Country is lush with greenery and abounds with contrasts. From the chain of lakes extending northwest of Austin to the untamed rolling hills west of San Antonio, the Hill Country celebrates the diversity found in small-town Texas, with surprises around every bend.

Our biggest surprise came early in the trip. We followed the trail from Lake Travis outside Austin to Marble Falls, one of the area's leading resort communities. On the stretch toward Horseshoe Bay, where Lake Marble Falls meets Lake Lyndon B. Johnson, our Aerostar met its first deer. Little more than a fawn, it made an unexpected dash across the road. I slammed on the brakes, missing it by less than 10 feet. We had hoped to get close to nature, but not quite this close. For Kelly and Molly, it was their first encounter with a deer, and the weekend gave them the chance to see dozens more. For the Aerostar, it was the first true test of its braking ability — one that it passed, to the great relief of both the driver and the deer.

Just after the episode with the deer, we saw a sign for the Yacht Club on beautiful Horseshoe Bay, another indication of how closely man and nature coexist in one of the country's most desirable regions.

After looping north toward Lake Buchanan, the trail backtracks a little as it heads south and then east to Johnson City, where the boyhood home of Lyndon Baines Johnson still stands and is open to visitors. The town was named for the Johnson family, but long before Lyndon was born. While Johnson City is a center of tourist activity focusing on the late president, his legacy extends throughout the region: east to his presidential library in Austin, west through the LBJ Ranch in Stonewall to Lady Bird Johnson Municipal Park in Fredericksburg,

south to San Marcos (where Johnson graduated from what is now Southwest Texas State University), and north to Lake Lyndon B. Johnson. The result is a suitably oversized memorial to a man who left a larger-than-life legacy.

Just down the road from Johnson City is Fredericksburg, a storybook German village. The deep roots that Germans and other European immigrants have in the region are evident here. Founded in 1846, when a wave of German emigrants settled the area, the town is characterized by a distinctive hybrid of German and Texan traditions. In some restaurants, it isn't uncommon to find enchiladas and margaritas sharing the menu with schnitzel and sauerkraut.

Celebrated as the state's leading grower of peaches — which are sold at ubiquitous roadside stands — Fredericksburg also is a seat of tourism. Entertaining visitors has become an increasingly important part of the local economy ever since the presidency of Lyndon B. Johnson revitalized the area. Fredericksburg bills itself as the "bed-and-breakfast capital of Texas" and has dozens of these quaint inns to choose from. Every weekend seems to bring some sort of festival, from Founder's Day in May to horse shows and horse racing in the summer to Oktoberfest. On bustling Main Street, Maria looked for ornaments at the year-round Christmas store, while the fudge shop made Kelly's day.

The deeply rooted spirit of the Fredericksburg area is perhaps best captured by Gene Sidlo, owner of the town's butane company and a bed-and-breakfast cottage. "I've been here for 40 years, and I'm still a newcomer," said Sidlo, whose wife greeted us at the cottage with a pie she baked with fruit from their own trees.

"It all used to be peaches around here, but tourism's become the big industry ever since LBJ became president," Sidlo added.

No visit to Fredericksburg would be complete without a side trip to Luckenbach. We got to the out-of-the-

Less than 10 minutes from downtown Austin, we found ourselves in the midst of craggy limestone cliffs and tree-lined hills.

way town — signs for which are inevitably stolen as soon as they're posted — by turning south on RR 1376 and heading east just before the creek. Luckenbach (population 25 or so) was one of many hamlets on the verge of disappearing when the late humorist Hondo Crouch bought its downtown district — one general store. The town subsequently was immortalized as a symbol of small-town America when Waylon Jennings and Willie Nelson recorded "Luckenbach, Texas," where "there ain't nobody feeling no pain."

