

# FORD TIMES

A man and a woman are standing next to a blue Ford Bronco in a forest. The man is wearing a blue jacket and a red backpack, and the woman is wearing a blue jacket and a white hat. They are both smiling at the camera. The car is parked on a dirt path, and the background is filled with tall evergreen trees and a snow-capped mountain range under a clear sky.

MAY 1974

We're Big  
in  
Little Cars

Special Issue  
The Pacific Northwest and Expo '74

# FORD MUSTANG II. "MOTOR TREND" CAR OF THE YEAR.

"AN OUTSTANDING CONCEPT OF AFFORDABLE LUXURY AND PRESTIGE IN A SMALL PACKAGE." Editors, "Motor Trend" Magazine



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truly impressive list of standard features including an economical four-speed transmission. And many fine options. We think you'll find Mustang II's price surprisingly low. Especially for the Car of the Year.

THE RIGHT CAR AT THE RIGHT TIME.

## FORD MUSTANG II



# FORD TIMES

The Ford Owner's Magazine

May, 1974, Vol. 67, No. 5

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**COVER:** Driving Mustang II puts you in any scene in style. Here, Ford's "Car of the Year" is shown against a backdrop of the magnificent Northwest to which this issue is dedicated. Photograph by Don Rockhey.

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## One of Our Country's Most Exciting Corners

THIS ISSUE of FORD TIMES salutes the Northwest—to the extent that anything so grand can be saluted in so few pages. What we have this month is neither a textbook nor a Baedeker, but rather a hint, offered humbly because the subject strains our capacity to express it. There is a double purpose in our effort: to call attention both to the Northwest and to Expo '74, the world's fair being held this summer in Spokane.

Even while we plead that the job of celebrating the Northwest is enormous, we recognize that in a way the region itself makes it easy. We have only to resort to superlatives and no one would dispute us. To praise the Northwest is to acknowledge a faith in great forests, in a sea for which Pacific is sometimes a misnomer, in wonderful summers, in vigorous winds, in some of the most brilliantly colored flowers our country can offer, in the sovereignty of high mountains.

This is a robust, invigorating, muscular part of America. It is both famous and still not very well known. It is not thickly settled. It displays the friendliness and camaraderie of people whose lives are closer to the natural world than the lives of almost any other Americans. It is a region of contrast—of stupendous, snow-capped ranges and gentle meadows, of apples and salmon, of recreation and tranquility.

What could be more fitting than that the country's first environmental world's fair should be held in this region? More than anywhere else, the Northwest has an environment that encourages man's response to the outdoors.

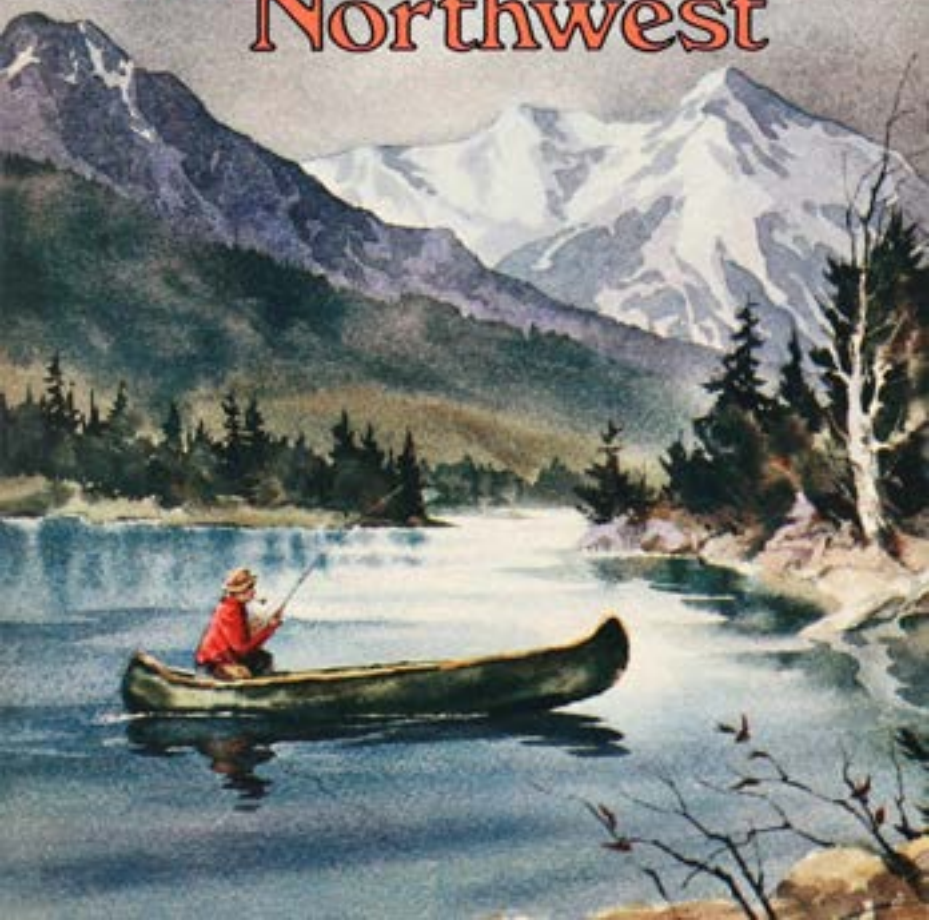
In preparing this issue we sought the help of persons with roots—native and transplanted—in the region. One of the natives is Bing Crosby, who all his life has never missed an opportunity to praise the woods and waters, plains and heights of the place where he grew up and went to school. Others are Ruth Kirk, who has lived in the great national parks of the Northwest, and her husband, Louis Kirk, a national parks superintendent, whose pictures illustrate her story.

They, along with our own staff members fortunate enough to have visited the region, are responsible for this issue of FORD TIMES. As we said, it is only a hint, but to accept the hint and to explore further is to open the door on one of our country's most exciting corners.

—the Editors

# My Pacific Northwest

by Bing Crosby  
paintings by Gilbert DiCicco





**B**ACK AROUND 1805 a couple of intrepid fellows named Lewis and Clark took 543 days, or the better part of two years, to travel from St. Louis to the mouth of the Columbia River on what is now the western end of the border between Washington and Idaho.

I could understand why. Not too many years ago, perhaps 20, while I was hunting up around Spokane and the Idaho border, the roads were somewhat on the rudimentary side and I got myself into a peck of trouble by saying within earshot of a newspaperman (earshot to a good newspaperman being 500 yards or less), "I'd like to see Lewis and Clark get through here now."

Considerable umbrage was taken at this remark and I had to make a public apology, but perhaps it did some good. The road and highway system up there has improved tremendously. Lewis and Clark today could waltz through most of the Pacific Northwest on roller skates. For that matter, so could you.

For some reason, and I don't want to oversell anybody here, the Pacific Northwest, and especially my home state of Washington, has been more or less neglected by the great wandering American. This is too bad in a way because he and his family have been missing out on what is perhaps the last great expanse of unspoiled scenery and natural wonders left in the United States. I sometimes get the feeling that much of the eastern portion of the country is now pretty much wall-to-wall motels, souvenir shops and franchised fast-food emporiums dedicated to the kind of grimly desperate tourist determined to see as much as possible in as little time as possible, ticking things off on his list as he speeds frantically along. He's the fellow who races up the steps of the Louvre in Paris and says to the guard, "Quick, where's the Mona Lisa? I'm double parked."

Now him we really don't need out here because he would find himself in the frustrating position of driving for mile after mile with really nothing to see but great stands of ponderosa pines and firs, rolling hills, snow-covered peaks, the world's finest apple orchards, the bluest of blue skies, the whitest of white clouds and a myriad of waterways ranging from quiet country streams to raging torrents full of that gallant fighter, the steelhead rainbow trout. That's not sightseeing—that's *living*.

I was born up there in Washington, in Tacoma, which has always been a sort of poor relation to Seattle. Now in Seattle



you're going to find almost a million people living in a metropolitan area with all the amenities of a big city, if the big city is what you're looking for. But it's a scrubbed-face sort of city. It rains in Seattle, but the sun also shines. The rains cleanse and the sun reflects the shine.

I moved to Spokane when I was about two and grew up there until, in 1925, I gave it all up to go into vaudeville. But I never got the place—the whole state, for that matter—out of my blood. It's a great place to go back to because even though

it is far more developed these days, it has not yet been spoiled. I particularly look forward to going back this spring, in May, when the Expo '74 is being staged in Spokane. The old hometown may never look the same again. The Expo people have done a really marvelous job in the middle of the city, eliminating some old buildings that had no future and putting up facilities for the fair. It's going to be a beautiful layout, right on the Spokane River, complete with the falls, with many of the installations on an island. You won't need a car or taxi—you just walk downtown to Expo.

When you leave Spokane, there is still room for young men to go west. Go west to Wenatchee and start up the Cascade Mountains, through Snoqualmie Pass, or Stevens Pass, and then head for Rainier National Park and a look at Mt. Rainier, all 14,000 snow-capped feet of it. Because I was born in Tacoma, I still think of it as Mt. Tacoma, which was its Indian name long ago before the British explorer Rainier came along. I was pretty young during the controversy over the changing of its name to



Mt. Rainier but I can still remember the outrage of the good citizens of Tacoma.

If it's winter time and you're a skier, you might as well stay right there. It's probably as good a skiing area as there is in the world, and there's a lot of it, from the Canadian border clear down to the Oregon border and into northern California. It's pretty well developed, too. One fellow I know has a ski school up there and has something like 1,500 pupils every year.

**I**n the spring or summer, though, head back northwest again to Seattle, especially if you're trailering your own boat behind you or just have a hankering for boats. There is probably more boating out of Seattle and Tacoma than any place of comparable size in the world. It's quite a sight on any Friday noon to go out and see them take off on Lake Washington, heading for the series of locks that gets them out into Elliott Bay and from there into the Strait of Juan de Fuca and finally into the Pacific Ocean itself.

