

TO SUCCESSFUL TRUCK OPERATION Clues

*FROM
YOUR
FORD
DEALER*



Frontier dance hall girls ride Ford pickups to work. (See pages 4-6)

WINTER 1965

- Six-Gun Territory
- On Location With Buster Keaton
- Farm-Family Vehicle
- Safe Emergency Driving



Donald Yano, whose five children form his most enthusiastic audience, truly delights in playing "Yano The Clown," the poor soul who is happiest when he's sad. Yano's trademark is his "bumcycle," which he drives only for laughs.

YANO—PART-TIME CLOWN



Donald Yano, a Crawfordsville, Indiana, dental technician, "cut" his teeth as a clown seven years ago and quickly decided being a clown was a most satisfying kind of spare-time fun. He has since become a big favorite at important Hoosier festivities, including the annual Indianapolis 500-Mile Race and Indiana State Fair. He also appears at numerous conventions, meetings and parades.

Though sad, Yano the Clown wants everybody to be happy. Funnybones tickle easily when he rides his colorful, gas-powered "bumcycle," a \$1,500 electronic monstrosity Don built himself. Running on four-inch wheels, Yano's "bumcycle" squeals with an assortment of sirens, whistles, harmless bombs and rockets. Yano uses a Ford Econoline he purchased two years ago to travel to his appearances. All his accessories are stored in the rear of the Econoline.

"It's perfect for short hops or long trips," Don points out. "I'm not clowning when I say the performance of my Econoline is wonderful and its low running cost easy to take."

Clues

Editor:

JOHN J. DABROWSKI

Contributing Editors:

MYRON R. MAY

GLEN B. NIEMI

JOHN A. TAURANAC

DALE WALRATH

Art Director:

MICHAEL T. KUNIK

Consulting Editors:

ROBERT J. FISHER

DAVID W. LEE

BYRON M. CASE

WILLIS M. CARPENTER

CHARLES D. ARMSTRONG

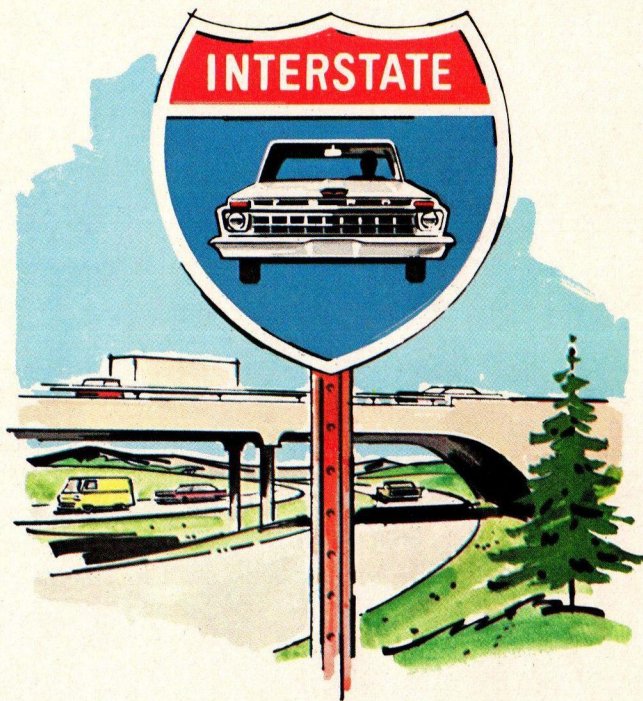
SAM RALIS

EDWARD ROBINSON

CONTENTS

- 4 Six-Gun Territory
- 7 Farm-Family Vehicle
- 10 Hooked On Live Bait
- 12 High-Living Woman
- 14 Hey, Culligan Man!
- 16 On Location With
Buster Keaton
- 20 Call Of The Wild
- 22 Camper Coachman Award
- 23 "Ham" Van
- 24 Safe Emergency Driving
- 27 Twin-I-Beam Ride-Guide
- 28 Lightweight Pile Driver
- 30 Mail Truck
- 31 Truckin' Chuckles

WINTER 1965—VOL. 14 NO. 1



The shield used on the Interstate Highway System is becoming a familiar symbol to more Americans every day. The Bureau of Roads expects this 41,000-mile network of national roads to be completed by 1972. Already open to traffic are 14,829 miles. Currently under construction are some 6,000 miles and the engineering and right-of-way surveys are in progress for another 12,000 miles.

When the National System of Interstate and Defense Highways is completed, it will crisscross the country without a traffic light. Travel along its superhighways will be easier and safer. The system is already credited with saving 2,000 lives last year.

America is a nation of people on the move. Modern methods of transportation have touched all of us one way or another. But the Interstate System will directly affect more Americans than anything else we have ever built in this country. Americans will be driving farther, more often, and getting there sooner.

Of even more importance is the stimulation of economic growth. By enabling trucks to provide better and more economical service, the system will give an economic shot in the arm to remote places still suffering from lack of regular transportation.

Trucks have the flexibility to serve every community and connect with all other carriers. They will eventually tie every town in the country into one national market like never before. Only trucks can do it, and Ford intends to continue as a leader in the process.

CLUES is published by the Ford Division of Ford Motor Company and distributed by Ford Dealers. It provides helpful information to all truck owners, whether they drive Fords or trucks of any other make. CLUES is our way of thanking Ford owners for their business; others for their interest. Address: CLUES, 420 Lexington Avenue, New York 17, New York.

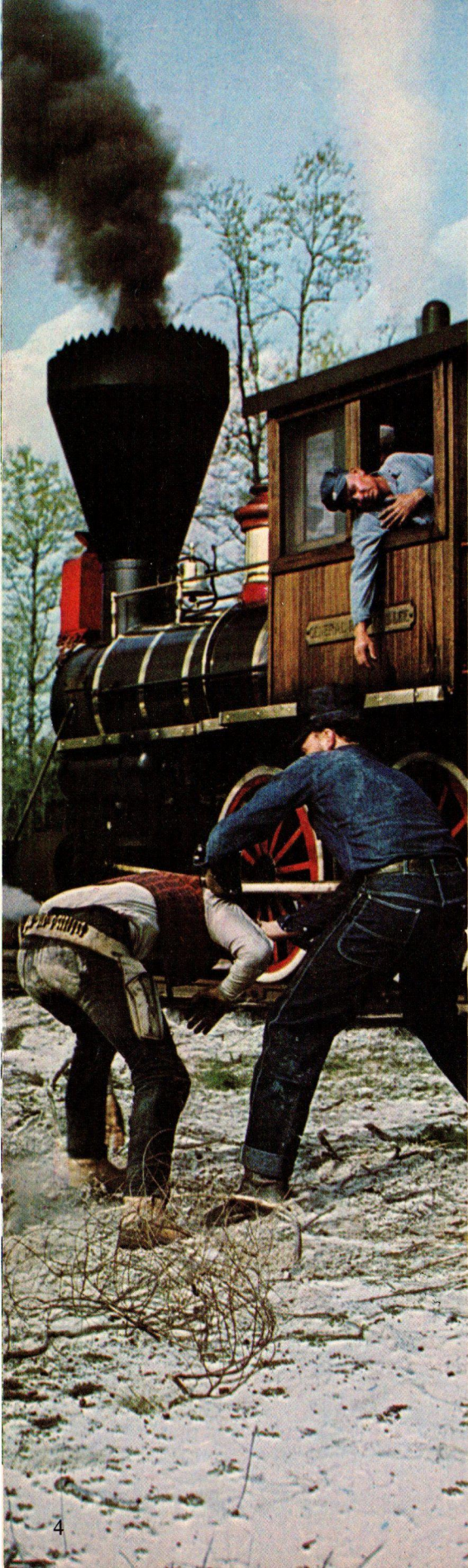
COVER: These three lovely young ladies are all part of the fun at Six-Gun Territory, a "family western" amusement town in Ocala, Fla. The highlight of their daily performance is the cancan they do in a dance hall for the pleasure of the guests. Many objects in the town are genuine antiques, and the others are fine imitations made by experts. See pages 4-6 for Six-Gun story.

SIX-GUN TERRITORY

A bang-up western on TV is good enough for most lovers of gun duels. But for those who like to get as near to the real action as possible without endangering life or limb—Six-Gun Territory in Ocala, Florida, fills the bill for everyone.—GEORGE X. SAND

An elderly, gray-haired couple quietly passed through the swinging doors of the Palace Saloon. They ambled over the planked sidewalk and across the dusty street. Suddenly a gruff voice called out "Yer money or yer life. Come on, hand it over."

Husband and wife froze in their tracks. But remembering that it was all in fun, the gentleman



boldly spoke up. "I'll do no such thing," he said and turned to face the professional gunfighter.

"Oh, yes you will," the desperado barked. With one fluid motion he lifted his heavy revolver from its holster and fired. The innocent and unarmed man crumpled in the dust. "My leg—I've been hit," he cried, his face twisted in pain as he gripped his knee. His wife bent over him thinking what good fun it all was, but her amusement suddenly turned to anguish. "You're wounded. There's blood on your leg. Oh, no."

Only when the poor woman was about to fall into a dead faint did the grinning husband explain how he had arranged the whole scene with the "hired gun." They had smeared the victim's leg before the incident with ketchup.

Scenes such as this are enacted daily at Six-Gun Territory, a purposely different type of tourist attraction at Ocala, Florida. Men who still recall the fun of their boyhood prevail upon the mock desperados who prowl the frontier town's streets to let them play cowboy.

R. B. Coburn is one of these incurable western addicts. "I've always been a cowboy fan," he admits. "Whenever I watched a western movie or TV film I'd catch myself wishing I could be present. Now that I own Six-Gun Territory, I can play cowboy to my heart's content."

Coburn was convinced that people would eagerly visit such places. His hunch was right. So far, over

two million visitors have passed through Ghost Town, another amusement center built earlier atop a 4800-foot mountain peak overlooking scenic Maggie Valley in North Carolina.