On the afternoon of our pilgrimage, we found 15 good ol' boys sipping beers, swapping lies and feeling no pain at the picnic tables behind the general store. Two Japanese tourists were taking photos out front, and a guitarist was rocking and picking outside the wood shop next door. At the wood-slatted dance hall across the dirt road, folks were cleaning up for a concert that evening by fiddler Alvin Crow and his Pleasant Valley Boys.

From Fredericksburg, the trail makes a wide swing west — a trip we felt was best left for another weekend. Instead, we took Route 16 through Kerrville and around to Bandera. We were rewarded with breathtaking views — and twisting turns on country roads — the entire trip. Driving among the hills, streams and woods gives you the sense that the splendor is intended for you alone.

Our next stop was Bandera, just 50 miles south, but a totally different Texas. Since the 1940s, visitors have come to the "cowboy capital" for a taste of the Old West, bunking at the numerous guest ranches in the surrounding valley. Bandera finds weekend cowboys mingling with the everyday variety — the town also is home to many rodeo stars. The Medina River just a few blocks south of town offers a spot where visitors picnic on the weekend and where we cooled ourselves with a quick dip after our drive.

For a taste of the West without a trip to a guest ranch, try the O.S.T. (for Old

Spanish Trail) Restaurant, across Main Street from Arkey Blue's Silver Dollar. The O.S.T. is popular for its huge portions of traditional Tex-Mex cooking (though Kelly was happy to see corn-dogs and fries on the menu as well) at bargain prices. The O.S.T. also is famous for constructing the world's largest enchilada, which was 15 feet long, weighed 650 pounds and was consumed by 500 spectators at the town's summer Funtier Days celebration.

From Bandera, the trail swings south and east toward San Antonio, a route that itself provides a week of sightseeing. We instead followed Route 16 to the picturesque stretch of Highway 46 that heads toward New Braunfels, where we picked up the trail again to head back toward Austin. New Braunfels and San Marcos also are on the piece of Interstate 35 that connects Austin to San Antonio, and they're so full of tourist attractions that the area has been described as the Texas equivalent of Orlando, Florida.

After all the backwoods beauty and Texas traditionalism, the kids probably will be ready for area theme parks such as New Braunfels' Schlitterbahn Water Park, loaded with water slides and places to go tubing, or San Marcos' Awuarena Springs, home of Ralph the swimming pig and glass-bottom boats.

There are plenty of signs to direct you to these attractions, but save time for something off the beaten path. Just northwest of New Braunfels is the tiny hamlet of Gruene (pronounced "green"), which was restored in the 1970s and is now listed in the National Register of Historic Places. You can wander through antique shops, watch wood craftsmen at work and visit the oldest dancehall in Texas.

For many, Bandera is the "real" Texas, the vanishing West of cowboys and horsemen, but the delights of Fredericksburg, Marble Falls, Gruene and the rest of the Hill Country are every bit as real and every bit as Texan. ■

A Star on the Road

For comfort and safety on trips long and short, Ford Aerostar is an ideal family vehicle. Writer Don McLeese, who made his weekend journey through the Texas Hill Country with his wife and two children, says his Aerostar XL provided plenty of space and solid performance.

"We bought the Aerostar after looking at a lot of cars and vans," McLeese says. "The main thing we were looking for was roominess. We bought the XL because it really gives you the feeling of being able to stretch out."

The vehicle's spaciousness is not just good for passengers. "There was plenty of space for all the luggage we brought along," the writer adds. "With our baby, we were carrying a portable crib and lots of baby stuff. Everyone fit comfortably."

When traveling with family, safety also is important to the driver. McLeese's Aerostar demonstrated smooth braking when a deer suddenly ran in front of it. For 1992, Aerostar has added a driver's-side air-bag to be used with safety belts, and rear out-board three-point lap and shoulder belts.

The Aerostar brought peace of mind on major highways as well as on the smaller roads that make up most of the Texas Hill Country Trail. "The acceleration was on a par with any car I've ever driven," says McLeese, who also owns a Ford Taurus. "I felt very confident heading onto the interstate." On smaller, twisting country roads, he notes, "It handled so smoothly that my infant daughter slept through most of the trip."