Boats of almost any size can be rented or chartered and then you just take off—sightseeing, fishing, camping out on any one of the literally hundreds of beautiful islands in Elliott Bay and out toward the straits or just cruising for the pure fun of being on the water. There are beautiful anchorages, resorts, and great off-boat swimming. And if you're really ambitious, you can cruise all the way from Seattle right up to Alaska. I've done that six or seven times—and it makes sense that if a trip like that is worth making half a dozen times, it's got to be worth making once.

But if you think it might be a bit chilly up there, you can head west from Spokane along the Spokane River, take in the awesome Grand Coulee Dam and then turn south and follow the Columbia River down to the Oregon border just west of Walla Walla. That's where they liked the name so much they named it twice, but you don't have to believe that unless you want to.

Then you head west again, this time on the Columbia River Highway as the river itself serves as the border between Oregon and Washington. Mt. Hood is there on your left—how can you miss a 12,000-foot pile of rock and snow?—and on past the Bonneville Dam, through Vancouver (so many people are surprised to discover there is a Vancouver, Washington, at the bottom of the state as well as a Vancouver, British Columbia, just above us over the Canadian border) and finally to the river's mouth and the Pacific Ocean at Chinook. (I haven't looked it up and



I'm not a great gambler, but I'd make a small wager that there are as many Indian names in Washington and Oregon as there are in all the New England states combined.)

I would say, quite arbitrarily, that the great Pacific Northwest begins perhaps at Mt. Shasta, north of Redding, California, unless the purists among us wish to include Lassen Volcanic National Park just to the south. I will not argue the point. There's a big, smooth, uncluttered four-lane highway that will take you across the Oregon border and up through Eugene, Salem and Portland, across the Columbia River at Vancouver, up through Olympia, Tacoma and Seattle and on to the Canadian border.

The summer months are best for that kind of visiting, although actually the good weather lasts from late April to mid-October—clear, beautiful summer days, never too hot, always cool evenings. I have always been able to count on endless days of sunshine, especially in my old stamping grounds around Tacoma and Seattle.

I think, too, you will find a certain attitude among the people in this area who run the facilities—the motels and trailer camps and roadside restaurants. Neither the population nor the traffic is very heavy and these people are really glad to see you. They like what they're doing, it's their kind of life, and they do their best to make you happy and comfortable. They take a personal interest in the tourist. They treat you like a friend, not just another faceless transient. The same thing goes for the people in British Columbia and around Vancouver Island, where there is all that great fishing. The word is hospitality, and they know what it means. They are wonderfully warm, kind, nice people.

I've mentioned the Indians a couple of times along the way here and I'd like to put in a special word for them. They are a part of the heritage of the Pacific Northwest. And even though many of them have become westernized, they retain their own customs and traditions and are always a big part of our country fairs and exhibits. They'll be a big part of Expo '74 too, I imagine, and I especially want to salute my friends, the Siwash. They made me a Chief some years ago and gave me a membership card in the tribe. The card gives my Indian name along with my English name, and it also has its very practical aspect. Because in prominent type along the bottom it says, "PEOPLE ARE ENCOURAGED TO GIVE THIS MEMBER WORK."

I like their style.







## First of the Environmental Fairs

**E**XPO '74—which opens in the heart of downtown Spokane, Washington, on May 4 and continues until November 3—has two distinguishing characteristics that set it apart from other recent fairs. First and foremost, it is the first world's fair that attempts to explain the story of man's relationship to his environment. Second, it is the only international exposition of its

kind to be held on the North American continent during the Bicentennial decade.

The 100-acre site of the Fair is on two islands (Havermale and Cannon) and along each bank of the Spokane River which divides the business section of the city into two segments. Expo's theme is "Celebrating Tomorrow's Fresh New Environment" and demon-

by Hal Butler

strates an international concern about man's harmony with nature. The Fair symbol, the Mobius Strip—introduced by Augustus Ferdinand Mobius, a German mathematician and astronomer—is an adaptation of a three-dimensional form to a plane. Since it is continuous and has no beginning and no end, it expresses man's inescapable relationship with his environment.

paintings by Frank Saso

The Fair itself represents an improvement on man's environment, since it is built on a formerly blighted area and will become a permanent park after the exposition closes. All international and industrial exhibits are themed to the environment, and those attending the Fair will not only be entertained but educated as well.

The United States exhibit,



covering four acres, is the largest government building at the Fair. The exhibit is divided into three parts: a theater showing a 20-minute environmental film on a 70-by-90-foot screen; a central garden and court which contains exhibits explaining the consumption characteristics of the average American family of four and their impact on the environment; and an environmental information center with a computer that answers questions.

The largest foreign exhibit is that of the U.S.S.R. The Russian building covers 54,000 square feet and has four levels. It contains exhibits of Soviet environmental problems, such as the pollution of Lake Baikal, as well as displays of indigenous art and culture. One of the highlights is a riverside restaurant where diners may watch Soviet dancers and listen to Soviet music.

Japan offers a combination indoor-outdoor exhibit featuring the traditional Japanese tea garden alongside the river. The earth for the garden was shipped all the way from Japan. Also, the exhibit includes an authentic *azumay* (country inn). Inside the inn is a threefold, multi-screen hall where an introductory film and four central exhibits describe the geography, life style and environ-

mental enigmas facing this densely populated island nation.

Canada's exhibit occupies the entire four acres of nearby Cannon Island. It includes a pavilion from the province of British Columbia and an Alberta outdoor amphitheater. A children's environmental garden contains species of plants and flowers native to the various Canadian provinces.

There are also exhibits from Iran, Mexico, Korea, the Republic of China, West Germany, Australia and the Philippines.

The states of the Northwest are also fully represented. The exhibits of Montana and Idaho are combined in a building called the Pavilion of the States. Both will feature environmental problems.

Washington State has a large pavilion of its own, situated on the south bank of the Spokane River, which incorporates a 2,700-seat opera house. Among the attractions to be featured is the great Czech spectacular "KinoAutomat," an up-to-date version of the audience participation theater that won acclaim at the Brussels, Montreal and Osaka World's Fairs.

The Washington Pavilion theme is "It's About Time" and covers all environmental problems of the state. At the eastern end of the building is the exhibition hall which houses a display of American

Top right: Washington State Pavilion combines opera house and exhibit hall  
Bottom right: Unique domed, soft-shelled circular structure houses U.S. exhibit





classical art entitled "Our Land, Our Sky, Our Water." The display includes 125 canvasses by such outstanding painters as Charles Russell, Frederick Remington, Andrew Wyeth, and Thomas Moran.

One exhibit, entirely outdoors, offers a change of pace to the Expo '74 visitor who gets tired of walking in and out of buildings. This is the theme park of the Smithsonian Institution, located on the north bank of the Spokane River. The park is an open, landscaped area where visitors can move about freely while examining displays of the Northwest's culture. A display of Indian art and culture is one of the most important in the Smithsonian presentation and Mrs. Clydia Nahwoosky, director of the Smithsonian's Indian Awareness Program, tells why. "We think Expo will be a fine place to show American and foreign visitors what native Americans have contributed to this country—particularly a respect for the environment," she said.

There is a note of seriousness about this Fair, probably not found in others, because of the environmental message it conveys. But it has its light moments too—pure joy and entertainment for families with young children. At the top of this list is the six-acre amusement park on the south bank which includes the traditional midway and 20 major rides fabricated in

Germany and Italy and used for the first time in this country at Expo. For an overall view of the entire Expo layout, visitors can ride two aerial tramways. One runs from the south bank of the river diagonally across the northwest section of Havermale Island near the Japan, Mexico and China exhibits. The other transports passengers over Spokane Falls to a station on the northwest bank. An open-air, grassy embankment at the eastern tip of Havermale Island offers an amphitheater with continuous entertainment. Acts run the gamut from bagpipe bands, square dance groups, ballet and community theater to an international recycling band which features music played on reclaimed junk.

Finally, there will be appearances throughout the summer of some of the top orchestras and personalities in the country. Musical programs include the Spokane Symphony, Los Angeles Philharmonic, Seattle Opera, Doukhorbor Choir Festival, Lawrence Welk's Orchestra. Personalities to be seen include Roger Williams, Bob Hope, Emmett Kelly, Liberace, Victor Borge, Jack Benny, the Irish Rovers, the King Family, Van Cliburn, and many others.

This country's only fair of the Bicentennial decade is easily reached from almost any place in the country. See "Six Ways to Get to Expo" on page 38. □

# FORD AT THE FAIR



*by William E. Pauli  
paintings by Don Whitney*



WHAT DO AN ancient Indian dugout canoe, a wooden Model A station wagon and an ultramodern motor-driven pogo stick have in common?

First, they're all methods of transportation—ways in which man has gotten around and will continue to get around. And for six months (May 4-November 3) they are part of a unique portability-mobility show that Ford Motor Company is putting on at Expo '74 in Spokane, Washington.

Theme of the Ford exhibition is "Sharing the Environment."

"Our show," explains E. J. Hillen, Ford's Expo '74 project manager, "fits into the overall theme of the Fair—'Celebrating Tomorrow's Fresh New Environment'—by demonstrating how man relates to his surroundings from the standpoint of mobility and portability.

"Man has always been on the move and generally he has carried something with him—weapons, in some cases a home, and more recently, conveniences and luxuries."

Hillen points out that since Ford is in the portability-mobility business "it seems appropriate that we address ourselves to that portion of

Expo's environmental message."

Visitors have easy access to the Ford Pavilion. Located on the bank of the Spokane River (between Stevens and Washington Streets), it is on the major traffic thoroughfare leading to the exposition, and within easy walking distance of the main gates. Flanked by the Washington State Opera House and Pavilion on the east, the Ford exhibit faces the U.S.S.R. Pavilion across the Spokane river.