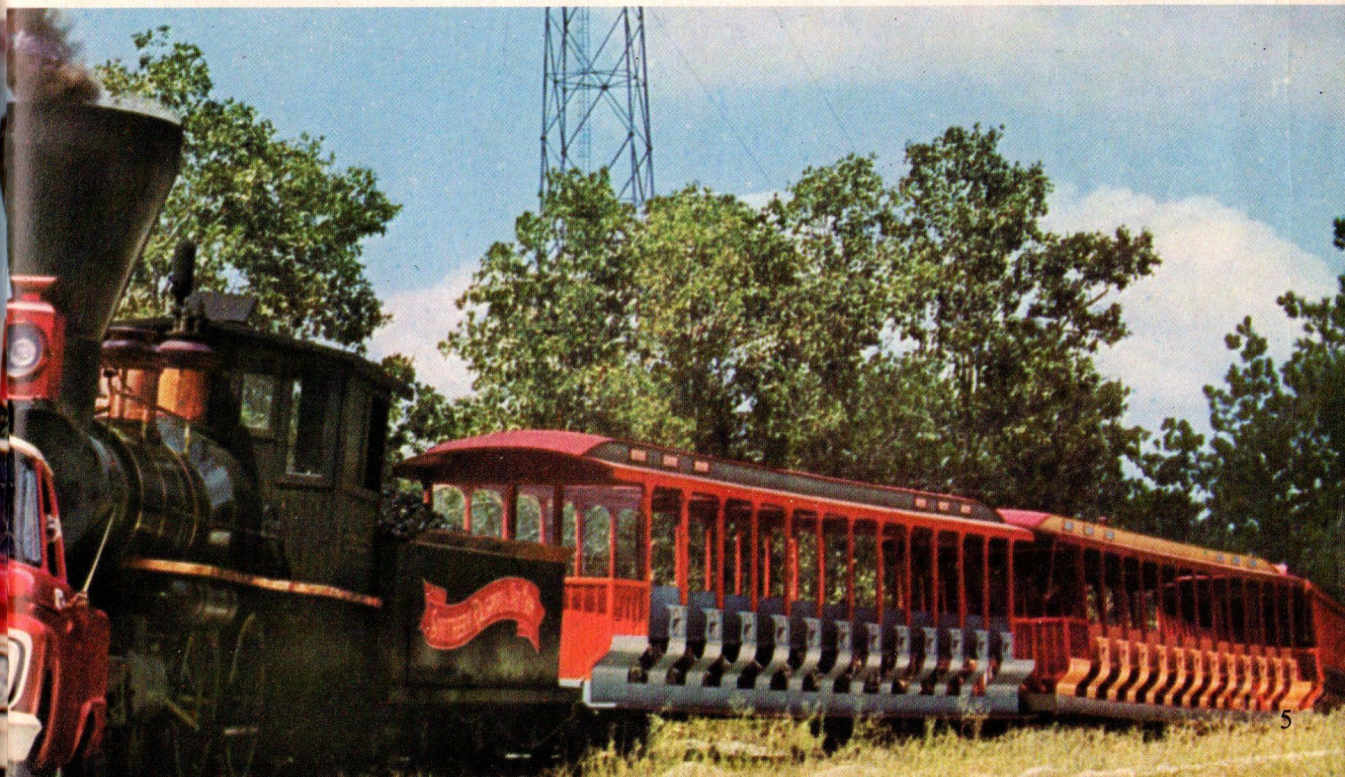
Coburn is a stickler for realism, which is one of the reasons for his success. At the 228-acre Florida site, for instance, gun fights that are held hourly employ vintage firearms. When a desperado on a roof is "shot" with a blank cartridge, he really falls to the hard street below and depends on his experience and agility to keep from breaking any bones when he hits the ground.

The same realistic detail goes into the fist fights that take place on the street, inside the Red Dog Saloon, and elsewhere. Even the cancan dancers engage now and then in savagely realistic battles over their men, replete with hair-pulling, biting and eye-scratching.

Gaining entry to each of Coburn's two existing towns is not easy. And this is where his showmanship is at its best. Access to the mountain-top town is possible only by cable car or chair lift. To reach Six-Gun Territory in Florida, a visitor must park his car and take the gondola sky ride or board one of several trains towed by colorful steam engines that carry him nearly two miles back into the pine woods. These locomotives have proven to be a delight to train buffs who spend hours inspecting their gleaming brass beauty.

Visitors board the trains at a railroad station

Specially built antique locomotive is nudged into place for coupling by one of Ford pickups at Six-Gun Territory.





Dancing girls sometimes stage "cat fights" in saloons to add more spice to an already exciting atmosphere.



Genuine "gun-totin" badmen stalk each other. Meanwhile, back at the saloon, dancing girls (below) kick their heels high in the cancan to the delight of guests.



complete with old-fashioned waiting room benches and antique ticket window, man-wanted posters and a clicking telegraph key. At the end of the two-mile run, visitors disembark at another authentically reproduced station and discover a quaint, realistic town of some 40 buildings—all waiting to be explored. The buildings are complete to the last detail, inside and out. This is not merely a "stage set" of false fronts a la Hollywood.

The General Store in the main square sells everything from saddles to old-fashioned stick candy of a dozen different flavors. Alongside the corral is a bona fide blacksmith shop. An Indian trading post, Miss Kitty's Ice Cream Parlor, and the Frontier Hotel are all open for business. Over a hundred authentic cast iron gas street lights, vintage 1880, provide illumination after dark. No utility poles or other modern signs are in evidence, since all wires, gas and water mains are buried.

Pass through the swinging doors of the Palace Saloon and the transition to frontier times becomes even more complete. While a piano player makes honky-tonk music, you step up to the gleaming 50-foot-long mahogany bar with its gold-weighting scales at one end. On a red velvet-curtained stage at the far end of the bar, cancan girls perform high-kicking routines for the clientele. You can order Red Eye or Panther Sweat, or whatever may be your favorite drink, but the handlebar-mustached bartender will only serve soft drinks at moderate rates. Coburn tries to keep prices within the budget of every family that visits his towns.

Behind the town's nineteenth century veneer, the twentieth century still manages to show its face.

Good examples of this are the indispensable Ford F-100's and F-250's which the Six-Gun Territory people use to haul around people, props, stagecoaches, or anything else that might need four-wheeled assistance.

"We couldn't get along around here without our Ford pickups," says Mr. Coburn. "We even use them to push locomotives around when we don't want to start one up. Because the pickups just don't belong in a frontier town, we keep them pretty well hidden during the hours when visitors are here. But before the first guests arrive in the morning and after the last ones depart in the evening, the pickups are constantly in use. They're lightweight, highly maneuverable and economical . . . just the combination we need and appreciate most."

A NEW TWIN-I-BEAM PICKUP DOWN ON THE FARM

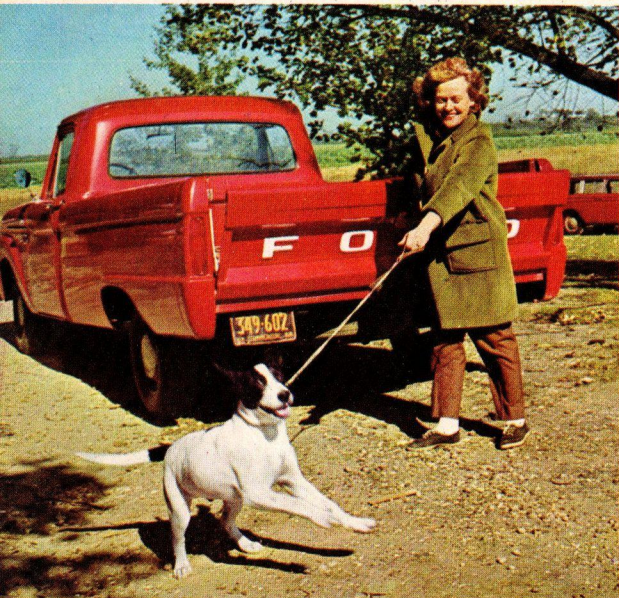
"Our new '65 Ford F-100 pickup is as comfortable to drive as a late-model pleasure car," says potato farmer Joe Zuhoski of Cutchogue, New York. The compliment is echoed by Joe's wife, Sabina, who handles the pickup with the assurance of a driver behind the wheel of a family car. Around the farm, Joe finds it handy for a hundred and one odd jobs. Most of these take him over rough and rugged roads or no roads at all . . . where the new Twin-I-Beam suspension really shows its mettle.

When Joe has no immediate use for it, his wife gives the pickup no opportunity to idle. With a home and three children to care for in addition to post office duties that claim her mornings, Mrs. Zuhoski's days are all brimful and tightly scheduled.

"Whether the load I carry is a big basketful of laundry, my week's shopping, or three energetic kids, I call on the new pickup to do it. Easy to handle and comfortable as any car, I feel that I'm always in control of every driving situation."

While Mrs. Zuhoski held out for red, her husband plumped for a green pickup. The color of the pickup below shows how strong a man's influence really is. But even a beautiful red paint job can be lost under a layer of dust. So, under Spot's supervision, cousin Eddy, Jerry and Cheryl help Mrs. Zuhoski restore the luster. Job is easy with so much help.





Her one free hand is all Mrs. Zuhoski needs to release and lower the tailgate of the new Ford. Spot keeps her other arm plenty busy. On her way into town (right), Mrs. Zuhoski stops alongside a potato field her husband is harvesting to find out if she can get anything for him.



Judy, Cheryl, Jerry and cousin Eddy scamper aboard the new Ford pickup for a trip to a neighbor's house. Though this is not necessarily the easiest way to get into a pickup box, kids have more fun doing it this way. Mrs. Zuhoski's children have only one complaint about the quality of the ride in the new Ford pickup. It's not bumpy enough to suit them. "Our old pickup really used to swing us around whenever we rode in the back. This one doesn't," says eleven-year-old Jerry.





Joe and his brother Ed are about to head back to the farmhouse for some more cauliflower crates, over a road that typifies what the pickup encounters in a normal day's work. "The new Twin-I-Beam suspension is the best thing that ever happened to a pickup," says Joe. "This Ford takes bad roads better than any light truck I ever owned."

"This one-hand tailgate is a very handy feature," says Ed. "It lets me lower the gate without putting down what I happen to be carrying. That's just one of the features we like. For us, another big benefit is the additional head and leg room in the cab. Joe and I are both over 6'3" and we were tired of the cramped space in most vehicles."



Joe Zuhoski and his brother Ed are modern farmers whose approach to any decision involves careful study of all the facts. The choice of a pickup, for example, was not a spur-of-the-moment decision. The truck Joe wanted had to be flexible, tough and economical. It also had to be easy to handle and comfortable enough for his wife to use. Everything Joe looked for, he found in the '65 Ford F-100 Styleside pickup with the revolutionary new Twin-I-Beam suspension.