Although McLeese chose the two-wheel-drive version of the Aerostar XL, many buyers add electronic four-wheel drive (E-4WD). This popular option, introduced in 1990, gives the Aerostar sure handling under a variety of conditions. The innovative system senses changing road conditions and engages and disengages the 4WD as needed.

"We're all very happy with our Aerostar," McLeese concludes. "We're looking forward to taking many more beautiful — and comfortable — trips in it."



The author's Ford Aerostar XL provided comfortable, spacious seating and plenty of room for luggage and other cargo.

Plastics Are Good News for Car Owners

With more automobile parts being made of highly durable plastics, drivers may make fewer trips to the gas pump.

In 1931, Henry Ford directed his research department to drop everything and invent a plastic with which he could build a \$400 car. Ford's engineers tried all sorts of compounds, many of them based on soybean fibers. After nearly a decade of work, they created the first plastic, a cellulose made from pine, straw and hemp soaked in formaldehyde.

Each new batch of plastic was made into a trunk lid for Mr. Ford's personal car, and he would test its durability by bashing the lid with an ax. By the time he was satisfied with the plastic, he had chopped up more than a hundred trunk lids.

Mr. Ford's ideas were too far ahead of technology to be practically applied, but his thinking was right on: Using plastics in automobiles had the potential to offer advantages to Ford

Motor Company customers.

The idea of plastic made of soybean fibers is long gone; today's plastics primarily are petroleum-based and offer Ford owners a host of benefits. For example, lightweight plastic parts reduce a vehicle's overall weight, meaning that less energy is required to propel the vehicle — which in turn can mean improved fuel economy. Plastic parts don't rust, rot or mildew, so they help improve the durability of a vehicle. With state-of-the-art engineering, plastic parts can help improve safety and reduce noise and vibration. Advances in technology have made plastics relatively inexpensive to produce and easily recyclable and reusable, making them kinder to the environment.

According to a study conducted by Springborn Laboratories and Harborside Research Group, the typical 1991 car contains 258 pounds of plastic, or about 8 percent of the vehicle's total weight. The study predicts that by 1996, the average car will be made of 272 pounds of plastic, or about 9 percent of its weight. By 2010, some cars may be 50 percent plastic by weight, as the need for improved fuel economy and reduced production costs encourage further developments in plastics technology.

Recently, major advances have been made in the composition of plastics and in molding techniques, says Dr. Kurt Frisch, a pioneer in plastics research and development.

"Such advances can mean greater safety, because plastics used in dash-



HENRY FORD MUSEUM

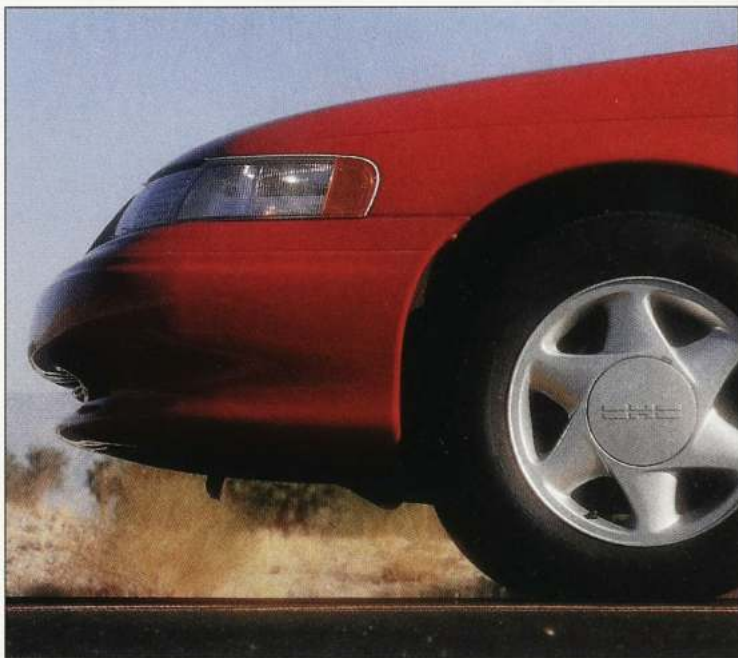
In the 1930s, Ford engineers developed the first plastic using soybean fibers and made trunk lids for Henry Ford's own car. He tested the plastics' durability by bashing the lid with an ax.