The Ford show is housed in a 45-foot-high white geodesic dome that contains over 8,800 feet of display area. In addition, the company is displaying products related to outdoor living on five specially designed patios adjacent to the space-age dome. Total site area encompasses more than half an acre.

Inside, visitors have their choice of taking in an unusual full-color movie in a specially designed theater, or going directly to the exhibit area. "The film introduces our theme," says Hillen. "It emphasizes people having fun outdoors—showing the things they do, the games they play, the way they live, and how they enjoy themselves as individuals, as



families and as members of the community."

In the interior exhibit area, designers have effectively moved the outdoors inside with grassy walkways, a flowing stream and a 24-foot-high waterfall.

Beginning with the earliest forms of American transportation, visitors will see, in addition to the dugout canoe, many hand-crafted Indian artifacts on loan from the Pacific Northwest Indian Center. There also will be a prairie schooner from the Yakima Valley Museum and Historical Association. This covered wagon, called the grand-daddy of the station wagon, was the first American-produced vehicle in which families lived, as they moved west.

Another part of the display houses some of America's earliest recreation vehicles, including the first station wagon—a 1929 Model A Ford—built on a moving assembly line. Among camping items shown is the famous Ford "lazy Susan" camp table. From the Henry Ford Museum in Dearborn, Michigan, this large circular dining table, with a seating capacity of 15, was designed by

Henry Ford for camping trips in the early 1920s. It is nine feet in diameter and is topped by a large lazy Susan which each diner could rotate to any of the many dishes served. Behind the display gigantic murals depict early camping scenes, highlighted by rare photographs of Ford, Thomas Edison,

John Burroughs, Harvey Firestone and Warren G. Harding.

Focal point of the pavilion is the waterfall. Visitors, standing on a wooden bridge, can get a closeup view of the water as it tumbles down a craggy rock formation.

Along the pathways "mini-theaters" show visitors how Ford is working to reduce automotive emissions, produce safer cars, increase gasoline mileage and develop alternate power sources, as well as new methods

of transportation.

One film highlights Ford's participation in Transpo-72, a transportation exposition hosted by the Federal Government in Washington, D.C., where Ford unveiled a "People Mover." This transit system speeds passengers along a guideway in electrically propelled vehicles controlled by a computer.







Fairgoers also have a chance to check out the latest in camping and outdoor recreation equipment at the Ford show. One item sure to be of interest is a new compact tent by recreation equipment designer Bill Moss that attaches to the Mustang II's third door and provides shelter for two people. In addition there is a specially designed Moss pop-up pickup

tent and Ford's American Road Camper.

Ford caps its indoor display with a selection of hardware from the New York Museum of Contemporary Craft's Portable World Show. This fascinating exhibit

deals with the portable objects and environments man has created. Here, manikins model what the camper of the future will wear out-of-doors. Among the imaginative equipment is a jacket that changes into a seat, table or storage area and the "Totaltote," a tote bag containing everything from a bed roll to a backgammon board.

There are prototypes of portable solar cookers and picnic sets with tables and chairs that fold into suitcases. The exhibition, two years in the making, brings the viewer a new awareness of the numerous possibilities of moving with one's world. On hand, too, is Freddie the Ford Robot, who is programmed to answer questions about the attractions of the Northwest. ☐



# RAINIER

## King of the Mountains

**Summer meets winter halfway up the slopes  
of this grand mountain**

*by Ruth Kirk*

*photos by Louis Kirk*



THE CALENDAR SHOWED May when we first arrived at Mount Rainier to live nearly 20 years ago, having transferred to the icy old volcano from Death Valley. Probably no move in America entails greater contrasts, but scenic extremes are the keystone of the National Park System and at the time my husband was a ranger.

Summer had long since entrenched itself in the desert, but at Rainier bushes were just beginning to leaf out in the low country and skunk cabbages were pushing up their yellow spathes wherever the forest floor was swampy. In the high country, winter still ruled and would continue to do so for weeks. It would be July before snowpatches would begin their retreat, whereupon summer would abruptly leapfrog spring and a certain biotic urgency would prevail. It is as if the life forms of the high meadows "know" how fleeting the weeks are between the end of one winter and the onset of the next.

At 14,410 feet Mount Rainier is the highest, grandest, and snowiest peak in the Pacific Northwest. "The mildest winter I ever spent," is how Mark Twain described a summer visit there. Snowball fights are as feasible in July as in January. Dur-



Tents can be pitched at the edge of a glacier

ing our first summer there, one of the rangers kept icing drinks by reaching out the window and scooping up glassfuls of crystals from a snowbank. He probably would have kept doing it till Labor Day if threadlike worms hadn't appeared in the bottom of his guests' glasses one evening. (Ice worms, relatives of the common earthworm, spend their entire lives on, and in, snow. They feed on one-celled algae which

also live their complete life cycles in snow.)

Despite its tenuous nature, the break between one winter and the next brings a consummate splendor. By July wave after wave of flowers chase the snowfields uphill. Winter's white gives way to the red of Indian paintbrush, the purple of lupine and phacelia, the yellow of cinquefoil and buttercup and glacier lily. The lilies even rush the season by melt-



ing their way up through two or three inches of snow. Temperatures within their growing tips have been measured as much as 27°F. above that of their surroundings.

On sunny days nuthatches and chickadees call from fir trees, ptarmigan and grouse wander the meadows unafraid of humans, and Canada jays pester picnickers for handouts. Deer graze at will. Mama bears teach their cubs the art of digging roots and nosing out voles. The slopes seem like Eden recreated; but it is an Eden based on irony, for the living conditions here actually are harsher than those in the desert. Even in Death Valley, the hottest and driest desert on earth, moderation prevails for six or eight months of the year. In contrast, the subalpine flanks of Rainier know only eight or 10 weeks of respite from their all-enveloping blanket of snow.

Even in midsummer a wide fluctuation of weather is the norm. Those few weeks are all the growing time there is, yet plants are almost sure to experience repeated frosts and periods of again being buried by snow. Interspersed with these touches of winter will be powder-dry soil that gets hot enough at the surface to sear new shoots.

Animals react variously to this fickle environment. Mountain goats vary their seasonal pattern by little more than the growing and shedding of a woolly undercoat, whereas at the opposite extreme marmots opt out for three quarters of their life.

These western relatives of woodchucks hibernate from October until July, their heartbeat slowed to five or six per minute and their respiration rate about the same. When summer solstice approaches the urge to get on with life hits hard enough that they tunnel up through several feet of snow and work diligently to find plants to ease their hunger.

### **Perpetual ice age**

The superabundance of snow — more falls in winter than melts in summer — adds up to perpetuation of the ice age on about two-thirds of Rainier's upper slopes. Somewhere between 20 and 40 glaciers mantle the mountain, forming one of the great single-peak ice systems in the world. The exact number of glaciers depends on where you draw the semantical line between a proper glacier and a perennial snowfield. In its fullest sense a "glacier" should be a moving body of ice, and a dozen or more of Rainier's glaciers fit this definition. They inch downslope, as much as six miles long, sculpturing the mountainside and turning rivers milky with ground rock called "glacial flour." Far from wasting away, Rainier's major glaciers have been advancing a few feet a year for the past three decades. They are again sheathing land the plants had begun to pioneer. Seemingly, this is part of a slight worldwide cooling trend.

Rainier's is accessible ice. Roads lead to overlooks and mountaineering guides conduct roped excursions





onto the glaciers and give instruction in everything from how to use an ice axe to techniques for climbing out of a crevasse. Short paths lead to glacier viewpoints and longer trails let you hike to the very edge of a glacier and see its ice pinnacles and cold deep crevasses without leaving terra firma.

The combination ice and snow juxtaposed with life fascinated me beyond all else every summer of the five that we lived at Rainier. It still does. What we humans categorize as opposites — winter and summer, glaciers and gardens—readily coexist on the slopes of the mountain. Nature accommodates extremes. It is man who views them as in opposition—and ironically it is man who represents the one disruptive ambivalence within the system. We love the land to death. We set it aside as a park to protect forever, then develop and trample it beyond recognition.

The story is hackneyed. But the solutions are not, and solutions are underway at Rainier. Last summer we went back to "our" mountain to see for ourselves. Weekdays we found it easy to park. We could walk the familiar trails with no sense of congestion. Weekends, this is folly. Seattle is too close, its residents rightfully too enamored of

the lovely snow cone that beckons beyond the freeway.

However, Paradise isn't the whole park. Sunday afternoons while frustration and overcrowding killed delight for thousands of nature lovers at Paradise, we sampled corners of the park that used to be quiet retreats, and still are. We walked lush forest trails at Carbon River and prowled the cobblestone river bar. We drove out the unpaved Westside Road, we hiked in the Tatoosh Range, picked ripe huckleberries, fished in a cirque lake, and admired the mountain from this slight distance. We saw other people and heard other voices, but there were no crowds.

Spreading out human use and limiting it to the carrying capacity of the land is the cure the Park Service is trying for Rainier's problem. The good news is that it works. Rainier is still a place to stretch your soul and find well-being. It's still a mountain worth going to. □

*(For information on current regulations and a brochure with map, write Superintendent, Mount Rainier National Park, Longmire, Washington 98397. Plan to arrive in the park by midday on a Saturday or Sunday if you want to camp, and by 4 p.m. on weekdays. If you will be backpacking, write ahead specifying your destination or asking for suggestions. Backcountry campsites are limited and new management policies require a reservation.)*

Snow-fed lakes  
abound in  
the Tatoosh Range





Mustang II Hardtop



Pinto Three-Door Runabout

# Ford's Number

# One in Small Cars

by Burgess H. Scott



Maverick Grabber



Pinto Wagon



FORD DIVISION, with the 1974 Mustang II, Pinto and Maverick, has the most popular lineup of small cars in the industry.

