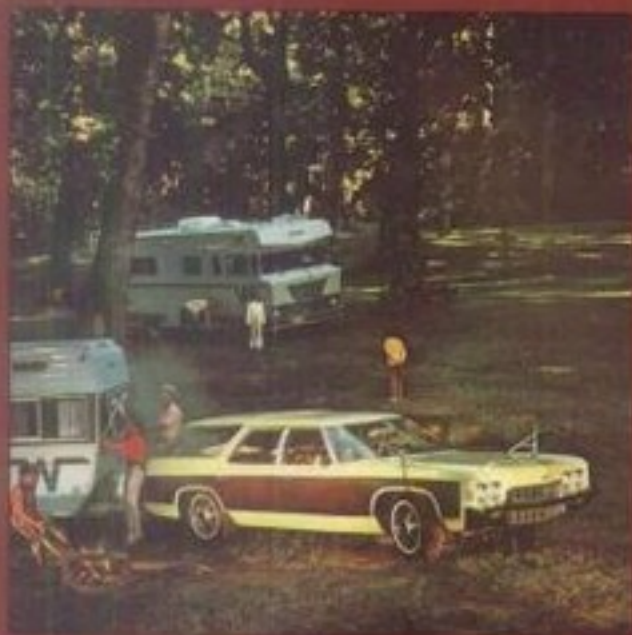


CHEVY 

Fall 1971

CAMPER

*A Camping magazine for
Recreation Vehicle owners.*



CHEVY 

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CAMPER

Vol. 2 No. 3

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About the cover: A 1972 Kingswood Estate station wagon with Winniebaggo travel trailer in a wooded New England campsite, a Massachusetts fall color scene, and a four-wheel-drive Suburban exploring Utah's rugged Canyonlands flank Chevy's Recreational Vehicle Department insignia.

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Rediscovering America's Beauty

By every available means of measuring, camping today is being experienced by a record number of American families. And their ranks are growing.

Small wonder. Never before have this country's incredibly varied natural treasures been so accessible. And never before has Chevrolet built so many better ways to get to them.

More leisure time encourages the camper to visit more and more areas. And more and more campground facilities await him, from wilderness sites to that newest phenomenon of our time, the luxury campground. And manufacturers constantly produce a greater variety of recreational vehicle to meet his desires. Each year they increase in quality, too.

The Interstate Highway System crisscrosses this country from East to West and North to South. Every region is within easy driving range. Spreading from these major motoring arteries is a network of scenic roads leading to both resort and primitive camping areas, and to the great wonders of Nature with which this land is so abundantly blessed.

There is much to see. Enough for a lifetime of recreation vehicle travel. Camping families share a deeper appreciation of Nature because their mode of travel puts them close to its wonders. They experience them with all of man's senses.

Following the Interstates and scenic roads is to rediscover America at its beautiful, awe-inspiring best. It also leads to a fuller recognition of the need to safeguard and enhance her treasures for future generations. This enjoyment and understanding explain in part the contentment and fulfillment of camping in the U.S.A.



Fall in New England

Trailing along the Heritage Trail with the 1972 Kingswood Estate

Only 10 years ago there were about 200 campgrounds spread throughout the six New England states. Today, more than 2,000 campgrounds dot the New England landscape, from the jutting Down East coast to the hillsides of the Berkshires in Massachusetts, from the forests and lakes of northern Maine to the sweeping shoreline of Cape Cod, from the leafy mountains of Vermont and New Hampshire to the coves and harbors of Long Island Sound.

And more and more campgrounds open each season as more and more thousands of campers in the heavily populated Northeast seek out woodlands and streams, shoreline and mountains. Only a few years ago the New England camping season was limited almost to the summer months. But now many campgrounds remain open into late autumn, several keep their facilities available throughout the year, and the "summer season" starts earlier and earlier each spring. Not long ago New England camping featured the relatively small family-owned campground serving principally as a destination for a week's camping. The transient or overnight campground was scarce. And while full facilities were available in many places, New England campgrounds adhered to the somewhat old-fashioned idea that camping should have an element of roughing it. Most campgrounds were in forested areas, sites did not hug each other, and luxuries were to be had only in the nearest town. Something of the old Pilgrim austerity remained in the soul of the New England camper. A camper should suffer a bit to more properly enjoy the majesty of the forests, the glory of a starry sky at night, the vigor of a chill morning.

These elements remain characteristic of camping in New England, perhaps more so than most other sections of the nation. But there are alterations. The Point Sebago resort campground near South Casco in the Maine lake country but only a few miles from the Maine Turnpike certainly equals any luxury campground in the nation.

There's a mile-long beach on Lake Sebago, a clubhouse; a teen-center featuring dancing, food, movies, sports, hayrides, tours and folksingers; an organized program for young children; a separate lounge for adults with television, folk dancing and other entertainment; a riding stable; a discotheque; a miniature golf course; a bazaar with several small crafts shops; specialty dining offering outstanding New England dinners; a complete marina; and a camp force that includes night guards, security patrol, and a nurse. Bathrooms are luxurious. There are excellent trailers on the site for rental. Clusters of 11 sites each offer considerable privacy. Naturally the usual campground facilities such as electric, water and septic hookups, laundromat and the like are the best. And right next door is Maine's 1,200-acre Sebago State Park. Rogers Rangers would not have believed all this out in the wilderness. Naturally, the rates reflect the luxuries . . . weekly rates range from \$45.50 to \$87.50 weekly, depending upon site location.

But, conversely, deeper into the Maine lake and forest country, Baxter State Park a year ago was banned to recreation vehicles. This magnificent preserve now is restricted to tenters and only foldout tent campers without cooking or water facilities.

Big city camping also has invaded New England. At Hingham, only 20 miles from Boston Commons, the Massachusetts Forests and Parks Commission is developing a 460-site campground on a 5,000-acre preserve recently acquired from the federal government. It offers complete camping facilities only a short drive from Boston's many historical sites and from Lexington and Concord.

During the past year, five units of the Campgrounds of America (KOA) franchise chain have opened in southern New England. Other franchise chains soon will be opening units there, too.

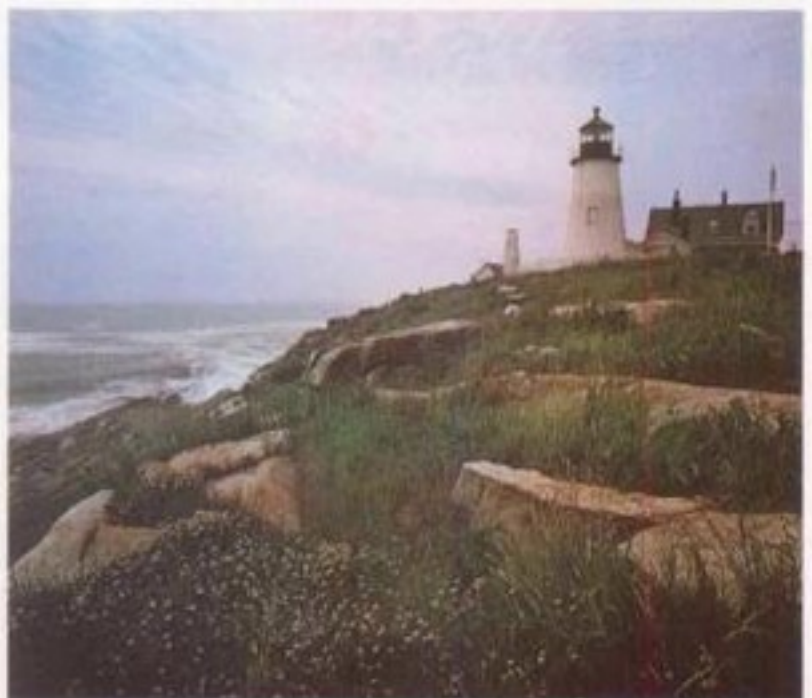
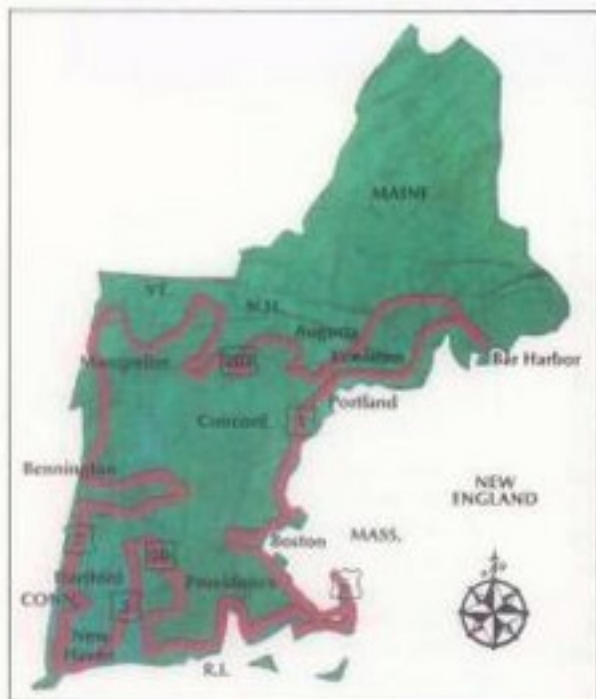
So camping in New England is changing. Yet, the New England camping scene retains its basic characteristics. The family-owned campground for families desiring a

