

# Dodge

NEWS MAGAZINE

OCTOBER  
1968

## SPECIAL 1969 ANNOUNCEMENT ISSUE



This year  
**DODGE** is turning up the  
*fever.*



# Postmarks



## 1936 COLORS

Dear Sir:

I own a 1936 Dodge. When I return home I would like to paint it and finish restoring it. Could you please tell me the original colors for that year?

Cpl. Richard Pickard  
PFO San Francisco, California

*The 1936 Dodges came in six colors: black, maroon, blue, aqua, gunmetal and gray. In contrast, there will be 22 colors for the 1969 Dodges, although not all of them will be available in every series. There will be 17*

*colors for the Dart; 18 for Coronet and Charger and 17 for Polara and Monaco.*

## HAMBLETONIAN

Dear Sir:

We greatly enjoyed the article on "The Hambletonian," in the July, 1968, issue of Dodge News Magazine.

We just returned from the Du Quoin State Fair grounds, which was the site for the national convention of the National Campers & Hikers Association. The grounds turned into a city with a population of 15,000 people.

Would like to add that Du Quoin was a most wonderful host town.

Mr. & Mrs. W. A. Hindemith  
Bismarck, North Dakota

Dear Sir:

I was pleased with the article on "The Hambletonian" by Gordon Forbes.

There is a Triple Crown in trotting races and a Triple Crown in pacing races. Besides the Hambletonian, the trotting triple crown races are the Yonkers Futurity and

the Kentucky Futurity. The pacing triple crown consists of the Little Brown Jug, The Cane Futurity and the Messenger Stake.

I hope to see an article on these races sometime.

J. W. Haas  
Sioux Falls, South Dakota

## RACING

Dear Sir:

In your column, "Just Between You & Me," you correctly note that auto racing is the second largest sports attraction, second only to thoroughbred racing and then mention a figure of 40½ million people. To arrive at a level even close to horse racing, you had to lump all segments of other sports together, and since harness racing is a major contributor to horse racing attendance, the 23 million fans that harness racing drew last year should have been added to the 40½ million figure making the correct total of near 64 million fans, far ahead of its nearest competitor.

Ted G. Rodgers, Jr.  
Oxon Hill, Maryland

# Just between you & me

We take particular pride in this issue of Dodge News Magazine because it introduces the 1969 Dodges, the best-looking Dodges ever produced. We invite your special attention to the following pages, which show the '69s in detail. One thing you'll notice is that there is something for everyone—from the luxurious Monaco to the swingin' Dart Swinger.

The Monaco and the Polara are all-new this year. They have new exteriors, high-styled interiors and a new list of options. Among the innovations on the Monaco and Polara for '69 are the optional Super-Lite and an air spoiler on the station wagons. The Super-Lite is mounted in the grille and provides an intense beam of rigidly controlled light which bridges the gap between conventional high- and low-beam lights used on all standard American cars. The air spoiler for the wagons is integrated into the roof construction. Its purpose is to keep the tailgate window clean. Air deflected by the spoiler frees the

window of dust, rain and exhaust.

The Charger, the popular family-size sports car which paced Dodge sales to dramatic all-time record highs in 1968, keeps its distinctive aerodynamic silhouette for 1969, but a list of refinements and improvements have been incorporated. The line includes a Charger R/T model for the performance-minded, and a plush "Special Edition" (SE) version.

Coronet for 1969 comes on sleek and sporty. Classified as an "intermediate size car", the 1969 Coronet boasts of being the largest of its class in the industry. It is the biggest seller of Dodge's automobile line.

Coronet will again be offered in the widest variety of body styles and power train options. The five series will have a total of 17 choices of body style. The range of engines starts with the 225-cubic-inch Slant Six and goes up to the 440-cubic-inch, four-barrel, Magnum V8.

Dodge's compact champion, the Dart, will introduce a new model concept, the

Swinger, for 1969.

The new Swinger model will be aimed directly at the youth market. The Swinger is a low-price, two-door hardtop, and will be available with a wide variety of power plants. The 340-cubic-inch engine of 1968 will be featured in the Swinger 340. In addition to the 340 engine, Dodge's four-speed floor shift transmission, dual exhaust, heavy duty rallye suspension, and D70 wide tread tires will be featured.

A special bright red color will be another exclusive for the Dart Swinger 340. Establishing a unique identity will be a performance hood, a "340" nameplate, and its own wide bumble bee stripe.

See the cars! And enter the greatest sweepstakes in Dodge history! More than 100,000 chances to win! Entry form on page 12.

