

FORD 73

VEHICLES FOR RECREATION



Ford gives you more ways to go

Ford has led the way in designing and building vehicles and equipment that meets the specialized needs of recreational buyers. We've been involved ever since this exciting field began to grow in popularity as a new source of family entertainment.

Ford makes cars, trucks and chassis to provide dependable support and motive power for special enclosures — called Recreational Vehicles — offered by other manufacturers.

This brochure will give you the information you need to get started. Including towing and special equipment recommendations, facts about proper loading, available options, and much more.

Recreational Vehicles: The four basic categories

Today, thanks to the *big* selection of Recreational Vehicles that are now available from many independent sources, any family can get just what its needs, tastes and income require. All you have to know is what's available and where to find it. This brochure is designed to tell you just that.

Below is a run-down on the general types of Recreational Vehicles available . . . your *basic* choice—with the advantages of each.

Which type meets your needs?

You'll find there are four basic categories of Recreational Vehicles: (1) Trailers towed by car or truck; (2) Removable camper bodies for pickup trucks; (3) Non-removable bodies for truck chassis; and (4) Off-road 4-wheel-drive vehicles. Here's a quick look at each category.

I. Trailers.

The most living space for the money, unrestricted by a vehicle chassis. Trailers come in a wide variety of sizes, ranging in weight from less than 2,000 lb. loaded to as much as 10,000 lb.



Tent trailer advantages: Low initial cost. Easy to store when not in use. Light weight. Low profile. Frees car for side trips.

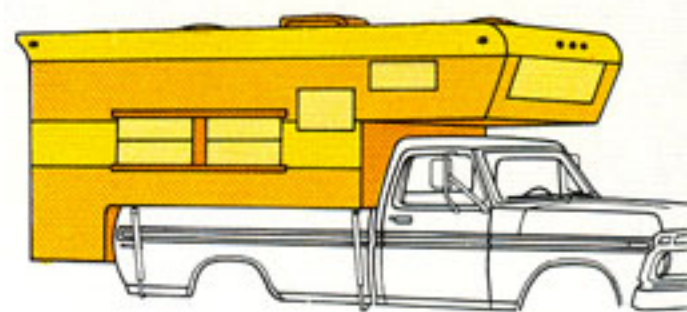
Travel trailer advantages: Luxury and roominess. Usable in all weather. Convenience features such as running water, toilet, stove, heater, refrigerator. Cars can be unhitched for side trips.

Generally, trailering requires that you increase your tow vehicle's towing capabilities with special equipment. The right equipment for your needs can be ordered with one of Ford's Trailer Towing Packages and standard or optional equipment.

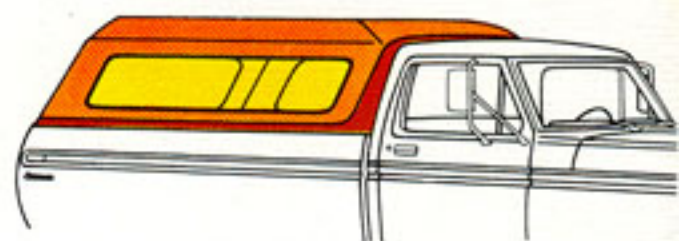
II. Removable Camper Bodies.

Pickup campers are a popular way to go, for either on-or-off-road use. Between trips, the camper body can be removed with a minimum of trouble, leaving the pickup free to be used for daily transportation.

There's a broad selection of removable camper bodies available, built to suit all sizes of pickups, with sleeping accommodations for as many as six people.



Pickup camper advantages: High mobility. Can be fully self-contained. Pickup can be used for work, or as a "second car" with camper removed. Passengers can ride in camper.



Pickup box covers, also called "caps" or "shells," are ideal for protecting recreational gear, providing shelter and informal sleeping facilities at low cost, and for extra storage when towing a trailer.

III. Non-Removable Bodies For Truck Chassis.

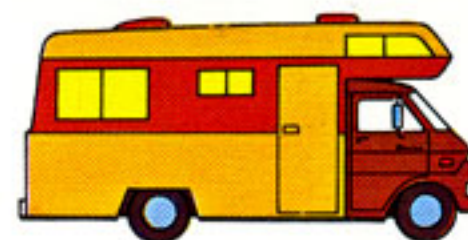
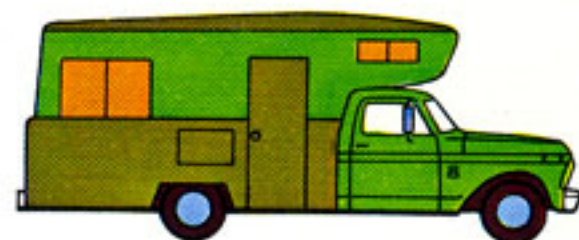


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Three basic types are available —

Camper bodies which are mounted directly to the truck chassis. These camper bodies are bigger and roomier than the removable, slide-in camper bodies. A body up to 14 feet long can be mounted on a long-wheelbase pickup chassis. A walk-through passage between body and cab is usually provided by the camper manufacturer.

Advantages: Low center of gravity for greater vehicle stability. More interior room than slide-in campers.

Conventional motor homes constructed directly on a heavy-duty truck chassis. *Advantages:* The driving compartment and living quarters are under one roof. You get maximum roominess. Some motor homes provide facilities for sleeping up to eight. Completely self-contained for comfortable living on extended vacations.

Mini-motor homes are cut-away Vans with a modified special camper body attached. *Advantages:* Often self-contained like the motor home, it sleeps up to six. Compact size makes for easy driving and maneuvering.

Van and Club Wagon Conversions offer many of the comforts and conveniences of a motor home, or mini-motor home, with compact size and second car versatility. (See pages 10 and 11.)

IV. 4-Wheel-Drive Vehicles.



If you aim to trek into secluded, back-country campsites, this is your kind of vehicle. Tough chassis components, high ground clearance, and four-wheel traction allow sportsmen to get into areas that conventional two-wheel drive vehicles can not reach.

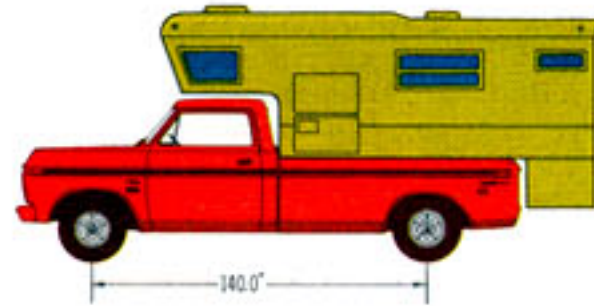
**New Ford ...
F-350**

**SUPER
Camper
Special**

THIS IS WHY IT'S SUPER.

This all-new-for-'73 Ford pickup is designed and engineered from the ground up specifically for big 11- or 12-foot slide-in camper bodies.

New stabilizer bars are standard, front and rear, adding to the wide track stability.



9" Longer Than Before

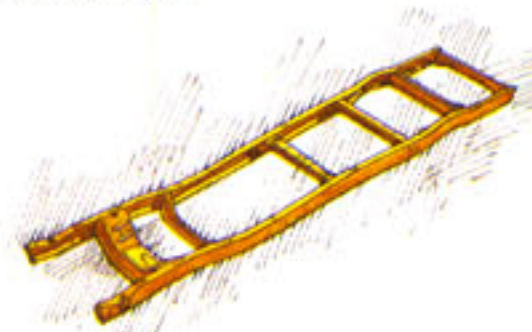
A new 140-inch wheelbase—9 inches longer than last year's Styleside pickup and the longest ever offered in a Ford pickup, provides good weight distribution with your camper body well-balanced between front and rear axles for stability and easy handling. A 65-inch front track adds even greater stability.

Exclusive Twin-I-Beam front suspension, smooths your travel over road or trail. The two rugged, forged I-beam axles work with big, individual coil springs to ease each wheel over each bump independently—cushions your cab and camper body from road shocks.



New GVW ratings up to 9,500 lb. The Super Camper Special is built to carry a maximum of up to 4,675 lb., including the weight of the camper body, passengers, options and other equipment. And that's on easy-riding single rear tires!

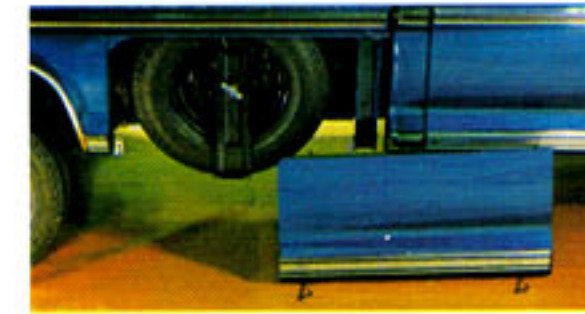
New heavy-duty frame, with deeper side rails, contributes to great load-carrying ability and long lasting vehicle strength.