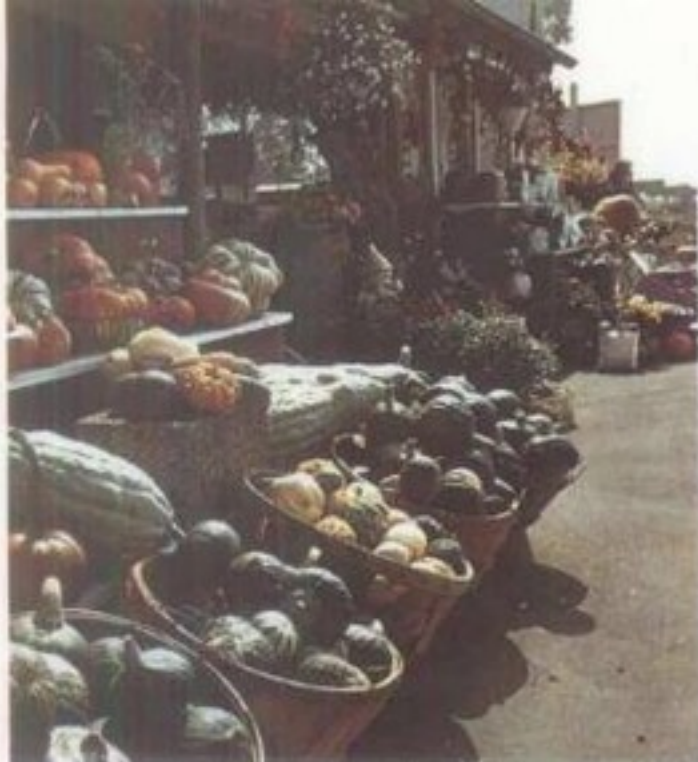
touch of the wilderness remains dominant. Many have added sites and facilities during the past few years. Others stay open to accommodate skiers and other winter sports enthusiasts. But the New England camper still demands a little of nature with his campsite, and he respects privacy and quiet.

Chevy Camper enjoyed a tour of New England camping by completing a swing around the Heritage Trail, that 2,000-mile route that meanders through all six states and leads the camper to cities and towns, historical sites, mountains and valleys, lakes and forests and rugged ocean shoreline. We traveled in a Kingswood Estate station wagon and towed a Winnebago travel trailer, staying at just about every type of campground possible. The Kingswood Estate-Winnebago combination, of course, is an ideal matchup for luxury travel trailing. Even in the wilderness of northern Maine this kind of camping can hardly be called roughing it. For the camper who demands the finest of trailer towing vehicles and a completely contained travel trailer with all comforts, this must be just about tops in better ways to see the USA.

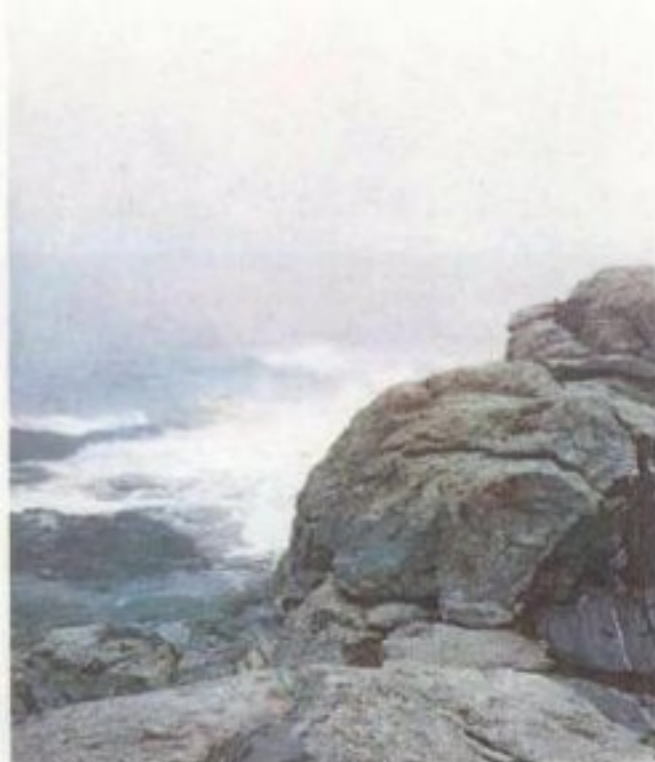
The 1972 Kingswood Estate station wagon can tow up to 6,000 pounds . . . a full 3 tons of loaded trailer . . . and it offers extra storage space in the roomy rear compartment, especially in the front-facing third seat model in which we traveled. It handled our family of five young ones plus all our gear comfortably. Of course if you anticipate hauling an even heavier load in the trailer itself, Chevy's 1972 big passenger cars are designed to take care of it. Caprice, Impala, Bel Air and Biscayne sedans all have new towing capacities this year of 7,000 pounds — 3½ tons. That's 1,000 pounds more than similar models could pull in 1971.

Top to bottom, opposite page: Kingswood Estate and proud family; map of the Heritage Trail; lighthouse at Pemaquid Point; lobster pots on Martha's Vineyard; and a quiet forest in New Hampshire.





New England's bounty bursts in full color at a roadside market, a complement to the reds, yellows and greens of the autumn countryside.



The sea challenges the rocks in a never-ending struggle along the coast of Maine.

A trip along the Heritage Trail demands top performance in trailer towing. There's freeway-type motoring, maneuvering on narrow village streets, climbing hills and mountains . . . just about every kind of driving. The capabilities of the Kingwood Estate easily matched the demands. And inasmuch as we did a lot of stop-and-go overnight camping, we especially appreciated the Kingwood's vanishing tailgate. We didn't have to unhitch our trailer to get to our gear in the back of the wagon.

Along the Heritage Trail, campers can mix the thrill of the outdoors and delightful scenery with stops at some 1,000 points of interest. They range from Boston Commons to Plymouth Rock to the sand dunes of Cape Cod, from old Mystic Seaport to the Mansions of Newport to the whaling museum at New Bedford, from the harbor at Gloucester to the beaches of Hampton and to Old Orchard along the Maine shore, from famed Bar Harbor and Acadia National Park to the Old Man of the Mountain in New Hampshire to Smuggler's Notch at Stowe in Vermont. Museums, historic houses, covered bridges . . . they're at every turn.

In planning a fall camping trip along the Heritage Trail, you probably won't have time to cover the complete route and its offshoots. Select an area and

familiarize yourself with its facilities and attractions. For a map and other information, write to Heritage Trail Foundation, 131 Clarendon Street, Boston, Mass.

Late summer and early fall may well be the most rewarding time to camp along the Heritage Trail. The same campgrounds which were booked to capacity during the summer season offer a selection of sites and facilities after Labor Day. The days are warm and the nights cool. Many of the historic sites . . . and they're almost everywhere in New England . . . invite leisurely strolling in September, October and most of November. During mid-summer many of them have lines at the entrances. Many New England campers stay miles away from Cape Cod during summer, then visit this delightful finger of land jutting into the Atlantic in early fall, when the towns are serene, the beaches clear and the ferry rides to Martha's Vineyard and Nantucket become relaxing respites. The natives seem to come out of a summer hibernation to reclaim their land from the tourists. Book stores and gift shops are still open. Down East, along the coast of Maine, lobstermen, clam diggers and other natives silently celebrate the departure of the "Summer People," the vacation dwellers who invade the land once school is out in June and depart en-masse by Labor Day.

And fall, of course, welcomes nature's parade of colors, a changing of the guard in forest and meadow. The reds and yellows frame small picture villages. The first oak leaves fleck the church yards. Deeper greens and heavier blues delineate the meeting of evergreen forests and inland lakes.

The color season flows slowly from north to south, from mountains to valleys. Color generally reaches its peak in the first weeks of November in Maine's interior and along the northern Maine coast. By mid-October the Berkshires of Massachusetts, the Green Mountains of Vermont and the White Mountains of New Hampshire are ablaze. But in the valleys and along the Long Island Sound shores of Connecticut and Rhode Island, the color remains vibrant into early November.

Most campgrounds remain open through Mid-October and there's still a wide selection of sites until the end of the month. After Nov. 1 the camper should check in advance to make certain he ends the day at a campground still operating. There are many open the year around but they're somewhat scattered. Check campground guides but don't follow closing dates completely. Many campgrounds change closing dates from year to year. Actually, many campground owners keep sites available weeks after listed closing dates.

In following the Heritage Trail it's best to plan a few basic stops spaced along the route and then camp for at least two or three days in each place. Then sight-see in short trips from the campground. Remember, distances in New England are short compared to most other sections of the country.

