

# Outdoor living

## Best gypsy camp bargain

While the motor home and the van in their myriad configurations have taken the spotlight in the recreational vehicle market, the time-honored travel trailer is still the best bargain around for the many weekend gypsies.

The travel trailer is probably as old as the automobile itself. The primitive "house" trailer, like the horse-drawn conestoga, carried thousands west in the '20s and '30s. However, these early motorized settlers would hardly recognize today's convenience-laden travel trailer.

The travel trailer of the '70s is an even bigger

bargain in vacation housing than its predecessor. It costs fewer real dollars per foot than it did in the '30s, taking inflation into account, and today's travel trailer includes literally all the comforts of home.

A drawback, perhaps is the fact that the travel trailer must be towed. However, with today's better engineered vehicles and modern towing equipment, the towing aspect is no longer the problem that it once was.

With a minimum of planning and con-

sultation, the trailer buyer can match trailer to tow vehicle, and vice versa, and in most cases can do so by utilizing the proper combination of hitch, leveling bars and sway control equipment. In short, trailer and hitch manufacturers, in cooperation with automobile companies, have made a science of trailer towing.

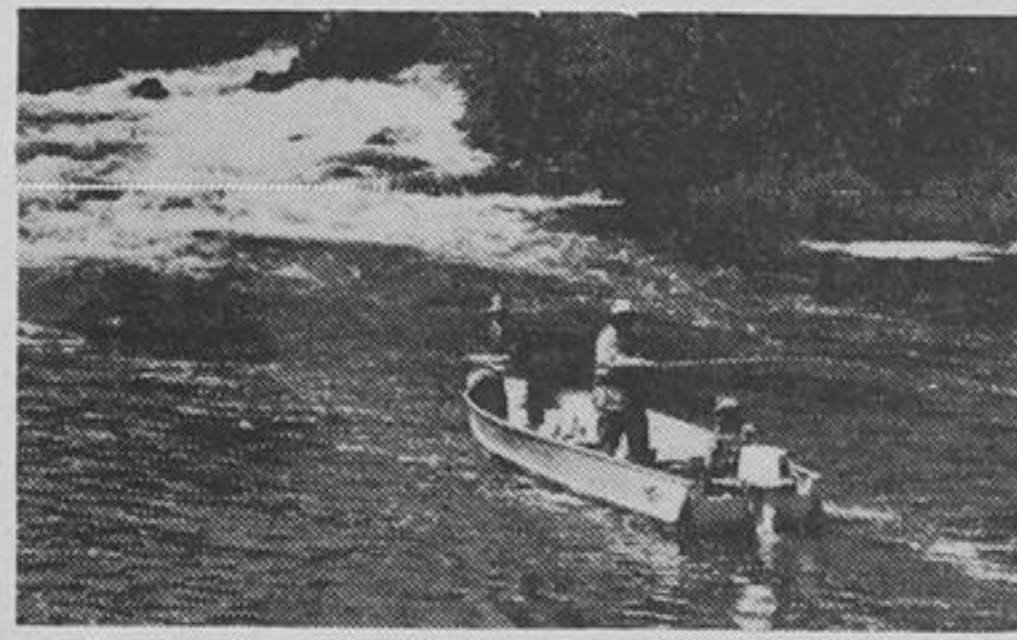
For little more than \$200, a Canadian car can be fitted with the most advanced trailer towing package available, including hook-ups for electric trailer brakes and wiring for all running lights.

So, where do today's caravanners go? There are thousands of private campgrounds with full service hook-ups (water and sewer) already available, and the trend is toward more RV facilities.

All in all, the future for the Canadian nomad is rosy, and smart RV'ers will be taking a hard look at the venerable travel trailer.

It's come a long way to its present state of convenience and luxury, and it's one of the best values around for the family that wants to take it with them.

## Variety of tours in Canada



moderately experienced, and tamer trips for those just starting to enjoy the outdoor life.

For further information on outdoor trips, write the Canadian Government Office of Tourism, 150 Kent Street, Ottawa, K1A 0H6

### In Saskatchewan

Just one of the many ways to enjoy yourself during a Canadian vacation — fishing for rainbow and lake trout, splake, pike and walleye in Saskatchewan.

Vacationing outdoors in Canada is one of the easiest holidays to arrange since every province has its own specialty to offer the tourist.

The Canadian Government Office of Tourism suggests that a package vacation is one of the best ways to arrange an outdoor vacation. Travel agents are equipped with information on what's available and can arrange it at a better

price than if you tried to book everything yourself. Canoe camping, houseboat holidays, fishing and hunting expeditions, skiing, hiking, or a land tour in a rented motor home are some of the packages being offered.

Each of the ten provinces offers its own unique brand of outdoor living for vacation-bound families. Thoroughly experienced outdoorsmen will enjoy raft tours. There are hiking and camping trips for the

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## Helpful trailer towing tips

—Handling, steering, braking, accelerating and riding of your vehicle are altered when towing. Before heading out, practice operating your tow vehicle-trailer combination near home.

—Stopping distances are increased with a trailer. Begin to brake well in advance.

—Use the engine to provide braking assistance by shifting to a lower gear when descending grades.

—More room is needed for your combination to pass other vehicles safely.

—Since you are driving a slower, more cumbersome vehicle, be sure to be particularly courteous in your driving.

—Don't try to maintain high road speeds; road grade, rolling resistance and air turbulence all put increased horsepower requirements on your vehicle.

—On hot summer days, climbing grades may increase water temperature levels. Minimize overheating by downshifting to a lower gear.

—The trailer should be carefully loaded. If possible, place 10 per cent of the total trailer weight on the trailer hitch. Ideally, the load should be balanced left to right.