New outside-the-cab gas tank location, back of the axle between the frame rails. Gives you storage space behind the seat. Optional 24-gallon auxiliary tank is also frame-mounted, out of sight. Both tanks fill on the same side of the truck.

New deep-foam seating comfort. For travel that's less tiring, the standard full-width seat now gives you the soft-but-firm support of deep foam on seat cushion and seat back.

New easy-to-reach spare tire location solves a long-time camper problem. No more struggles to wrestle your spare out from under a low-slung camper body. Just unfasten a panel in the side of the pickup box.



Automatic transmission and extra cooling are standard. Ford's Cruise-O-Matic teamed with a new heavy-duty transmission oil cooler and extra-cooling radiator let you tackle long drives in hot regions or mountains.

Other Super Camper Special standard features include: 360-cubic-inch V-8 engine . . . power front disc brakes . . . 55 amp. alt.—70 amp-hr battery . . . oil pressure gauge and ammeter . . . bright Western mirrors . . . dual horns—HD shock absorbers . . . camper wiring harness.

(Ford Trucks are designed to provide outstanding load and handling characteristics with a wide variety of custom bodies. Body installations and vehicle modifications are, understandably, the responsibility of the body manufacturers. And you'll want to be assured of correct installation in order to retain the original quality of Ford's ride and handling.)



F-350 Ranger XLT Super Camper Spec with optional Ford Camper Tie-down System and radio



F-250 Custom Camper Special with optional radio, bright hub caps and Ford Camper Tie-down system.

A Favorite among Campers . . . F-250



If you're thinking about a pickup camper, there's a lot of reasons why the F-250 could be your truck.

Its load carrying ability, for instance. With an 8100-lb. Gross Vehicle Weight rating, it'll handle up to 3,665 lb. including your camper body, your truck options, plus people and gear. The 133-inch wheelbase provides good weight distribution for popular 8- to 11-foot camper bodies.

Order the F-250 with a Camper Special Package and you get all of the equipment listed on the next page. When you remove the camper body, you get the benefits of the best work vehicle in its class (or a second car) for between-vacation use.

Rides like a car. Ford's Twin-I-Beam front suspension, is ideal for camper duty. Protected from rough roads, you'll arrive relaxed and ready for fun.

Toughest truck construction. This one's built for long vacation junkets into rough country. There's rugged double-wall steel construction in vital areas, such as the hood and pickup box sides. And strong, welded sheet-metal sections in the body with over 200 sq. ft of sheetmetal now galvanized to protect against rust.

Tough power front disc brakes are standard and add stopping ability under all conditions.

F-350 Chassis-Mounted Campers and 4-Door Cab Models

Chassis-mounted campers on Ford F-350's are growing in popularity because they give you more living space. They can include a walk-through passage from the cab into the camper for greater convenience. You can install a camper body up to 14 feet long and 90 inches wide. And because the camper body is mounted directly to the frame, you get a lower center of gravity for better stability and handling.

The 4-door cab is available on F-350 models and allows room to seat six passengers comfortably in the cab on two bench seats . . . the family can ride up front with you, not back in the camper. The 4-door cab also can be equipped with four bucket seats and a "walk through" passage to the camper body. (Illustration at right: Ford F-350 Camper Special chassis with 4-door cab.)



F-250 or F-350 Camper Special Packages

The Camper Special Package consists of equipment specifically selected to give you safe, more trouble-free performance.

EQUIPMENT IN THE CAMPER SPECIAL PACKAGE INCLUDES:

Extra cooling package. Heavy-duty radiator with larger surface area and large fan provides more efficient engine cooling at high speeds or in heavy traffic.

Heavy-duty transmission oil cooler on vehicles equipped with Cruise-O-Matic transmission.

70 amp-hr heavy-duty battery and 55 amp. capacity alternator. Accommodates the heavier electrical load caused by camper lights. Assures adequate electrical power for nighttime use and quick recharging the next day. You might also consider the addition of Ford's optional auxiliary battery which provides separate power for your camper's electrical system.

Ammeter. Gives the driver an accurate picture of the battery charge and electrical system condition.

Oil pressure gauge. Keeps you aware of changes in the oil pressure system.

Rear shock absorbers. Minimize road bumps and helps soak up vibration (F-350 only).

Front and rear stabilizer bars. New in this year's package, contribute even greater stability with high, heavy loads.

Camper Wiring Harness. Provides 12-volt current to the camper body for interior and exterior lights. Each of the seven wiring harness leads is identified by color and tagged for circuit identification.

Dual bright 6" x 10" extended-arm Western mirrors. Project beyond the width of the camper body to provide good observation on both sides of the vehicle.

Dual electric horns produce a loud clear warning signal.

Camper Special Emblem.

The F-350 Styleside pickup without a camper special package should be equipped with stabilizer bars if it is to be used to carry a slide-in camper.

FORD'S CAMPER SPECIAL PACKAGE CHASSIS REQUIREMENTS

The following chart shows the Gross Vehicle Weight Rating and minimum optional equipment required for use with the Camper Special Package.

The equipment shown does not necessarily represent the maximum equipment obtainable. In many cases, additional equipment is available for

maximum camper loads and applications. For example, 9.50 x 16.5 D or E tires are recommended for optimum handling and stability.

	F-250			F-350				
	F-250 Camper Special 133" wb.			F-350 Super Camper Special 140" wb.		F-350 Camper Special		
						Single Rear wheels	Dual Rear wheels	
Gross Vehicle Weight Rating (lb.)	6900	7500	8100	8350	9500	8000	9000	10,000
Maximum Payload (lb.) (a)	2915	3440	3665	3770	4675	137" wb.—4150 161" wb.—3980	5040 4870	6030 5860
Maximum Camper Length (reference only)	11 feet			12 feet		137" wb.—11' 161" wb.—12'	137" wb.—12' 161" wb.—14'	
Engine (minimum)	360 V-8			360 V-8		360 V-8		
Transmission	Cruise-O-Matic or 4-Speed			Cruise-O-Matic		Cruise-O-Matic or 4-Speed		
Tires: Tubeless front/rear (b) Tube-type front/rear	8.75 x 16.5 E/E 7.50 x 16 D/D 7.50 x 16 E/E			8.75 x 16.5 E/E 9.50 x 16.5 D/E 7.50 x 16 E/E		8.75 x 16.5 E	8.00 x 16.5 D/D	8.00 x 16.5 D/E 7.50 x 16 C/C
Recommended Axle Ratios: w/8.75 x 16.5, 8.00 x 16.5 tires w/9.50 x 16.5, 7.50 x 16 tires	3.73 3.73			3.73 4.10		3.73 4.10		
Other Recommended Equipment: • Super cooling package for high temperature climate operation (c) • Auxiliary fuel tank • Heavy-duty shocks (c) • Auxiliary battery • Air conditioning • Sliding rear window • Ranger or Ranger XLT Package • Spare tire/slideout carrier (c) • Power steering • Tool storage box (c) • Tie-down system								

(a) Be sure to subtract the weight of people and optional equipment; including camper special package, to determine payload capacity. (b) If spare tire is ordered, rear tire size should be ordered. (c) Not available on F-350 Super Camper Special.



F-100 Ranger XLT with optional Ford Deluxe box cover, wheel covers, whitewall tires and rear bumper

Exclusive new Ford Pickup box cover

Designed and engineered specifically for Ford F-100, F-250 and F-350 pickups equipped with an 8-foot Style-side box to meet the recreation and commercial needs of pickup owners.

Its versatility suits many needs—with ample lockable storage for valuable tools, camping or boating gear. It's also an economical unit for the sportsman to use in escaping from rugged, unpleasant weather—and an ideal option for the pickup owner who wants to tow a boat or a trailer.

Because the box cover was designed specifically for Ford pickups, its styling complements the lines of the pickup.

The box cover comes in two trim levels—standard and deluxe. Both are streamlined to blend with the styling of the pickup and offer ample headroom.



STANDARD PICKUP BOX COVER FEATURES:

- Durable, lightweight, corrosion-free fiberglass construction
- Easy to remove and replace
- Side and rear windows are tinted glass
- Durable T-handle locking rear liftgate
- Easy operating, rubber cushioned tie-downs to help minimize box cover vibration.