*The Editor*



1969 Monaco 2-door hardtop

# 1969 DODGE MONACO— Luxury has never been in better shape

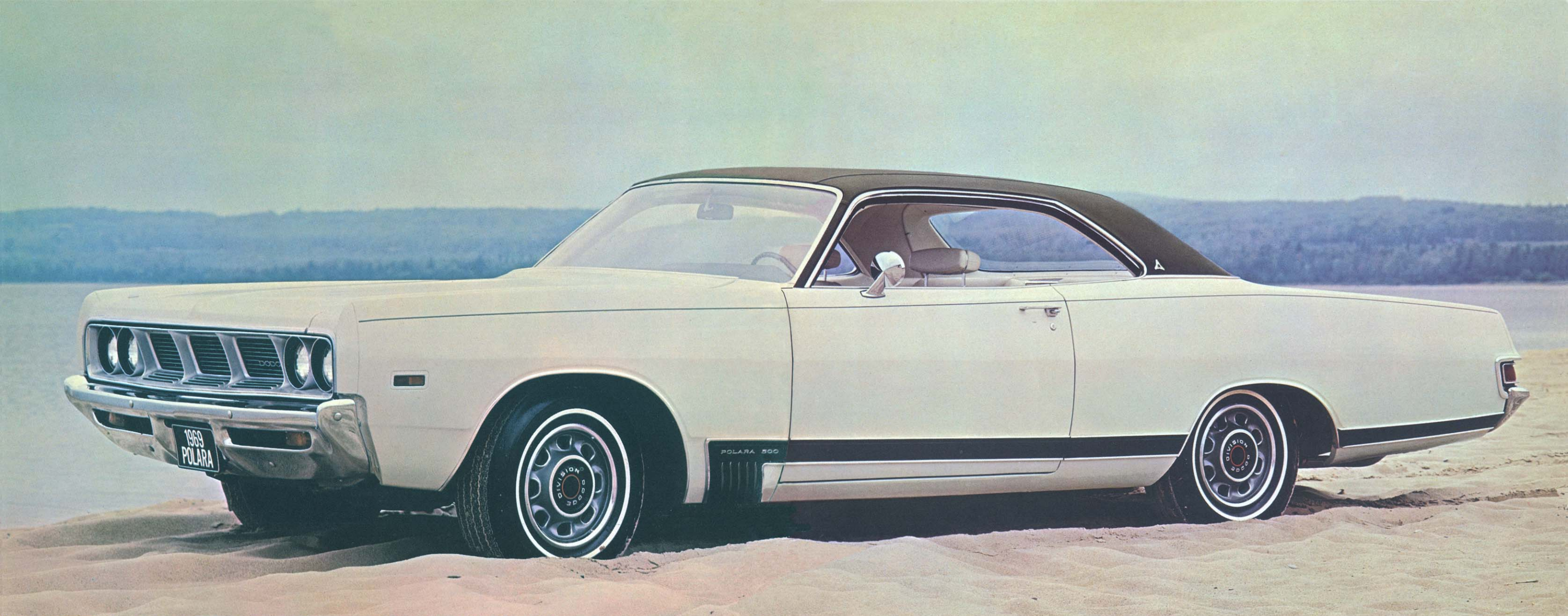
For 1969, Monaco is completely new—from grille to wraparound taillights. From concealed windshield wipers to a new rear deck design. From curved side window glass to an exclusive new Dodge option called Super-Lite. Monaco is longer, lower—and more comfortable than ever. . . . This is evident the moment you slip behind the wheel. The seat is pleated, foam-padded, and finished in expensive fabrics and vinyls. The carpeting is exceptionally rich, deep pile and offered in six colors. Airtemp's automatic temperature control air conditioner (optional) lets you relax in your own preferred climate. Optional Dodge 8-track stereo with dual rear speakers is also available. . . . Every Monaco comes with a standard 383-cubic-inch V8 engine. As well as superb road-clinging torsion-bar suspension . . . 1969 Monaco. Dodge is turning up the luxury as well as the Fever . . . now.



Standard Monaco all-vinyl interior for hardtops and wagons

Harder than ever to resist  
**DODGE fever.**





1969 Polara 500 2-door hardtop



Polara—all new for 1969



1969 Polara's foam-padded seats and carpeting—standard



Concealed windshield wipers—tuck away when not in use

## 1969 DODGE POLARA— What other cars hope to be when they grow up

Here's luxury in a big package. A package that's all new. Just what you've been looking for in a car that fits your budget. A car that you will be proud to own. Because it obviously will give you so much more value in the form of sheer good looks, comfort and performance. And will give it to you at a very reasonable price. Polara is a big car. A car that skimps on nothing. As an example, Polara's standard engine is a 318-cubic-inch V8. . . . New on Polara for 1969—and standard—are concealed windshield wiper blades that tuck into a slot at the base of the windshield. There's also a new left-hand wiper blade that cleans much more area than last year's wiper. . . . You owe it to yourself to find out just how far other entries in the low-price field are going to have to travel before they even come within hailing distance of Polara for 1969.

This year there's no escaping  
**DODGE** fever.



The 1969 Dodge Charger



Medallion marks Charger SE  
—1969's Special Edition Charger



Charger SE interior—genuine leather and vinyl  
foam-padded front buckets



Distinctive new front-end treatment characterizes Charger 1969

## 1969 DODGE CHARGER

Dodge's success car is  
in better shape than ever

Never before have so many paid so little for so much. Last year, a respected auto magazine compared Charger with four competitive cars costing up to two thousand dollars more. Charger won. Last year, fifty thousand owners of competitive makes compared Charger with their old favorites. Charger won. Charger is the kind of car most people would sacrifice anything to own. Fortunately, they won't have to. If you're skeptical, check the price first. Charger comes in a standard version—in the performance Charger R/T—and in the Charger Special Edition, or SE.

Join the fun. Catch  
**DODGE** fever.

# 1969 DODGE CORONET

## The car that's big for its price

Coronet 1969, the story of "Beauty and the Budget." One look and you'll climb inside. Then you're hooked! From the moment you take hold of the wheel, Coronet takes hold of you . . . The big comfort is all around you, from foam-padded seats and rich carpeting to many zippy personal touches that make Coronet truly your kind of car. Maybe you're the kind that likes bucket seats, full power—the works. You've got it in Coronet! . . . Best of all—the sticker price on the window. And that's the real Coronet story. Coronet for 1969 is a lot of car at a very low price.

Step right up—get  
**DODGE** fever

Coronet 440 Four-door sedan—with a price that takes you back to reality.



Coronet front end, with looks that turn heads at stop lights (right). Foam-padded seats and rich carpeting feature Coronet interiors (center). And the full beauty of Coronet 1969 is revealed in its profile, below.





Dart Swinger (at top and above), lowest priced Dodge hardtop. Swinger interior features all-vinyl seats. Dart GT, at right, most luxurious Dart, offers bucket seats (right) standard in hardtop models.