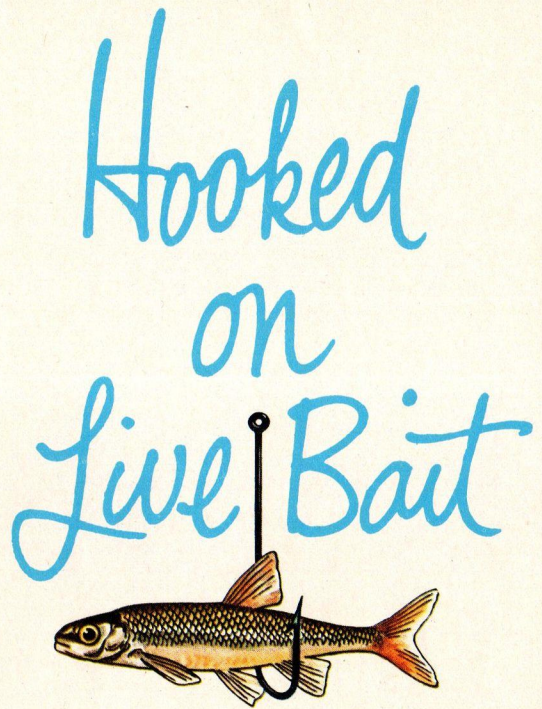


Five Ford pickups and fourteen years ago Steve Weyandt's wholesale minnow business in the resort area of Brule, Wisconsin, was going from bad to worse. With a wife, two daughters in college and a third in high school to support, the time was hardly appropriate for an economic crisis. But bait retailers were forcing wholesalers to lower prices on items whose profits were already negligible. The effect was inevitable, and Steve's wholesale business was among the first to fold.

Weyandt, in the meantime, had decided that the best way out of his dilemma was to set up his own retail business and be his own wholesaler. So he pocketed what was left of his bank account and set out for the Eau Claire Lakes region, about 20 miles south of Brule.

A tour of the area soon revealed that the one available building looked bad outside and even worse inside. Besides being badly in need of repair, no pipeline or well that could supply fresh water for minnow tanks was available. Though a little discouraged, Steve bought the building nevertheless.

The next item he purchased was a light-duty truck. "I needed a vehicle versatile enough to help me haul loads of topsoil, heavy well-drilling equipment, big minnow tanks and anything else that had to be moved. Most important, I needed a truck that could stand a lot of punishment from back-country roads and the strain of a hard round of



Hard work and a dependable Ford pickup pulled Steve Weyandt out of one economic crisis. The same combination now keeps his retail live-bait business thriving. For Weyandt, nothing can match his Ford.

Steve Weyandt fills the bait tank in his pickup box with fresh water by backing into streams and scooping up water.



work every day. I looked around carefully and finally decided on a Ford pickup. Never made a better decision in my life.

"Once the well was drilled, I finished the room where I keep my large minnow tanks. I built four big wooden boxes for worms and eventually installed a freezer in case a fisherman wanted to freeze his catch. I also earmarked the area next to the bait room as a shop for anglers . . . with everything from lures to rods. And that's what it is today."

Today, Steve's life revolves around operating 40 baited wire traps, which provide him with the live minnows so popular with fishermen. Once the traps are set, they are checked and emptied daily. After four or five days in one spot the supply of minnows generally falls off. Steve then finds other likely places for the traps.

"Most of the trails to the lakes and streams I use are pretty bad," says Steve. "If a pickup didn't have the pep, stamina and agility this one exhibits, we'd never get past all the holes, rocks, stumps and mud along the line without getting 'hung up' somewhere."

When Steve gets near some likely water, he fastens several traps together, throws them over his shoulder and looks for the best holes in which to set them. If the weather is nasty he wears hip boots or waders. Otherwise, he wades right into the stream, clothing and all.

Back home, Steve usually spends a couple of evening hours digging angle worms from the rich loam soil near his home to round out his bait supply. On a nearby three-acre night-crawler bed, Steve keeps the grass cropped as short as possible. Crawlers are easier to catch that way. In one evening he can pick as many as 500.

The morning after he's laid the traps, Steve returns to the lakes and streams to collect the trapped minnows. He carries the traps out of the water and dumps the minnows into a large steel water tank in the Ford pickup box. By the time he's collected the last trap, the minnows of his first few catches are generally in need of oxygen. In the race back to the store, speed and a smooth ride mean most to Steve. And this is what he gets from his Ford pickup.

"Something this dependable pickup deserves but never gets is a little rest," says Steve. "When I take a day off from my routine, I generally act as a guide to fishermen or hunters. When I do, my Ford comes along. And not just for the ride either. With customers, canoes, and all kinds of camping gear to be carted, the Ford pickup winds up doing what comes naturally . . . all the heavy work." ■



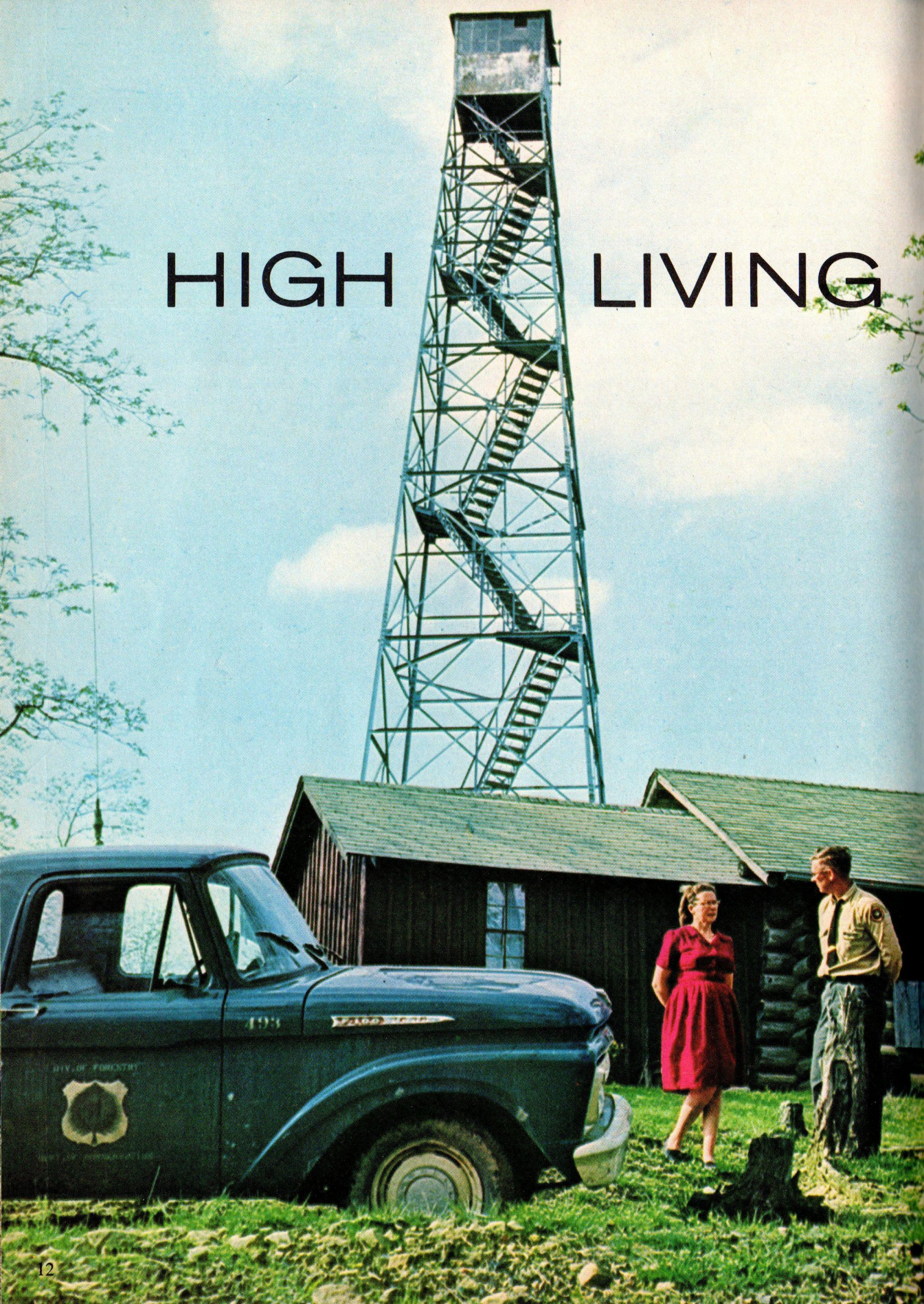
Steve wades right into streams to set his minnow traps. This way he knows they're well-positioned and secure.



Roads linking Steve's store with streams and lakes are little more than cow trails. Steve's ingenuity developed this Ford-powered plow (below) for unearthing worms.



HIGH LIVING



—by JOHN FETTERMAN

WOMAN



Mrs. Baker has a high-level view of Cumberland Mountains.

Mrs. Oma Baker's typical working day is unusually free from interruptions. She finds concentrating on her work an easy thing to do.

For 18 years now, Mrs. Baker has perched 105 feet up in the air during the working day looking for forest fires. She is one of more than 30 women employed by the state of Kentucky to help man its 154 fire towers. Her tower is one of seven in a two-county district covering 465,000 acres of timber.

Mrs. Baker gets free use of a cabin and a small salary for her service. Her usual working day is from 9:30 a.m. to 5:30 p.m., but during dry spring and fall seasons she may work through the night. "I've never understood how my wife can stay up there so many hours a day," comments Mr. Baker. "I've always made my living from the soil, and I wouldn't like to get that far away from it."

The cabin the Baker family has inhabited for many years is located on a wooded peak in Clay County, Kentucky, almost entirely cut off from civilization. About the only regular visitor is District Forester Phil Marcum, who makes the difficult climb in a '62 F-100 pickup every few days.

"What a trip that is," comments Phil. "Part of the way, I use the nearest thing to a 'road' around here. At least, it runs over dry land. But I have to negotiate most of the trip along the wet, slippery and rocky bed of Blue Hole Creek. Fortunately, I've reached the point where I can 'read' a creek pretty well now, telling at a glance almost exactly how deep the swirling water is. Whenever I have to cross a deep hole, I merely take off the fan belt—a trick I learned from some of my camping friends. Without the fan belt, I can drive straight through without spraying water back over the engine and drowning it out. When I'm safely on the other side, I just slip the fan belt back into place."