DELUXE PICKUP BOX COVER HAS (in addition to or in place of regular box cover):

- Sliding side windows with screens
- Bright side and rear window moldings
- Roof vent
- Interior dome light
- Color-keyed body stripe in a choice of 5 colors . . . trims front and lower edges of cover.



Bronco with optional Ranger Trim Package

Bring on your rocks, ruts and riverbed trails!

BRONCO 4x4

When the road ends, the fun begins.

Here's the best answer yet to the call of the wild. Hunters, fishermen, sportsmen—the ones with a yen for trackless back-country — have the time of their lives with Bronco.

Its 4-wheel-drive traction makes roads out of rocks and ruts. With the smallest turning circle of anything in its class . . . 33.6 ft.—Bronco maneuvers through tight spots with ease. High ground clearance and "identical track" front and rear axles make Bronco a great trailblazer, and it can tow trailers up to 2000 pounds. Standard free-running hubs reduce drag and minimize wear. New options that add to Bronco's second-carversatility!

New SelectShift Cruise-O-Matic Option—available with 302-cu. in. V-8 to match Bronco's 4-wheel-drive agility. Gives you a choice of fully automatic or manual shifting for driving ease in traffic and full off-road control.

New Power Steering Option—with 302 V-8 provides quick steering response and easy handling even in the roughest terrain.

BRONCO TRAILER TOWING RECOMMENDATIONS

MINIMUM RECOMMENDED EQUIPMENT	CLASS I
Trailer Hitch	Weight Carrying
GVW Package (lb.)	4500
Engine	302 V-8
Steering	Power
Tires	G78-15D or equivalent
Additional Equipment	Extra Cooling Radiator

(a) Weight carrying hitch, Class I tongue load must not exceed 200 lb.

F-100/F-250 4x4 PICKUP

Pickup trucks for off-road treks.

If you've got equipment to haul into the back country — boat, motorcycle, snowmobile, you-name-it — think about a Ford pickup with the go-anywhere traction of a 4-wheel drive.

Ford 4-wheel-drive pickups provide extra ground clearance to keep you rolling in rough country. And, you can make your own trail without wrestling the wheel.

Ford's new 4x4 pickups do it all with new Cruise-O-Matic and power steering options.



Ford Club Wagons and Vans for Vacations

Club Wagon. Takes 12 to the mountains ... or 5 plus a mountain. Here's as versatile a vehicle as your money can buy—designed for any use you can imagine for it.

The 105½ inch wheelbase model comes with your choice of seating for either 5 or 8 passengers.

The 123½ inch wheelbase model gives you seating for as many as 12—or, with seats removed, room for a small mountain of equipment. (With seating for 5, there's enough space left over for twice the gear-carrying capacity of conventional wagons.)

You can get a sturdy chassis, rated for over 1½ tons of people and payload. *Cruise-O-Matic* transmission, *power steering*, *power brakes* and *air conditioning* are just a few of the options available.

You'll like the easy-maneuvering compactness. Also the smooth riding but rugged Twin-I-Beam Front Suspension.

Choice of sliding or hinged side door. The big standard Center-Guide sliding door works easily, shuts tightly. (Or you can select a hinged side door.)

Extra-spacious Econoline Van or Club Wagon Conversions. You can add even more space to the Club Wagon or Econoline Van's roomy interior with special conversions, available from a number of manufacturers. Like the expandable camper top shown here. A compact, easily maneuvered vehicle, with a relatively low initial price ... an Econoline Van or Club Wagon conversion can be tailored to meet your recreation needs and also serve as a second car during the week.



CLUB WAGON/ECONOLINE VAN TRAILER TOWING RECOMMENDATIONS

MINIMUM RECOMMENDED EQUIPMENT	CLASS I—Up to 2000 lb. loaded trailer weight. Max. Tongue Load—10-15% of trailer weight (a).	CLASS II—All wagons/E-200 & 300 2000 to 3500 lb. loaded trailer weight. Max. Tongue Load—10-15% of trailer weight
	Model/GVW Package	All Vans/Club Wagons—STD GVW Pkgs. GVW Packages—STD
Trailer Hitch	Weight Carrying	Equalizing
Cooling Package	Extra Cooling	Extra Cooling
Engine	240 Six E-100/E-200, Club Wgn.—STD 300 Six E-300—STD	302 V-8
Transmission	3-Spd. Manual—STD	Cruise-O-Matic
Steering	Manual—STD	Power
Brakes	Manual—STD	Power
Tires	STD	STD for recommended GVW Pkgs.
Rear Axle Ratio	STD	3.50 to 1 w/Pkgs. A, B & E-200 4.10 to 1 w/Pkgs. C, D, E & E-300
Trans. Oil Cooler (Accessory)	Not Required	Rotunda (C9AZ-7K177-A)

STD indicates item is standard equipment at no additional charge. (a) Weight carrying hitch, Class I, must not exceed 200 lb. (b) Package letters indicate the different load ratings available. See your Ford Dealer for details.



Ford Chassis for Motor Homes and Mini-Motor Homes

Econoline Camper Special Mini-Motor Homes. For a really big camping interior select one of the new cab-over mini-motor homes. The front end, engine and chassis is Econoline all the way—rugged, economical, built to meet the needs of mini-motor home buyers. The roomy camper body with cab-over bunk area is added by a number of manufacturers, allowing a family of six to travel together under one roof, as in a big motor home.

Ford Motor Home Chassis. The ultimate answer for traveling families who want to take all the comforts of home with them. Available from a number of manufacturers, there's plenty of sleeping space, a kitchen with cabinets ... carpeting and drapes, built-in sink and shower, hot and cold running water, and even air conditioning if you choose. Ford M-400 and M-500 chassis put your motor home on the finest foundation with heavy-duty suspension, rugged frame, wide-track front axle, high-torque V-8 power, automatic transmission, power brakes, complete gauge cluster and convenient front engine service up front. Available for motor home bodies up to 28 feet long.

Trailer Classes: For towing by car or truck.

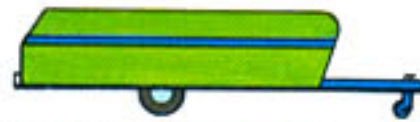
Trailers fall into *four classes*, according to their total *loaded* weight. Once you know that, you're ready to select the extra equipment you'll need.

Pulling a trailer places extra demands on any vehicle. Small tent trailers and boat trailers may weigh less than 1000 lb. but still exert a strain the vehicle is not designed to handle without extra equipment. Travel trailers 25 feet long may weigh over 6000 lb., actually much more than the vehicle itself. And trailers with frontal areas of over 25 sq. ft., no

matter how light, can exert as much drag due to air resistance as much heavier trailers.

Because of these added loads, many components of your vehicle—engine, transmission, radiator, suspension, brakes—have to work harder. To handle the demands of trailering, special equipment is needed.

Ford provides Trailer Towing Packages to make sure you get just what you'll require, based on the size of your vehicle and the weight of your trailer.



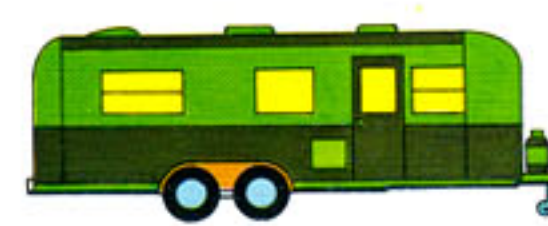
CLASS I: LIGHT DUTY

Under 2000 lb. Gross Trailer Weight. (Based on loaded weight, include all trailer equipment, personal gear and provisions.) This classification includes tent trailers, and trailers for snowmobiles, motorcycles and li boats. Class I trailers can be towed all Ford cars and trucks, including vehicles such as Pinto and Mustang which can tow up to 800 lb. when equipped as recommended on pg.



CLASS II: MEDIUM DUTY

2000 to 3500 lb. Gross Trailer Weight. Trailers in this class usually include small single-axle travel trailers and trailers for larger boats such as 20 foot inboard-outboards. Ford, Torino, Rancho, Thunderbird and Ford Pickups are ideal for Class II trailering, when equipped with Class II Trailer Towing Packages plus the recommended equipment listed on pages 14-18.