## 1969 DODGE DART Compact lovers never had it so big

When you're America's best-selling compact, there has to be a reason. Maybe it's Dart's stylish shape. A look that just doesn't say "compact." Or could it be the extra room and comfort Dart offers inside? Perhaps it's the way Dart handles. Nimble. Sure. Confident. In fact, there are probably as many reasons for Dart's popularity as there are people who buy Dart. And for 1969 there's a wider-than-ever Dart choice for you. There's the new Dart Swinger—for people who want to swing without making their savings suffer. Plus Dart GT, Dart Swinger 340, Dart GTS and Dart Custom. See them all. Pick yours.





YOU MAY ALREADY BE A  
**WINNER!**



The **AMERICAN FOOTBALL LEAGUE SCATPACK**



INVITES YOU TO ENTER THE

**Dodge Scat Pack**  
SANCTIONED BY AFLPA (AMERICAN FOOTBALL LEAGUE PLAYERS' ASSOCIATION)  
**SWEEPSTAKES!**

AT YOUR NEAREST DODGE DEALER'S

**1969 DODGE SCAT PACK SWEEPSTAKES OFFICIAL RULES**

OFFICIAL RULES: 1. Take the coupon on this page to your local Dodge Dealer's showroom. If the American Football League helmet design shown on the coupon matches one of the winning helmet designs on the special Dodge Scat Pack Sweepstakes display, you can claim the corresponding prize indicated on the display. 2. No purchase necessary to enter the Dodge Scat Pack Sweepstakes. 3. Residents of Ohio, Washington, and Florida may either: a) visit their local Dodge Dealer or b) obtain a reproduction of winning helmets by mailing a stamped self-addressed envelope to Dodge Scat Pack Sweepstakes Headquarters\* no later than October 12, 1968. Do not send coupon with your request. 4. Residents of Wisconsin must comply with Rule 3b, above, in order to enter. Repeat—do not send coupon with your request. 5. To claim your prize, mail your winning coupon with your name and address by Registered Mail to Dodge Scat Pack Sweepstakes Headquarters.\* Envelope must be postmarked by November 2, 1968, and received no later than November 9, 1968. The winners will be verified by an independent judging organization and will receive notification of winning entry by December 1, 1968. 6. Sweepstakes is open to residents of the U.S.A., except persons living in states where this offer is prohibited by law, employees and their families of the Dodge Division, its advertising agencies, the magazine or newspaper publishing this offer, and the judging organization. Limit: one prize per family. 7. Void in Nebraska or wherever else prohibited by law. Offer subject to all state and local regulations. All fees or taxes (local, state and Federal) will be the sole responsibility of and paid for by the prize winner. All entries are subject to decisions of the judging organization. No correspondence will be entered into with contest participants apart from the above-mentioned winner selection and notification functions. 8. Fraudulent entries will be automatically disqualified. The decision of the judging organization is final.  
\*Dodge Scat Pack Headquarters, P.O. Box 917, Westport, Conn. 06880.

**! WIN CARS, TRIPS, CASH!**  
AND OTHER VALUABLE PRIZES  
**WORTH OVER \$1,000,000**  
IN THE  
**Dodge Scat Pack SWEEPSTAKES!**  
MORE THAN 100,000 CHANCES TO WIN!

<p><b>1ST PRIZE</b> (3 PRIZES OFFERED)</p> <p>A 1969 Dodge Charger R/T—leader of the Dodge Scat Pack . . . plus a round-the-world flight for two on TWA . . . plus \$5,000 cash for spending!</p> <p>\$5000 up up and away TWA</p>	<p><b>2ND PRIZE</b> (5 PRIZES OFFERED)</p> <p>A 1969 Dodge Sportsman Wagon—America's own best seller! Plus: A TWA* flight to Hawaii, for two. Plus: \$2,500 cash for spending!</p> <p>\$2500 up up and away TWA</p> <p>*and connecting carrier.</p>	<p><b>3RD PRIZE</b> (25 PRIZES OFFERED)</p> <p>An RCA home entertainment center, complete with AM-FM stereo radio, stereo record player, and 23" RCA Color TV . . . plus a flight for two to the pro-football Super Bowl, by TWA . . . plus \$500 cash for spending!</p> <p>\$500 up up and away TWA</p>
<p><b>4TH PRIZE</b> (100 PRIZES OFFERED)</p> <p>An RCA Sportabout Color TV. A 14" screen color TV you can carry . . . enjoy your favorite shows anywhere there's a power outlet!</p>	<p><b>5TH PRIZE</b> (2,500 PRIZES OFFERED)</p> <p>A Polaroid Big Swinger®. 70% bigger pictures than the original Swinger camera. Finished pictures just seconds after you shoot!</p>	<p><b>6TH PRIZE</b> (100,000 PRIZES OFFERED)</p> <p>An approved AFL football—made of top grain cowhide—official size and weight of a real "pro" ball.</p>

**TAKE**

this special Sweepstakes entry coupon (with helmet picture on it) to your nearest Dodge Dealer's showroom. Check the helmet pictured below with your Dealer's chart of prize-winning helmets. It's easy. It's fast. It's fun.

CINCINNATI BENGALS

NAME (PLEASE PRINT OR TYPE CLEARLY) \_\_\_\_\_  
STREET ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

**Dodge** **CHRYSLER**  
MOTORS CORPORATION

1969 DODGE

**Road race** SET!

What a set! Has exclusive banked track like professional slot tracks and enough track pieces to duplicate five of the world's most famous road race courses: Monaco, Riverside, Nassau, Lime Rock and Goodwood. Two Dodge scale-model cars, power pack, lap counter, flags, decals, fences, bridges, many other parts. Ready to run—just \$14.95 at your Dodge Dealer's!