In fact, for the last five years Ford dealers have sold more small cars (with 111-inch wheelbase or less) than any other dealers in America. The small car expertise reflected in the 10 models offered in these three lines dates all the way back to 1908 when Ford Motor Company introduced the Model T.

Ford's know-how in small car building increased during the ensuing years that saw enthusiastic reception of the Model A, Model B, Falcon, Mustang, Maverick, Pinto, and last year the Mustang II.

The Ford small car group is made up of the small specialty size Mustang II, the compact size Maverick and the sub-compact size Pinto. Their wheelbases and lengths (in inches) are: Mustang II 96.2 and 175, Maverick Two-Door 103 and 187, Maverick Four-Door 109.9 and 193.9, Pinto 94.2 and 169. The Pinto wagon length is 178.8 inches.

These dimensions compare with the Model T's wheelbase of 100 inches and length of about 135 inches, and a wheelbase of 103.5 inches and length of 153 inches for the Model A.

All three models of the Pinto line—the Two-Door Sedan, Three-Door Runabout and Station Wagon—have the same kind of basic values that immortalized the Model T. The Pinto is tough and durable with a solid welded body, seats four in thick-cushioned comfort and it's fun to drive and easy on gas.

Pinto Two-Door Sedan with Sunroof





Maverick Four-Door Sedan  
with the popular  
Luxury Decor Option

The Runabout offers the added value of a fold-down rear seat that provides nearly 30 cubic feet of cargo space. Loading is done through a pneumatically operated lift door.

The Pinto wagon has all these attributes plus more than 60 cubic feet of cargo space—enough to haul loads ranging from a bicycle to a bale of hay. With the rear seat folded flat there's a carpeted load floor almost six feet long. Width between wheel wells is 42.5 inches, and the counterbalanced liftgate makes loading easy.

A peppy 2000-cc four-cylinder engine matched with a fully synchronized four-speed transmission with floor shift is standard. The more powerful, yet economical, 2300-cc four-cylinder engine with a new overhead cam design, is optional.

It didn't take Mustang II long to prove that it's the right car at the right time. Its success was quick and it has already founded a new class of smart, luxurious, jewel-like little cars.

Its popularity is underscored by the fact that the editors of *Motor Trend* magazine selected Mustang II as the Car of the Year for 1974. In making its selection the editors stated, "Mustang II, above everything else, is a genuinely good automobile."

Mustang II is a foot and a half shorter than the 1973 Mustang and over half a foot shorter than the original Mustang. It has the





Mustang II Mach 1. Sports clothes by White Stag

economy and agility expected from a small car, yet it's roomy and comfortable inside. Features like rack and pinion steering and manual front disc brakes make driving it a pleasure.

On the inside are thick, contoured vinyl bucket seats and cut-pile carpeting that runs wall-to-wall and up the door panels. The feel of luxury and value is carried on by the instrument panel with

simulated burl walnut tone trim, tachometer and separate fuel, ammeter and temperature gauges.

There are four models—the Hardtop, Ghia, 3-Door 2+2 and the Mach 1. A 2.3 liter four-cylinder engine teamed with a four-speed synchronized transmission with floor shift is standard. The 2.8 liter V-6 engine is standard on the Mach 1 and optional for the other models.

Maverick long ago earned the distinction of being a reliable compact car. This solid, economical family car comes in three models: the Two-Door Sedan, Four-Door Sedan and the sporty Two-Door Grabber.

Although its outside dimensions make it easy to park and maneuver, it has a roomy and comfortable interior designed for all-around family use. It's a strong, easy-riding car with a unitized body welded into one rattle-resistant piece for quiet operation.

The interior has deep-cushioned seats finished with stylish random stripe cloth and vinyl. Armrests are of the functional door-pull type with recessed door handles and two-door models have flip-open rear quarter windows for easy ventilation. Color-keyed carpeting adds a further touch of smartness.

Maverick's standard engine is the 200-cubic-inch 1V Six with a fully synchronized three-speed manual transmission. A 250-cubic-inch 1V Six and the 302-cubic-inch 2V V-8 are the optional engines.

The Mustang II, Maverick and Pinto lines each offer a long and varied list of options. SelectShift Cruise-O-Matic transmission that lets you hand-shift or go fully automatic is available on all models. SelectAire conditioning is also optional for all models.

There's a choice of AM or AM/FM Stereo radio, and Mustang II and Maverick may be equipped with power steering. Long life, smooth riding steel-belted radial ply tires are available for all Ford small cars and are standard equipment on some models.

Your Ford dealer can show you the complete list of the many other convenience, comfort, appearance and entertainment options that are available.

Mustang II, Pinto and Maverick cars shown on pages 24-28 inclusive have one or more of the following options: Bumper guards, white sidewall tires, rocker panel moldings, styled steel wheels and trim rings, vinyl roof, Deluxe Bumper Group, forged aluminum wheels, bucket seats, Luxury Decor Group, Squire Option, dual outside mirrors, luggage rack/air deflector, Sports Accent Group, Sunroof, Luxury Decor Option, vinyl insert bodyside moldings. □



A close-up photograph of several pink cherry blossoms. The flowers are in various stages of bloom, with some showing prominent yellow stamens. The petals are a soft pink color, some with darker pink edges. The background is dark and out of focus, with some green leaves visible. The text "ANYTHING GROWS" is overlaid in the upper right corner in a bold, white, sans-serif font.

**ANYTHING  
GROWS**

by George Barnecut

photos by Leonard P. Johnson

## ... As long as it's a flower

A PREVAILING MYTH about the Pacific Northwest is that the area suffers from a constant shroud of grey skies and drizzly rains. Not true! But even if it were, this verdant corner of the nation has a dazzling season of beautiful flowers—a display of astonishing vividness—which more than compensates for the alleged lack of solar benefits.

Blessed with a fine growing environment—rich soil, mild weather and a good ratio of rain and sunshine—the average flower season from frost to frost spans 240 days in Washington's Puget Sound country. This region's gardeners are an enthusiastic lot, matching nature's gifts with hard work and making up for any small deficiencies with a dedicated sense of determination. It is grey here some of the time, but residents have met the challenge and mastered it. The colorful result is visible everywhere—from the single

pot of bright geraniums on a high-rise apartment windowsill to the more expansive plantings in the residential areas, public facilities and parks.

The usual harbinger of spring in the Pacific Northwest is the winter flowering cherry (*Prunus autumnalis*) with its delicate sprays of pink-tinted blossoms. These are in bloom shortly after Christmas and are followed by the traditional crocuses, snowdrops and early bulbs. In late February or early March, forsythia and daffodils make their golden mark on the landscape. Then tulips, hyacinths, primroses and iris join the spring chorus.

Spring bulbs are a favorite in the Northwest and can be seen in both residential and public gardens and even in colorful plantings throughout downtown areas. To see the most spectacular display, however, take a short trip out to the large commercial bulb growing farms in the fertile valleys north and south of Seattle. During daffodil season the Puyallup Valley, to the south, turns bright yellow with millions of blooms. To the north of the city, the Skagit Valley features 150 acres of brightly colored tulips—at their best during April and May. Both bulb centers sponsor annual spring events.

Next on the Puget Sound garden agenda is rhododendron time—the loveliest season of all in the Northwest. Although some "rhodies" bloom as early as February, the real color thrust is at its peak in late May and June. The rhododendron is a

Rhododendron

photo by S. D. Gokhale





Crocus

native of this area and is the state flower.

For the rhododendron dilettante, a visit to the University of Washington Arboretum's Rhododendron Glen is especially rewarding. An informative guide-yourself folder describing the park is available at the arboretum office.

To view the native, pale pink rhododendron in its natural habitat, take a ferry ride across Puget Sound to the Olympic Peninsula. Here, the wild variety snuggles along the heavily wooded highway and, if your

Rose



Petunia

timing is right, you'll be in the art colony town of Port Townsend during the three-day Rhododendron Festival and the annual American Rhododendron Society Show.

May is also the month to see spectacular displays of white and lavender lilacs in Spokane. This city holds its famous Lilac Festival annually the second week in May.

With the coming of summer, roses and bright annuals blossom everywhere in the Pacific Northwest. Mass plantings of marigolds, geraniums, petunias, begonias and

Tulips





Iris

jewel-colored impatiens carpet the local landscape.

Seattle rose fanciers enjoy Woodland Park Rose Garden with its 5,000 plants and 190 different varieties. Another magnificent rose collection can be seen at Point Defiance Park in Tacoma.

Late summer is a good time to see the colorful drifts of wild alpine flowers in Mount Rainier National Park and at Hurricane Ridge on the Olympic Peninsula.

A favorite place to visit during the fall months is the seven-acre bo-



Apple Blossoms

tanical garden at the Hiram M. Chittenden locks in the Ballard district of Seattle. Many of the notable trees and shrubs on the grounds are rare and unusual exotics.

During October and November brilliant vine maples and chrysanthemums provide the final splash of color to the Northwest garden palette. Northwesterners usually pick their last bouquet on Thanksgiving day and then settle down for a winter of scanning the plant and seed catalogs in preparation for next year's flower show. □

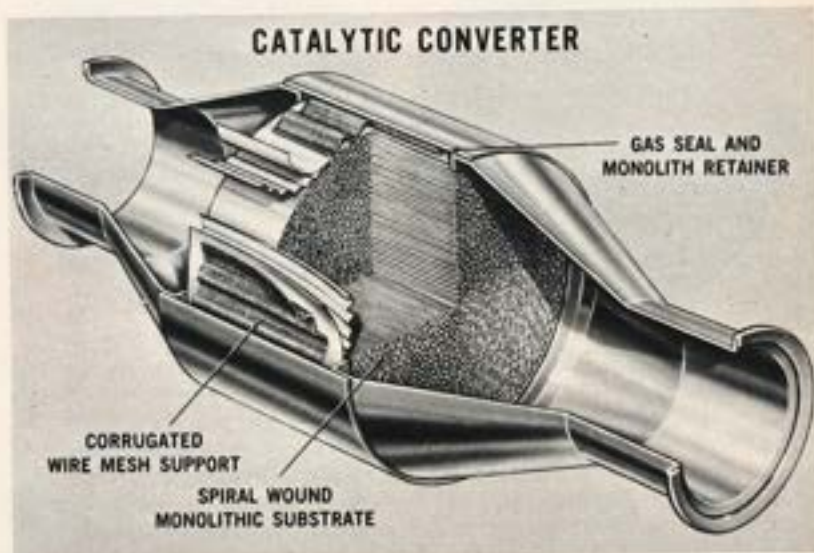
Portulaca



Begonia







by Melvin Beck

Engine modifications plus the addition of two new components on selected models make exhaust emission-control systems on 1974-model Ford Motor Company cars more durable and reliable than ever.