CLASS III: HEAVY DUTY

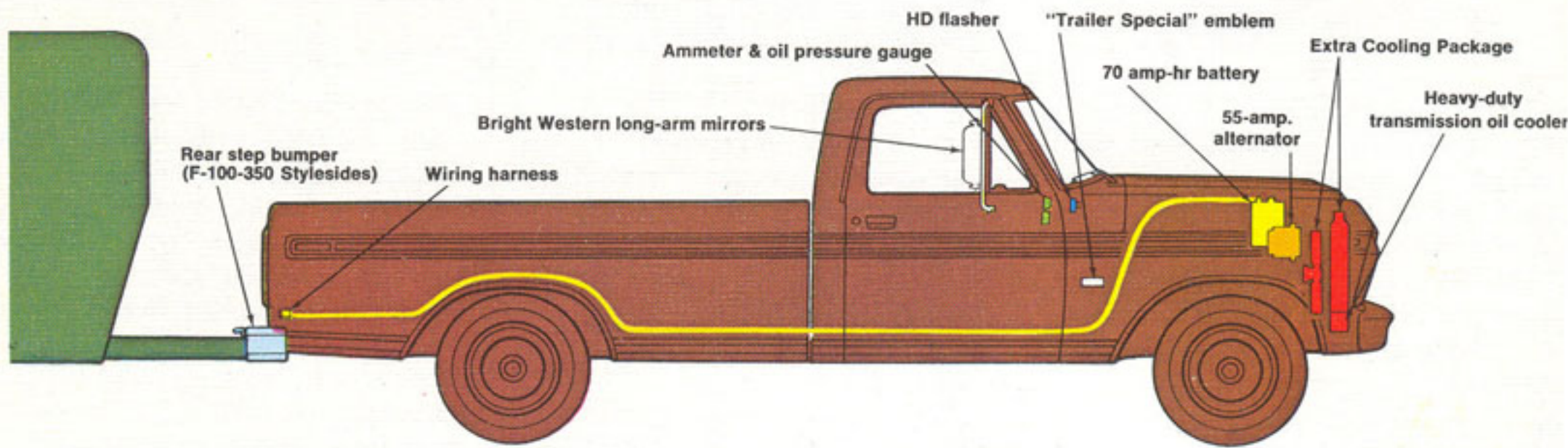
3500 to 6000 lb. Gross Trailer Weight. As a rule this class covers big two-axle travel trailers that sleep up to eight. Ford, Torino, Rancho, Thunderbird and Ford Pickups can easily accommodate towing requirements in this class, when equipped with the appropriate Trailer Towing Packages, plus the recommended equipment listed on pages 14-18.



CLASS IV: EXTRA-HEAVY DUTY

6000 to 10,000 lb. Gross Trailer Weight. Trailers in this class include the biggest units on the road, with maximum sleeping accommodations and convenience features. A Ford F-350 pickup with recommended equipment provides ample towing ability for trailers up to 10,000 pounds. See page 14 for the equipment you need to meet extra heavy-duty trailer towing requirements.





2 New Truck Trailer Towing Packages

A better way to pull up to 10,000 pounds

The essential heavy-duty components you need for pickup truck trailer towing are now available as convenient, easy-to-purchase option packages. Properly equipped,

an F-350 can tow a trailer weighing up to 10,000 pounds. The two packages available contain the following components:

Light Duty Towing Package

F-100-250-350 2-wheel-drive pickups (for trailers up to 2000 lb.)

INCLUDES:

- Extra Cooling Package
- Wiring harness
- HD flasher
- Rear step bumper (F-100-350 Stylesides)
- "Trailer Special" emblem

Heavy Duty Trailer Towing Package

F-100-250-350 2-wheel-drive pickups (for trailers over 2000 lb.)

INCLUDES:

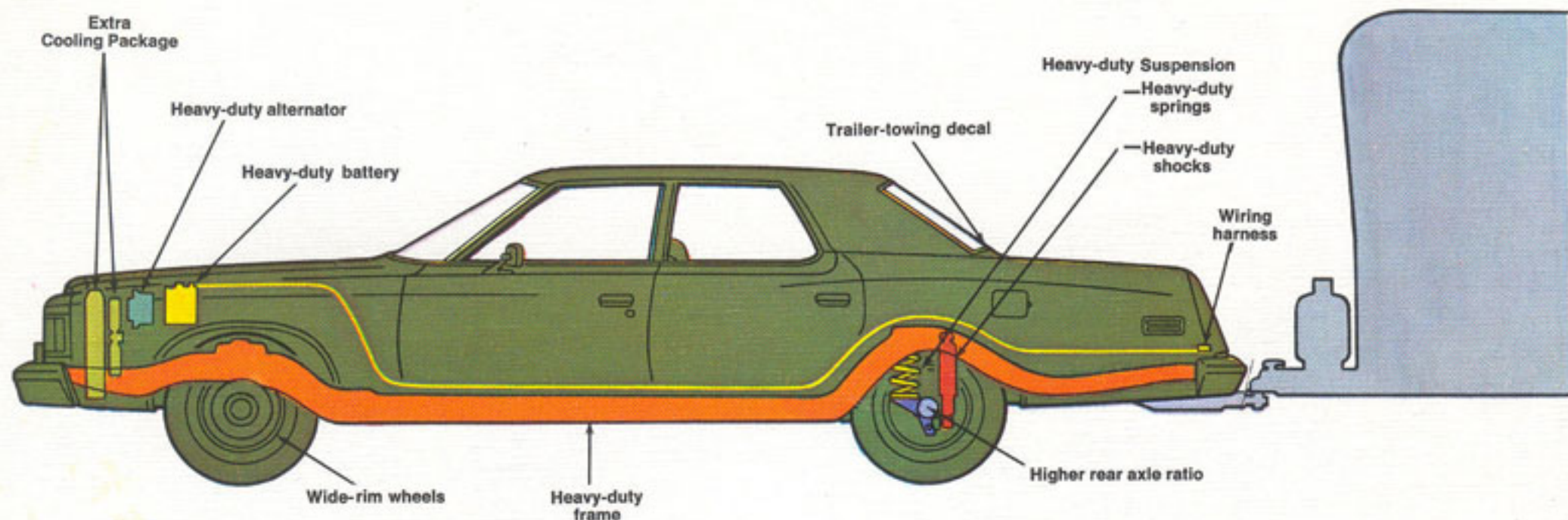
- Extra Cooling Package
- Heavy-duty transmission oil cooler
- Wiring harness
- HD flasher
- 70 amp-hr battery
- Bright Western long-arm mirrors
- 55-amp. alternator
- Ammeter & oil pressure gauge
- "Trailer Special" emblem

TRAILER TOWING RECOMMENDATIONS FOR F-100/F-250/F-350

MINIMUM TRAILER TOWING CHASSIS REQUIREMENTS

Class	F-100 (4 x 2)		F-250 (4 x 2)†			F-350 (140" wb.)†		
	I	II & III	I	II & III	IV	I	II & III	IV
Trailer Towing Package	Light	Heavy	Light	Heavy	Heavy	Light	Heavy	Heavy
Trailer Weight (lb.)	0-2000	2000-5000	0-2000	2000-5000	5000-6500	0-2000	2000-5000	5000-10000**
Tongue Load (lb.)***	10-15% of TRAILER WEIGHT							
Gross Vehicle Weight Package (Includes front and rear springs, tires, brakes and front axle, min.)	5000 lb.	5500 lb.	6200 lb.	6200 lb.	7500 lb.	8350 lb.	8350 lb.	8350 lb.
Engine (minimum) ††	360 V-8							
Transmission (Automatic)	Cruise-O-Matic							
Axle Ratio (minimum)	3.00 to 1	3.50 to 1	3.73 to 1	3.73 to 1	4.10 to 1	4.10 to 1	4.10 to 1	4.10 to 1

†Camper package with automatic transmission may be used in place of trailer towing packages providing a conventional load carrying hitch or equalizer-type hitch is used (no extended hitches)
 Maximum loaded combined vehicle/trailer weight is limited to 16,500 lb. *Weight carrying hitch Class I must not exceed 200 lb. ††Super cooling package recommended for extended operation in high temperature areas (not avail. on Super Camper Special).



Trailer Towing Packages: FORD/TORINO/T-BIRD/RANCHERO

Ford's Trailer Towing packages provide the heavy-duty components you need for trailer towing in one convenient low-cost option. The specific package contents vary with the weight and size of the trailer to be towed, as shown in the listings accompanying each vehicle description.

Special equipment packages are available for towing with Ford, Thunderbird, Torino and Ranchero to enable you to tow trailers up to 6000 lb. with complete confidence. On some vehicles many items recommended for trailering come as standard equipment.

Some optional equipment is required with the purchase of a Trailer Towing package. Packages include a Trailer Towing car decal and all or a portion of the following equipment. See listings with each vehicle for specific equipment items included.