From years of racing to fires through woods and checking on towers in out-of-the-way places, Phil has become an expert at driving his pickup over areas where anybody else would get out and walk.

"When I have to maneuver over a stretch that looks particularly bad, I make a run at it in the pickup and literally bounce over," he comments. "To stand this kind of treatment day in and day out, a truck has to be really tough. That's why I'm happy with this Ford."

The State Forestry Service keeps a fleet of more than 100 Ford trucks of varying sizes for jobs like Phil's and for other demanding tasks in the timberland. Timber is one of the major industries in a state where other industries unfortunately have been lagging. Apart from its commercial value, Kentucky puts a lot of stock in the timber's scenic value. It has, for example, poured \$40,000,000 into an ambitious state park building program. Last year, the parks confirmed the wisdom of the investment by drawing over 13,000,000 visitors.

In all, the Forestry Service watches over more than 10,000,000 acres of Kentucky timberland. It also cooperates in the care of another 1,500,000 acres of Federal land. For responsibility of these dimensions, dependable transportation is of prime importance. "All our trucks are kept in tip-top shape so they're ready to roll to any location any time a fire breaks out. When it does, our fleet has a big job to do. Forest fires must be checked and controlled immediately," says a forestry official.

The trucks round up volunteers from nearby hollows and haul all the tools of the trade: heavy brush hooks, axes, fire rakes, even water tanks and gasoline engines to pump water from tanks or creeks. Often, they're pressed into service to help injured people and to save personal effects. ■

Mrs. Baker and Forester Phil Marcum chat within the shadow of 105-foot tower in which she watches for forest fires.



Thomas Gordan, a Culligan man, delivers a tank of zeolite for water softening from a Ford C-600 with a custom body.

HEY, CULLIGAN MAN!

The worldwide Culligan organization is in the water treatment business, taking over and finishing the job that nature seldom is able to do.—by WAYNE THOMS

The big commercial jet about to take off, the suburban housewife washing her breakfast dishes, the electronics firm producing a complex printed circuit for a space probe, and the tired businessman relaxing in his swimming pool all have one thing in common. For a variety of reasons, each uses conditioned water. Frequently, it's Culligan-conditioned water.

The merchandising of soft water has progressed far beyond what Emmett J. Culligan thought possible when he started selling it in 1936. From his first tiny factory in Northbrook, Illinois, the Culligan network has spread into more than 1,500 franchised areas with a million-and-a-half household and commercial customers.

Fortunately, from Culligan's viewpoint, water is

not the same everywhere. In its natural state it is quite often unsuitable for human purposes. On its long journey from the heavens to everyday use, water picks up minerals that harden it, acids that make it corrosive, objectionable tastes and odors that make it unpalatable. The Culligan people are in business to correct defects. They soften hard water, filter turbidity, remove dissolved solids, and kill water-borne bacteria, among other things.

The factory-owned Culligan plant in Anaheim, California, is an excellent case in point. Here, some 70 employees are busy with the sales and service of water conditioning equipment. Culligan's Anaheim manager, Leon Vinyard, is vitally aware of the importance of properly conditioned water for a thousand and one home and industry uses.

"It's more than just a convenience to the housewife," he says. "We know, for example, that washing clothes in hard water reduces their life by as much as one-third. You can't rinse all the soap from your skin with hard water either. Soap curd clings, makes the skin feel rough and sticky. And," he adds, "it's easy to spot the difference between glassware and silver washed in hard and soft water. Soft water removes the soap film and makes utensils sparkle." The list of home hard water problems could be carried on to include scale-clogged hot water pipes, vegetables that shrivel and lose their flavor when cooked, and a host of others.

The most common and troublesome of all the dissolved impurities that create hard water are calcium and magnesium. How is it corrected? Vinyard explains that Culligan's softening tanks are filled with particles of a non-dissolving material called zeolite. Zeolite exchanges the unwanted materials for minute quantities of sodium which does not form scale when water is heated, nor does it form curd with soap.

When the softening material has reached the limit of its capacity for removing hardness, it must be regenerated with salt to replace the sodium which has been lost. And this is where Vinyard relies on Ford trucks. Culligan's rental softeners are exchanged at regular intervals, hauled from homes back to the plant for regenerating.

Vinyard's Anaheim fleet of ten C-600 trucks is fitted with specially designed bodies carrying 50 tanks each. Because each softening tank weighs approximately 150 pounds, the rack bodies are

designed so that the driver-deliveryman has virtually no lifting to do. In addition to the C-600's, Vinyard's fleet has several F-250's equipped with two-way radios. These are service and installation trucks. They carry the same distinctive blue and red design as the C-600's. Finally, Vinyard uses several white Ford Econoline pickups for local swimming pool service.

Vinyard says that his trucks average from 70,000 to 100,000 miles before being traded in. While this is not statistically a long life for a C-600, the unusual suburban stop-start-turn operating conditions make it the equivalent of much more.

Vinyard points out that industrial water service is another important element in Culligan's service. He says that water conservation and reclamation have important economic advantages. "We saved five million gallons of water in six months for a local aerospace firm by showing them how to reclaim water from cooling towers with our equipment," he says. "And we have some rather unusual applications, too. TWA's jets use water that has been purified by our equipment. It is injected into the engines on takeoff for extra power. Plating companies and firms making delicate electronic printed circuits find that water we de-ionize is better than the ordinary distilled water they formerly used." Vinyard adds that at Culligan they naturally use their own soft water in the radiators of their Ford trucks. "We've never had a radiator failure," he says, "and we rely on the Fords daily. The water they use may be soft, but the Fords themselves are *hard* as nails." ■

Larry Rodig unloads from a Ford F-250 a water softener and related equipment for home installation in Anaheim.



Don Tilton, manager of Culligan's swimming pool division, finds the Econoline handy for service calls.





ON LOCATION WITH BUSTER KEATON FOR THE CHASE

One sunny morning last summer about ten Keystone Cops and a baker with pie on his face were chasing 67-year-old Buster Keaton up a hill near Tarrytown, N.Y., a New York City suburb. At the end of the chase more than 50 neighborhood youngsters who had gathered to watch the scene showed their enjoyment by applauding. They did not know it then, but they were watching the film-

Veteran comedian Buster Keaton, known for his dead pan, takes a short break while filming "The Chase."



ing of "The Chase," a Ford Econoline Van television commercial with a light touch. "The Chase" has been appearing nationally during this fall and winter and will continue through the spring.

Unlike heavy-duty long-haul rigs, the Econoline does most of its work in cities and suburbs, and is bought largely as an all-purpose truck which is economical to run yet has plenty of loadspace. The Econoline's important sales points are self-evident and relatively easy to make. These include features such as a long, flat floor, up to eight wide doors, and easy maneuverability, all of which can be effectively brought out on film in humorous situations. And who could bring out the humor better than veteran actor Buster Keaton, famous for his dead pan and classic slapstick comedy routines.

Every effort was made to make "The Chase" commercial an authentic replica of a silent movie. The cameraman, for example, employed a jerky, rapid-motion effect characteristic of old movies by undercranking the camera—that is, as few as eight or twelve frames a second were shot instead of the customary twenty-four—for 35-mm. film. For more of the same flavor, an original nickelodeon score was commissioned for the sound track. To add to the authentic effect, the commercial message itself was flashed on the screen in the same fashion as dialogue was in the silent movies.

All the remaining ingredients for good slapstick were also used in the commercial—the troublemaker in the person of Buster Keaton; that unique police force, the Keystone Cops; the innocent bystander, a baker who introduces lots and lots of cream pies and gets most of them in his face.

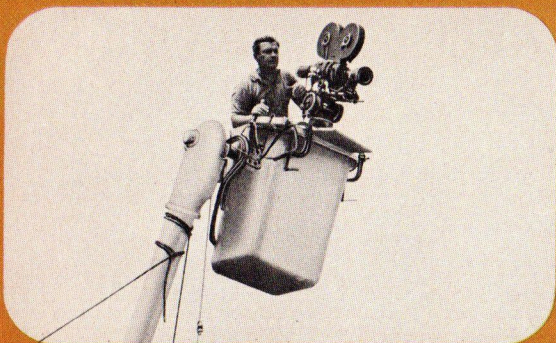
Since Keaton was scheduled to be in New York City for the filming of a movie short, the producer decided to do "The Chase" somewhere in the vicinity while Keaton was still there. This required a very tight shooting schedule—just four days for two 60-second commercials. But everyone who was consulted agreed it was worth a try.

The Tarrytown-Elmsford area in Westchester County was selected because the scenery is varied and the locale reasonably free of traffic. The Glenville Tavern on White Plains Road and the nearby Harper and Row Publishing Company Building became the actual "movie lots." They were finally chosen because they offered the kind of Mack Sennett atmosphere required. The location was also right for the Econoline Vans.

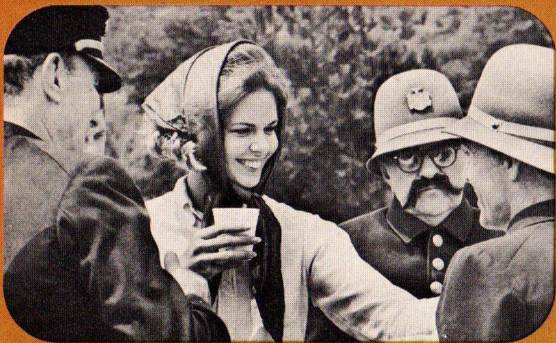
"The Chase" opens up showing the Keystone Cops running after Buster Keaton. Keaton notices a baker's Ford Econoline Van and decides to use it as his getaway vehicle. He leaps through the open rear doors, jumps into the driver's seat, and speeds off. Just as he pulls away, a baker with a

In this scene the Keystone Cops move out to apprehend the suspect, Buster Keaton, who always manages to fool them.