Old Sturbridge Village in south central Massachusetts is a favorite area for campers. Several fine campgrounds are within a few minutes drive of this re-created Colonial village with its 36 structures, crafts shops and other attractions. Sturbridge Pinelake is open into December and has a wide range of facilities as does Quinebaug Cove, open through October. Hayloft, near Brookfield, only about 20 minutes drive from Old Sturbridge, is another top facility.

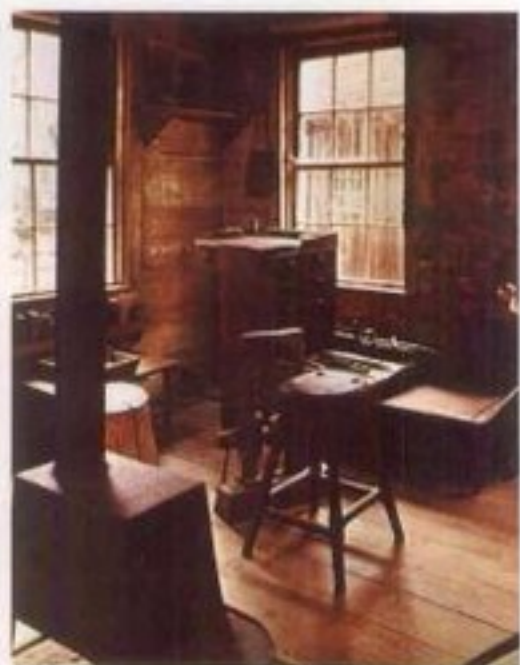
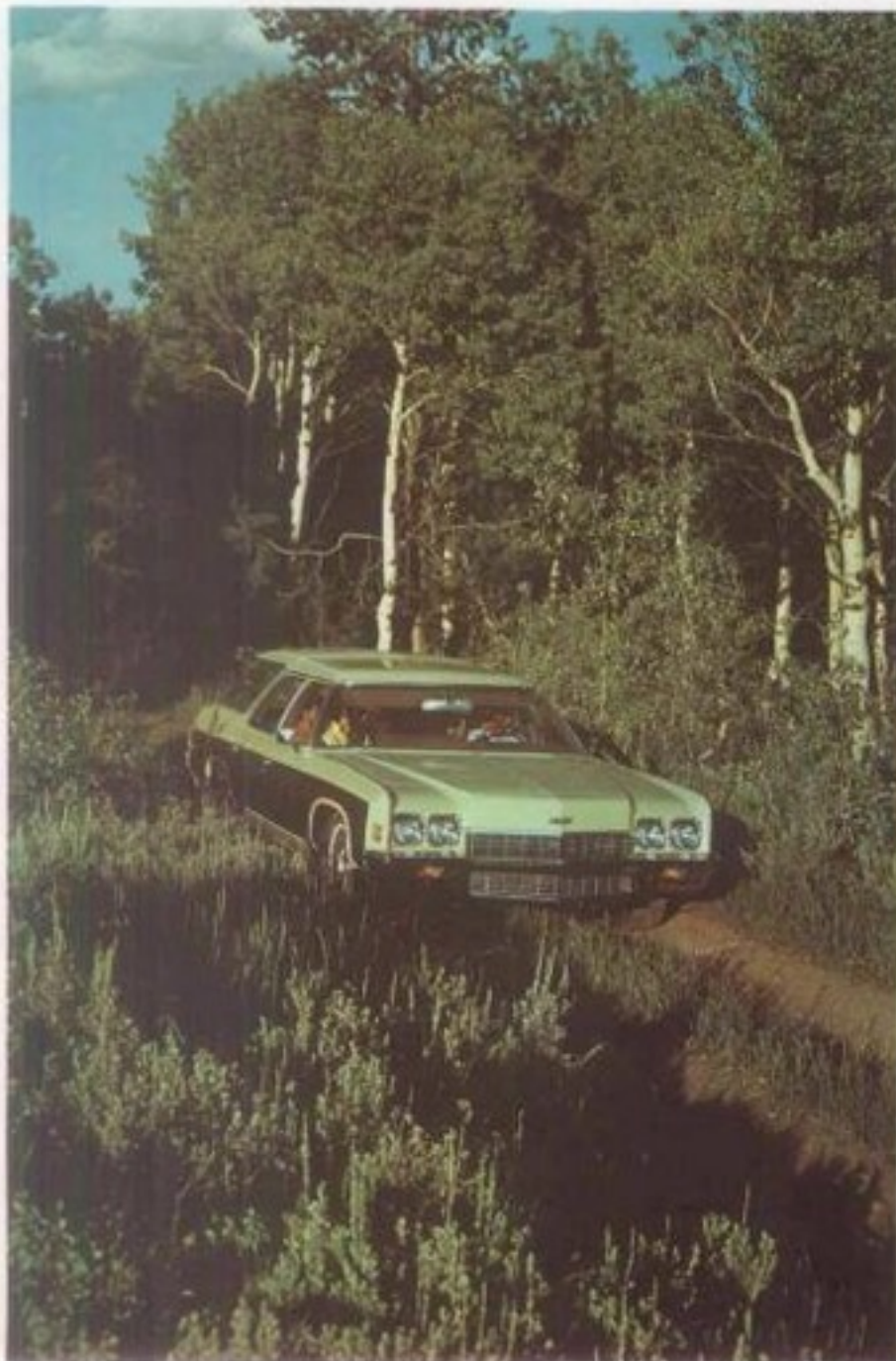
In New Hampshire, Lake Winnepesaukee and North Conway have large concentrations of campgrounds, many which stay open throughout the year and appeal to skiers during the winter months. In Maine, most of the campgrounds along the coastal areas close early, but inland along the Maine Turnpike and US-1 there are many campgrounds open with every type of facility. Portland is an excellent area in which to base for sightseeing along the southern Maine coast.

On Cape Cod, campsites are available well into late fall around Provincetown, where Cape Cod National Seashore attracts. Sweetwater Forest is a top level facility open the year around and Coastal Acres offers just about every convenience and doesn't close until mid-November.

Another favorite stopping point, at Weston along Vermont's scenic Highway 100 which runs north-south through the center of the state, has an excellent year-around campground, Horseshoe Acres. And in northern Vermont, at the border of Quebec, Lake Memphremagog Park is another campground which never closes. It appeals particularly to the nature loving camper, with sparsely populated, magnificent woodlands all about.



Left, below: After setting up camp, it's time for a scenic tour of the Maine lake country in a spacious, comfortable Kingswood Estate station wagon. Below: The boot shop at Sturbridge Village, where the past still lives; boats cling close to the docks of another small Maine coastal hamlet.



Camping the Inside Passage



Each summer, advanced writing and photography students at Brigham Young University, in Provo, Utah, undertake "Operation Midnight Sun," a working trip along Alaska's famed Inside Passage, the marine route along the coast of Alaska's southeast panhandle. The students are assigned writing projects and part of the course is to tell a story to a recognized publication.

This summer, as on two previous trips, Chevy Sportvans were selected as the mode of land travel for the month-long trip to the 49th state. The Chevy Sportvans serve as mobile classrooms with on-the-spot instruction in writing and photography by Herbert E. McLean, instructor, magazine writer and tour director, and Wallace Barrus, a professional photographer.

The trips during the previous two years had proved the ruggedness and utility of the Sportvans, and at the end of this year's trek, the new Chevy Sportvans with their more convenient sliding side door added even more prestige to one of the world's foremost vehicles for performance in all kinds of weather along one of the most challenging routes anywhere.

The story following is based on an account of the trip by Peggy Delany, of Waterton Park, Alberta, Canada. Photographs were taken by Peggy, Mike Nielson, Hollie Aller and Mr. Barrus.

Only four days out of Provo, Utah, and there we were in Prince Rupert, British Columbia—jumping off point to the Land of the Midnight Sun.

Our caravan of Chevy Sportvans encamped on a wooded hill overlooking the harbor. After feasting on fresh barbecued salmon, three other BYU students and I drove down to the docks to watch the sunset. The sky was aflame—not only across the horizon, but across the entire northern expanse of sky and land. The last of the deep orange rays flared across the water, reflecting bright flashes off the sides of fishing boats that nudged the creaking docks.

After four months of excited planning, conditioning and preparing for our trip, we were but six water hours away from the target for the summer: Southeast Alaska.

In the morning our caravan boarded the Taku, one of the modern State of Alaska motor ferries which call at Prince Rupert for travelers who reach this British Columbia port city over-

land as we did or by British Columbia motor ferries connecting with Kelsey Bay, on Vancouver Island far to the south. This combination of ferry routes offers one of the most spectacular trips anywhere on earth. The northern terminus is the Gold Rush town of Skagway, Alaska, where sourdoughs back in the late 1890s climbed over Chilkoot and White Passes to reach the Yukon River near Whitehorse and from there sail downstream to the Klondike. Or they walked or rode on horseback all the way to Dawson Creek, where a bank teller named Robert Service listened to the tall tales of the argonauts and then told the world about Dangerous Dan McGrew and the Lady Known as Lou, and all about the Cremation of Sam McGee.