COOLING PACKAGE

A heavy-duty radiator with large surface area and large fan provides more efficient engine cooling. It helps dissipate the extra heat developed by

the engine due to air resistance and pulling the trailer up grades. A coolant recovery system is included in Class III packages.

HEAVY-DUTY SUSPENSION

Trailers transmit extra loads through the hitch ball to the car's rear suspension, and, where load equalizer hitches are used, to the front suspension as well. To support these loads—plus the normal loads in the car—stiffer springs and heavy-duty shock absorbers are included in some towing packages.

HEAVY-DUTY ALTERNATOR AND BATTERY

Trailer towing makes extra demands on your automobile's electrical system. The system must provide power for added running lights and for operation of interior trailer electrical convenience items. Inclusion of a large alternator and battery assures adequate electrical power and quick recovery.

WIDE-RIM WHEELS

On standard-size Fords, wider wheel

rims are included to improve resistance to the side sway of loads exerted by big trailers. These 6½-inch-wide wheels are standard on all standard-size Ford wagons.

HEAVY-DUTY FRAME

A reinforced frame is included with the Ford and Torino's (except station wagon) Class III towing packages to better distribute hitch loads to the car's front wheels when load equalizing hitches are used.

WIRING HARNESS

A 7-wire harness running to the rear of the car lets you tie into the electrical system to provide current to the trailer. An added wire terminates under the dash for easy installation of electric trailer brakes. Each connector plug lead is fused, identified by color and tagged to identify the lighting circuit.

REAR AXLE

Special higher ratio axles are included in towing packages and their use is recommended to increase pulling power and reduce engine loading



Ford Country Squire with optional White Sidewall Tires, Deluxe Luggage Rack, Convenience Group, Deluxe Wheel Covers, Deluxe Bumper Group and Dealer Installed Trailer Towing Mirrors

Ford ... Extra quiet over the long haul

The all-new '73 Ford ... quiet ... because of designed-in quality. A rugged new frame which is isolated from the body by cushioning rubber body mounts shields you from bothersome vibrations. Ford lets you stay relaxed and refreshed even after a long trip.

Station wagon models offer you Ford's 3-Way Doorgate

... ample storage space. The dual facing rear seat model can carry up to eight passengers.

A Ford can tow up to 2000 pounds without special trailer towing equipment, or up to 6000 pounds with a class III Trailer Towing Package.

TRAILER TOWING RECOMMENDATIONS—FORD

MINIMUM REQUIRED EQUIPMENT	CLASS I (Light) Up to 2000 lb. loaded trailer weight. Max. Tongue Load 200 lb.	CLASS II (Medium) 2000-3500 lb. loaded trailer weight. Max. Tongue Load 500 lb.	CLASS III (Heavy) 3500-6000 lb. loaded trailer weight. Max. Tongue Load 700 lb.
TRAILER HITCH TYPE	Non-Equalizing	Load-Equalizing	Load-Equalizing
ENGINE	351 2V—STD	400 2V 429 4V (recommended)	400 2V 429 4V, 460 4V (recommended)
TRANSMISSION	Cruise-O-Matic—STD	Cruise-O-Matic—STD	Cruise-O-Matic—STD
STEERING	Power—STD	Power—STD	Power—STD
BRAKES	Power Disc—STD	Power Disc—STD	Power Disc—STD
REAR AXLE RATIO	2.75:1 STD	2.75:1—STD	3.25:1 (b)
TIRES	STD for engine	H78-15 (a)	H78-15 (a)
TRAILER TOWING PACKAGE	Class I	Class II (Medium)	Class III (Heavy)

(a) J78-15 STD on station wagons.

(b) Included in Class III Trailer Towing package.

STD indicates item is standard equipment at no additional charge.

Note: When towing in hilly terrain or in areas with high ambient temperatures, with a trailer weighing 5000 pounds or over, an external transmission oil cooler is recommended.

CLASS I PACKAGE

- Wiring Harness
- Non-Equalizing Hitch

CLASS II PACKAGE

- Heavy-Duty Suspension
- Cooling Package
- Wiring Harness

CLASS III PACKAGE

- Heavy-Duty Suspension
- Heavy-Duty Battery
- Heavy-Duty Alternator
- Heavy-Duty Frame
- Cooling Package
- Wiring Harness
- 6½" Wheel Rims (STD on wagons)
- 3.25:1 Axle Ratio



Grand Torino Brougham 4-Door Pillared Hardtop with optional Vinyl Roof, Deluxe Wheel Covers, White Sidewall Tires, Deluxe Bumper Group and Dealer Installed Trailer Towing Mirrors



Ranchero 500 with optional White Sidewall Tires

Torino... Mid-size way to tow

Torino models can be equipped for towing trailers up to 6000 pounds. Torino combines big-car comfort and convenience with the easy maneuverability of a mid-size car. A wide track and full coil 4-link rear suspension design offer directional stability and solid roadability. And Torino's strong body/frame design and all-around sound insulation result in a surprisingly quiet mid-size ride.

Ranchero... the pickup car

Here's the style, maneuverability, power, ride and comfort of a car—plus the toughness and load-carrying ability of a pickup. Great for hauling recreational gear, snowmobiles, motorcycles. Your equipment is easy to tie down with Ranchero's standard tie-down bars. (Equip it with a box cover for load protection, if you like.) Or hitch your Ranchero to the family trailer. Ranchero can tow trailers up to 6000 pounds with the equipment recommended here below.

TRAILER TOWING RECOMMENDATIONS — TORINO/RANCHERO

MINIMUM REQUIRED EQUIPMENT	CLASS I (Light) Up to 2000 lb. loaded trailer weight. Max. Tongue Load 200 lb.	CLASS II (Medium) 2000-3500 lb. loaded trailer weight. Max. Tongue Load 500 lb.	CLASS III (Heavy) 3500-6000 lb. loaded trailer weight. Max. Tongue Load 700 lb.
TRAILER HITCH TYPE	Non-Equalizing	Load-Equalizing	Load-Equalizing
ENGINE	302 2V	351 2V 400 2V (recommended)	400 2V 429 4V (recommended)
TRANSMISSION	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
STEERING	Manual—STD	Power	Power
BRAKES	Power Disc	Power Disc	Power Disc
REAR AXLE RATIO	3.00:1 Ranchero—STD 2.79:1—Torino—STD (a)	3.25:1 (b)	3.25:1 (b)
TIRES	STD for engine	STD for engine	H78-14 or equivalent
TRAILER TOWING PACKAGE	Not Required	Class II (Medium)	Class III (Heavy)

(a) 3.00:1 recommended for towing trailers with more than 25 sq. ft. frontal area. STD indicates item is standard equipment—no additional charge.

(b) Included in Class II and III Trailer Towing package.

CLASS II PACKAGE

- Heavy-Duty Suspension
- Cooling Package
- Wiring Harness
- 3.25:1 Axle Ratio

CLASS III PACKAGE

- Heavy-Duty Suspension
- Heavy-Duty Alternator
- 3.25:1 Axle Ratio
- Cooling Package
- Wiring Harness
- Heavy-Duty Frame (Std. Ranchero)

Thunderbird . . . lets you travel in total luxury

Unique in all the world, Thunderbird combines uncompromised luxury and comfort with innovative engineering . . . for its own high standard of what a personal luxury car should be.

The suspension system has been refined and tuned to the steel-belted

radial ply tires, for an extraordinarily smooth ride. Inside, you're pampered with deep-cushioned upholstery, individually adjustable front seats, cut-pile carpeting and a host of standard convenience features. Driving is almost effortless due to such stan-

dard features as Cruise-O-Matic, power steering, power front disc brakes and a responsive 429 4V V-8.

And with all that luxury you get premium trailering performance and the ability to tow trailers that weigh up to 6000 pounds.

TRAILER TOWING RECOMMENDATIONS—THUNDERBIRD

MINIMUM REQUIRED EQUIPMENT	CLASS I (Light) Up to 2000 lb. loaded trailer weight. Max. Tongue Load 200 lb.	CLASS II (Medium) 2000-3500 lb. loaded trailer weight. Max. Tongue Load 500 lb.	CLASS III (Heavy) 3500-6000 lb. loaded trailer weight. Max. Tongue Load 700 lb.
TRAILER HITCH TYPE	Non-Equalizing	Load-Equalizing	Load-Equalizing
ENGINE	429 4V—STD	429 4V—STD	429 4V—STD 460 4V Recommended
TRANSMISSION	Cruise-O-Matic—STD	Cruise-O-Matic—STD	Cruise-O-Matic—STD
STEERING	Power—STD	Power—STD	Power—STD
BRAKES	Power Disc—STD	Power Disc—STD	Power Disc—STD
REAR AXLE RATIO	2.75:1 STD (a)	3.25:1 (b)	3.25:1 (b)
TIRES		STANDARD STEEL BELTED RADIAL PLY TIRES	
TRAILER TOWING PACKAGE	Not Required	CLASS III	CLASS III

STD indicates item is standard equipment at no additional charge.
(a) 3.25:1 recommended for trailer towing with more than 25 sq. ft. frontal area.
(b) Included in Class III Trailer Towing Package.