**\$35.00 VALUE—\$14.95.**

★★★★★

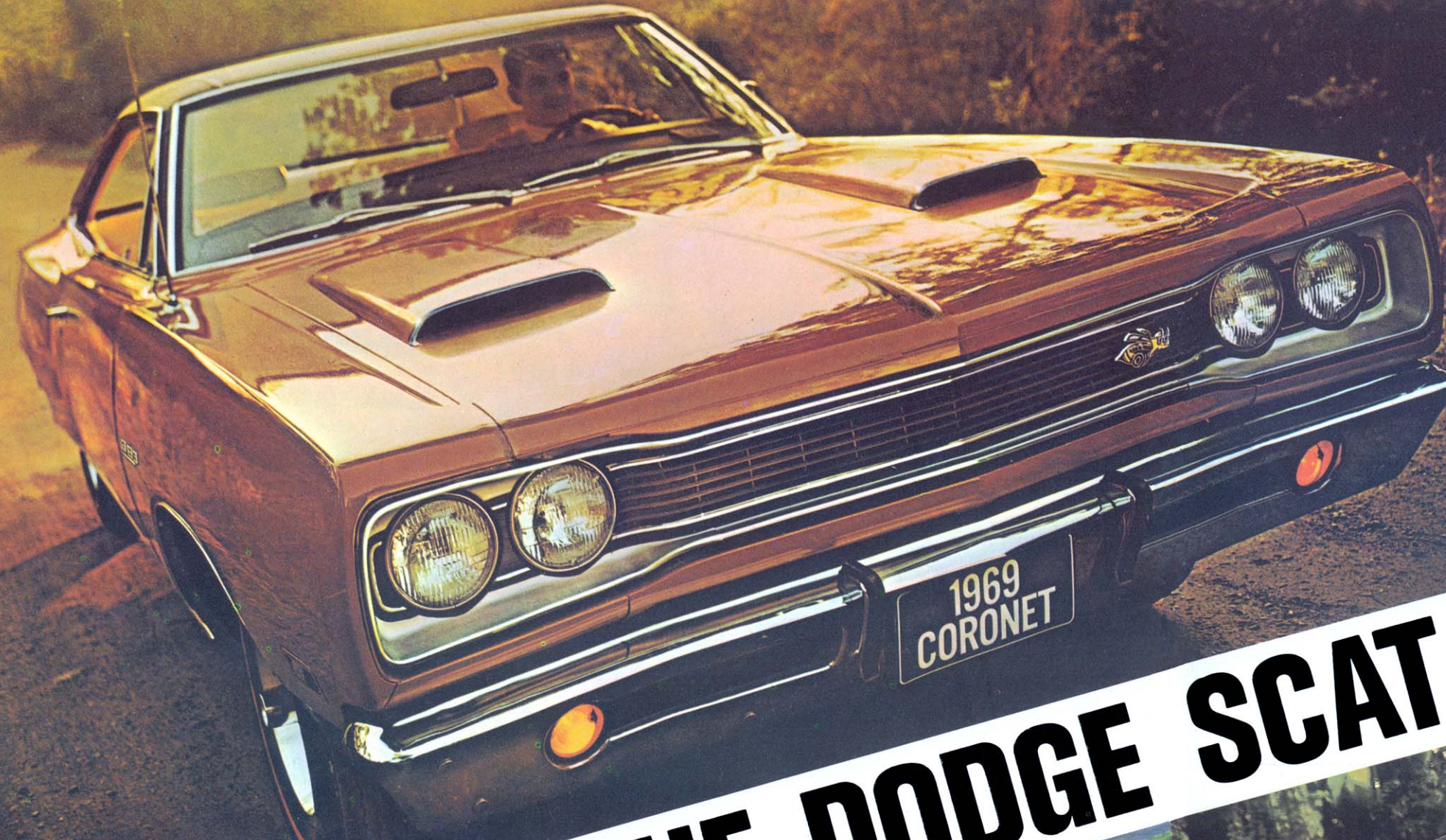
**!BONUS!**

ENTER THE EXTRA-POINT BONUS PICK!

Ten new 1969 Dodge Dart "Swinger 340" hardtops will be given away. (One in each of the 10 AFL team districts.) Plus a 3-day expense-paid trip to the nearest AFL game, any weekend between Nov. 15 and Dec. 15, 1968, arranged by TWA. Register now at your Dodge Dealer's! Offer closes Nov. 2, 1968.  
VOID IN WISCONSIN.

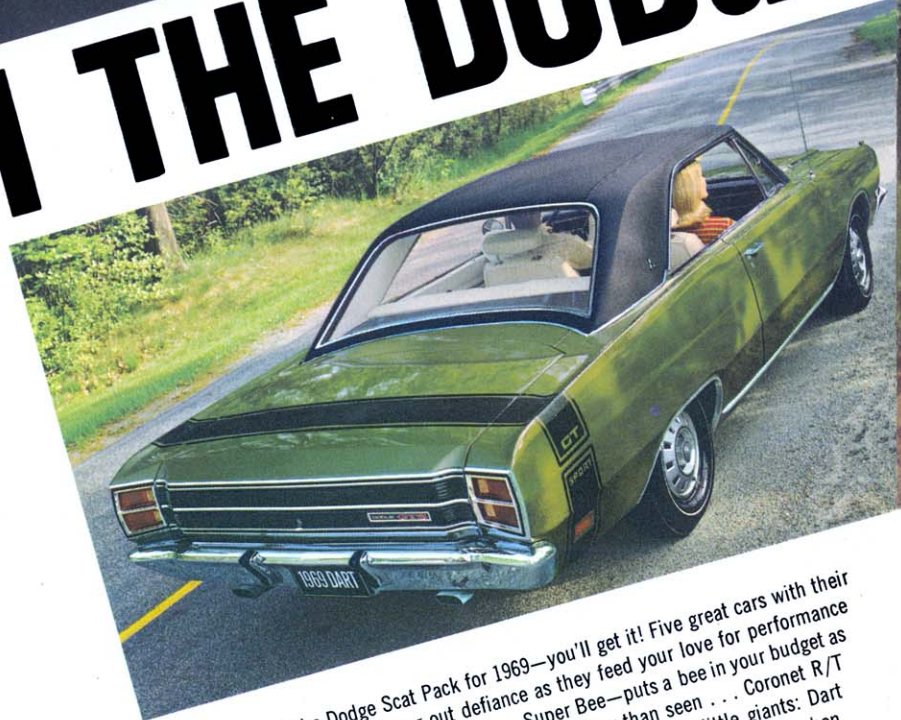
Watch AFL Football on NBC-TV. Check your local listing for broadcast times.