The new components are a solid state ignition system and a Thermactor exhaust control system.

The solid state ignition system uses electronic components to replace some ignition parts such as the distributor points and condenser. This eliminates the main causes of distributor wear that can lead to reduced performance and greater exhaust pollution.

1974 Ford Division cars having the solid state ignition system are the Thunderbird and Ford and Torino models equipped with the 400- or 460-cubic-inch engines. The new system has no points to wear out and replace. The car stays in tune indefinitely with

virtually no variation in ignition timing.

Customer benefits include a stronger spark for quicker starts, longer spark plug life and reduced maintenance requirements.

In order to meet a stringent new California standard for emission of oxides of nitrogen (NOx), many Ford cars to be sold in that state are equipped with the Thermactor exhaust control system. This, in effect, is a small "furnace" placed in the engine's exhaust system to more nearly complete burning of emissions that were not burned inside the engine.

While additional NOx control measures tend to increase hydrocarbon and carbon monoxide levels, Ford's Thermactor controls the level of these pollutants by pumping fresh air into the hot exhaust gases as they leave each cylinder, causing continued burning and converting them into harmless carbon dioxide and water vapor.

Other 1974 engines are emission controlled by modifications of several components to reduce the internal formation of air pollutants. The purpose of these modifications is to provide more complete combustion of the fuel-air mixture in the combustion chambers. The modifications include improved carburetors and refinements in the exhaust gas recirculation system and its controls.

Many of Ford Division's 1975 passenger cars will be equipped

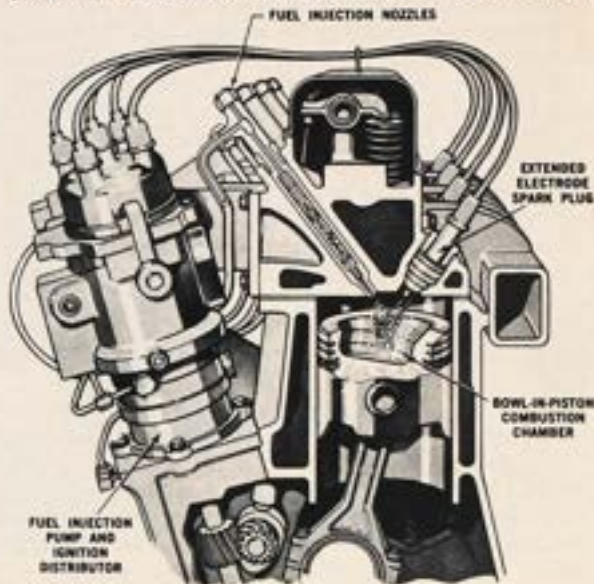
## Emission Controls Improved

with a catalytic converter which promotes chemical reactions within the exhaust system of an automobile to help reduce pollutants in the engine exhaust before they are emitted to the atmosphere. Engine exhaust gases pass through the converter which contains a ceramic honeycomb material coated with noble metal—platinum, palladium or a combination of the two. Contact with the noble metal catalysts accelerates the change of pollutants into harmless gases and vapors.

There is at least one Ford first in anti air pollution work. In April 1969, with the debut of the Maverick, Ford introduced the industry's first control system for fuel evaporative emissions. Next the system was placed on all 1970 model cars sold in California, and then installed nationwide on all 1971 Ford models.

The fuel evaporative system virtually eliminates emissions of

## STRATIFIED CHARGE INTERNAL COMBUSTION ENGINE—PROCO



hydrocarbon vapors from the fuel tank and carburetor. The vapors are collected in a charcoal canister mounted under the hood. These vapors are either sent to the engine for burning, or are stored for later burning.

For a decade or more, Ford has been exploring a number of different engines as possible alternates to the internal combustion power plant. One showing considerable promise is the stratified charge, or programmed combustion (PROCO) engine.

The Ford PROCO engine uses fuel injectors to deliver a fine spray of fuel directly into specially shaped combustion chambers to promote more complete burning of the charge. The injectors replace the conventional carburetor. The company recently built prototypes of its PROCO engine for the U.S. Army.

Although the PROCO appears capable of reducing automotive pollution, and exhibits fuel economy potential, several more years may be required to determine if it has the durability and reliability required to make it a suitable replacement for the internal combustion engine of today. □



***You won't want to miss this collection of the past five years' Favorite Recipes from Famous Restaurants***

Over the years Ford Times Cookbooks have won the hearts of thousands of adventurous home chefs. Now comes an entirely new sixth volume—a hard-cover, 144-page cookbook that highlights one or more favorite recipes from more than 200 restaurants all across the U.S. and Canada. Many of the paintings or photographs of each restaurant are reproduced in full color, and the text describes each restaurant, its specialties, hours it is open and its location.

In addition to offering a unique selection of gourmet recipes, the new Ford Times Cookbook is a traveler's guide to outstanding restaurants, which are listed by city and state for easy use on the road.

The sixth edition of the Ford Times Cookbook costs only \$4.95 per copy and makes an ideal gift for almost any occasion.

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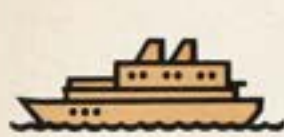
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## Six Ways To Get To Expo.

EXPO '74 VISITORS can get in tune with the show's ecological theme by conserving energy on the way to the Fair.

With a continuing tight fuel situation around the country these modes of transportation are worth considering:

If you're driving the family car to the Pacific Northwest (roughly bounded by Seattle, Portland, southern Idaho and western Montana) advance planning will pay off. While fuel may be scarce, most stations will be open.

Motorists from the northern tier of states and major metropolitan areas of the upper Midwest—Twin Cities, Chicago, Detroit—may wish to use the Trans-Canada Highway as a scenic bridge between the states and Spokane.

In addition, car pooling is worth considering. Friends or relatives in one vehicle not only save gas but have someone to enjoy sights with. Rental cars are also available in Spokane.

There are alternatives to the family car. Spokane is served by extensive air, rail and bus networks and significant increases in service are expected during the show's six-month run.

Three major airlines—United, Northwest and Hughes Air West—offer 36 flights into Spokane International daily from Seattle, Portland, San Francisco, Los Angeles, Las Vegas, Phoenix, Salt Lake City, Chicago and Minneapolis/St. Paul. Cascade Airways has 10 arrivals from other Washington cities every day. Several airlines offer tour packages that include lodging, cars and tickets to the Fair.

Amtrak, run by the National Railway Passenger Corporation, offers daily service between Chicago and Seattle. An extra daily train between Seattle and Spokane, the Expo '74, will link Washington's two largest cities from May 19 to September 14.

On the Canadian side of the border during the summer months there are two Canadian National trains daily between Montreal/

Toronto and Vancouver via Jasper, offering deluxe service with dome cars, lounges, and dining and sleeping cars. The "Super Continental" will take a standard car/station wagon (but not camper) under the "Auto-With-You" plan. There is also the Canadian Car-go-Rail plan by which cars and station wagons may be shipped west inside enclosed cars by freight train. The Canadian Government Office of Tourism advises interested persons to book passenger and car space in advance as the trains are very popular.

Greyhound Bus Lines runs 26 buses to Spokane each day and anticipates additional service from Seattle, British Columbia, Portland and eastern cities during the summer. And Greyhound's popular Ameri-pass offers up to 60 days of unlimited travel on a single ticket. Empire Lines, with eight arrivals, serves intermediate Washington and Idaho cities.

Another delightful alternative (admittedly more expensive) involves booking passage on one of several steamship lines operating cruise ships and freighters between Los Angeles/San Francisco and Vancouver, B.C., taking your car aboard, then driving to Expo through southern British Columbia.

Real outdoor enthusiasts can even cycle to the Fair. Combination Amtrak and bicycle tours are a possibility. For an additional \$2, Amtrak will ship a bike as freight. Cyclists can ride the train to the region, get off and pedal to the Fair. Greyhound will also carry a bike, if it is packed in a container.

A motor home fly-drive vacation is another possibility. All three major airlines that serve the area offer RV enthusiasts the chance to fly to the Fair and pick up a trailer, camper or motor-home in Spokane. There are hundreds of forested campsites and lakefront RV resorts in northeastern Washington (many less than a tankful of gas from the Fair site). □



Right: You could go over Multnomah Falls in this washable doubleknit Jantzen outfit. Below: This care-free and easy-to-wear Jantzen Swiss dot plaid shirt jacket is worn over belted pants of Dacron polyester



# Oregon's Outdoor Fashions

**Action-wear from Jantzen, White Stag and Pendleton**

**by Nancy Kennedy**

**photos by Brian Ratty and Larry Leach**

The Pacific Northwest, a vast year-round vacationland, has been a trend setter in outdoor fashions for five generations. Three clothing manufacturers in Portland, Oregon—Pendleton, White Stag

Far right: Two for the city. At left, the new soft suit with a drawstring tie jacket and a gentle flair skirt. At right, the classic separate look combines an all-around pleated skirt with a river jacket. Both pure-wool outfits by Pendleton







and Jantzen—combine nearly 250 years of fashion experience in their colorful histories.