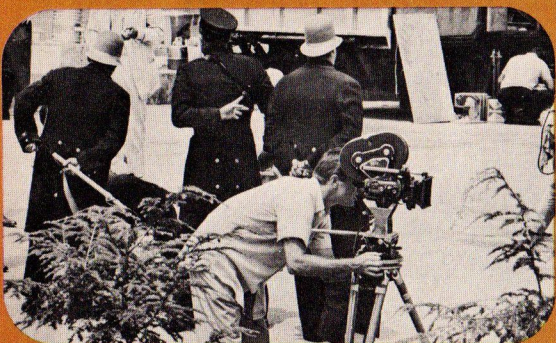




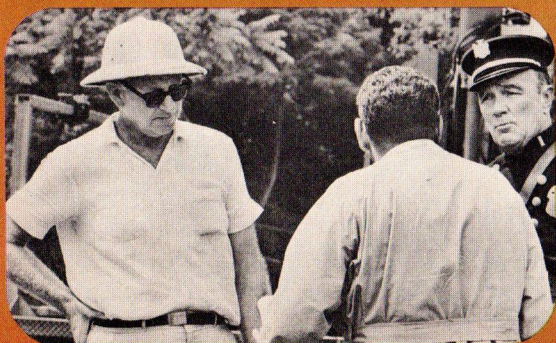
*Cameraman awaits the director's nod to "roll 'em."
From his perch, cameraman has bird's-eye view.*



*Coffee break! Costume girl enjoys talking with
Keystone Cops. Offstage they're as funny as on.*



*Cameraman gets set for next scene while members
of the cast take it easy. Shooting days were hot.*



*Producer, director and actor confer about a scene.
By anticipating problems, shooting went smoothly.*

trayful of cream pies blocking his vision goes to step into the van that isn't there. Naturally, he falls flat on his face into cream pies—the highlight of every Keystone comedy.

Now the pie-spattered baker joins the Keystone Cops in hot pursuit. Keaton, in the meantime, spies a long row of white Ford Econoline Vans parked in a neat row, so he parks his right in their midst hoping to vanish by blending in perfectly. Keaton then hops out, and the Keystone Cops miraculously find him. What ensues is a mad chase through all the vans with Keaton "beating" one or two unsuspecting cops and then deftly eluding the rest by dodging in and out of the vans. For a finale, he jumps into a van and speeds off, leaving a precinctful of bewildered Keystone Cops and one pie-smeared baker in his wake.

Almost immediately, the producers faced their first big problem—obtaining at least nine eight-door Econoline Vans. What's more, all the vans had to be white in order to obtain the best possible contrast on black and white film. After a rash of telephone calls to dealers in the metropolitan New York area, the producers could locate only five white vans.

This left them four short. So rather than waste more precious time canvassing local dealers again, the producers decided to take another tack. They sent a special order for four vans directly to the Econoline assembly plant in Lorain, Ohio. Here their request was fed into a computer that handles similar orders from dealers all over the country. Essentially, the computer determines whether all the parts necessary to complete a particular order are in stock at the plant. Ironically, some of the components specified were not available and the computer, sure enough, rejected the order. To those who had counted on a solution from the computer, the lack of one came as a big letdown. And the further loss of time did nothing to alleviate the letdown.

Two business days before shooting was scheduled to begin, the producers were back on the phone. This time the calls covered a wider area. Invariably, the stock units located either turned out to be the wrong color, boasted some special equipment or were on the verge of being delivered to a customer.

In the nick of time, the resident truck engineer and the plant manager at the Lorain factory suggested substituting other parts for those that were not available. The producers, of course, agreed.



Here's Keaton playing decoy with the Keystone Cops who are chasing him. When the cops arrive at the scene, Keaton has miraculously escaped through a maze of Econoline Vans. Wacky police force never gets a good crack at Keaton.

Overnight, the job of assembling the four vans was completed and by Saturday they were ready for delivery. Each was then driven to New York in time for the shooting.

When red plastic letters spelling out "Mothers Brothers Baked Goods" were stuck on the sides of the trucks, the vans were ready to make their appearance before the cameras.

But the weather suddenly took a bad turn. Monday dawned overcast and stayed that way. Telephone calls one after the other to the weather bureau all told the same story for Tuesday—rain. At 5 o'clock, the production teams decided to check the weather bureau one last time. This time they decided to cancel the scheduled shooting for the next day.

Tuesday, sure enough, turned out to be a picture postcard day—cool and not a cloud in the sky. When shooting finally began on Wednesday, the original four-day schedule, which was considered tight to begin with, was cut down to three and everyone was convinced that the rain would interrupt or spoil the shooting somewhere along the line. To everyone's delight, Wednesday, Thursday and Friday were all clear and sunny, but to everyone's discomfort they were immoderately hot. Even during brief breaks, cast and crew headed directly

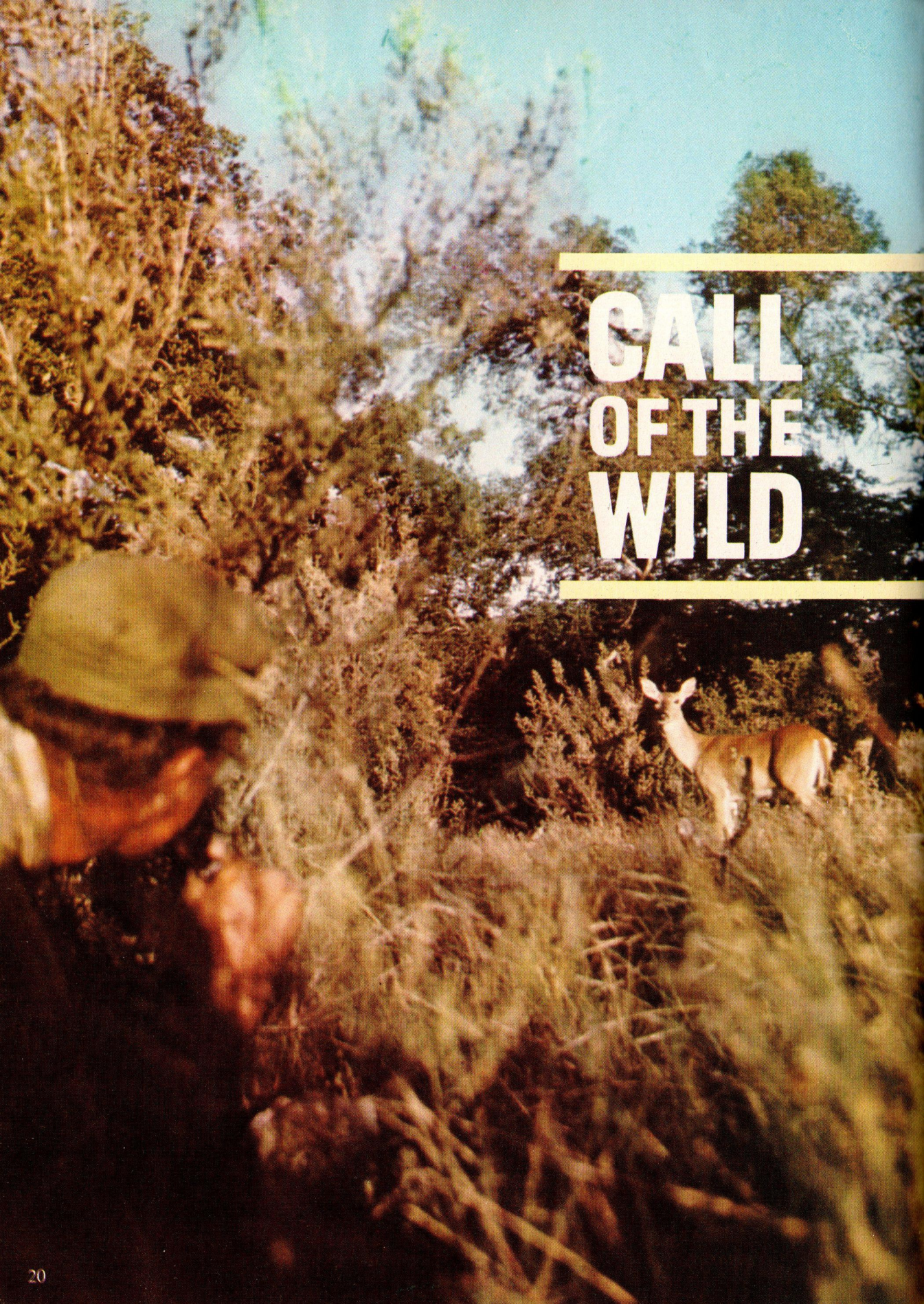
for the shade under the trees.

Since none of the actors had ever played Keystone Cops before, Buster Keaton and the director coached them in their parts on Wednesday morning. Each actor was assigned a special piece of tomfoolery to handle, and all were offered the same sage advice. "Wave the billy over your head from side to side—don't swing it toward anybody," Buster Keaton told them.

When it was discovered that a seam of a cop's coat had ripped, everyone decided not to bother fixing it. "It will make everything more realistic," commented Buster, "and anyway, if we fix it, the seam will probably just rip again."

As funny as any incident caught on film was the sight of a genuine delivery truck for a bakery barreling along the road and stopping dead at the sight of the "Mothers Brothers" sign on the parked Econolines and the noisy Keystone Cops nearby. Puzzled, the driver stared curiously at the scene for several minutes, then slowly drove off shaking his head from side to side. ■

THE END

A photograph of a person wearing a green hat and a dark jacket, looking towards a deer in a field. The deer is standing in a field of tall grass and brush, looking back over its shoulder. The background is a dense forest of trees. The text "CALL OF THE WILD" is overlaid in white, bold, sans-serif font, framed by two horizontal yellow lines.

CALL OF THE WILD

Murry and Winston Burnham learned the skill of calling wild animals from their father, Martin, who has spent a lifetime swindling predators of their prey around Marble Falls, Texas, where he grew up.

Martin Burnham has been "callin' critters" since the turn of the century when he was growing up on his family's ranch in Marble Falls, Texas. Fascinated by the range of sounds animals made in different situations, he began imitating them. Since mimicry came naturally to him, his imitations were remarkably true to life almost from the very start. And they improved over the years.

By the time he passed along his secrets to his sons, Winston and Murry, the calls he had developed were pretty nearly perfect. Since then, the Burnham brothers have become well known as experts in this unusual field. What's more, they have built a thriving business teaching the skill to amateurs who are intrigued and excited by it.