Today, modern ferries with restaurants, snack bars and staterooms travel this same route to the Land of the Midnight Sun. But they glide easily, from port to port along Alaska's Inside Passage, with humpbacked islands of evergreens on one side and on the other the massive mountains of the mainland, tiered with glaciers creeping down to the sea. From the forward deck of the motor ferries, sitting comfortably in deck chairs, the panorama of the north unfolds.



There are no access highways to the towns and small cities along the Inside Passage. The mountains are too towering to cross. So such communities as Ketchikan, Wrangell, Juneau and Sitka connect with the outside world only by airplane, passenger and commercial ships, and the motor ferries.

The cruise on the Alaska Marine Highway was a refreshing break after the four days motor travel to Prince Rupert. On the second night out, how hard it had rained—the experience of “sleeping” in wet sleeping bags and waking in the morning to find towels and things left carelessly outside soaked. Our Sportvans became “clotheslines.” We had been warned that 150 inches of rain falls on Ketchikan yearly. Herb McLean, our journalism instructor, had emphasized; “Remember, kids, your skin is waterproof.”

But reminiscing was shortlived. We arrived in Ketchikan that afternoon, and immediately fell under the spell of Alaska. The atmosphere of the semi-isolated waterfront town . . . rustic old houses built high on the rocks . . . streets built out over the water. The streets were of wood . . . listening to vehicles traveling on them

was like hearing the continuous sound of a car crossing an old country bridge.

And the long, winding road through town (dead-ending a few miles up the road in either direction), all the little shops crammed with native art and culture, the people, the smiling, easy-going people (some natives, some not)—already this was my Alaska.

In Ketchikan we stayed at the Forest Service campground at Ward Lake, in a rain forest. Never had I imagined anything could be so majestic. Some of the tree stumps were so wide you could almost hide one of our vans behind them. The vines and mosses everywhere, and the soft light creeping through the canopy of green above.

One week in Ketchikan went fast. There was story material, everywhere, in the salmon canneries, in the pulp mills, on the docks. Then, on the ferry again, this time heading north to the logging hamlet of Wrangell.

Like other Alaskan towns, Wrangell is sealed, but it has an atmosphere all its own—with its Japanese lumber ships, its tiny canneries, its bright float planes and fishing boats.

Alaska adventure during “Operation Midnight Sun” included traveling in a variety of vehicles. Overland mileage was logged in a caravan of Chevy Sportvans.

The Taku, an Alaska motor ferry (upper left), transported the group from Prince Rupert to Skagway.

A 30-mile raft trip down the Stikine River (upper right) proved to be one of the most exciting parts of the experience.

Float planes (lower left) took the traveling students to small towns.

After a drenching rainfall, of which there were many, the Chevy Sportvans did double duty by serving as clotheslines.

At the city park campground we ate under a wooden-covered shelter beside a huge rock fireplace, and admired the tremendous view of the Inside Passage framed through the great Alaskan spruce and hemlocks.

From Wrangell, several members of our group decided to brave a 30-mile raft trip down the Stikine River. Townspeople say it’s the fastest navigable river in North America.

A float plane arched over glaciers, mountains and valleys to the starting point where we boarded the rafts. Mile after mile we floated at approximately seven miles per hour, down the same waters that years before Vancouver and other explorers had penetrated.

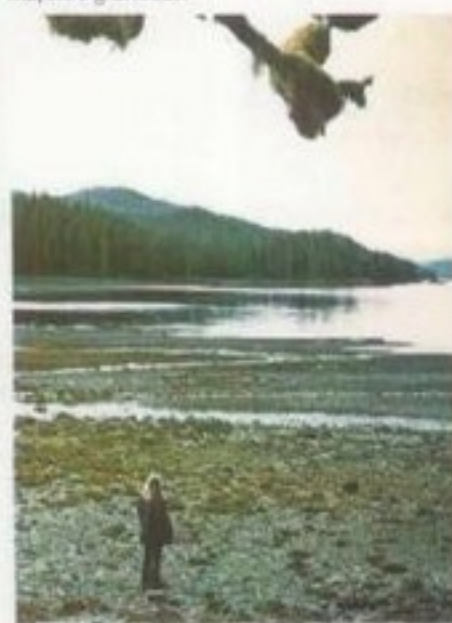


Instructor Herbert L. McLean pauses to rest during the group's hike over part of famed Chilkoot Pass, utilized during the 1898 gold rush.

Most of the time it was just easy floating—a time for meditation—but now and then things livened considerably. Like when we were grounded on a sandbar and how cold the water felt while wading and struggling to hold onto the slippery rope used to pull the raft free. And later after detouring from the main river into Cottonwood Slough, huge trees lodged in the sand blocked the channel. We paddled with new energy and vigor to reach the shore a few feet before the swift current would have heaved the raft into the stumps. Unloading backpacks and cameras, hoisting rafts onto our heads, we portaged through the thick, almost impassable forest. Then, on the raft again and down the Stikine once more. When the float planes arrived that evening, we were soaked, filthy, very, very tired—but happy. It felt good to be “one with the environment,” but a hot shower that night felt great. One too soon forgets the luxury of a shower and the comfort of feeling clean and warm.

The trip continued, both by our dependable Chevy vans and float planes, from one unforgettable experience to another, from place to place, and from story to story. And always there was the great scenic beauty and the feel of outdoor adventure. Our last northward stop was Skagway, rich in history, glorying in the memories of Gold Rush days.

Student writer-photographer Peggy Delany enjoys Alaska's awe-inspiring beauty and majestic grandeur.



Here, half the group hiked part of famed Chilkoot Pass, one of the 1898 gold rush trails.

The Klondikers crossed the pass by the thousands, and during the biggest of the rushes lines were so long and crowded that if one of the hikers fell out to rest he might wait for hours to get back into line. So the tales claim. Some of them made it. Many didn't.

It isn't an easy climb. Along the trail, sleds, old picks, rusted pots and pans and other relics of a fantastic episode in the history of the North.

The hike started late on a Friday and after seven miles through the lower forests and hills there was a pass. Two and a half days more they hiked, mile after mile, sometimes through deep snow, sometimes over solid rock. At times the climb was so rugged and steep ropes were needed to get over the rocky walls. The group returned exhausted, sunburned, exuberant.

Operation Midnight Sun was almost over, and this time as we drove our Chevy vans—which truly had become our homes away from home—onto the ferry at Skagway. Heading southward, we were a silent, meditating group.

We pitched our pop tents on open spaces on one of the decks (the tents need no stakes). The motor ferries serve as floating campgrounds. Recreational vehicle campers set up camp,



Alaska's totemic art was in evidence at the deserted native village of Kasaan, where students spent the night in an old ceremonial house.

sleeping in their van campers, truck campers and motor homes. Others find an open spot for their sleeping bag and snooze happily as the motor ferry glides through the night.

A day later, back in Ketchikan. A chartered power cruiser took us for a day and a half at the old almost-deserted Indian village of Kasaan.

Describe Kasaan? The old graves, the totems, and the ceremonial houses surrounded by the lush, soft moss and the thick, green rain forests. Sleeping in a ceremonial house, two huge totems inside illuminated briefly by flashes of light from the campfire, the white foreboding eyes of a totem head staring back as piercingly as I stared at them.

I decided I must be overly tired, I whispered to one of the girls beside me, “That totem is staring at me!” Perhaps she was tired, too, because she answered, “At me, too.”

Back on the ferry, and the return to Prince Rupert. The caravan of Chevy vans headed out once again, back home, back to Provo.

Chevy vans, motor ferry, float planes and a raft . . . all had played important roles in the greatest adventure each of us had ever experienced. A month in Alaska had ended. We were ready to write, ready to finish photo responsibilities, and ready to plan for the day that we would be able to return to the Land of the Midnight Sun. And I know that totem pole was staring back at me. —

everything you need to tow

1972 Chevrolet big cars have new trailer towing capacity of 7,000 pounds

Chevrolet has done it again. It's made the big trailering news of 1972.

After producing the "Trailer-ing Vehicle of The Year" in 1971, Chevy has designed its 1972 big model cars and trucks to tow up to 7,000 pounds—3½ tons. That's an increase of 1,000 pounds over last year's limit and puts Chevy in a class by itself.

In addition, properly equipped 1972 Chevilles can tow up to 6,000 pounds.

It's just another example of Chevrolet's keeping pace with the growing popularity of camping and recreation vehicle travel. More people are discovering each year that recreation vehicles offer the best way to see the U.S.A. And Chevrolet is meeting their changing travel needs.

Chevy recognized this growing trend

among American families long ago. Chevy engineers were put to work to design vehicles with the safety, comfort and convenience of a more mobile America in mind.

Into its cars and trucks, Chevrolet builds the durability and special components that towing or carrying recreational equipment demands. And optional equipment lists carry the many items designed to meet the requirements of RV users—such as stabilizer bars, wiring harnesses, equalizing hitch platforms, heavy-duty suspension parts, greater cooling capacity, special axle ratios, and auxiliary fuel tanks.