boards, bumpers and other crushable structures have much greater energy-absorbing properties than steel and other materials used in the past," says Frisch, who is the founder, president and director of research at Polymer Technologies Inc. He adds that new types of plastic foam have made seats more comfortable.

Today's plastics also are more durable because of the materials' ability to maintain "integrity" — their original form, color or transparency — Frisch says. Ford manufactures about half of all the plastic parts used in its vehicles, and the rest are produced by outside suppliers. These durable plastics are being widely used in this year's models. "A typical 1992 Ford passenger car contains a vast array of plastics," says Marilyn Perchard of Ford's Exterior Materials Engineering Department. "Over the next decade, we will increase tremendously the uses of plastics on the exterior of Ford cars."

Plastics called polyurethane elastomers already are being used to mold bumper covers and front air dams. Such parts won't rust or corrode and tend to "give" under light impact, springing back to their original shape without damage. Similar plastics soon will be used to form doors, hoods and trunk lids, helping to make these body parts longer-lasting.

Plastics also are making new appearances in the interiors of 1992 Ford vehicles. In the Ranger pickup truck, for example, the structure of the instrument panel and the ducting for the climate-control system are integrated into one plastic part. "This eliminates about a dozen steel braces," says William Caldwell of the Ford Plastics and Trim Products



J.W. TURCOTTE

Plastics used to mold bumper covers such as the one in this Ford Taurus won't rust or corrode and tend to give under light impact.

Division. "It saves between three and four pounds per truck and makes the instrument panel easier to assemble at the plant. Also, the finished panel is structurally more stiff, which gives us NVH [noise, vibration and harshness] improvements."

Not only has the composition of plastics changed, but so has their appearance, says Don Ray, also of the Plastics and Trim Products Division. "We can make plastics look like almost anything, but we've gotten away from that hard, shiny look, or looks that were obviously fake," Ray says.

Plastics also are being used under the hood in unconventional ways. Ford's new overhead-camshaft 4.6-liter modular V-8 engine, which powers the 1992 Crown Victoria, has cam covers made of a thermoset plastic

reinforced with glass fibers. These plastic parts weigh 20 percent less than comparable steel cam covers, cost less, and are produced more easily and more accurately.

Weight savings for improved fuel economy is good news for automakers, as federal legislation is pending that could increase current CAFE (corporate average fuel economy) standards from 27.5 mpg to 40 mpg.

One way to meet these standards, Frisch says, is by using composites — plastic material with a reinforcing agent — such as those used in the Crown Victoria cam covers. "These materials incorporate an unusual combination of light weight and high strength, so composites will help make cars not only lighter and more fuel efficient, but safer." ■

Favorite Restaurant Recipes

By Nancy Kennedy

This month, Ford dealers recommend restaurants in Delavan, Wisconsin; Hockessin, Delaware; and Seattle.

Wisconsin

WAGON WHEEL

Situated in the heart of the year-round resort area of Delavan, in southeastern Wisconsin, this rustic country restaurant has a relaxed dress code but serves first-class dinners. The menu includes fresh seafood, lamb, pork, beef and veal dishes, and a potato dish that changes daily. Chef Fred Hennerley says he and co-owner Dan Hartogh grow many of the vegetables that are served in the restaurant, and diners usually can choose from a dozen kinds. There also is an extensive appetizer menu for light dining.