# RUN WITH THE DODGE SCAT PACK FOR 1969!

**SUPER BEE** (above) Big 383 Magnum V8 engine, or optional 426 Hemi. Two models—new 2-door hardtop or 2-door coupe. **CHARGER R/T** (right above) with 340 cu.-in. Magnum V8 standard; 383 V8 optional. **GTS** (right) Comes with 440 Magnum V8 is standard; with 426 Hemi optional. **DART SWINGER 340** (right). The 340 V8 is standard. So is four-speed manual box.



Want action? Join the Dodge Scat Pack for 1969—you'll get it! Five great cars with their bumblebee stripes . . . They roar out defiance as they feed your love for performance . . . Charger R/T—lean, clean, uncluttered . . . Super Bee—puts a bee in your budget as it puts the good things where they can be heard rather than seen . . . Coronet R/T—comes two ways—hardtop and convertible . . . Plus the two little giants: Dart—comes two ways—a real thumper. It lets you know what's about to happen when you turn the key and fire it up. The other little giant is Dart Swinger 340—a real thumper. It lets you know what's about to happen when you turn the key and fire it up. The other little giant is Dart GTSport—the high performance beauty . . . Run with the Dodge Scat Pack!



## JOIN THE DODGE SCAT PACK—GET YOUR DODGE SCAT PACK PACKET!

Fill in coupon—and send it with 50c (no stamps) to:  
Dodge Scat Pack Headquarters  
P.O. Box 5212, Seven Oaks Station  
Detroit, Michigan 48235

**HERE'S WHAT YOU GET:**  
(1) Dodge Scat Pack Official Membership Card; (2) 4-inch Dodge Scat Pack Bee Full Color Vinyl Decal; (3) 4-inch Super Bee Vinyl Sticker; (4) Dodge Scat Pack Bee Full Color Iron-on Transfer; and (5) Super Bee Metal Badge. . . So "Bee" with it. Join the Dodge Scat Pack today!

NAME \_\_\_\_\_ STATE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ ZIP \_\_\_\_\_

OFFER GOOD IN U.S.A. ONLY

Dodge Scat Pack — the cars with bumblebee stripes



# HERE COMES THE NEW DODGE ADVENTURER



There is a certain kind of man in this world. He works hard, plays even harder. When sunset comes, he's ready to go. For this man, Dodge has made a special pickup: Adventurer. Works like a plowhorse all day. Then at night, Adventurer says, "Let's go." And Dodge made sure it's ready. With a powerful 383 cu. in. V8. Bucket seats and deep pile carpeting. Even air conditioning—dash mounted. Dodge Adventurer. The ultimate pickup. The one that leads a double life.

**For work or play, there are 31 Dodge pickups  
that give you more truck per buck.**



No other pickup gives you this combination of luxury and durability:

- Foam-padded vinyl bucket seats (optional)
- Deep-pile carpeting
- 383 V8 power (optional)
- Solid, double wall construction
- Cushioned-Beam suspension
- Air conditioning (optional)

**Dodge Trucks**



**OUR NEW CUSHIONED-BEAM SUSPENSION**  
This is the one that gives you a boulevard  
ride on any surface.

**DODGE ADVENTURER-The SPORTTRUCK that leads a double life**

**I**t began with the first crudely fashioned tiny models of "horseless carriages". Today, model car makers are tooled up for the biggest sales years in history. Satisfying the natural desire to put things together, the miniature world of model making grew up with the plastics revolution.

As major automobile companies roll off their 1969 lines of cars, smaller versions will begin moving from shipping rooms of model makers coast to coast. The miniature automotive giants have been ready and waiting for the signal to begin their own new car season with 1/20th, 1/25th and 1/32nd scale models. Across the country toy departments, too, wait to cater to America's modelmania.

While the ten million-car year is still the dream of the nation's automotive industry it has been a fact for years in the model business.

It's a growing industry that began less than twenty years ago and soon found the plastics age much to its liking. Today, there are about ten companies coast to coast devoted entirely to rolling off scale models of the big cars that come off the nation's big

assembly lines.

They are companies like Model Products Corporation of Mt. Clemens, Michigan, which in early March of this year, set its teams of engineers and draftsmen working on 1969 models. MPC turns out an estimated eight million units each year, providing its share of the millions of sticky, satisfying hours enjoyed by American hobbyists.

A tour through a model plant, which seems to have the scaled down dimensions of the cars they produce, is like visiting a real counterpart plant. Secrecy is observed in engineering sections where draftsmen lean over boards to discuss whether a taillight assembly is going to match the little plastic nub provided to anchor it down the body. Blueprints are supplied by the big auto companies. They are closely

# NEW-MODEL TIME FOR THE LITTLE ONES, TOO

By  
WILLIAM  
ALMON



*Model Charger rests on bed of plastic chips that will eventually be molded into more model cars.*

guarded. No design secrets leak out.