In short, Chevrolet has committed its manpower, testing facilities and engineering knowledge to develop the most satisfactory and most economical total RV package available.

This year, Chevrolet is building even better ways to see the U.S.A. The 1972

Chevy cars and trucks give you more reasons for looking to Chevrolet to supply your every RV need.

Contributing to the confidence of Chevy owners are recommendations by Chevy engineers about the minimum equipment required to tow loaded trailers of varying weights. These recommendations for both cars and trucks, along with trailering tips, are published in an annual 12-page Chevrolet Trailering Guide. The 1972 edition is now available at your Chevrolet dealer's.

As a service to Chevy Camper readers, we are offering in this Fall issue a six-page section including information taken from the 1972 Trailering Guide. On pages 12 and 13 are charts listing towing requirements and recommendations for passenger car trailering. On pages 14 and 15 are charts for truck trailering.

(continued on page 16)



Above: Impala Sport Sedan with heavy trailer. Right rear: Chevelle Malibu Sport Coupe with boat trailer.

Our 1972 passenger car trailering recommendations.

Occasional light towing. Towing of trailers under 1000 lbs. gross weight with any Chevrolet except the Vega is condoned provided the tow vehicle is equipped with power brakes. A cooling problem may occur on these vehicles in high ambient temperatures or when pulling long or steep grades if the vehicle is not equipped with heavy duty cooling.

For safer, more enjoyable trailering, follow the recommendations charted.

LOADED TRAILER WEIGHT		LIGHT (Up to 2,000 Lbs.—Max. Tongue Load, 200 Lbs.)											MEDIUM (Up to 4,000				
Minimum Power Team			Required Equipment				Recommended Equipment				Minimum Power Team						
	Engine	Turbo Hydra-matic RPO M40	Axle Ratio	Special Hvy. Duty Svs. RPO F40	Frame Hitch	Heavy Duty Radiator RPO V01	Power Drum Brakes RPO J50	Power Steering RPO N10	Positraction RPO G80	Heavy Duty Battery RPO T60	Cruise Control RPO K30	Heavy Duty Generator RPO K85	Power Disc Brakes RPO J12	Engine	Turbo Hydra-matic RPO M40	Axle Ratio	Special Hvy. Duty Svs. RPO F40
Caprice, Impala, Bel Air, Biscayne	350 CID V8 Std. ■	Std.	3.08 RPO ZQ9	*	*	*	Power Disc Std.	Std.	*	*	*	*	Std.	402 CID V8 RPO LS3	Std.	3.42 RPO YD1	*
Kingswood Estate, Kingswood, Brookwood and Townsman Wagons▲	350 CID V8 Std. ■	Std.	3.08 RPO ZQ9	*	*	*	Power Disc Std.	Std.	*	*	*	*	Std.	402 CID V8 RPO LS3	Std.	3.42 RPO YD1	*
Chevelle, El Camino	307 CID V8 Std.	*	3.31 RPO YD1	*	*	*	*	*	*	*	*	*	*	402 CID V8 RPO LS3	*	2.73 Std.	*
Concours Estate, Concours, Greenbrier and Nomad	307 CID V8 Std.	*	3.31 RPO YD1	Std.	*	*	A	*	*	*	*	*	Std. †	402 CID V8 RPO LS3	*	2.73 Std.	Std.
Nova	307 CID V8 Std.	*	3.42 RPO YD1	*	*	*	*	*	*	*	*	*	*	350 CID V8 RPO L45	*	3.42 RPO YD1	*
Monte Carlo	350 CID V8 Std.	*	3.31 RPO YD1	*	*	*	Power Disc Std.	Std.	*	*	*	*	Std.	A Nomad only † Drum power brakes, Nomad only. * Cubic-inch displacement.			

The following cars will haul up to 1000 lbs. (Max. tongue load 100 lbs.)

Camaro	307 CID V8 Std.	*	3.42 RPO YD1	*	*	*	*	*	*	*	*	*	**
Corvette	350 CID V8 Std.	*	3.08 Std.	*	*	*	*	Std.	Std.	*	*	*	***
Vega	140 CID 4 Cyl.	*	3.36 RPO G76	*	*	*	*	*	*	*	*	*	

■ 400 CID V8 standard on Caprice and Kingswood Estate.

▲ L78 x 150 tires required if equalizing hitch platform is installed.

* 4-wheel, RPO M20, Turbo Hydra-matic, RPO M38 or Powerglide, RPO M35.

** Front disc brakes standard; power assist optional.

*** Four wheel disc brakes standard; power assist optional.

Light Trailer
Wiring Harness

—5 Wire.

Part No. 993589 for Chevelle, Nova, Monte Carlo, Chevrolet, except Chevrolet station wagons. Part No. 994131 for Chevrolet station wagons.

ENGINE-AXLE CHARTS—For use with all trailer weights up to maximum loads.

Caprice, Impala, Bel Air, Biscayne and Chevrolet Wagon engine-axle chart

Loaded Trailer Weight: 0 1000 2000 3000 4000 5000 6000 7000

Std. V8s	2.73	3.08	3.42				
402 CID V8 RPO LS3 All models w/single exhaust			2.73	3.42			
402 CID V8 RPO LS3 All models except Wagons (dual exhaust)	2.73			3.42			
454 CID V8 RPO LS5 Wagons only (single exhaust)	2.73		3.08				
454 CID V8 RPO LS5 All models except Wagons (dual exhaust)	2.73		3.08				

Chevelle, Chevelle Wagon, El Camino

Loaded Trailer Weight 0 1000

Std. V8	2.73	3.08
350 CID V8 (L65)	2.56	
350 CID V8 (L48)	2	
402 CID V8 (LS3)		
454 CID V8 (LS5)		

How to use the following charts. First determine your trailer weight. Then find the chart section within which that weight falls. Next, decide which vehicle will be doing the pulling. Find that vehicle and simply read across the chart for the

necessary information. If you have a trailer weight that's in between the weights shown in the other charts, or if you'd like a more powerful engine, one of the Engine-Axle charts will give you the answers.

Lbs.—Max. Tongue Load, 500 Lbs.)								HEAVY (Up to 6,000 or 7,000 Lbs.—Max. Tongue Load, 750-800 Lbs.)														
Required Equipment			Recommended Equipment					Minimum Power Team					Required Equipment				Recommended Equipment					
Equalizer Hitch with Anti-sway RPO V01	Heavy Duty Radiator RPO V01	Power Drum Brakes RPO J50	Power Steering RPO N40	Positraction RPO Q80	Heavy Duty Battery RPO T60	Cruise Control RPO K30	Heavy Duty Generator RPO K85	Power Disc Brakes RPO JL2	Loaded Trailer and Tongue Load Weight, Lbs.	Engine	Dual Exhaust	Turbo Hydra-matic RPO W40	Axle Ratio	Special Heavy Duty Suspension RPO F40	Equalizer Hitch with Anti-sway	Heavy Duty Radiator RPO V01	Heavy Duty Generator RPO K85	Power Steering RPO N40	Power Disc Brakes RPO JL2	Positraction RPO Q80	Heavy Duty Battery RPO T60	Cruise Control RPO K30
*	*	Power Disc Std.	Std.	*	*	*	Std.	7,000-800	454 CID V8 RPO L55	Std.	Std.	3.08 RPO YD1	*	*	*	Std.	Power Disc Std.	*	*	*		
*	*	Power Disc Std.	Std.	*	*	*	Std.	6,000-750	402 CID V8 RPO L53		Std.	3.42 RPO YD1	*	*	*	Std.	Power Disc Std.	*	*	*		
*	*		*	*	*	*	*	5,000-750	402 CID V8 RPO L53	Std.	*	3.31 RPO YD1	*	*	*	*	RPO JL2	*	*	*		
*	*	*	*	*	*	*	Std.†	6,000-750	402 CID V8 RPO L53	Std.	*	3.31 RPO YD1	Std.	*	*	*	RPO JL2	*	*	*		
*	*	RPO JL2	*	*	*	*	Req.															

Equipment shown in RED is available at extra cost. Trailer brakes are required on trailers over 1,000 lbs. loaded weight.

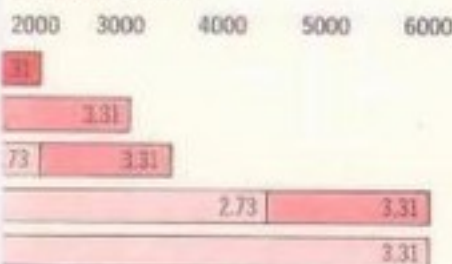
CAR WIRING COLOR CODE.