The restaurant is housed in a refurbished 1837 schoolhouse and

has a working fireplace in the two dining rooms and in the lounge. The dining rooms are decorated with antique farm implements and hunting trophies. Dane Andersen of Country Ford in Delavan recommended the Wagon Wheel to *Ford Times*.

Wagon Wheel, 3103 County Road O South, Delavan, Wisconsin 53115; (414) 728-8831.

Hours: The lounge is open 3 p.m. to 2 a.m. daily; dinner, 5 to 10 p.m. daily. Closed on Tuesday in the winter. Reservations recommended.

Entrées range from \$7.50 for honey-dipped chicken to \$18.95 for a 22-ounce porterhouse steak. Wheelchair accessible.

Getting there: From I-43, take Highway 50 exit. Drive toward Delavan and turn left onto Highway 11. When the highway ends, turn left and drive five blocks, turning left onto County Road O. The restaurant is about two miles south of town.

PECAN POPOVERS

Makes 8 to 10

- 4 eggs
- 1½ cups flour
- 1¾ cups milk
- ¾ tsp salt
- ¼ cup bacon fat
- 6 Tbs lightly ground pecans

Preheat oven to 450°. Beat eggs in large mixing bowl until foamy. Add flour, milk, salt and bacon fat. Beat to a thin pancake-batter consistency



RICHARD SPARKS [3]

(do not overbeat). Fold in pecans. Pour batter into 8 to 10 well-greased custard cups or popover pans, filling them only halfway. Bake for 20 to 25 minutes. Reduce oven temperature to 350° and bake 20 to 25 minutes longer, or until popovers are browned and crisp. Just before removing from oven, prick popovers with a fork to let steam escape.

VEAL STROGANOFF

Serves 4

- 2 Tbs butter
- 1 lb lean veal, cut into ½-inch strips
- ¼ cup diced onion
- ½ cup sliced mushrooms
- ¼ cup dry white wine
- ¼ cup heavy cream
- ¼ cup diced dill pickle
- ¼ cup sour cream
- Salt and pepper to taste

Melt butter in large skillet or sauté pan. Add veal and sauté until brown. Remove from pan. Add onion and mushrooms and sauté lightly. Remove from pan. Deglaze pan with wine. Reduce by half. Add heavy cream. Reduce by half. Return veal, onion and mushrooms to pan. Add dill pickle. Stir in sour cream and season with salt and pepper. Serve over noodles.

Delaware

THE BACK BURNER

Daniel and Missy Lickle own and operate this charming, elegant country restaurant in Hockessin's Corner Shops complex. The Back Burner's menu, which changes weekly, includes Black Angus



beef, original seafood dishes and rack of lamb. And because it's not far from the mushroom capital of the world — Kennett Square, Pennsylvania — the restaurant serves several notable mushroom dishes, including crab-stuffed mushrooms and pumpkin-mushroom soup. The dining room is decorated with antique baskets, plates and hitching posts, and is connected to a gourmet food shop. Joe Sheridan of Sheehy Ford in Wilmington recommended the Back Burner.

The Back Burner, Old Lancaster Pike, Hockessin, Delaware 19707; (302) 239-2314.

Hours: Lunch, 11:30 a.m. to 2:15 p.m.; dinner, 5 to 8:45 p.m. Monday through Thursday, 5:30 to 9:45 p.m. Friday and Saturday. Closed on Sunday. Reservations recommend-

ed. Dinner entrées range from \$13.95 for chicken to \$19.95 for rack of lamb. Call in advance for wheelchair arrangements.

Getting there: From Route 41 North, turn left at Hockessin and proceed to the stop sign. Turn left onto Old Lancaster Pike and turn right into the Hockessin Corner Shops complex.

SHRIMP AND SPINACH SOUP

Makes 10 cups

- 3 Tbs butter
- 1 medium onion, chopped
- 2 cloves garlic, minced
- 2 qts shrimp stock
- 1 tsp nutmeg
- 1 16-oz package frozen chopped spinach
- 1 lb small shrimp, peeled, deveined and cooked
- Salt and pepper to taste

In a medium-size soup kettle, sauté onion and garlic in butter until translucent. Add shrimp stock, nutmeg and spinach. Bring to a boil. Add shrimp. Season with salt and pepper.