Their designs, which enjoy worldwide popularity, evolved from the relaxed, outdoor life style in this part of the world. They have shared their world with everyone who enjoys natural easy-to-wear clothes which are beautiful, as well as sophisticated, in their classic simplicity. These clothes reflect a way of life which is as fresh as new snow and which inspires the wearer to get outdoors and go.

And what a world for going! The vast Northwest is a land of magnificent ocean beaches, of remote wilderness lakes ringed with garlands of wild flowers, a land of mountains, forests and rivers that range from the mighty Columbia to hidden mountain streams.

Even in urban areas—take



Above: His leisure outfit includes a Sir Pendleton double knit all-wool sweater and pure wool Exeter slacks. Hers is a lovely light wool Black Diamond sweater with windowpane check trousers. Right: Pendleton's famous Pen-West sports shirt



Spokane for example—one can look between a pair of tall buildings and suddenly catch a tantalizing glimpse of a snow-capped mountain.

Portland, the home of the trio of fashion greats, has Mt. Hood as a backdrop. Just minutes from the heart of the city is the spectacular beauty of Multnomah Falls Park, bordered on one side by the river salmon fishermen dream of—the Columbia.

In 1863, Oregon was not reachable by railroad, and a trip from New York took more than three months. That year Pendleton, the oldest of the companies, started in business using woolen-making equipment that arrived on the west coast by sailing ship. Generations of early settlers were kept warm by Pendleton's Indian blankets and rugged wool shirts which were a necessity for outdoorsmen. Maintaining the spirit of its pioneer days, Pendleton is one of the few U.S. clothing companies involved in every step from selecting the raw wool, creating original fabric designs, to tailoring the finished

Left: Her coordinated Young Pendleton wool outfit is from the Olympic Blue Group collection. His great looking links-stitch Pendleton cardigan is a combination of a wool and mohair



garments. It is fascinating to watch its fabric designers at work as they hand-weave the prototype fabrics for Pendleton's distinctive sportswear.

Canvas sails for the tall-masted merchant ships which were the lifelines of 19th-century traders were the first products of White Stag back in 1884. Portland was the only fresh water port on the coast. Later the company branched out into making the paraffin-dipped canvas "tin pants" worn by loggers.

In the 1930s White Stag produced the first real skiwear made in America. Its name is still tops in skiwear but it has branched out into a full line of fashion bright, action sportswear such as the smashing sunflower knit tennis dress on page 45 and the machine washable warm-up suits on the same page.

White Stag hasn't stopped cutting canvas, however, and today it is one of America's top producers of tents for campers and mountain climbers.

The youngest of the fashion greats is Jantzen, famous with swimmers the world over for developing the first truly wearable all wool knitted bathing suit.

A by-product of its new figure-revealing knitted swimming suits, introduced in 1918, was the bathing beauty used in its advertisements. You might say Jantzen invented the modern sleek bathing-

suited pin-up girls. Back in 1918 its poster girl created a sensation and both the poster and the new-fangled bathing suits were banned on some prim and proper beaches. Today the poster girl who created such a furor in 1918 would be the most over-dressed beauty at poolside. In addition to the covered-up bathing suit with leg-hiding shorts the Jantzen poster girl modestly wore a head-covering knit hat complete with a giant woolen pompon and matching knee socks. Girls were assured that all would go smoothly if they wore a Jantzen and a smile. Today, in addition to its swimwear and cover-up beach fashions, Jantzen makes a full line of men's and women's active and spectator sportswear.

Fashion experts usually can predict a coming fashion trend by observing clothes chosen by the 'Beautiful People' in the East. The big three of fashions in the Pacific Northwest—Pendleton, White Stag and Jantzen—have reversed that order when it comes to their special breed of breezy, natural outdoor action-wear. Not only do they send their pace-setting fashion message to the style mavens in the East but their voice is heard around the world. □

Right: Tennis everyone. In White Stag's Sunflower, a stunning slink of a knitted tennis dress in 100 percent acrylic, you'll be in style on or off the court



Left: Smart styling and jazzy racing stripes mark these warm-up suits by White Stag



Above: Her sensual one piece swimsuit in Lycra tricot comes with a modest cover up shirt. His Dunker shorts, also by Jantzen, have a co-ordinated windbreaker.





# SPARKLE CITY

Spokane, site of Expo '74, has more sunshine

by Carter Day

**S**POKANE (population 190,000) is the second largest city in Washington. Located in the eastern part of the state, it is the thriving center of that area known as the Inland Empire. It comes by its name honestly—Spokane is an Indian word meaning "Children of the Sun" and, except for northern Maine, this me-

tropolis claims to have more hours of sunshine than any other place in the United States. It must be true since the city is located in an agricultural center that is one of the most fertile and productive in the nation.

Visitors attending Expo '74 who want to also sample the city's entertainments, can conveniently do so

by taking a 33-mile Loop Drive (well-marked by signs) which touches all the beauty spots and attractions—gardens, parks, museums, waterfalls, residential centers and churches. And if you wish to travel farther afield, there are 75 lakes—with excellent fishing—within a 50-mile radius of the city.

Following are some of the attractions in and around Spokane that the first-time visitor to the city should see:

**Cliff Park**—This unusual park is located on top of an old volcanic cone at 13th Avenue and Grove. The cone was once an Indian lookout. Today it serves as a promenade 500 feet higher than Spokane's tallest building, from which tourists can

colorfully illuminated at night.

**Eastern Washington State Historical Society**—This building, at West 2316 First Avenue, houses the Cheney Cowles Memorial Museum and the Grace Campbell Memorial Building. One of the finest collections of Indian arts and crafts in the country is displayed here. In addition, the museum is rich in collections that cover the geology, forestry, wildlife and flora in the Northwest. There are also a historical library and an art center. Open Tuesday through Saturday, 10 a.m. to 5 p.m.; Sunday from 2 p.m. to 5 p.m.

**Riverside State Park**—A delightful place to spend a few hours, this park lies on the western edge of the

than any other U.S. town

illustrations by Larry McMannus

view the city. To really appreciate the view, it should be seen both by day and night.

**Spokane Falls**—An attractive waterfall, located right in the city's business district, can be seen from the Monroe Street bridge. A stairway leads to White Park at the edge of the 70-foot falls. The falls are



city where the Spokane River winds along pine-covered rimrock. Two scenic sights: The Bowl and Pitcher, a unique rock formation; and lava flows that are more than seven million years old. Picnic areas and camping locations are available, both in rustic settings.

**The Crosby Library**—Those old



enough to remember crooner Bing Crosby in his heyday will go for this. The library, at East 502 Boone Avenue at Gonzaga University (Crosby's alma mater), contains an interesting display of Bing's original records, his Oscars, trophies, gold

records and other paraphernalia. Open in summer Monday through Friday, 8 a.m. to 5 p.m.; Saturdays, 8 to noon.

**Manito Park and Duncan Gardens**—If you like flowers, don't miss this attraction. Encompassing 90 acres, Manito Park's top feature is a riotous display of color at Duncan's famous formal and informal gardens. The new Davenport Memorial Fountain in the garden changes its spray formations at 10 minute intervals. Spokane's city greenhouses which offer seasonal floral displays are also located in the gardens.

**Spokane Art Center**—The art lover need not feel left out. A regular schedule of art exhibits and a program of fine art classes are available at this center located at South 10 Cedar Street. Sponsored by Washington State University, it is open to the public Monday through Friday, 9 a.m. to 5 p.m.

**Mt. Spokane**—Impressive Mt. Spokane is 35 miles northeast in Spokane State Park. A good road leads to the 5,881-foot summit. The 20,700-acre mountain park offers a spectacular view in the summer and good skiing in winter.

**Golfer's Paradise**—There are eight public golf courses in and near the city. If you're itching for action and don't know your way around, see the Spokane Chamber of Commerce, West 1020 Riverside, and they'll tell you where the fairways and greens are. □



## *The Ellensburg Blue*



**Central Washington is the spot to dig for this prize agate**

**by David Foraker**

**T**HE MOST PRIZED AGATE in the country — the Ellensburg Blue — is ripe for the picking (or more correctly, digging) in the central portion of Washington.

From the sagebrush country of Ellensburg to the dense Cascade forests, the ground forms a canopy for these small but delightful treasures. And gem hunting can't be easier or more pleasant than in the reddish-

brown basalt that eons ago poured over a triangle that includes Red Top Mountain, Teanaway and Ellensburg.

The Ellensburg Blue is an attraction that lures gem seekers from all over the country, for it is an agate that occurs nowhere else in the world. It is either opaque or translucent, depending on its thickness, and is most valuable when free of impurities—the bluer, the better. It acquires a jade-like luster as it is worked and loses its Siamese-cat-eye blue color to a lighter blue only if ground below the dark layer.

### **Look for a potato**

The Virgil Hollidays, of Wenatchee, who own the largest collection of blue agates I've seen, excel in spotting Ellensburg Blues in the field. Holliday suggests, "Do your hunting when the grass is dry so you won't mistake blue flowers for agates." Rockhounds not as hawk-eyed swarm into the fields before the snow leaves, checking the bare spots for frost-heaved agates. Their motto is, "If it looks like a potato, pick it up." Bags filled with ugly brown, beige-grey or black rocks—with no hint of blue showing—yield many prized blue agates. The color of the exterior depends on what formed with the agate—light-colored clay particles or dark minerals.

Agate, a form of chalcedony, forms in volcanic rock as veins between lava fissures or as filled nodules (called thunder eggs) in the

gas bubbles trapped when the lava hardens. The potato rocks were once embedded in basalt and have eroded out. Ellensburg Blues may be irregular in shape—as from a vein that's broken apart—or, more likely, as a thunder egg or part of one.

Recently, on a steep hillside above Dry Creek, a three-pound fine-quality Ellensburg Blue was found. Until that discovery, the largest verified Blue was a mere 21½ ounces. Polished Blues have a high price tag, too, up to \$100 per ounce.