Sam Bushala, MPC's advertising director, walks past a floor-to-ceiling mass of cartons (each carton containing 12 kits) ready for shipment coast to coast.

"We're pretty much like a miniature car company," he says. In one corner of the mass of neatly stacked cartons, the words "Dodge Charger" and "Dodge Coronet" are stamped in black on the sides. Dodge units are major items in MPC's 1969 line. Thousands will be shipped to dealers for promotion purposes after assembly at the plant. Model producers call these "built-ups" to distinguish them from the ones shipped in kits to be assembled by hobbyists. The bulk of MPC's business is in the hobby kits.

This year, more than a million tiny Dodges will leave MPC's warehouse. The breakdown will be a surprisingly accurate reflection of the popularity the respective big models enjoy. Popularity can be predicted, says Bushala, by the street exposure and publicity given each of the big versions during any model year. He predicts big interest in the Charger because of its youth image and success as a racing car.

MPC will produce assembly kits for the 1969 Coronet R/T, Charger R/T, Charger III, the Coronet "Mission Impossible" (named for and appearing in the television series), the Thunder Charger, the Ram Chargers Dragster, two "Funny Cars," (a popular dragster model) and a "Color Me Gone"—all versions of actual big car production. The "Fever Bee" a Dodge model, is the only one Dodge designers have not come up with yet. The 1969 lineup also includes mass produced built-up Charger R/T's, Coronet R/Ts and Coronet convertibles for dealer use.

In early summer, things really get hopping at the model assembly lines. At MPC, 250 employees are kept working around the clock in three shifts. Producing the built-ups for the car dealers most closely resembles a real assembly line with workers stationed at precise intervals along the conveyor belts, putting parts into place. The finished model is scooped into its box and seconds later another, and another. The average model involves 170 parts, some no larger than a pencil point, yet into each goes the same meticulous design.

It begins with skilled wood craftsmen who carve identical 1/10th scale versions. Basswood is used at MPC. It's close grained, fairly soft, workable. The wood workers use the 1/10th scale drawings given them by MPC engineers. Epoxy castings are made from the wood models.

The company uses a pantograph technique to further reduce the 1/10th scale down to 1/25th, the scale used in most of its production. A sensitive arc physically scans the dimensions of each section, reducing it simultaneously.

The finished molds are then ready to be set up for production molding.

Most companies use plastic injection methods for production. Plastic pellets are blown into a heated tube where they are melted down, then injected onto the face of the large metal mold. One mold will usually contain impressions (a "cluster") for as many as 120 parts for a single car. They emerge in the familiar interconnected frameworks of parts that the hobbyist snips off for assembly.

Most models require at least six separate molding operations, with different machines turning out tires (vinyl), body parts (styrene) and others stamping out the red plastic (for lights) or aluminum sections that have the realness of chrome.

Plastic manufacturers and paint suppliers work with the big car companies so they can supply dealer models with genuine color mixtures. For some of the colors, the appropriately colored plastic is available. For the metallic finishes, companies do their own painting onto the colored plastic.

With up to 60 car models going into production in any year at MPC, things get a little hasty, but you'd never know it from the spiffy little Chargers that dealers hand out to customers. Heat sealing is the secret. Most hobbyists use too much glue, says Bushala. Many can stay out of trouble, too, he adds, by determining to follow the suggested steps in the instruction sheets.

Each year, MPC reviews its assembly instructions, trying to perfect the language. Now, actual photographs of parts are included in some kits.

As do most other model makers, MPC keeps its hand in the other popular areas of the assembly hobby. Race cars, vintage cars and airplanes now roll off MPC assembly lines along with the sleek modern automobiles, in a setting of diversity, automotive men can only envy.

Hobbyists must be constantly supplied with the new customizing ideas and kits. The really dedicated hobbyist can take an ordinary kit and with some judicious snipping here and the addition of some imaginative extras there turn a mass production car into one hardly recognizable as the one he started with.

Some vintage cars give model engineers

trouble. Often, they must go out and get a real version. Blueprints sometimes just aren't available. They must then measure each line, each dimension, carefully to begin the miniaturization. Hobbyists in the car field are keen eyed and can spot an upside down bumper a mile away even at 1/25th scale.

Flashy sports models are becoming popular with the growth in popularity of sports racing itself. Andy Granatelli was pleased with MPC's model of his famous Indy Turbine No. 40. He ordered a thousand of them for Christmas gifts. For most of its production, MPC gets the final nod of approval from the big companies before any model goes into production.

Normally companies like MPC must figure on an annual production of about a third of a million units of any model in order to break into a good profit margin on a sales year. Cost of engineering and tooling, just as it is in the big companies, is a major expense.

A little press in one corner stamps out whitewall tires, painting delicate little white stripes flawlessly.

In another part of the factory, a round oven door opens and a workman rolls in a huge rack upon which are hung thousands of little white plastic clusters.

Between each tiny frame is a tinier bit of aluminum. This is the "chroming" operation. After the rack is rolled in and the oven door is closed, a knob is turned and pumps create a vacuum inside. Another knob is turned and huge coils turn red hot. When the finished rack is rolled out each part is a shiny chrome-like silver. The little piece of aluminum was melted in the hot vacuum and turned into a vapor that coated the thousands of tiny bumpers and decorative stripes.

Only four years old, MPC is already very big in the industry. A secret is correct pulse-taking of the model buying public.