- Circuit**
- Brown — Tail lights—running lights
 - Yellow — Left stop and turn signal
 - Dark Green — Right stop and turn signal
 - White — Ground
 - Blue — Trailer brakes
 - Red — Battery charge (connect to horn relay)
 - Light Green — Back-up lights

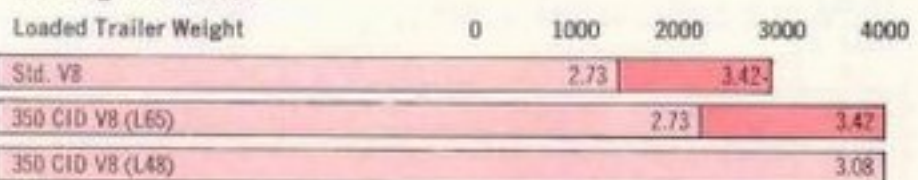
Engine	Compression Ratio	Horsepower SAE Net at RPM	Torque SAE Net at RPM
140 CID 4-Cyl. (RPO L11)	8.0:1	90 @ 4800	121 @ 3200
397 CID V8	8.5:1	130 @ 4000	239 @ 2400
350 CID V8 (RPO L65)	8.5:1	165 @ 4000	269 @ 2400
400 CID V8 (RPO L66)	8.5:1	170 @ 3400	325 @ 2000
350 CID V8 (RPO L48)	8.5:1	175 @ 4000	280 @ 2400
*350 CID V8 (RPO L48)	8.5:1	200 @ 4400	360 @ 2800
402 CID V8 (RPO L53)	8.5:1	210 @ 4000	320 @ 2400
*402 CID V8 (RPO L53)	8.5:1	240 @ 4400	345 @ 3200
454 CID V8 (RPO L55)	8.5:1	230 @ 4000	367 @ 2800
*454 CID V8 (RPO L55)	8.5:1	270 @ 4000	390 @ 3200

*With dual exhaust.

engine-axle chart



Nova engine-axle chart



Our 1972 recreational vehicle trailering recommendations.

LOADED TRAILER WEIGHT LIGHT (Up to 2000 Lbs.—Max. Tongue Ld, 200 Lbs.)										MEDIUM (Up to 4000 Lbs.—				
Required Equipment										Required				
Vehicle	Engine & Axle	Transmission Turbo Hydra-matic RPO M49	Front Springs	Rear Springs	Frame Hitch	Power Brakes	Tires	Generator 42 Amp.	Battery 80 Amp-Hr.	Engine & Axle	Transmission Turbo Hydra-matic RPO M49	Front Springs	Rear Springs	Frame Hitch (Up to 400 lb. tongue load) ** Equalizer Hitch
Suburban C10	See Chart Below	*	Std.	Std.	*	Std.	H78-158	*	*	See Chart Below	*	Std.	2000 lb.	*
Pickup C10		*	Std.	Std.	*		H78-158	*	*		*	Std.	2000 lb.	*
Suburban C20		*	Std.	Std.	*	Std.	8.75-16.5C	*	*		*	Std.	Std.	*
Pickup C20		*	Std.	Std.	*	Std.	8.75-16.5C	*	*		*	Std.	Std.	*
Blazer C10		*	Std.	2000 lb.	*	Std.	H78-158	*	*		*	Std.	2000 lb.	*
Blazer K10		*	Std.	Std.	*	Std.	G78-158	*	*		*	Std.	Std.	*
Chevy Van & Sportvan G10		*	Std.	Std.	*	Std.*	F78-14B**	*	*		*	Std.	Std.	*
Chevy Van & Sportvan G20		*	Std.	Std.	*	Std.	E00-16.5C	*	*		*	Std.	Std.	*
Chevy Van & Sportvan G30		*	Std.	Std.	*	Std.	E75-16.5C	*	*		*	Std.	Std.	*
Pickup C30		*	Std.	Std.	*	Std.	8.75-16.5C	*	*		*	Std.	2100 lb.	*

For K10-20 Pickup and Suburban models, see Chevrolet Recreational Vehicle Guide or Truck Data Book.

*Std. on Sportvan only; required on Chevy Van.

**Std. on Sportvan and 125" WB Chevy Van; required on 110" WB Chevy Van.

Blazer Engine and Rear Axle Chart

Recommended Engine, Rear Axle Ratios and GCW for Trailer Towing		GCW—Combined Weight of Loaded Truck and Trailer—Lbs.									
ENGINE C10	REAR AXLE RATIOS	4000	5000	6000	7000	8000	9000	10,000	11,000	12,000	
307 CID V8 ***	3.07 3.73 4.11										
350 CID V8	3.07 3.73 4.11										
ENGINE K10											
307 CID V8	3.73										
350 CID V8	3.07 3.73										

*** Cubic-inch displacement

ENGINES—Listed below are the ratings for engines shown in above charts.

Displ. & Cyl.	Engine Usage	Comp. Ratio	SAE Net Ratings	
			HP—RPM	Torque—RPM
307 V8 ***	Base C-K10, C20-30, G10	8.5 to 1	135 @ 4000	230 @ 2400
350 V8	RPO LS9* C-K10, C20-30, G10-30	8.5 to 1	175 @ 4000	290 @ 2400
400 V8	RPO L47 C10 (except Blazer) C20-30	8.5 to 1	210 @ 4000	320 @ 2800

*Base on G20-30 models.

*** Cubic-inch displacement.

Chevy Van & Sportvan

Recommended Engine, Rear Axle		GCW—Combined Weight of			
ENGINE G10	REAR AXLE	4000	5000	6000	70
307 CID V8 ***	3.07 3.40 3.73				
350 CID V8					
ENGINE G20					
350 CID V8					
ENGINE G30					
350 CID V8					

*Chevy Van only.

*** Cubic-inch displacement

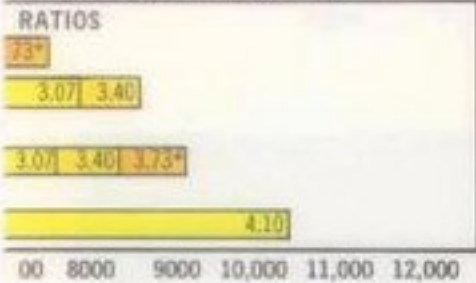
Max. Tongue Load, 500 Lbs.)					HEAVY (Up to 7000 Lbs. Check Chart. Max. Tongue Load, 800 Lbs.)											
Equipment					Required Equipment											
with Anti-Sway (up to 500 lb. tongue load)	Power Brakes	Tires	Generator 61 Amp.	Battery 80 Amp-Hr.	Loaded Trailer Weight	Engine & Axle	Transmission Turbo Hydra-matic RPO M49	Front Springs	Rear Springs	Equalizer Hitch with Anti-sway	Power Steering RPO N40	Power Brakes	Tires	Generator 61 Amp.	Battery 80 Amp-Hr.	
*	Std.	H78-158	*	*	5500 lb.	See Chart Below	*	1550 lb.	2000 lb.	*	*	Std.	H78-158	*	*	
*	RPO J10	H78-158	*	*	5500 lb.		*	1550 lb.	2000 lb.	*	*	RPO J10	H78-158	*	*	
*	Std.	8.75-16.5C	*	*	6000 lb.		*	Std.	Std.	*	*	Std.	8.75-16.5C	*	*	
*	Std.	8.75-16.5C	*	*	7000 lb.		*	Std.	Std.	*	*	Std.	8.75-16.5C	*	*	
*	Std.	H78-158	*	*	6000 lb.		*	Std.	2000 lb.	*	*	Std.	H78-158	*	*	
*	Std.	H78-158	*	*	5500 lb.		*	Std.	Std.	*	*	Std.	G78-158	*	*	
*	Std.*	F78-148**	*	*												
*	Std.	8.00-16.3C	*	*	5000 lb.		*	Std.	Std.	*	*	Std.	8.00-16.3C	*	*	
*	Std.	8.75-16.5C	*	*	6000 lb.		*	Std.	Std.	*	*	Std.	8.75-16.5C	*	*	
*	Std.	8.75-16.5C	*	*	7000 lb.		*	Std.	3100 lb.	*	*	Std.	8.75-16.5C	*	*	

Equipment shown in RED available, at extra cost.

Trailer brakes are required on trailers over 1,000 lbs. loaded weight.

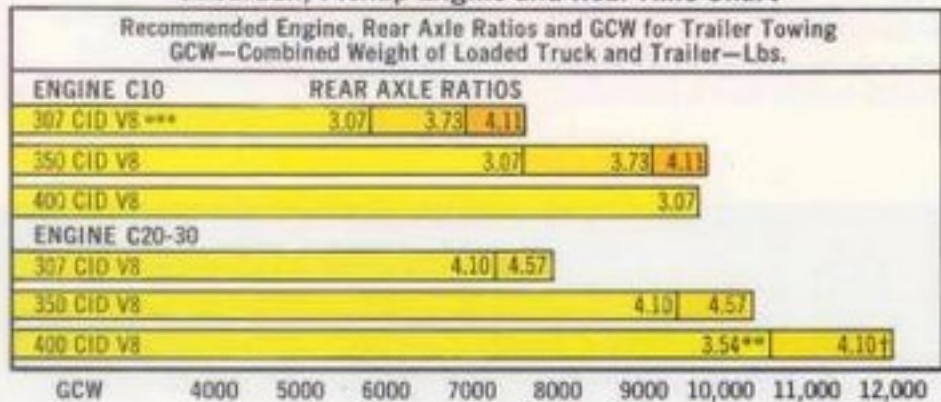
Engine and Rear Axle Chart

Ratios and GCW for Trailer Towing Loaded Truck and Trailer—Lbs.