Most collectors hang onto their finds. They won't sell them to gem and rock shops, dealers, other rockhounds, souvenir hunters, hobbyists, or craftsmen. Whole collections are inherited. The Holliday's will not sell their Blues for any price.

The agates make beautiful jewelry—from bolo-tie clips to earrings. Many collectors with an artistic turn of mind chip off a piece of a fine Blue, grind it into a ring stone and mount it or have it mounted for themselves.

Long-time collectors believe eight-to 10-ounce gems, the size of a clenched fist, are the largest a gem hunter will find. Geologists aren't so sure; they say the size of the gas bubble or of the vein determines the size of the agate.

Every time power poles are installed, a field is plowed, or a new road is cut through Ellensburg territory, rockhounds flock in. Rockhound-artisan Rose Seth alerted our party to the fact that a new road





Spring-thawed fields offer a new crop of agates

was being cut through the choice Dry Creek area. "We'll race you for it," she offered—joking, for rock-hounds, unlike fishermen, always reveal a "hot" spot.

There were several cars full of gem hunters at the site when we arrived. Granite, quartz, and other cobbles of many sizes, from gravel to boulder, had been strewn about by the bulldozer. Sandstone outcrops jutted out of the reddish-brown basalt soil. We hadn't allowed ourselves enough time and explored the surface only, finding some agates. But when we go back, we'll use the grubhoe or pick on the steep hill to go after the Blues that are beneath the surface.

No matter where we hunt for Ellensburg Blue agates, we always watch for evidence of ancient water and for reddish-brown soil or rocks

that indicate the covering topsoil has been worn away (I favor old, dry canyon sides). Then we settle down to exploration in depth. We mark the spots we like best on the Wenatchee National Forest map, which can be obtained from the District Ranger, Wenatchee National Forest, Ellensburg, Washington 98926.

Everyone who goes to the Ellensburg area after rocks drives to mile-high Red Top. No collector will pass up the chance of finding geodes and thunder eggs in quantity. One of the Hollidays' notable finds there was a geode lined with crystals of violet amethyst—after years of rock hunting.

Half an hour from Ellensburg, which is bare-hill country, you'll be in the cool forest on Red Top. After driving a narrow mountain road,

you near the agate beds and a refreshing parking lot sign that says, "Rockhound Parking." From there, you hike. Close by, a shaded forest opens onto a meadow that looks bombed – this is really rockhound paradise (but please cover up the hole you dig). You disappear into a rockhound's trench, dig in close quarters for a few minutes, and emerge with a brown potato rock.

By the end of one typical day, three of us dirty, tired rockhounds had extracted perhaps 100 pounds of thunder eggs. We chipped the ends. Some cracked open to reveal hollow geodes lined with white quartz crystals. We did not keep

them or the smaller nodules, but one of the larger nodules contained very dark blue agate.

When we're fortunate enough to find a number of similar agates, we'll cut them into slices and embed them in fiberglass for a table top. If we accumulate still more agates, we intend to face our fireplace like others we have seen.

Whichever type of gemhunter you are—collector, trader, speculator, or a creative artisan who can carve masterpieces in blue agate to rival Chinese jade work – you'll enjoy rockhounding around Ellensburg. Expect a rare find just waiting to be picked up. □

Polished Ellensburg Blues flanked by petrified Ginkgo wood and Red Top "potato" rock





ONCE THE FAMILY'S seen Expo '74, the logical question is: What next?

In the vast Pacific Northwest, possibilities are unlimited. Adventure exists around every bend of the road. For example near Spokane you can:

**Drive to a Dam**—Due west of Spokane is Grand Coulee Dam, the largest concrete structure in the world. Located near the junction of State 155 and 174, it forms Franklin D. Roosevelt Lake, a 151-mile reservoir with a 660-mile shoreline. The 550-foot-high dam has a 500-foot base and a 4,173-foot-long crest. Nighttime visitors get a special treat when 200 color floodlights illuminate the dam and spillway.

**Visit a Woolen Mill**—Visitors to the Pendleton Woolen Mills in Pendleton, Oregon, can watch woolen manufacturing from fleece to the finished product in a 30-minute free guided tour Monday through Friday.

**Tour a Tree Farm**—Most people can't tell a bull pine from a blue spruce, but in Coeur d'Alene, Idaho, foresters at the U.S.

## Notes From the Northwest

Forest Service Nursery help nature lovers identify trees of the Northwest (including Douglas fir, white fir, Idaho white pine, western red cedar and ponderosa pine). Millions of tiny trees are grown here as part of a reforestation program.

**Cast a Line**—Anglers can fish for giant rainbow, cutthroat, and eastern brook trout in more than 75 lakes within a 50-mile radius of Spokane. While most of the highly prized steelheads occur in the Pacific Coast and Puget Sound counties, the Columbia and Snake Rivers also provide good steelhead fishing for inland anglers. Ocean fishing for salmon (chinook, coho, pink, sockeye and chum) is centered around the coastal towns of Ilwaco, Westport, Ocean Shores, LaPush, Neah Bay, Sekiu, Clallam Bay and Port Angeles.

**Ship Out**—Whitewater adventurers can take the boatride of their life out of Lewiston, Idaho, when they sign up for a trip down the rampaging Snake River through Hells Canyon. For more about these overnight trips, write: Hells Canyon Excursions, Box 368T, Lewiston, Idaho 83501. □



*In Victoria, British Columbia, you can enjoy tea and crumpets in the shadow of a totem pole*

*by Bern Keating*

*photos by Dan Guravich*

**W**ORN OUT BY HEARING interminably repeated that their city is "a little bit of Old England," many citizens of Victoria, British Columbia, testily defend their identity by pointing out snowcapped mountains on the horizon, thousand-year-old firs and towering spruces on lawns and a band of Indians hacking immense cedar logs in Thunderbird Park at the city's center.

"What kind of a 'bit of Old England' do you call a totem pole



workshop?" they ask petulantly and with some justice.

But they are waging a hopeless struggle. For what else are you going to call a city where gardening is such a passion that even lampposts display hanging baskets of flowers, where cricket and lawn bowls exercise the gentry in the parks, where everything stops for afternoon tea and where the consumption of crumpets—a prodigious 12,000 weekly in summer—supports a crumpetry. (For those who have never seen a crumpet, it is nothing but a sweet English muffin. Crumpets are served toasted, with honey and various preserves, including the ubiquitous orange marmalade, an Anglo-Saxon adhesive that held the British Empire together during the 64 years of Queen Victoria's reign.)

Around the Inner Harbour (the very spelling of their city's center betrays the Anglophobes), a carillon sounds the hour for tea with a reproduction of—what else?—Big Ben's chimes. And to emphasize the unhurried pace of quality folk, it runs about three minutes slow.

On a 12-acre lawn of impeccably Brittanic finish, flanking the Inner Harbour, a statue of the redoubtable and eponymous Queen Victoria watches over the mores of her namesake city. At her back rises the Late Victorian architecture—all grey stone and green copper domes—of the Legislative Assembly Building, outlined on summer evenings by a rim of lights.

The Empress Hotel, built in the same style of Late Victorian days as the assembly buildings, sits at the head of the harbour, radiating a dowager's stately charm. A two-decker red bus from London operates from the hotel's back yard. On late afternoons, the city's social arbiters gather in the hotel's conservatory for tea and crumpets amid the potted palms. (The hotel's renovation was called Operation Teacup.)

Racier citizens gather in the hotel's Bengali Room bar for a spot of gin and bitters amidst tiger skins, elephant's foot umbrella stands stuffed with peacock plumes, wicker fanback chairs transported from tropical verandahs and overhead fans of a type that hasn't flapped elsewhere west of Suez since the British raj gave up India. In a clublike hush, ruddy blokes sporting Royal Indian Cavalry mustaches read the local journal appropriately called "The Daily Colonist."

This whole Empire bit reaches an almost frantic level at the Olde England Inn, advertised as "a taste of Old England," where

the antiquarian and innkeeper Sam Lane has tried with considerable success to recreate an Elizabethan village. A helmeted bobby directs traffic through the garden.

Mr. Lane leads dignitaries through an exact replica of Anne Hathaway's Cottage at Stratford-on-Avon. (He also lives in a replica of Shakespeare's birthplace.)

"To thatch the cottage properly," he says, "we flew a professional over from England. Just to provide him the right kind of straw, we had to rent 10 acres and grow a special variety of wheat."

At the hotel, surrounded by heavy oak furniture and ancient firearms, guests fatten on sherry trifle, Scottish shortbreads and Cornish mead.

Even without so self-conscious an effort to reproduce the mother country, the climate and latitude combine to give English color to the Pacific landscape.

Despite a reputation for being plagued by drizzles, both Victoria and London report only an astonishingly low 35 inches of rain annually—about the same as in Boston and Houston, about two-thirds that of New York City and slightly more than half that of Savannah. But high humidity and cool summers cause almost explosive growth of blooming plants and flowering trees. Because they are on about the same latitude, Victoria and London also get about the same solar radiation and length of summer days.

So, encouraged by similarity of climate and latitude, English plants imported long ago by homesick colonial civil servants flourish with at least as much abandon as in the homeland. Each spring, Scottish broom colors the hillsides gold. Lavender grown in Victoria probably exceeds even the homeland's plantings for giving authoritative scent to sachets. It is no accident that the only place in North America that the imported English skylark has thrived has been Victoria.

Even exotics flourish in the lush climate. Butchard Gardens, a private showspot open to the public, rivals the best of the pleasure gardens of kings in the Old World. At Beacon Hill Park with its 154 acres in the heart of town, magnificent flower beds, illuminated on summer nights, cluster about 300-year-old Garry oaks. Wildfowl swarm in the refuge lakes. To counter the Angli-

Top right: Elizabethan Village's replica of Anne Hathaway's cottage. Bottom right: Butchard Gardens has more than 300 varieties of flowers, shrubs and trees







Boutiques offer everything from English tweeds to toffee

cizing influence of cricket and soccer games, locals have raised one of the world's tallest totem poles (127 feet 7 inches). But, alas, floating serenely by, swans from Her Britannic Majesty's own swannery at Cookham-on-Thames undo all their efforts.