"In the past ten years my brother and I have called innumerable animals including well over 4,000 coyotes. And we generally get them to come within a range of less than ten feet," says Winston. "I've had a puzzled fox come looking so hard for a rabbit I could have parted the hair on its head with my breath. We can call fox, bobcat, mountain lion, coon and deer, to name just a few four-legged animals. Nor do we neglect birds like hawks and eagles. We can probably call any animal but a skunk—and that's the way we want to keep it."

In the field, the Burnham brothers become audio-decoys by emitting sounds of distress familiar to all wild animals. A coyote, for example, on the prowl for a juicy meal envisions a free and easy dinner when he hears Burnham's imitation of a trapped and injured rabbit. Ears perked, he races directly to the source of the sound. He's in a hurry, too, because he wants to arrive before an equally hungry neighbor gets there.

The Burnham brothers spend a good part of every year in the field testing and perfecting new calls. Dedication like this has made them the unofficial "critter-charming champions" of all time. "We figure we've traveled more than three-quarter-million miles through the United States, Canada and Mexico. A good many of these miles were rugged backtrails more often suited for pack mules than pickup trucks," says Murry. "Our 1963 four-wheel drive Ford pickup takes us wherever we go

even on our toughest wilderness trips. Most of the time we just drive in one general direction looking for a likely spot for calling, road or no road. That pickup is as tough as a bull's hide and it still purrs like a kitten in spite of 64,000 miles of hurdlin' gully-washes."

With calling junkets taking them farther and more frequently away from home, the Burnhams have added a new component to their travel equipment for calling expeditions. It's a Dreamer Camper Coach mounted on a 1965 Ford F-250 truck with the new Twin-I-Beam suspension. Not one to buy a pig-in-a-poke, Murry, the family equipment authority, says that Ford's new Twin-I-Beam has put real comfort into their backtrail excursions. "The independent front suspension is terrific! We've noticed, for example, how much it cuts down list and sway caused by strong, gusty crosswinds. Now our camper rig glides over rugged cow trails and



The Burnhams find the '65 Ford F-250 with Twin-I-Beam suspension great for traveling over rough roads.

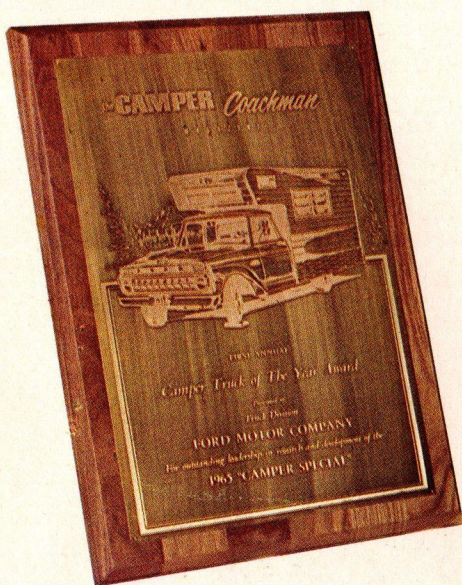
ruts where ordinary trucks make you feel like a well-scrambled egg."

"Maybe we're gettin' old, but we sure like being spoiled," adds Winston. "The comfort this new Ford and camper provide is too good to imagine. No more dusty grub boxes, sleeping bags, and raking snow off bedroll tarps . . . and now we don't have to worry about camp fires.

"Our calling trips have always been fun, but they've also been a lot of hard work. Nowadays we sure enjoy all the comforts of home in our critter-callin' camp on wheels."

Even usually timid deer approach Winston and Murry Burnham after they've been lured with the famous "critter calls."

FORD'S '65 "CAMPER SPECIAL" RECEIVES MAGAZINE AWARD



Three new "Camper Special" option packages, which carefully tailor the 1965 line of Ford pickups for use with camper coaches, were cited as one reason for an award presented to the Ford Motor Company in Los Angeles last October. The award was presented by *Camper Coachman*, a national monthly devoted entirely to the world of camper coaches. Publisher Art Griffin personally presented the attractive bronze plaque to Ford's Truck Operations Manager Phil Caldwell.

"We at *Camper Coachman*," said Griffin, "believe the Ford Motor Company has made significant progress toward the ultimate pickup for hauling coaches. So complete and so radical are some of Ford's innovations in the new pickup line that we feel compelled to make a special award of merit to Ford's Truck Division."

"From the wheels up," reads the official citation, "the '65 pickups have been designed to be superior carriers, especially for coach campers. The amazing new Twin-I-Beam independent front-end suspension gives the pickup unusual strength, stability and riding control with a coach aboard. A tremendous choice of transmissions has also been made available, from 3-speed Cruise-O-Matic units to 4-speed manual transmissions, covering every possible need. With three new pickup engines, the right power team is now available for every conceivable load requirement."

The three "Camper Special" packages make it possible for a camper coach user to equip a pickup for load carrying, convenience and comfort without leaving anything to chance. The factory-installed "package" options allow the new F-250 models to carry camper units and payloads up to 3,825 pounds. The "Camper Special" options are available through Ford Dealers all over the country.



Art Griffin, Publisher, presents the "Camper Special" plaque to Phil Caldwell, Ford's Truck Operations Manager.



Complete line of Collins Radio Company's "ham" radios is displayed in the attractive interior of the Communications Van.

"HAM" VAN

Designing and producing aviation and space craft communication and navigation equipment are major programs of the Cedar Rapids (Iowa) Division of Collins Radio Company. Many of this firm's accomplishments, however, are more down to earth, such as spreading the word about its line of amateur radio equipment.

For many years, Collins set up demonstration booths at radio conventions and trade shows. This was an expensive operation because the demonstration had to be assembled, disassembled and moved for every show. Looking for an easier way to demonstrate its equipment, the firm installed it in a Ford Econoline Van.

Now the Collins sales representative merely has to park, put up his curbside canopy, and the "Communications Van" is ready for business.

The company is planning several national tours for the van during which it will visit nearly all of Collins' distributors and appear at many amateur radio conventions and trade shows.

The equipment the "ham" van carries (from left to right in the photo above) is a 30L-1 Linear Power Amplifier (1 kilowatt); 62S-1 VHF Converter; 75S-3B HF Receiver; 312B-4 Station Control; 32S-3 Transmitter; DL-1 Dummy Load; Antennas; KWM-2 Transceiver (in driver's cabin); 180S-1 Antenna Tuner (in back). The antenna-switching system and oscilloscope, shown near the ceiling of the van, were designed expressly for the Van. Special equipment also includes inverters for operation on batteries or 110-volt power; portable engine-driven generator; public address system and air conditioning.



"Ham" Van will tour the nation several times, attending conventions and trade shows. Mobility is key factor.



SAFE EMERG

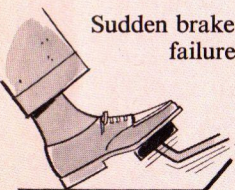
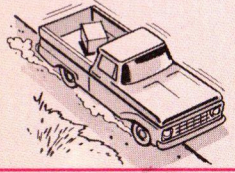
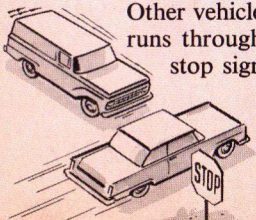
Most science-fiction fans can recall at least one plot in which all the inhabitants of a typical American city are mysteriously spirited away by a superior force and never returned to their homes. When this happens in a book with an interplanetary twist, a reader can easily dismiss the incident as sheer entertainment, farfetched or superficial. But most of us, even in this atomic age, still consider the obliteration of an entire town as remote and hard to believe.

Unrealistic as it may appear to be, the hard, historical fact is that 43,600 people, a number greater than the population of a town such as Boulder, Colorado, were wiped out in this country in 1963 by traffic accidents. Each death carried in

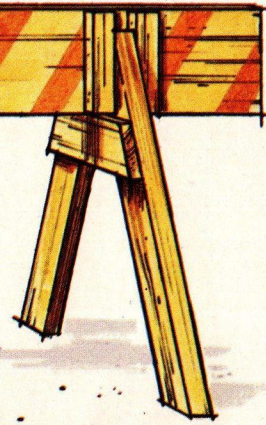
its wake a note of real personal tragedy not duplicated by the science-fiction story. And the number of fatalities in 1965 will undoubtedly exceed the 1963 total. The figure is sobering, and its significance increases when you consider the fact that adequate knowledge of correct safety procedures could have prevented many of these tragic accidents.

Drivers who survive accidents often say, "Don't bother me with this safety stuff. The accident was the other guy's fault, not mine!" Sometimes this is true. But—at least 25% of all accidents, or about 11,000 deaths a year, are what the police categorize as "non-collisions." These are the accidents without a scapegoat. The driver can really only blame himself, because only his vehicle is involved. Over-

24

EMERGENCY	COMMON CAUSE	PROBABLE RESULT	EMERGENCY REACTION
 <p>Sudden brake failure</p>	<p>Failure to notice defects or have brakes repaired. Excessive reliance on brakes during course of normal driving. Failure to test brakes at regular intervals.</p>	<p>Head-on, lateral or rear-end collision with another vehicle or object on, alongside or near the road. Vehicle may also overturn if speed is high enough.</p>	<p>Pumping brakes may restore some braking power. With stick shift, employ engine braking power by shifting to lower gear. Turn off to shoulder and play out built-up momentum. Carefully employ emergency brake.</p>
 <p>Wheels run off pavement's edge</p>	<p>Skidding due to careless driving, speed or slick road. Tire or brake failure. Taking a curve too fast. Inattention.</p>	<p>Loss of steering control is usual result. Lack of control could lead to rolling over, turning completely over or something equally serious.</p>	<p>Take foot off gas, hold steering wheel firmly, ease vehicle onto shoulder. Use brakes lightly until you slow down enough to get back on pavement. Do not slam brakes or cut back sharply.</p>
 <p>Other vehicle runs through stop sign</p>	<p>Habit of taking warning signs lightly . . . which always means that a driver has become slipshod and careless about all other good driving habits.</p>	<p>Collision with the vehicle ignoring the stop sign. Possible collision with another vehicle or object.</p>	<p>Apply brakes without changing your direction, if possible. Then, as you let up on brakes, make an attempt to cut behind the vehicle which committed the violation. Other alternative is to get off the road.</p>

EMERGENCY DRIVING



turned vehicles, vehicles that run off the road or vehicles that strike stationary objects are a few of the examples falling into this category.