Mistakes in the model car business can be just as disastrous as in the big car business. The model kit buyers are as selective as the man who walks into an automobile showroom. If one model is not complete enough or doesn't offer customizing potential, it won't sell. With molds costing as much as \$50,000, mistakes are something model manufacturers can't afford.

An industry man summed up the model business. "We're moving along with the automotive industry."

Does that mean a 200 million car year ahead? ■



# THE BLOUSIER APPROACH



The blousier approach means dashing off to English class in the Poet's Shirt, romantically big collared and turned over to one of the terrific tartans. With it, a tartan green flannel pleated skirt and masses of chains—around neck and waist. Shirt about \$6; skirt about \$10.



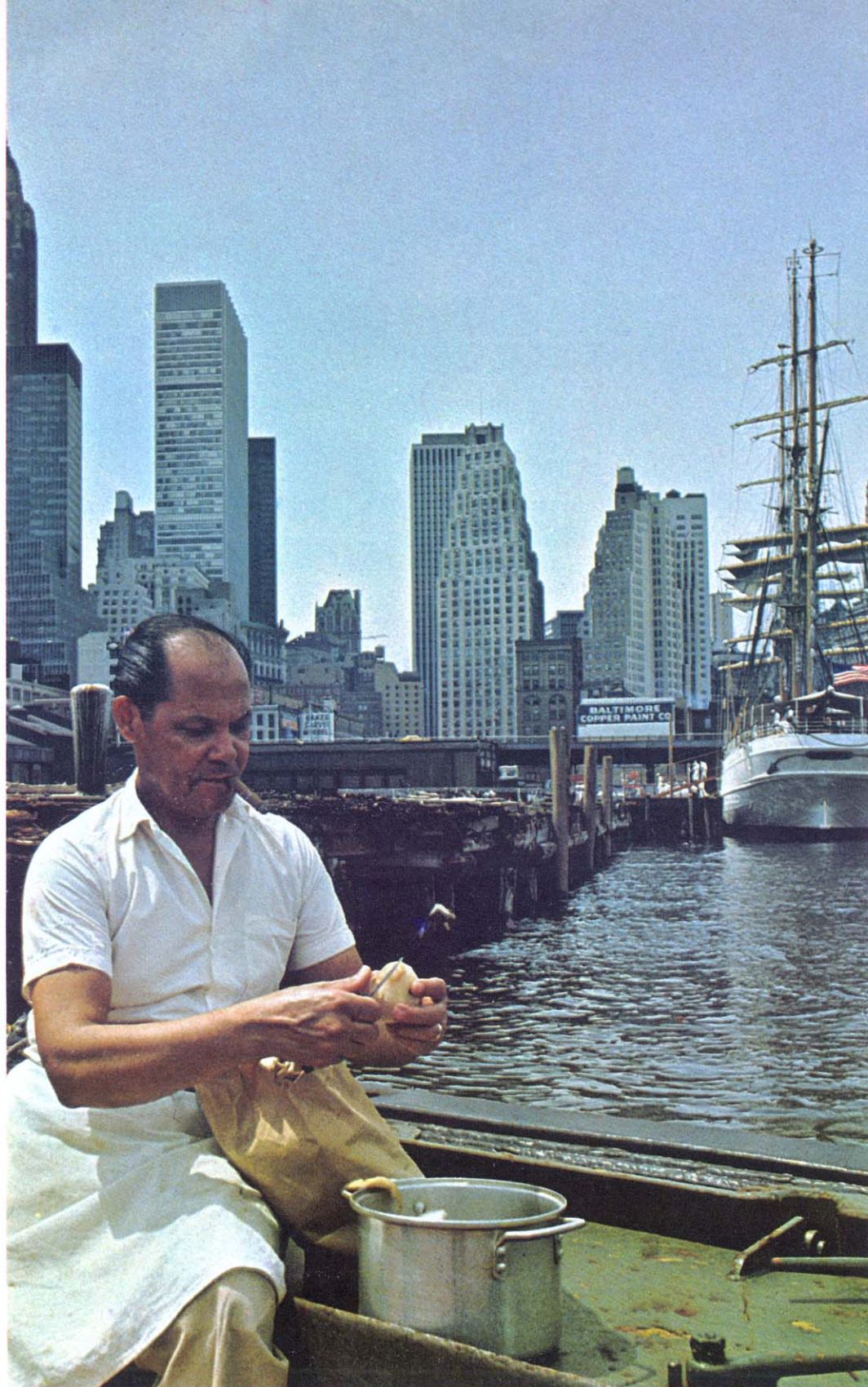
The blousier approach to a meditative afternoon: a body-shaped guru shirt, Indian-striped in bright pimento and goldenrod worn with a classically slim flannel skirt. Complete the look with the bell-on-a-chain, and a bright pimento shoulder bag. Shirt about \$5; skirt about \$7.



The blousier approach to the thirties: Bonnie shirt-and-sweater dressing—tailored oxford shirt printed with flowers in goldenrod and green, worn under knitted sweater in bright goldenrod. Pleated kilt skirt in gold, red and green. Shirt about \$5.50; sweater about \$10; kilt about \$12.



The blousier approach to "doing your own thing". Try a button-down oxford shirt, boldly striped necktie, and a skirt checked on the bias. Accessorize with leather boy's cap, kneesocks, man-sized wristwatch. Shirt about \$5; skirt about \$10. All fashions by Ship 'n Shore.



## **The Tugboat Chef:**

**Hearty Food and  
Happy Crews**

By Dick Hanley

*Candy Coehlo peels potatoes on deck. Square-rigged ship at right is Coast Guard training ship Eagle.*

**T**he Marie Moran churned up an angry wake, straining to angle the big freighter's bow against the Hudson River current. The towline attached to the freighter stretched with accompanying jerks and popping sounds. A gray, salt spray obscured the deck in the cold

October dawn.