A shopping tour of Victoria confirms the British presence. Henry Birks and Sons sell English bone china and Irish Belleek. London Silk, with the blithe British disregard for nomenclature, specializes in tweeds and linens. Lees sells English toffee. At the Tartan Shop buyers pick up sprigs of heather, kilts and sporans. The management offers genealogy books so that shoppers overcome by a desire for Scots ancestry can look up a grandfather to justify a suit of tailormade tweed.

Many shops, incidentally, display a sign at the door reading "No fish and chips in the store please."

Like Old World cities, Victoria is a market of small specialty merchants. At 1116 Government Street, for instance, the tobacconist E. A. Morris, Ltd., offers visiting Americans a delightful chance to sin a little by smoking true Havana cigars, but at the impressive cost of up to \$1.94 *each*.

Two of North America's finest shops of their kind offer imports from what once was the Empire.

At the Carnaby Street Boutique globetrotting buyers display fur-lined and braided cloaks from Afghanistan, hand-printed textiles from India, tapestries from Hong Kong and antique jade.



At the Gallery of the Arctic, Alistair Macduff, who was the original appraiser of Eskimo fine arts for the Canadian Department of Northern Affairs, offers Eskimo sculptures and prints unsurpassed by the world's greatest museum collections.

In nearby Bastion Square an enterprising developer has reworked a decaying historic section into a shopping complex rivaling for charm, if not for size, even Ghirardelli Square in San Francisco, the French Quarter in New Orleans or Old Town in Albuquerque.

To maintain the maritime theme of the square, the principal exhibit is a 38-foot Indian dugout canoe, the Tillicum, sailed by a Captain J. C. Voss from Victoria westward for 40,000 miles in a zigzag course across the Pacific and Indian Oceans around the Cape and up the Atlantic. Most of the three-year voyage he was alone, since he wore out five companions and lost one to the sea two days after taking him aboard. With only a pocket watch for chronometer and no compass, perhaps it is understandable that he gave up on a mud flat in the Thames at London.

He probably looked around and thought he had made it home. ☐

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FAVORITE **Recipes** FROM  
FAMOUS RESTAURANTS  
by Nancy Kennedy





painting by Pete Harritos

### CEDARS FLOATING RESTAURANT, COEUR D'ALENE, IDAHO

A quarter mile south of Coeur d'Alene on U.S. 95 (about 35 miles east of Spokane), this unique glass walled restaurant floats on Coeur d'Alene Lake and when the lake's waters rise in the spring so does the restaurant. Diners have a magnificent view of the lake and forests of fir trees set against a backdrop of mountains. Dinner only; reservations necessary. Closed on most holidays.

#### THE CEDARS BIERGARTEN STEAK SAUCE

*4 cups beer*

*1 cup soy sauce  
2 teaspoons garlic powder  
2 teaspoons ginger powder*

Combine ingredients in a pan and heat *slowly*. Dip steaks to be broiled in the hot sauce and place on grill. Broil steaks to taste, basting them frequently with steak sauce.

#### BLUE CHEESE DRESSING

*1 cup sour cream  
2 cups mayonnaise  
Pinch of powdered garlic  
Pinch of powdered ginger  
1 teaspoon Worcestershire Sauce  
2 ounces blue cheese, grated  
1 teaspoon fresh lemon juice*

Combine ingredients and blend together by hand. Let stand in a refrigerator in a covered container for 1-2 weeks before using.

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### LONGHORN BARBECUE, SPOKANE, WASHINGTON

The five Lehnertz brothers own and operate this popular family restaurant. A giant smoke pit dominates the kitchen and is the source of their superb smoked ribs, hams and sausages. There is carry out service and they will travel as far as 1,000 miles to put on an authentic Western barbecue for large groups. Breakfast, lunch and dinner served daily 7 a.m. to 11 p.m. The address is Sunset Highway, Number 2.

#### EL RANCHO BEEF SOUP

*1 pound hamburger  
1 onion, chopped fine  
3 stalks celery, chopped fine  
1½ tablespoons chili powder  
1 teaspoon cumin  
1 teaspoon each: celery salt, onion salt and garlic salt  
2½ cups canned red kidney beans  
1½ quarts water*

Combine ingredients and bring to a boil and let simmer for at least 15 minutes. Taste and add seasonings, if needed. Makes 10 hearty portions. Can be frozen for future use.

painting by Arthur Barbour



▲ painting by Bruce Bond

▼ painting by Harvey Kidder



## S. S. ESSINGTON AT THE WHARF, VANCOUVER, BRITISH COLUMBIA

This delightful old sternwheeler, which once served on the Skeena and Fraser Rivers, has been turned into a floating restaurant. At 1010 Beach Avenue, at the north end of the Burrard Bridge in downtown Vancouver, this unusual dining room is open for lunch and dinner every day.

### CRAB BAKE IMPERIAL

*1½ pounds King Crab legs*  
*½ cup flour*  
*3 tablespoons butter*  
*1 teaspoon shallots, chopped fine*  
*1 green pepper, diced*  
*3 stalks celery, diced*  
*1 medium onion, chopped*  
*2 medium tomatoes, diced*  
*½ cup dry white wine*  
*Salt, pepper and cayenne pepper,*  
*to taste*  
*½ teaspoon Lea and Perrin Sauce*  
*2 cups hot rice pilaf*

Roll shelled crab legs in flour. Sauté crab legs in butter with the chopped vegetables. Add white wine, then season to taste with seasonings listed. Simmer until wine is reduced. Serve with rice pilaf.

### FRESH BAY SCALLOPS ESSINGTON

Boil 3 pounds fresh Bay scallops in their shells for 5-8 minutes. (Or use 1¼ pounds cooked, shelled scallops.) Remove fresh scallops from shells. Combine: ½ an onion, diced, 1 teaspoon garlic, chopped fine and 1 teaspoon shallots, chopped fine. Sauté vegetables in ¼ pound of butter until golden brown. Then add cooked scallops, 2 medium tomatoes, diced, 1 teaspoon chopped parsley and 2 ounces dry white wine. Simmer 5 minutes until done. Add salt and pepper, to taste. Serve over 2 cups hot buttered rice. Makes 4 portions.

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## SPOKANE HOUSE, SPOKANE, WASHINGTON

Guy Miesch was a manager at some of the finest Paris restaurants before he came to Spokane to preside over the restaurant of the Spokane House. Under his direction this establishment has become famous for its fine continental cuisine. It is located at the Garden Springs Exit of I-90, not far from the airport. Breakfast, lunch and dinner served daily. Reservations advisable.

### MOUSSE AU CHOCOLAT

*16 ounces semisweet dark chocolate*  
*(Baker's)*

*12 large eggs*  
*2 ounces unsalted butter*  
*1 tablespoon sugar*  
*1 pinch salt*  
*1 tablespoon Cointreau*

Melt chocolate in a double boiler. Separate 12 eggs, add only 9 yolks. Beat whites until firm, adding the sugar in the process and at the end, the salt. Add butter to chocolate, stir until smooth, then remove from heat. Pour chocolate in a large bowl and slowly fold in, spoon by spoon, the whites then the Cointreau. When mixture is finished, set in refrigerator for a few hours. Serves 10.





## Letters

### Better Than Novocaine

Dear Sirs: J. Norman McKenzie's *The Decline of Puttering* is undoubtedly one of the most amusing, down to earth, human interest stories that I have read in many a year. I'm keeping a copy of it in my office to show to "uptight" personalities I run into occasionally.

Earl Gill, D.D.S.  
Bentonville, Arkansas

### "A" Address Correction

Dear Sirs: I read with great interest the article *Ford Inspired Car Clubs* in the February FORD TIMES. However, I do want to call attention to the fact that the address given for our club is incorrect. Our address is: Model A Ford Club of America, Inc., P.O. Box 2564, Pomona, California 91766. You might also be interested to know that our club is planning a national convention to be held on the restored luxury liner

Queen Mary in Long Beach July 30-August 3, 1974.

Mrs. Marylee C. Reeder  
Beverly Hills, California

### Tapa Is Tops

Dear Sirs: In most every issue of FORD TIMES I find something I can use in my fifth grade class. The December issue is a "Topper." I had just had my class make Tapa from brown paper bags when your magazine arrived, adding more interest and information to our project.

Mrs. Ray H. Hornstra  
Yankton, South Dakota



### A Close Look

Dear Sirs: Just thought you might like to know our three-year-old agrees completely with your new slogan, "The Closer You Look, The Better We Look." This snapshot says it all.

Mr. and Mrs. Harold Kraus  
Boonville, Missouri

### Are You Moving?

Because FORD TIMES will not be forwarded to your new address, please notify us in advance so you will receive your copies regularly. Send us the address label from the back cover with your new address and zip code. If you use a post office address change form, be sure that all code numbers from address label are shown. Mail to FORD TIMES, Ford Motor Company, The American Road, Dearborn, Michigan 48121.

# Ford Maverick: the family compact.



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Ford Maverick with Luxury Decor Option has family-sized luxury and comfort. A sticker price that's very economical. And a very sensible six-cylinder engine that goes a long way on regular gas.

Above are just a few of this Maverick's 28 surprising luxury details: individual reclining seats



in glove-soft vinyl; thick cut-pile carpeting; deep padded doors with European-type armrests; color keyed wheel covers; white sidewall, steel-belted radial tires; rich grained vinyl roof. Maverick with Luxury Decor Option. It could well be the ideal car for your family. Take a test ride at your Ford Dealer. The closer you look, the better we look.

## FORD MAVERICK



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