BAKED YAMS

Serves 6

- 6 medium-size yams
- ¼ cup honey
- 1 tsp ground cloves
- 1 tsp cinnamon
- ½ cup sour cream
- ¼ cup milk
- Salt and pepper to taste

Preheat oven to 375°. Wash yams. Place in oven and bake for 45 minutes. Peel yams and place in a large mixing bowl. Mash. Add remaining ingredients. Mix until smooth. Spoon into heated serving bowl.



Washington

MAXIMILIEN

François and Julia Kissel own this Seattle restaurant, which he describes as "a French café that has the look of being here for a hundred years." Maximilien in the Pike Place Market is furnished with vintage chairs and tables, and antique mirrors on the dark-green walls. Both the small, intimate dining room and the upstairs lounge have a breathtaking view of Elliott Bay. Classic and creative French cooking are the hallmarks of this popular bistro, which gets much of its produce from the local farmers

market. Don Gillis of Bill Pierre Ford in Seattle recommended Maximilien.

Maximilien in the Pike Place Market, 81A Pike St., Seattle, Washington 98101; (206) 682-7270.

Hours: Breakfast, 7:30 to 11 a.m.; lunch, 11:30 a.m. to 4 p.m.; and dinner, 5:30 to 10 p.m. Monday through Saturday. Sunday brunch, 9:30 a.m. to 4 p.m. Reservations necessary for dinner. Dinner entrées range from \$13.95 for fish stew to \$22 for broiled rack of lamb. Wheelchair accessible.

Getting there: The restaurant is in the heart of downtown Seattle at the waterfront in the Pike Place Market.

SAUTÉED APPLE OMELET

Serves 2

- 1 large Granny Smith apple, peeled, cored and diced into ¼-inch pieces
- 2 tsp unsalted butter or margarine
- 6 eggs
- 1 to 2 Tbs sugar
- 1 tsp peanut oil or melted butter
- 1 tsp butter or margarine
- ½ tsp peanut oil
- Confectioner's sugar or honey

Sauté diced apple in 2 teaspoons unsalted butter or margarine. Place a serving platter in a 200° oven to warm. Beat eggs with sugar until thick and golden. Add 1 teaspoon peanut oil or melted butter to eggs and stir. Heat omelet pan over medium-high heat. Add 1 teaspoon butter or margarine and ½ teaspoon peanut oil to pan. Pour eggs into pan. When ⅔ cooked, spread sautéed apples in center and sprinkle with confectioner's sugar or spread with honey to taste. Fold omelet and roll onto heated serving platter. Again, sprinkle with confec-

tioner's sugar or spread with honey to taste. Serve immediately.

CHICKEN WITH RHUBARB SAUCE

Serves 6

- 1 leek, washed and chopped
- 1 Tbs butter
- ½ onion, chopped into ¼-inch pieces
- 2 tsp butter
- ½ cup rhubarb puree
- 6 chicken breasts, boned, skinned and cut into 1-inch pieces
- Garlic salt or granulated garlic to taste
- Flour
- 2 Tbs butter
- 1 cup chicken broth
- Salt and pepper to taste
- 2 Tbs Triple Sec

Sauté the leek in 1 tablespoon butter until tender. Set aside. Sauté the onion in 2 teaspoons butter until brown. Set aside. To make the rhubarb puree, clean and chop several stalks of rhubarb. Place in a glass dish with ½ inch of water. Cook in microwave oven until very soft, then puree the rhubarb in blender. To make the rhubarb sauce, blend the sautéed leek, ½ cup of the rhubarb puree and the sautéed onion. Set aside. Season chicken pieces with garlic salt or sprinkle lightly with granulated garlic and dredge with flour. Melt 2 tablespoons butter in sauté pan and brown chicken pieces. Add rhubarb sauce and chicken broth. Season to taste with salt and pepper. Bring mixture to a boil; cover and simmer 1 to 2 minutes. If sauce is too thick, add a bit more chicken broth. When ready to serve, remove from heat and stir in the Triple Sec. Serve over pasta or rice.