Inside, Pete Perrotti's galley was a contrast, a bright, orderly arrangement of gleaming pots and skillets and permeated with the spicy aroma of freshly brewed coffee and hot muffins just extracted from an oven.

Tugboat men have lumberjack-size appetites and Perrotti knew today would be a busy one in the galley. With the freighter safely dispatched out of the harbor, the crew would descend ravenously for breakfast. Today, it was to be ham, eggs, rolls, marmalade and coffee. Already,

Perrotti was checking off ingredients for the other two meals—a roast, potatoes, salad, apples (for pie) and the supper menu of steak and a special pudding for dessert.

As are scores of other chefs aboard the Moran Towing and Transportation Company's fleet of tugs, Perrotti is an important man in the crew. His task is to prepare the simple, appetizing fare that tugboat men, because of their strenuous duties, require and demand.

Further down the river, Hui Ming, chef of the tug E. F. Moran, Jr., was doing much the same thing as the little boat nudged the passenger liner Rotterdam alongside its dock. There was the same friendly aroma of good coffee and as Hui Ming prepared breakfast, he considered preparing his special lemon meringue pie for the noon meal.

Tugboat menus are strong on the rich gravy, potatoes and pie items, a calorie counter's nightmare. But no one leaves a tugboat table hungry. Under union contracts, a chef is allowed up to \$20 a day

assigned for that length of time, alternating the stints with shore time. Although working within sight of land most of the time, no one eats anywhere but on board his tug. It's a practical matter, but get a tugboat man aside and he'll admit the chow on board is unbeatable. Part of the enthusiasm reflects the strenuous exercise of working tugs. It is also an endorsement of the fine knack tug chefs have with skillet and oven.

Breakfast generally starts at 6 or 7 a.m., lunch from 11:30 a.m. to about 1 p.m., and supper at 5:30 p.m.

The busy galleys are compact arrangements designed to eliminate the little disasters caused by sudden listings or lurches. Nothing is left on tables unnecessarily. Walls are not for hanging quaint arrangements of utensils. A slight misstep at the wrong time and the noon meal pot roast is a failure to be mopped up from the deck.

Fare is varied, tasty, always robust, and each chef has his specialties that are known throughout the tugboat fleet. Arnold Miller, chief engineer of the Marie

cooks.

Candido "Candy" Coelho is chef aboard the Carol Moran. With the firm for 41 years, he came to this country from Portugal, learned his way around a galley as a messboy. Cooking, he says, is easy. The most difficult tasks in their order of difficulty for him are ordering food and keeping his galley clean.

During one of his shore stays in New York, Candy met an old former tug captain whom he'd cooked for aboard many tugs in the harbor.

"Come on, Candy," said the old captain. "We're going to have dinner together. You've cooked for me a long, long time; now I am going to feed you."

The strain on the Marie Moran's lines slackened noticeably and Perrotti knowingly glanced out the porthole. The sun was now above the New York skyline, the mist evaporating from the shoreline. The tug's bow thumped reassuringly through the choppy wavelets of the river.

The galley door opened allowing the cheerful galley odors to waft across the



Tugboat chef visits with crewmen. Ship's morale depends on his skill.

for each day's supplies. A housewife with a family of six or eight (the usual tugboat complement) might wonder how a cook can spend this much. Aboard tugs, it's easy.

Hui Ming buys food for two or three days at a time because generally crews are

Moran, has a fond partiality for Perrotti's way with roast duck. Asked about it, Perrotti smiles appreciatively as would any prideful chef. "Even hungry men like to eat something different once in a while," he said.

Tugboat men develop a respect for their

#### Hui Ming's Lemon Meringue Pie

1 cup sugar	3 eggs, separated
¼ cup cornstarch	1 lemon rind, grated
1 cup boiling water	Baked 9-inch pie shell
1 tablespoon butter	¼ cup lemon juice

Mix sugar and flour in top of double boiler, add boiling water slowly and bring to a boil over low heat, stirring constantly. When mixture is clear, add butter and lightly beaten egg yolks. Before adding egg yolks, beat a little of the hot mixture into them. Cook over boiling water until the mixture is very thick. Stir this constantly. Add lemon rind and juice. When cool, pour into pie shell. Use egg white for meringue. Beat them with ¼ teaspoon cream of tartar and 6 tablespoons sugar, adding little at a time. Beat until stiff and glossy and sugar is dissolved. Put meringue over pie filling, making sure it spreads right to the shell edge. Form peaks with end of spatula. Bake in 375-degree oven 8 to 10 minutes until light brown. For crisper meringue, bake at 300 degrees for 15 to 20 minutes.

#### Pete Perrotti's Roast Duckling

2 ducklings, 4½ to 5½ pounds each	2 medium onions, minced
2 medium carrots, minced	1 clove garlic, minced
2 stalks celery, minced	2 apples, quartered
	Salt and Pepper

Thaw ducklings, remove giblets and neck, sprinkle insides with salt and pepper and insert a quartered apple in each bird's cavity. Sew up on skewer. Place on rack in roaster. Scatter the vegetables on bottom of roaster and do not cover. Roast in preheated oven at 325 or 350 degrees for 1½ to 2 hours. Skin will crisp and brown, leg will move freely. Drain the fat, and glaze in pan bottom; can be made into gravy with addition of flour. This should be strained. Giblets and neck can be boiled, and this water added to gravy. Serves 8.

deck of the Marie Moran. Strong, hungry men hurried into the little dining room and began filling their cups. The eggs and ham made the rounds of Perrotti's sturdy dining table and laughter arose from the room. Perrotti knew his little family was satisfied with his breakfast. ■



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