CLASS III Package

- Heavy-Duty Suspension
- Cooling Package
- 3.25:1 Axle Ratio
- Heavy-Duty Alternator
- Wiring Harness



Thunderbird 2-Door Hardtop with optional Exterior Decor Group, Deluxe Bumper Group, Front Cornering Lamps, Opera Windows and Deluxe Wheel Covers



Mustang Hardtop with optional Wheel Covers, Dual Racing Mirrors and White Sidewall Tires

Mustang Makes Vacations a Beautiful Experience. Trailering vacations are more fun when you're towing with a spirited, responsive car. That's Mustang! If you're a *driver*, you'll like the roadability; the way the Mustang moves, stops, turns and rides.

And you can design a Mustang to suit your tastes and recreation needs, thanks to a *big* choice of optional equipment . . . like the Rear Seat Sports Deck on the SportsRoof models that lets you fold the seat flat to form a carpeted deck.

With the recommendations listed below, you can equip your Mustang for lightweight towing.



Maverick 4-Door Sedan with Luxury Decor Option

Maverick . . . A Simple, Reliable Route To Fun. For low-cost trailering with little sacrifice in convenience or comfort, think about a Maverick.

Maverick engines give plenty of power for Class I towing. A responsive 302 V-8 and power steering are optional. Add the Luxury Decor Option for unsurpassed luxury in a compact car.

Choose from three money-saving models—2-door sedan, 4-door sedan or Grabber.

Pinto . . . A Thrifty Way To Go. Pinto, you'll find is enjoyable to travel in, thrifty and versatile; the money-saving way to tow lightweight trailers.

You get features like rack-and-pinion steering. Wide-stance stability. Rugged 4-cylinder engine that rivals the fuel economy of little foreign cars. A welded body, electrocoated against rust. An *extensive* selection of options.



Pinto 2-Door Sedan with optional White Sidewall Tires, Bodyside Molding, Trim Rings and Hub Caps, Deluxe Bumper Group

TOWING RECOMMENDATIONS—MUSTANG, MAVERICK, PINTO

MINIMUM RECOMMENDED EQUIPMENT	CLASS I—LIGHTWEIGHT TRAILERS ONLY MAX. FRONTAL AREA—25 sq. ft.		
	MUSTANG Max. Trailer Weight 800 lb. Max. Tongue Load 100 lb.	MAVERICK Max. Trailer Weight 2000 lb. Max. Tongue Load 200 lb.	PINTO (Except Station Wagons) Max. Trailer Weight 800 lb. Max. Tongue Load 100 lb.
TRAILER HITCH	Non-Equalizing	Non-Equalizing	Non-Equalizing
ENGINE	302 2V	200 1V—STD*	2000cc (a)
TRANSMISSION	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic (a)
STEERING	Manual—STD	Manual—STD	Manual—STD
BRAKES	Power Disc	Manual—STD	Manual Front Disc (a)
TIRES	E78-14—STD	6.45-14—STD	6.00-13—STD
REAR AXLE RATIO	2.79:1—STD	2.79:1—STD	3.40:1—STD
TRAILER TOWING PACKAGE	Not Available	Not Available	Class I

STD indicates item is standard equipment at no additional charge.

(a) Required when ordering Class I Package.

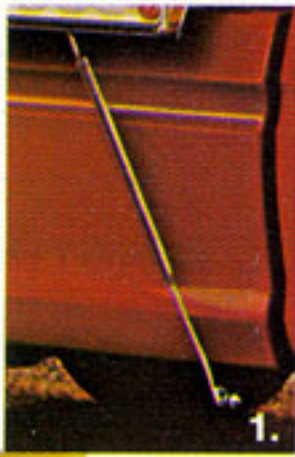
*Availability may be subject to Environmental Protection Agency Certification.

Note: Bumper-mounted hitches are not recommended for towing with Mustang, Maverick or Pinto.

CLASS I PACKAGE (Pinto only)

- Cooling Package

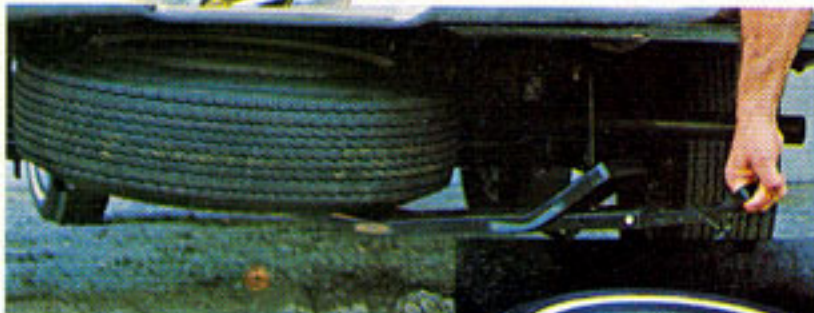
OPTIONS to tailor your truck or car to better meet your recreation needs



1.



3.



4.



5.



6.



PICKUPS

1. FORD'S CAMPER BODY TIE-DOWN SYSTEM for the Styleside pickup is frame-anchored to tightly secure camper body to pickup box.

2. AUXILIARY 12-VOLT 70 AMP-HR BATTERY powers the camper's electrical system. Both the standard and auxiliary batteries recharge while you drive.

3. LOCKABLE SLIDING REAR CAB WINDOW has outer molding to accept a weather seal boot between cab and camper.

4. SLIDE-OUT SPARE TIRE CARRIER has a sliding mechanism so spare tire can easily be pulled from its under-frame location. (Bodyside spare tire carrier standard with F-350 Super Camper Special.)

5. AIR CONDITIONER is smart looking, integral unit.

6. 24-GALLON AUXILIARY FUEL TANK (20.2 gal. F-100) fills on same side of truck as main tank.

Other options to consider:

390 V-8 engine. Tool storage box on Styleside (except on 140-in. wheelbase models). Special rear axle ratios. Power steering. Heavy-duty shock absorbers. SelectShift Cruise-O-Matic automatic transmission. AM/FM stereo radio. Super Cooling Package, and many others.

BRONCO

- Skid plates for standard fuel tank and transfer case
- High flotation tires • Auxiliary fuel tank with skid plate
- Extra cooling radiator (302 V-8 only) • Traction-Lok rear axle • Power steering • Cruise-O-Matic transmission

RANCHERO

- Air conditioner • Heavy-duty suspension • Cruise-O-Matic transmission • Power steering • Power front disc brakes

CLUB WAGON/ECONOLINE

- 302 V-8 engine • Air conditioner • Power steering • Cruise-O-Matic transmission • Western-type rearview mirrors • Power brakes

WHEN YOU GO CAMPING—GO IN STYLE AND COMFORT

The handsome cab interior is the roomiest ever offered on a Ford pickup. Three adults can ride in comfort on deep-foam cushioned seats. And all conventional 2-wheel-drive pickup models boast a big storage space behind the seat. Choose from three levels of luxury: Custom, Ranger, and the extra luxurious Ranger XLT.

Ranger XLT interior shown with optional air conditioner, SelectShift Cruise-O-Matic and radio.