Suburban, Pickup Engine and Rear Axle Chart

Recommended Engine, Rear Axle Ratios and GCW for Trailer Towing GCW—Combined Weight of Loaded Truck and Trailer—Lbs.



†Leaf Suspension only.

**C20 only.

*** Cubic-inch displacement



C/10 Suburban Carryall



C/20 Fleetside Pickup



K/5 Blazer



G/30 Beauville Sportvan

In using the car and truck charts, remember that the required equipment should be regarded as minimums. The engineers have determined the minimum combination of engine, transmission and rear axle ratio. Additional recommended equipment will increase your trip comfort and enjoyment.

Also keep in mind that the minimum recommendations are based on towing trailers at legal speeds on level Interstates. When trailering in mountains or at higher elevations, the increase in altitude decreases the engine's performance—by four percent for every 1,000 feet. This means that for pulling rigs in high altitudes, engines with greater horsepower and axles with higher numerical ratios are desirable.

Both car and truck charts are divided into sections according to loaded trailer weight: light (up to 2,000 pounds); medium (up to 4,000 pounds); and heavy (up to 7,000 pounds). A trailer's gross weight is stamped on the identification tag attached to the frame. Remember to add the weight of your load before using the charts. If you are in doubt as to how much your loaded trailer weighs, have it weighed on truck scales. Also remember to distribute your trailer load so it will not exceed Chevy's recommendation for trailer tongue load.

After determining your loaded trailer weight, find the chart section within

which that weight falls. Then find the name of the vehicle you intend to use for towing and simply read across the chart for the necessary information.

These charts should answer most questions about towing equipment. If they fail to cover your specific towing situation, or if you are uncertain about some of the information, we suggest that you visit a Chevrolet dealer. He will be able to assist you and to provide a complete copy of the Trailering Guide, which contains important additional information.

On the first page of the new Guide you'll discover one of the most important reasons why the 1972 Chevrolet is an even better trailering buy than ever before. That's where it spells it out about the new 7,000-pound limit. Chevy's big passenger cars and $\frac{3}{4}$ and 1-ton pickups can now pull that much loaded weight. And Chevelle's new 6,000-pound towing capability is listed. The new higher weight limits mark a significant trailering breakthrough.

Also, Chevrolets, Chevelles and all wagons (except Vega Kamback) come with holes pre-punched in the frame so Chevy's special equalizing hitch platform can be quickly and easily installed by your Chevy dealer. Nobody else in Chevy's field offers it.

An equalizing hitch with sway control of sufficient capacity must be installed for pulling trailers heavier than 2,000 pounds. For trailers under 2,000 pounds loaded weight, Chevy's ball frame hitch is suitable. Axle mounted


hitches should not be used. Bumper hitches are not recommended, but rental installations may be used if they are installed with proper usage instructions by a reputable trailer agency.

The degree of customer appreciation of this forward-looking engineering is in evidence on the roads by the great numbers of Chevrolets pulling travel and tent trailers, Chevy vans sporting RV conversion units, Chevy trucks carrying slide-ins and shells, and Chevy chassis bearing both mini and full-size motorhomes.

The number one requirement for trouble-free trailering, of course, is to start out with the proper equipment to handle the load. This is the purpose of the Trailering Guide—to chart the proper equipment to do the specific job a Chevy owner has in mind.

It is just one more way that Chevrolet seeks to help RV enthusiasts match up their tow vehicles with their camping equipment to avoid that vacation-spoiling headache resulting from a mismatched vehicle and trailer.

Chevrolet is determined to not only design and build the most reliable tow vehicles on the road, but to also provide the best service for Chevy customers.

Should a problem develop, more than 6,000 Chevy dealers across the country stand ready with the proper tools, parts, and trained personnel to handle it. 

Chevy Fleetside with Hy-Lander trailer.





**EXPLORING
CANYONLANDS**

WITH CHEVY 4-WHEEL-DRIVE SUBURBAN

Nature's Masterwork Accessible to Family in Chevy Suburban

Chevy's Four-wheel-Drive Suburban almost seems to have been designed particularly for a family camping trip to Canyonlands National Park, that mass of twisting, tortuous canyons and eroded spires that covers almost a half-million acres in southeastern Utah.

Canyonlands and its equally inspiring adjacent country . . . the Lake Powell National Recreation Area extending south and Arches National Monument just north . . . require a trip of two or more days for recreational vehicle travelers residing in major population centers. So you need a truly fine road vehicle, particularly if towing a trailer: Suburban, of course, is 1971's Trailer-Towing-Vehicle-of-the-Year, a superb accompaniment to even the heaviest of travel trailers. But the Suburban also excels in mountain country, where the going's apt to overtax many trailer towing vehicles.

The Suburban unquestionably is in a class by itself. And when a four-wheel-drive option is added to the standard-equipped Suburban that was the towing vehicle of 1971, you really have a wagon that is capable of taking you into the most remote regions of our western wilderness. Our 350-cubic-inch V-8 Suburban was equipped with four-wheel drive, giving us a combination of trailer towing capabilities on the highway and four-wheel-drive power and tenacity out in the boon-docks that is unbeatable.

Canyonlands demonstrates this perhaps as no other national park in the country.

Canyonlands was designated a national park only eight years ago, although the magnificence of this country bursting from the confluence of the Colorado and Green Rivers has been recognized for decades. But it was too remote, too rugged for travel by more than a few natives who had explored its canyons, wind-sculptured arches and spires, and the high plateaus and mesas where ancient cliff dwellers once hid from their enemies.

Nature has protected this wonderland of the West from man's incursions. So little was known of the Canyonlands area that the National Park Service had to rely upon the knowledge of such local guides as Kent Frost, of Monticello, Utah, just to the south of the park, in mapping this addition to its domain.

Today only the eastern and northern fringes of Canyonlands are open to the motor vehicle camper, and then at only two places, each of which has a limited facility campground. From Monticello, the southeastern section of Canyonlands, called the Needles area, may be reached by motoring north on US-163 about 15 miles and then taking a paved access road about 30 miles westward into the Cave Springs sector. A campground at nearby Squaw Flat offers oiled parking spaces, water, pit toilets, fireplaces and campfire programs and guided walks over Cave Springs Trail by park rangers. This campground often is marked "Needles" on many maps. The Cave Springs ranger station is located only a few miles from the campground, near the entrance to Canyonlands. Many campers with self-contained vehicles often dry-camp at Cave Springs, with permission of the rangers. The rangers allow self-contained recreational vehicles to camp in most areas along the roads or main trails, as long as no litter or damage to the land results.

Checking in at the ranger station is a "must" for all visitors entering the park from the Monticello-US-160 route. The rangers have all information about road conditions, pending weather, where to camp and other valuable advice. They'll help you enjoy Canyonlands.

The paved access road ends a few miles past Squaw Flat Campground, at Elephant Hill, and that's when the Suburban takes over. Maps at the ranger station mark the trails beyond to the Needles and Chrysler Park, a high mountain meadow area. Anyone with normal skill in handling a four-wheel drive Suburban can reach most of the desired scenic areas beyond Elephant Hill. But check with the

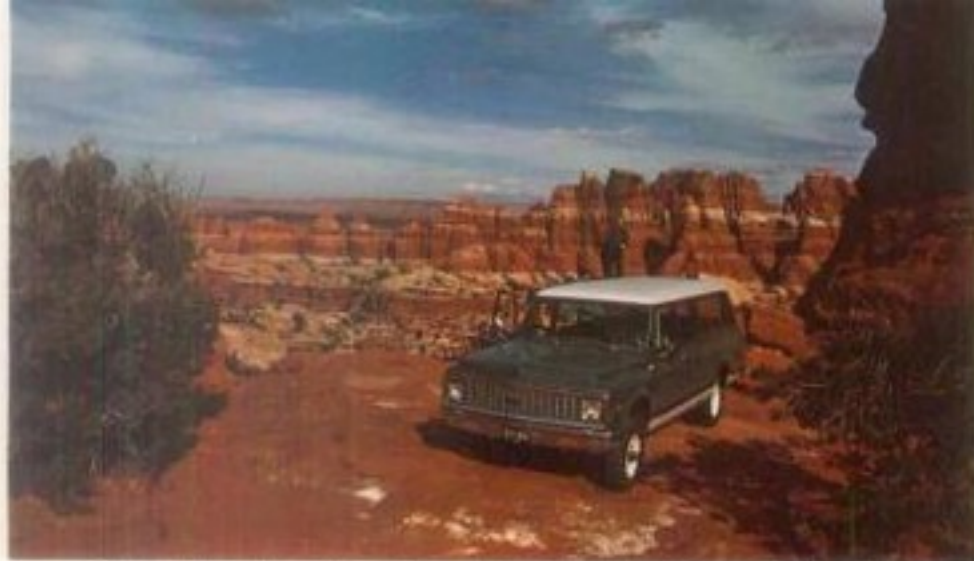
rangers to make certain of routes and conditions.