A DRUG TEST FOR PARENTS.

Wild mood swings, or a dramatic change in behavior, is often a sign of a drug problem.

Poor concentration and memory may be signs of marijuana, cocaine or crack use.

Enlarged pupils may be caused by cocaine or crack.

Bloodshot eyes may be caused by marijuana.

A frequently runny or stuffy nose, or regular nosebleeds, may indicate use of cocaine.

Serious lack of sleep, or an unusual sleep pattern, may result from cocaine or crack.

*A dramatic increase of appetite may signify marijuana use.
A dramatic decrease of appetite may signify use of cocaine or crack.*

No parent wants to believe his kid is using drugs. A good way to know if he is, is to know your kid. If he displays some of the symptoms above, talk to him. Ask him about the symptoms. He may not be on drugs. He may simply be ill, or going through a tough emotional stage.

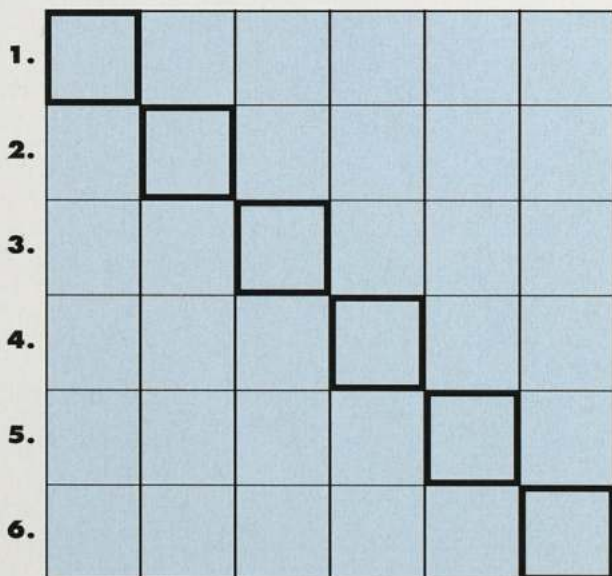
But if the signs are strong and you need advice, call 1-800-662-HELP or contact a local drug abuse agency. People there are trained to spot drug problems, and can recommend a treatment program if it's needed.

So study this drug test. For the good of your child, it's one exam you must not fail.

PARTNERSHIP FOR A DRUG-FREE AMERICA

SCRAMBLED SCRIBES

Unscramble the letters below to form the last names or, in one case, the full pen name of well-known authors from the past. Write the names in the corresponding numbered rows of squares in the diagram. When you have finished, the letters in the heavily outlined boxes, reading down, should spell out the last name of a family of literary renown.



1.	Z	A	A	B	C	L
2.	U	R	T	P	S	O
3.	O	R	O	C	E	P
4.	Y	H	R	N	E	O
5.	T	O	L	A	C	T
6.	E	R	A	B	I	R

Based on a puzzle from Dell Pencil Puzzles and Word Games 1991 Yearbook (Summer). Reprinted courtesy of Dell Magazines, © 1991, a division of Bantam Doubleday Dell Publishing Group, Inc.

SOLUTION

1. (Honore de) BALZAC
 2. (Marcel) PROUST;
 3. (James Fenimore) COOPER;
 4. O. HENRY
 5. (Louisa May) ALCOTT;
 6. (James M.) BARRIE.
 Diagonal boxes spell out BRONTE and Emily, Anne (Charlotte, Anne and Emily)

"Buenos días."

"Guten Tag."

"Bonjour."

"Konnichi-wa."



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"Arf."



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