—The use of a load equalizing hitch transfers trailer torque weight (load) from the rear wheels of the towing vehicle to the front wheels of the trailer axle. An equalizer hitch should be used for trailers 2,000-5,000 lbs.

—Check trailer brakes and lights for good working order and proper connection before starting out on the road.

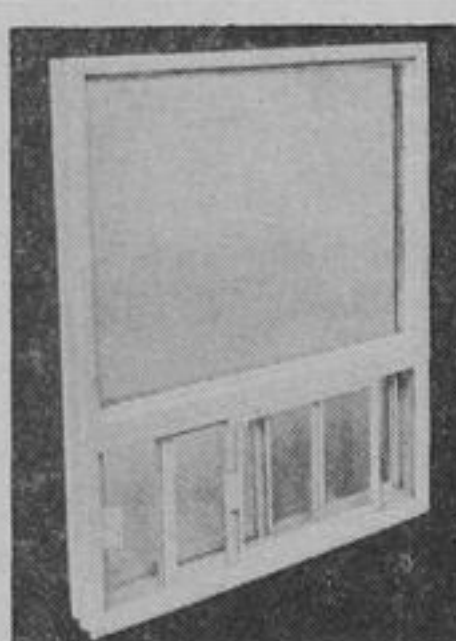
—Avoid "jackrabbit" starts and "crash" stops. Always start slowly and in low gear.

—Backing a trailer properly takes practice. A simple method of backing into the spot you want is to turn the wheel in the direction opposite to the way you want the rear of the trailer to turn.

—A trailer 2,000 lbs. or less can be safely towed

and stopped by any model Scout. It does not need an independent brake system.

—A trailer 2,000 lbs. and up must have its own brake system. Since the trailer often weighs as much as the towing vehicle, power brakes are mandatory. All International Scouts are equipped with power brakes as standard equipment.



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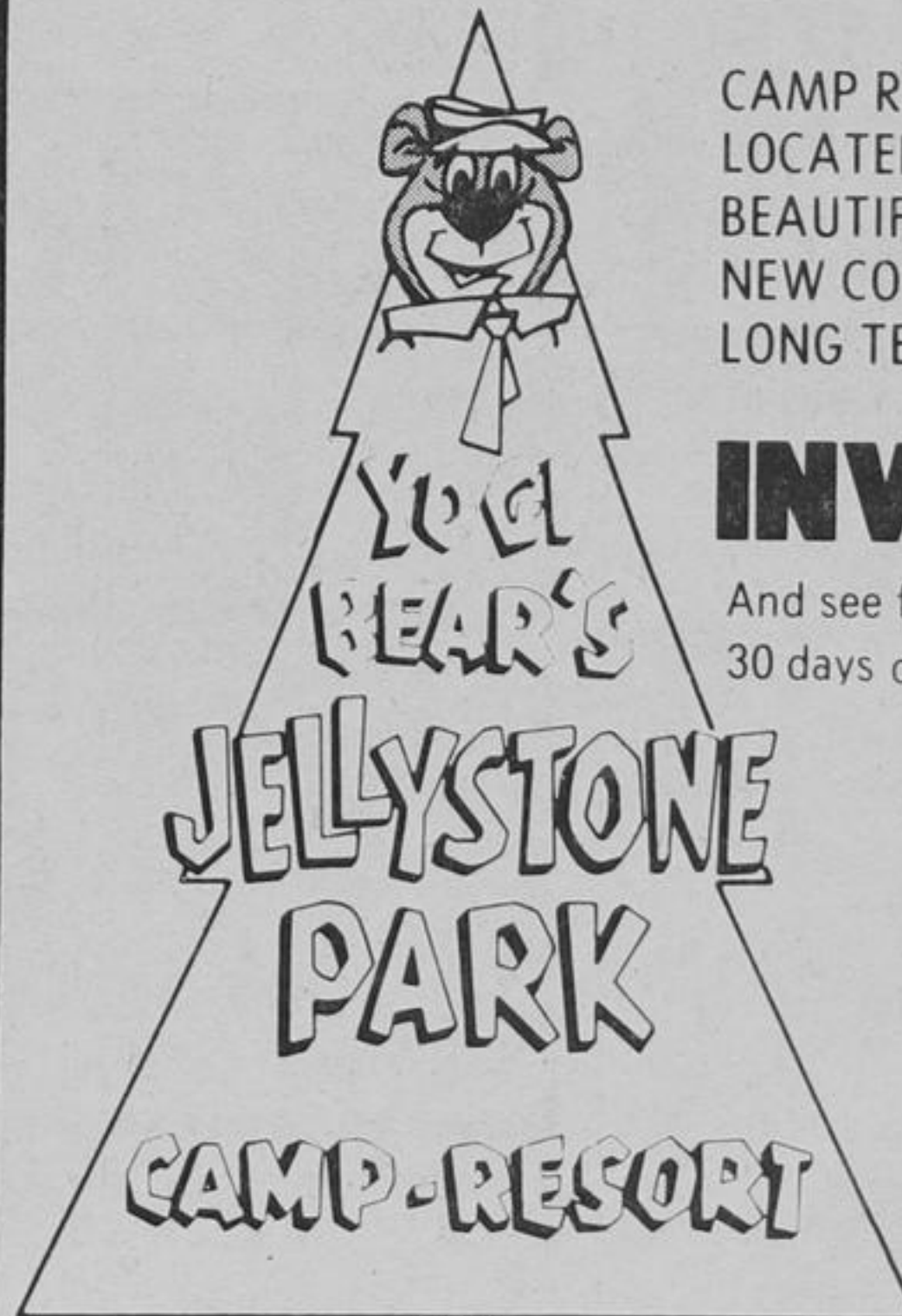
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