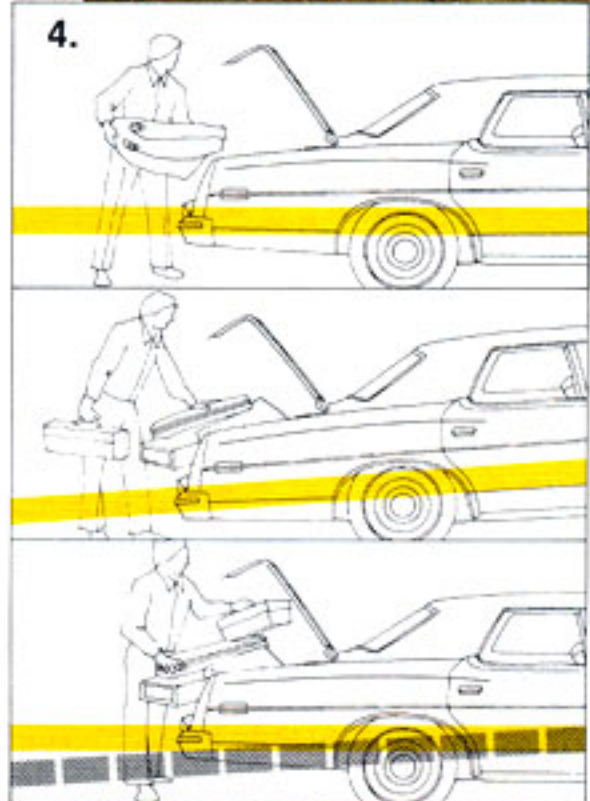
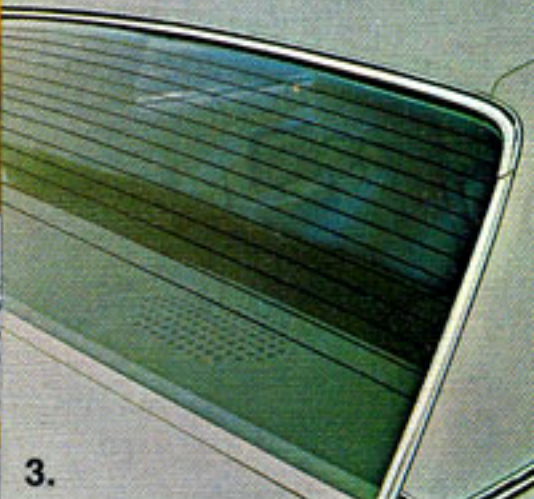
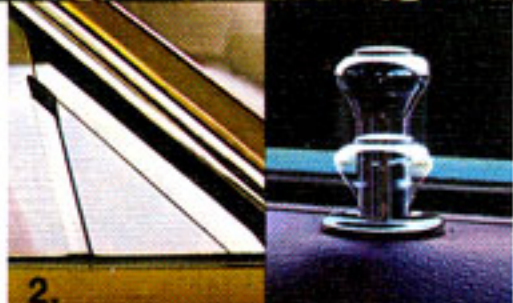
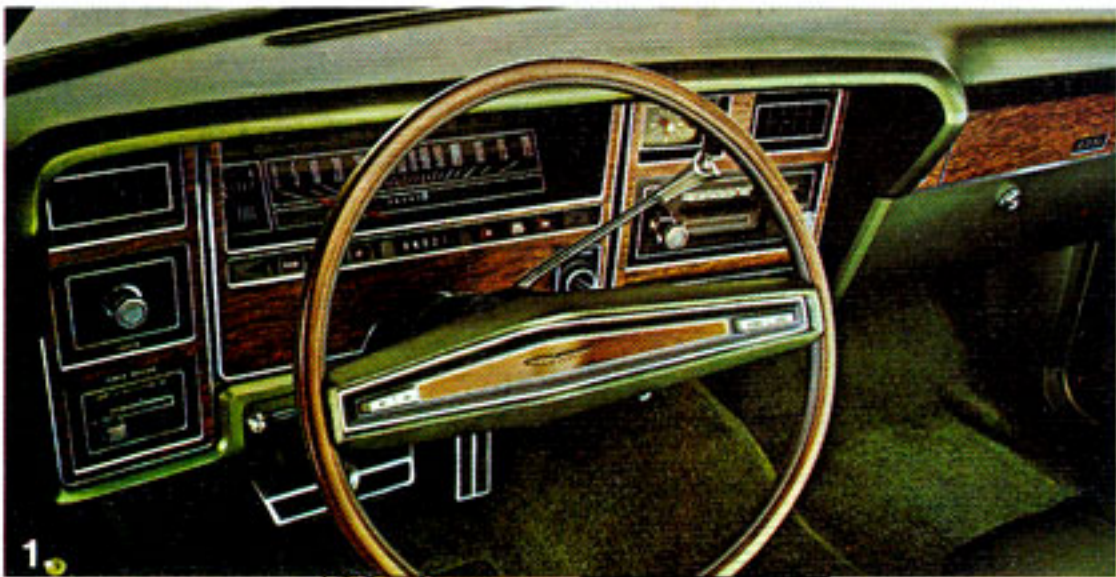
PASSENGER CARS

1. **SELECTAIRE CONDITIONER WITH AUTOMATIC TEMPERATURE CONTROL** (Ford car and Thunderbird) for just the climate you prefer. Manual air conditioning available all car lines. **AM/FM STEREO RADIO** (all car lines) provides superb concert hall listening pleasure.
2. **POWER MINI-VENT WINDOWS.** Push-button operation for front window ventilation (4-door Ford models only). **ELECTRIC POWER DOOR LOCKS** (Ford, Torino and Thunderbird) add convenience and security.
3. **ELECTRIC REAR WINDOW DEFROSTER** uses heating elements to help melt frost, ice and snow on outside, assures better rear visibility. (Ford, Torino, Mustang [except convertible], Pinto [except Runabout with 1600 cc IV engine], and Thunderbird.)
4. **AUTOMATIC LOAD ADJUSTER** (Ford). Maintains level car-to-road attitude whatever the load. Available with heavy-duty suspension, trailer towing packages, too.
5. **STEEL-BELTED RADIAL PLY TIRES**, black or white sidewall. (All cars. Standard on Thunderbird.)
6. **RECREATION TABLE.** Available only on Ford Wagons with Dual Facing Rear Seats.

Other Options To Consider

- Tinted glass—recommended with air conditioner (all car lines)
- Rear seat sport deck (Mustang SportsRoof & Mach I models)
- Tilt steering wheel (Ford, Mustang, Thunderbird)
- Automatic speed control (Ford and Thunderbird)
- Sure Track brake control system (Thunderbird only)
- Electric trunk lid release (Thunderbird with Power Lock Group option, and Ford)
- Luggage rack (Ford and Torino Wagons and all Pintos)
- Interval windshield wipers (Ford with Convenience Group option, Torino and Thunderbird)

See your Ford Dealer for a complete list of options for all car and truck lines.



Options illustrated are for the Ford car line.

Watch your weight

To enjoy your trailer or camper fully, it's important that you avoid problems caused by overloading.

For that reason, when you're shopping for your unit, you'll want to consider *weight* factors carefully.

Trailer



Weight factors to consider in trailer-ing.

It's necessary that you keep the total weight of your unit—towing vehicle, trailer and equipment—within legal weight limits.

There are three weight factors to be concerned with:

(1) Gross Trailer Weight. Weight of the empty trailer *plus* whatever payload it will be carrying . . . including extra batteries, water, propane, food, clothing, etc. . . . everything not included in the manufacturer's dry weight figures.

(2) Dry Trailer Weight. Weight of the empty trailer. Make sure that optional equipment such as stoves or propane tanks are included in the "dry weight" figure. Otherwise, they must be considered payload.

(3) Tongue Weight. The weight that pushes down on the hitch at the tip of the tongue—this is the weight that your trailer adds to the rear of your vehicle.

It is essential that the Gross Trailer Weight and Tongue Weight do not exceed the rated capability of the towing vehicle. On trucks, twice the tongue weight should be considered as part of the payload.

Your trailer dealer can give you the Dry Trailer Weight. But you'll have to determine the Gross Trailer Weight and Tongue Weight for yourself. This can be done easily at a nearby business which uses scales to weigh its own vehicles. To determine Gross Trailer Weight, weigh your towing vehicle first, then both vehicle and trailer. The difference is Gross Trailer Weight. For tongue weight, disconnect the trailer and place the tongue only on the scale with the coupler at hitch ball height.

Rigging a Camper

Weight factors to consider in a camper pickup. There are three main factors to consider in rigging a camper pickup: the Gross Vehicle Weight Rating (GVWR), weight distribution, and Gross Axle Weight Rating (GAWR).

• **Gross Vehicle Weight Rating** is the maximum loaded weight at which the vehicle can be operated. It includes the pickup itself, camper body, options, recreational equipment, supplies and people. **This total weight should not exceed the GVW rating of your pickup.** To be sure, weigh your loaded

unit before you set out. (Trucking companies and sand/gravel companies have scales.) The GVWR is indicated on a safety certification label located on the door frame on the driver's side of the vehicle.