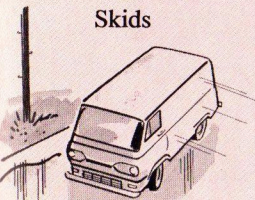
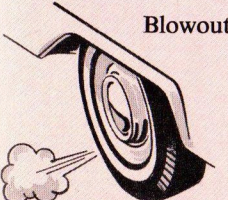
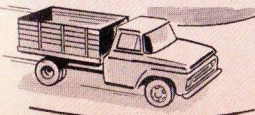
One man who is doing something effective to insure safe driving is Patrick Sirois, personnel and safety director of the Holsum Bakery in South Miami, Florida. Holsum operates a fleet of 215 trucks in every part of Florida. Of these, 158 are route delivery vans (about half of them Fords) and 10 are heavy-duty tractors that haul trailers full of Holsum products to central warehouses. The balance of the fleet is composed of sedan delivery cars, station wagons and passenger cars.

The fleet for whose safety Sirois is responsible accumulates about 3½ million miles of city and

rural driving and about 700,000 miles of highway driving each year. Since Sirois introduced his program in 1961, traffic accident costs at Holsum have dropped from a sky-high average of \$250.00 per unit per year to a remarkable average of \$25.00 a year. In insurance premiums alone, the reduction is estimated at about \$8,000 a year.

Essentially, Sirois has compiled this record by concentrating on the non-collision variety of accidents. This does not mean that Holsum drivers neglect or avoid every other basic safety rule. For them, safety is a matter of emphasis and awareness. "If you take pains to make drivers aware of one area where most of them need a greater degree of awareness, they automatically develop a range of

25

EMERGENCY	COMMON CAUSE	PROBABLE RESULT	EMERGENCY REACTION
Skids 	Sudden acceleration or deceleration on slippery pavement. Abrupt braking. Taking curves improperly. Failure to allow for hazards of weather or road.	Loss of steering control. Head-on, lateral or rear-end collision with another vehicle. Collision with an object.	Apply light pumping action to brakes. Steady pressure will only intensify skid action. With on-off braking, turn wheels carefully in direction of skid.
Blowout 	Defective or worn tire. Improper tire care. Bad road conditions. Striking or running over unseen objects.	Loss of steering control. Head-on, lateral or rear-end collision.	Don't apply brakes. Hold steering wheel firmly. Concentrate on keeping proper direction. Brake lightly when vehicle control is restored.
Taking curves improperly 	Failure to heed curve warnings. Failure to slow down while approaching curve. Misjudging a curve.	Run into lane of opposing traffic. Run off road. Head-on or lateral collision with another vehicle.	Feed a little gas in curve. If braking is necessary, apply lightly while maintaining constant gas pressure.

sensitivity in every other safety area," says Sirois.

Sirois' philosophy about accidents, especially the non-collision type, is very simple. "Since no one ever plans an accident, no one can ever forecast an accident. The only way therefore to avoid vehicular or personal damage when one does happen is to be prepared *to drive safely in any emergency*. We therefore train our drivers to recognize and know the common variety of road emergencies that may result in serious accidents. We also train them to do the thing that will most probably avoid the accident," explains Sirois.

The frequency of non-collision accidents led Sirois, even before he became Holsum's safety director, to study and analyze the reason for their frequency. Like other accidents, he concluded, these always result from careless personal action, unsafe road and vehicular situations, or both.

To get his meaning across to Holsum drivers in the classes he conducts, Sirois now breaks the accidents down to their essential elements.

"You'll always find," he points out, "three causal elements in every accident: a remote or indirect cause, a proximate or direct cause and a particular set of circumstances that will suddenly crystallize all of the elements into a serious emergency."

"Generally speaking, remote causes cover areas of personal negligence, such as bad driving habits or failure to keep a vehicle in tip-top shape. Proximate causes can range from a traffic violation to bad weather or a bad road. Finally, the occasion can be any one of a thousand possibilities."

For the sake of clearly illustrating what he means, Sirois makes use of concrete examples such as the following.

A hard-working electrician, absorbed in the details of a job he was doing, was driving home after a particularly busy day. Suddenly his pickup swerved to the right when his front wheel dropped over the edge of the road onto a soft shoulder several inches below the level of the road. Because he was moving fast and losing control, he cut the wheel sharply to the left in an effort to get back on the road and get back in control. The sudden turn at high speed flipped the vehicle completely over, instantly killing the driver.

A second incident revolves around a fuel oil delivery truck heading back to its home base after a full day of deliveries. The left front tire suddenly hit a pothole in the road and blew out. While the

truck veered towards the wrong traffic lane, the driver tried to keep it on the right track. In no time, the truck went off the road, ran into a tree and turned over, pinning the driver beneath it.

The proximate cause of both of the above accidents could have been one or more of the following:

- Traffic violation (speed too fast for conditions)
- Physical condition (drugs, sleep, alcohol, illness)
- Inattention—distraction (if Driver X had been alert he would never have wandered off the road)
- Condition of road, traffic, and weather
- Mechanical or equipment defect (a badly worn tire was the primary cause of the second accident)

The *remote* causes may have been any of the following:

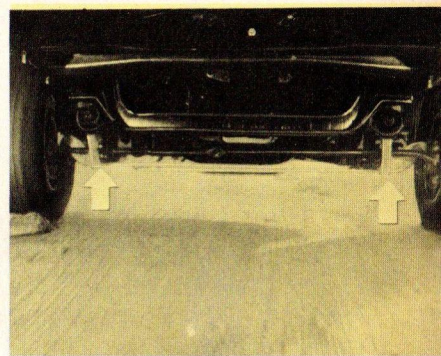
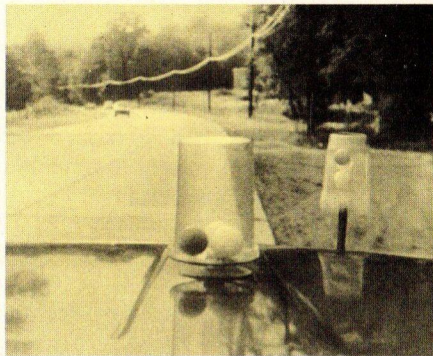
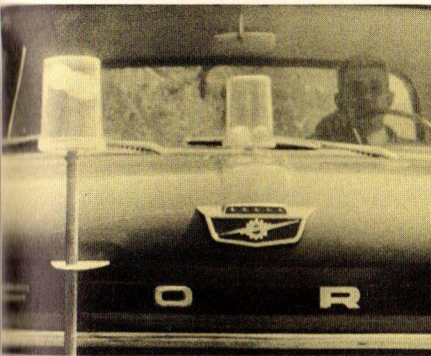
- Lack of driving knowledge or skill
- Failure to recognize an accident-producing situation in time to take the proper action
- Lack of pre-planning for driving emergencies

Simple as the reasons behind accidents are, not many drivers take the time to look for them or to think about them. What Sirois' exposition does for Holsum drivers is to force them to think about situations they would prefer not to face but might have to the very next day. It also leaves them with an awareness that keeps their attention fully on driving when they are on the road. For extra emphasis, Holsum prepares charts similar to the one on the preceding pages which become a constant reminder of a driver's responsibilities. Holsum drivers obviously take them seriously. ■



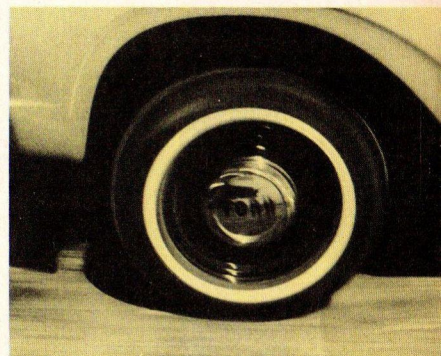
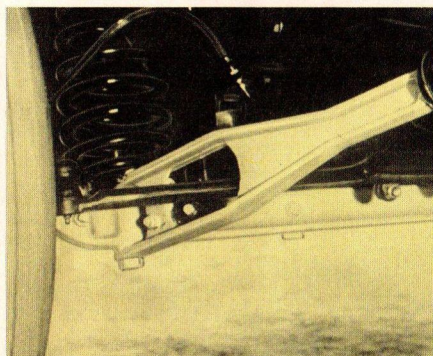
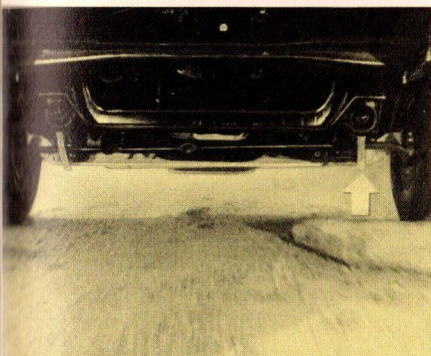
RIDE TEST USES PING-PONG BALLS

No. It's not a new game. It's a Ride-Guide—a quick and effective way for your Ford Dealer to demonstrate the amazingly good ride of the new Ford pickup for '65...the pickup with the revolutionary Twin-I-Beam suspension.



You're in for a new experience in truck comfort and control when you drive Ford's '65 pickup. And you can drive a model equipped with a unique "Ride-Guide" at your Ford Dealer's now. This simple device clearly demonstrates the amazingly

good ride of the new Ford pickup. One container, containing three Ping-Pong balls, is linked to an axle and indicates road shock. During a demonstration ride, you'll see these balls respond to every bump in the road. Three other balls in a container



on the hood will show you how little of the road shock gets through to the truck and the driver. These balls remain surprisingly calm and quiet. Responsible for this new kind of driving feel is the Twin-I-Beam suspension. Two front axles,

both forged steel I-beams, permit each wheel to move independently. With big-truck type radius rods securing each axle to the frame, and heavy-duty coil springs providing friction-free action, the front wheels smooth even the roughest road.



SOUTHERN CONSTRUCTION

Fairchild's lightweight pile driver is collapsible, "skids" on greased timbers and uses a Ford gasoline engine, not a crane, for power.

For a construction man in a hurry, a conventional crane-operated pile driver can be a real drag. Transporting the rig from one site to another takes a lot of time to begin with, and getting it ready for action is time-consuming too. Another negative factor is the time lost whenever it has to be moved to a new work position.

For these reasons, the W. R. Fairchild Construction Company, Ltd. of Hattiesburg, Mississippi, has developed a rather unconventional pile driver of its own. Collapsible and lightweight, it requires no crane. A husky A-frame and two long shear legs are used in place of a crane. For power, a Ford F-600 is backed onto a platform at the end of a long horizontal gunnel boom. A three-drum hoist on the truck controls three work lines.

Fairchild's far from conventional pile driver is finding a lot of applications these days. One of the most recent was a project at an Interstate Highway job in Florida. The project called for driving 80,000 feet of piles, ranging in length from

A Ford F-600 carries the six-cylinder, 135-hp Ford industrial engine needed to power the three-drum hoist for the pile driver. It perches above the ground on two 65-foot-long gunnels fabricated with pipe truss chords. Two 24-inch-wide plates are runways for tires.



FIRM USES UNIQUE PILE DRIVER

25 to 180 feet each, to support bridge footings and abutments. Most of the piles, driven in sandy soil, are 14 or 18 inches square. "That job was completed with time to spare," says foreman Beasley.

The main advantage of the Fairchild rig is that it can be moved quickly by truck and trailer to a new job site. According to foreman Beasley, the lightweight rig can be re-erected and driving piles two hours after it arrives. A crew can also move the rig to a position for a new pile in only a few moments. This is done by "skidding" it sideways or front to rear over greased timbers.

A six-cylinder, 135-hp Ford industrial engine on the truck bed powers the Fairchild three-drum hoist. Two of the three cables run up to the leads. One of the two lines picks up the piles and the other holds the air hammer as it works. The third cable comes off its drum at the bottom of the truck bed and runs out just above ground level. This line has a hook on the end and is used to maneuver the rig on the timbers. To move the rig

forward the men simply hook this cable to the front timber and when the hoist operator actuates the drum, the rig slides forward as the line rolls in. To move the machine to the rear, the cable is passed through a sheave and hooked to the rear timber. This reverses the direction of the cable's force and the machine slides to the rear.

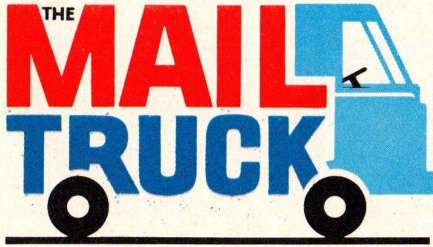
The hammer is a single-acting, air-operated unit with a 6800-lb. ram that produces 20,000 pounds of impact. The hammer works in 70-foot-long leads made of steel angles.

The rig is moved to a new site by folding down the leads, A-frame, and shear legs into the gunnels. The A-frame and the legs pivot on pins at the bottom. Then a small truck boom places the machine on a pole trailer.

The rig weighs about 40,000 pounds complete with the Ford hoist truck, which is driven off the platform and travels to the next site under its own power. The entire collapsing process for the move takes only about an hour and a half. ■

Air-powered auger sinks holes through compacted upper material to reduce friction during driving. After the auger has dug several feet into the soil, the hoist operator on the truck raises the bit and spins the cuttings off to the side.





This reader discloses the secret of his 411,000 miles of dependable driving.

Dear CLUES Editor:

Since 1947, I have been the owner of a small fruit and vegetable business. I have always owned Fords except for one truck.

In 1954 I purchased a Ford F-750. I had rolled up 176,000 miles without any major repairs when I traded it in '59. The man who bought it squeezed 50,000 more miles out of it.

At the time, I remember thinking that getting a truck like that was only a stroke of luck. But then I purchased a 1959 F-800 and to date it has 235,000 miles on it—and with no major repairs except one valve job. My mechanics tell me it is unbelievable that this truck runs so well.

I make a run from my place of business in southern New Jersey to New York City every day of the week except Friday and Saturday. Thanks to my Fords I have never experienced breakdowns.

You can't beat that for service and dependability.

John Bassetti
Minotola, New Jersey



Here's another high-mileage Ford truck fan.

Dear CLUES Editor:

I was wondering if anyone could top my mileage on a '61 Ford Econoline pickup. I bought it five years ago and to date have put on over 175,000 miles. I put 127,000 miles on my first engine, and have over 48,000 miles on the second.

As you can see from the photograph, I sell and service steam cleaners. I carry two or three on every load, so I'm sure you realize I'm not just pleasure driving.

Don E. Anderson
Sioux Sales and Service
Hillsboro, Illinois

A student leader expresses his appreciation for a story in CLUES.

Dear CLUES Editor:

The staff and the college students who form Appalachian Volunteers would like to thank you for an excellent, well-written article by John Fetterman in the Summer '64 issue of CLUES.

Although the Volunteers are Eastern Kentucky based, we have received inquiries from many interested parties throughout the nation concerning our projects, and how they could participate. Because of magazines such as CLUES, the activities of Appalachian Volunteers are being spread far and wide across the land. Thank you for your concern.

Jack Rivel, President
Appalachian Volunteers
Berea, Kentucky



Recommending Ford pickups to camper coach buyers comes naturally to this reader.

Dear CLUES Editor:

Camper coach teams are practically a way of life here in Utah—we sure see a lot of them. But it's a rare day indeed when you see one Ford and *five* coaches. That's why I thought you'd enjoy this photo.

I am a camper coach dealer in Utah, and I've always recommended Ford pickups to my clients when they purchase camper coaches. It might just be laziness on my part, but I've found that I get too many complaints about other makes.

Ken Halls
Kamper City
Layton, Utah

VANISHING CREAM

There's a new, baffling deodorant on the market called "Magical Vanishing Cream Deodorant." You rub it on and you vanish, but the scent lingers and nobody can tell where the odor comes from.

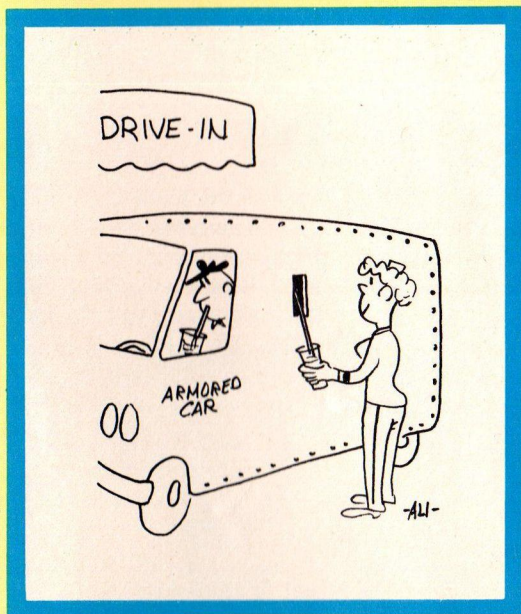
RAY TRAIL

Truckin' Chuckles

LAST STRAW

Cruised the lot for a parking spot,
Found one, two spaces wide;
But the guy that got there ahead of me
Left half a space on either side.

MARILYN SPENCER



WINTER PHENOMENON

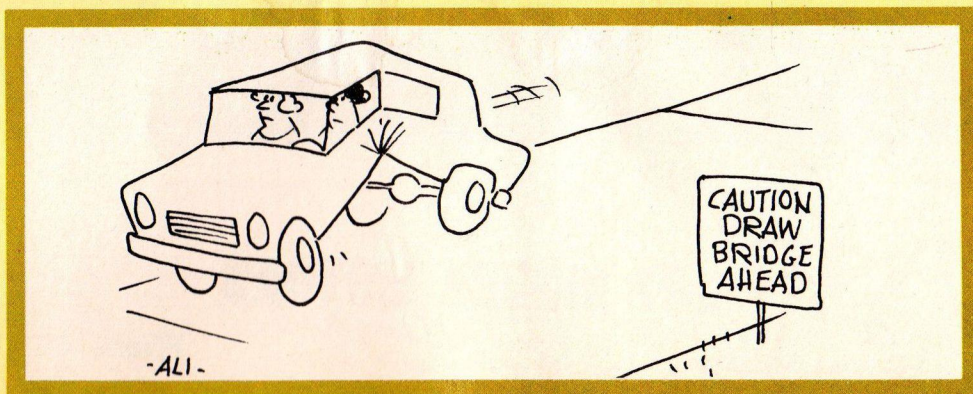
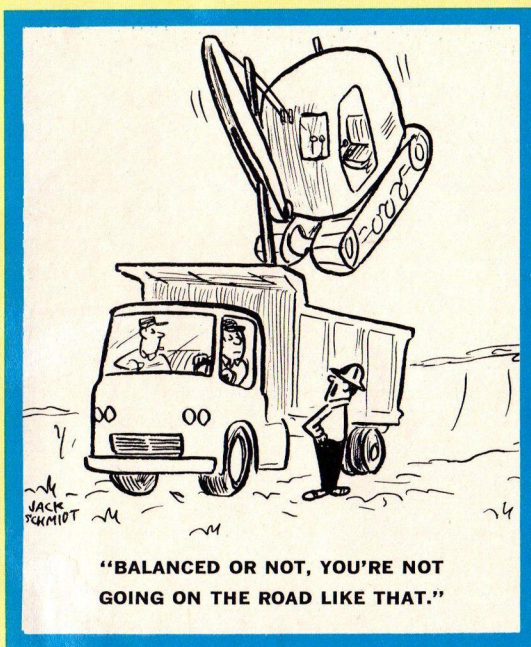
Sidewalks get wider,
As all husbands know,
When they staunchly go out
To shovel the snow.

D. E. TWIGGS

CREDIT CARDS

*With Credit Cards I'm living high.
I see, I crave, I sign, I buy.
A cinderella dream come true.
That is—until those bills come due.*

WILLIAM DUSEL



BULK RATE
U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 2542

WM F BROOKS SR
4 BIRCH ST
JAFFREY NH

GIVE YOUR FORD TRUCK THE PROFESSIONAL CARE IT DESERVES

Our factory-trained service technicians know your Ford truck inside-out. They use the latest tools and techniques when they service your vehicle. What's more, Genuine Ford Parts—engineered, tested and built to the same exacting standards as the parts they replace—are always within easy reach. Men who make a profession out of caring for your Ford truck get the job done fast, correctly and economically. So take your truck to the people who care about giving your Ford good service. Take it to your Ford Dealer.



RAY MOORE MOTORS

Depot Square

Jaffrey, N. H.

Phone 511

31-216