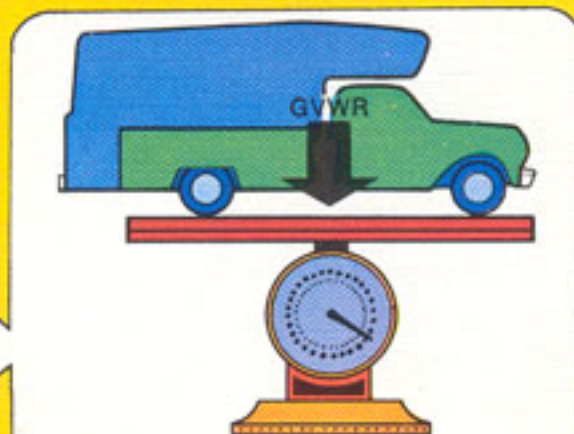
• **Weight distribution.** Most of an empty pickup's weight rests on the front axle. But when you add your camper coach, the biggest portion of the weight will be on the rear axle. **Therefore, as you load your camper coach, make sure the weight is distributed so that approximately 25 to 30% of the total vehicle weight re-**

mains on the front wheels. (Make sure you do not unload the front axle.)

• **Gross Axle Weight Rating** is the maximum capacity of each axle, measured at the ground. (This rating, is included with GVW Rating, on the certification label.) **The weight on either axle should not exceed the Gross Axle Weight Rating, as indicated on the safety certification label.** Note both axles cannot be loaded to maximum capacity at the same time since the total weight on the ground would exceed your truck's GVW. You should weigh your truck to determine if your axle weights are within GAWR limits.

When You Load Remember . . .

1

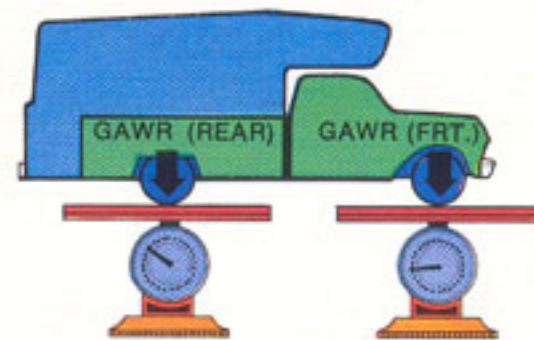


THE MAXIMUM WEIGHT OF YOUR RIG (GVWR) INCL.

- PICKUP (EMPTY)
- PICKUP OPTIONS
- CAMPER BODY
- EQUIP. & SUPPLIES
- PASSENGERS

- SHOULD NOT EXCEED YOUR PICKUP'S GVWR AS SHOWN ON THE SAFETY CERTIFICATION LABEL

2



THE MAXIMUM WEIGHT ON EACH AXLE (GAWR)

- SHOULD NOT EXCEED YOUR PICKUP'S FRONT AND REAR GAWR'S AS SHOWN ON SAFETY CERTIFICATION LABEL

Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons and modifications. Some features described or illustrated are optional at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

1973 Ford Roads to Americana

There is a tremendous desire across America today for families to get back to their roots, establishing a touchstone that recaptures the fun and freedom of days gone by. A wonderful way to do this is to visit some of the outstanding folk festivals, craft fairs and other nostalgic revivals springing up throughout the country. It's a grand way to enjoy life more, rather than have it pass by in a blur. Here are some of the country's favorite "Americana" family fun festivals coming up in 1973. Keep this guide as an "idea starter" for things to do throughout the year on a weekend jaunt or an extended trip in your Ford Recreation Vehicle. At the end of each event is an address where you can obtain more information on each event.



1. U.S. Loggers Championship

Roseburg, Oregon, June 23-24. America's finest loggers prove themselves in the heart of timber country. They top trees, saw stumps, roll logs, throw axes and have free-for-all jousting. Lots of other festivities, too. *State Highway Division, Salem, Oregon 97310.*

2. National Old Time Fiddlers Contest

Weiser, Idaho, June 20-23. Weiser isn't called the "Fiddler Capital of America" for nothing. Fiddle music echoes from one end of town to the other as the country's top artists compete. And there are oldtime fashion shows, parades, and sing-alongs. *National Fiddlers Contest, Weiser, Idaho 83672.*



3. St. Paul Winter Carnival

St. Paul, Minnesota, Jan. 26-Feb. 4. It's 10 days dedicated solely to fun. There's skating, skiing, a hot air balloon race, ice fishing, snow sculpture, dog sled races and torchlight parades. Despite the cold weather, the Carnival attracts more than a half million spectators each year. *Dept. of Econ. Develop., St. Paul, Minnesota 55101.*

4. National Festival of Craftsmen

Silver Dollar City, Missouri, Oct. 6-21. This is America's largest "action" exposition of native crafts. You'll see weavers, spinners, gunsmiths, woodcarvers, glass blowers, candy cookers and many other craftsmen turn out products of our country's past. *Chamber of Commerce, Silver Dollar City, Missouri 65616.*

5. Maine Seafood Festival

Rockland, Maine, Aug. 2-5. When seafood lovers gather for this affair it takes a pair of 1,000 gal. tanks cooking 5,000 lbs. of lobster per hour to keep them happy. Sardine packing contest, parades, tours and exhibits add to the fun and feasting. *Dept. of Economic Development, Augusta, Maine 04330.*



6. Monterey Jazz Festival

Monterey, California, Sept. 14-16. Top jazz artists plus thousands of devotees of the distinctly American music head for Monterey in mid-September. You'll hear jazz 24 hours a day! *Monterey Jazz Festival, Monterey, California 93940.*

7. Cheyenne Frontier Days

Cheyenne, Wyoming, July 25-Aug. 1. Mile-long parades, stage coach races, carnivals, square dances and the free chuck-wagon breakfasts make the Days memorable. On top of all this are daily performances of the "World's Greatest Rodeo." *Wyoming Travel Commission, Cheyenne, Wyoming 82001.*

8. Cimarron Territory Celebration

Beaver, Oklahoma, April 20-22. Residents get in the swing of things by dressing in the styles of the 1880's. You can help them pitch horseshoes, chase greased pigs, and just have a lot of old-fashioned fun. *Tourist Division, 500 Will Rodger Bldg., Oklahoma City, Oklahoma 73105.*

9. Memphis Cotton Carnival

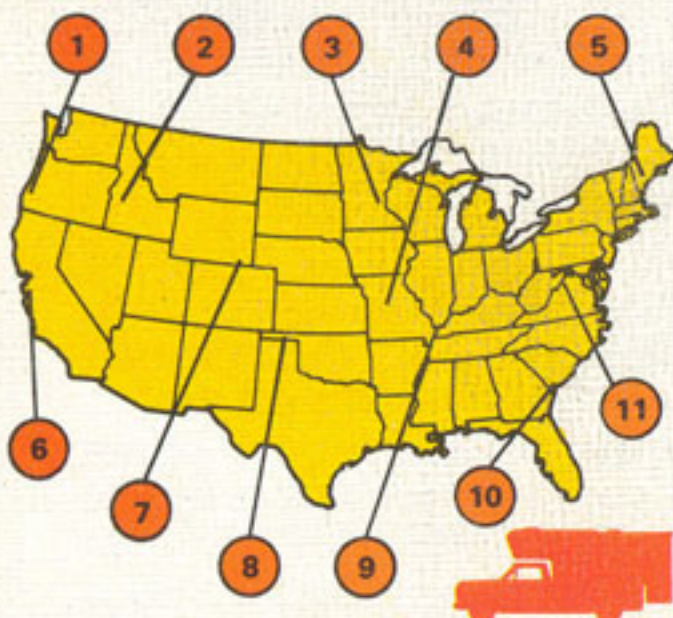
Memphis, Tennessee, May 5-12. Land of Cotton celebration begins with a famous parade of floats down the Ol' Mississippi, followed by pageants, horse shows, tours of antebellum homes and gardens and nostalgic "blues" concerts. *Cotton Carnival Assoc., 547 N. Main St., Memphis, Tennessee 38101.*

10. Festival of Arts and Flowers

Charleston, S.C., Mid-March through April. This deep south city welcomes spring with six weeks of festivities featuring sidewalk art exhibits, flower shows, concerts, street theater, plantation tours and candlelight walks through charming gardens. *Dept. Tourism, Box 1358, Columbia, S.C. 29202.*

11. Shenandoah Apple Blossom Festival

Winchester, Virginia, May 4-5. The Shenandoah Valley is at its loveliest now. The Grand Feature Parade lasts three hours. You'll find pie baking contests, an antique car meet, the "Pageant of Springtime" and a genuine country music jubilee. *Shenandoah Apple Blossom Festival, Winchester, Virginia 22601.*



NOTE: Descriptions and specifications contained in this catalog were in effect at the time this publication was approved for printing, and are subject to change without notice or liability, therefore, Ford Marketing Corporation reserves the right to change or discontinue options or accessories at any time. Availability may be subject to Environmental Protection Agency certification.