Not that such precautions should discourage treks into the high country. It's not dangerous if normal precautions are observed, your vehicle is in top condition, and you don't try to cross over impassable rocks.

Our entire family enjoyed climbing among the rocks, viewing prehistoric petroglyphs, and photographing spectacular scenery. It was exciting adventure to realize that we were exploring areas into which only our four-wheel-drive Suburban could have taken us. But we also appreciated the roominess of our 9-passenger vehicle, the comfort of its air conditioning, driving ease of power steering, and safety of power disc/drum brakes.

Access to Canyonlands in the north is from Moab, the crossroads community of southeastern Utah. Moab is 82 miles north of Monticello on US 160 and only 30 miles south, via US 160, from Interstate 70, the main route across central Utah. Arches National Monument, featuring 88 wind sculpted stone arches, is only a few miles north of Moab. From Moab, the Canyonlands northern access road winds south from US 160 about six miles north of the city. The paved road extends to Dead Horse Point State Park with a campground which abuts Canyonlands. Farther, six miles inside Canyonlands, another campground, Island in the Sky, near the Moki cliff dweller ruins, offers limited facilities. The road into northern Canyonlands ends about six miles from the campground at Grand View Point, where an overlook peers down on a mass of canyons extending toward the meeting of the Green and Colorado Rivers in a series of deep, twisting canyon.

Camping in the park, at either of two campgrounds or elsewhere along the roads and trails, offers the feel of wilderness camping at its finest. The scenery is unexcelled, the nights cool and invigorating, and there's a silence that blends awesomely with the endless landscape. And then the thrill of adventure as you head over dirt roads and trails in your Suburban to explore



The durability and ruggedness of Chevy's four-wheel-drive Suburban has helped open up new family camping vistas in such remote areas as Canyonlands National Park. After a day of driving over tortuous canyon trails into the natural wonderlands of the West, relaxing around a bonfire back in the Cave Springs campground is an especially enjoyable experience.



rocky formations, secluded mountain meadows, washes and hidden canyons and gulches.

You can plan trips according to the adventure in your heart. Many trails are relatively easy to handle in Suburban or truck. Other trails head into higher country, up ledges and down dry stream beds to remote vistas. And then there is the really tough country, deep in the park near the Colorado, which challenges the ability of both driver and vehicle. Switchbacks, uncharted expanses of rock, sand, canyons . . . this is the country over which many of the professional guides in Monticello and Moab conduct special tours in special vehicles.

Moab is headquarters for both aerial scenic trips over Canyonlands and for float trips down the Colorado into the park and even beyond, all the way to Hite's Crossing in the Lake Powell National Recreation Area. Float trips range from one day to a six-days camping venture.

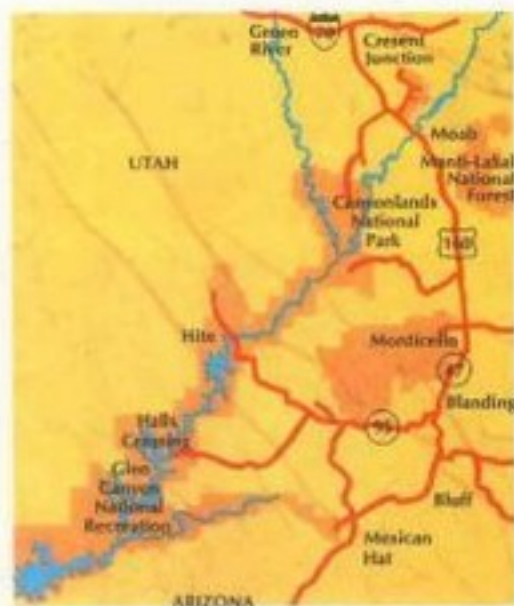
For recreational vehicle travelers who desire the comforts of complete campgrounds and all facilities, both Moab and Monticello offer first-rate campgrounds. Both are close enough to Canyonlands to permit full-day trips to the park's main scenic attractions with return by nightfall. There's a KOA campground on US 160 about five miles south of Moab, located well for access to both entrances to Canyonlands. It has a disposal station but no water hookups. Grocery store and showers are available. There's also a Lions Club park on US 160 at the Colorado River just north of Moab, with flush toilets and other electric and water facilities. The P&W Trailer Park, in town, has complete facilities. Holiday Haven, a mobile home park in Moab, also has facilities for travel trailers with complete hookups, laundry room, and children's recreational facilities. The stops are open into November or later.

In Monticello, Rowley's in town has complete hookups, flush toilets, showers with laundry and grocery facilities close by. Blake's in town in another mobile home park with a limited number of recreational vehicle slots that have complete hookups.

Several National Forest campgrounds and a Bureau of Land Management area in the Monticello vicinity have the usual facilities of such campgrounds . . . trailer spaces, pit toilets,



Canyonlands National Park offers a new experience for camping families. The scenery is unexcelled, the nights cool and invigorating, and there's a silence that blends awesomely with the endless landscape. It's a particular haven for owners of the four-wheel-drive Suburban, which takes you to the faraway places.



water but no sewer or electrical hookups, fireplaces and firewood. Devil's Canyon, Buckboard and Dalton Springs campground locations are in the southern section of Monticello. Hatch Point, north off US 160, is a BLM facility on the way to the eastern entrance of Canyonlands.

Spring and early autumn are the most favorable times for trips to Canyonlands. Summer months are usually hot, even in the high desert, and travel over unpaved roads in the park and along trails in the canyons and mesas can be dusty. But spring and fall are delightful, with warm days and brisk evenings. And the crowds of summer travelers sometimes tax the limited facilities of the area. Not that hordes descend upon Canyonlands, but there is a steady flow of visitors during June, July and August. During spring and fall you have a choice of available facilities in Moab and Monticello, and Canyonlands seems much like your own private wilderness.

Winter also is a favored time for experienced wilderness travelers, but snows and rains often result in sticky going. Sudden storms can fill the washes within minutes. Elevations are above 6,000 feet and sudden snows also can obscure trails and roads.

Canyonlands really is a northern extension of Lake Powell, the 180-mile long body of water angling amid cliffs and into canyons that was formed by backing up the Colorado River when Glen Canyon Dam was completed at the Arizona-Utah border in 1963. Land on both sides of the lake forms the Lake Powell National Recreation Area, and Canyonlands is a northern extension of this man-made wonder. But the Colorado remains wild in Canyonlands, untamed since prehistoric times. The Green River, which forms from the snows of Wyoming's Wind River Range, races 730 miles south, then churns into the Colorado in the middle of Canyonlands amid a series of canyons and multi-colored cliffs. It's a sight unexcelled for grandeur anywhere outside the Grand Canyon itself. And while the Grand Canyon, some 200 miles to the south, is a more spectacular single defile, the spreading panorama of the Colorado-Green River junction presents an even more impressive and untamed spectacular to many viewers.

The Colorado and Green Rivers helped shape and fashion Canyonlands along with wind and rain. The canyons and spires carved into the sandstone of the Colorado Plateau represent a profile of more than 200 million years of geological history. Layers of white and red stone were deposited by ancient seas. Then rivers and other forces of nature began the unending sculpture of this brittle crust.

Man has interfered but little thus far. The Anasazi . . . the "Ancient Ones" who were the forebears of today's Pueblo Indians . . . survived among the cliffs by tending small plots of beans and corn along small streams. Drought eventually forced them to lower ground where water was more available, and so the pueblos constructed long before the first Spanish conquistadores trekked into the Southwest from Mexico searching for the fabled Seven Cities of Gold. They bypassed Canyonlands, and so did the Mountain Men who explored the West soon after the United States acquired the Louisiana Territory in

1803. Pioneer wagon trains veered north and south around the Canyonlands area. Not until Major Wesley Powell completed his epochal raft trip down the Green River and then down the Colorado through the Grand Canyon did the outer world begin to map this sector of the West. In time, cowboys began to penetrate the high ground from the east as their herds grazed in the sparse grasslands of the high meadows. Cowboy range camps dotted meager trails, then disappeared as overgrazing depleted forage.

The great uranium strikes following World War II brought prospectors and miners to the Colorado Plateau. Moab became the uranium prospecting center of the West and remains so today.

Construction of Glen Canyon Dam led to a drive to preserve Canyonlands as a national park. Many conservationists decried the creation of Lake Powell, which filled up canyons unchanged over the centuries. The preservation of Canyonlands upstream became doubly important. Damming of the Green River at Flaming Gorge


in northern Utah added to the clamor to preserve Canyonlands as an unspoiled stretch of the West. The National Parks Service intends to retain it primarily as a wilderness, with limited access. There are no accommodations within the park except at the Squaw Flat and Island in the Sky campgrounds.

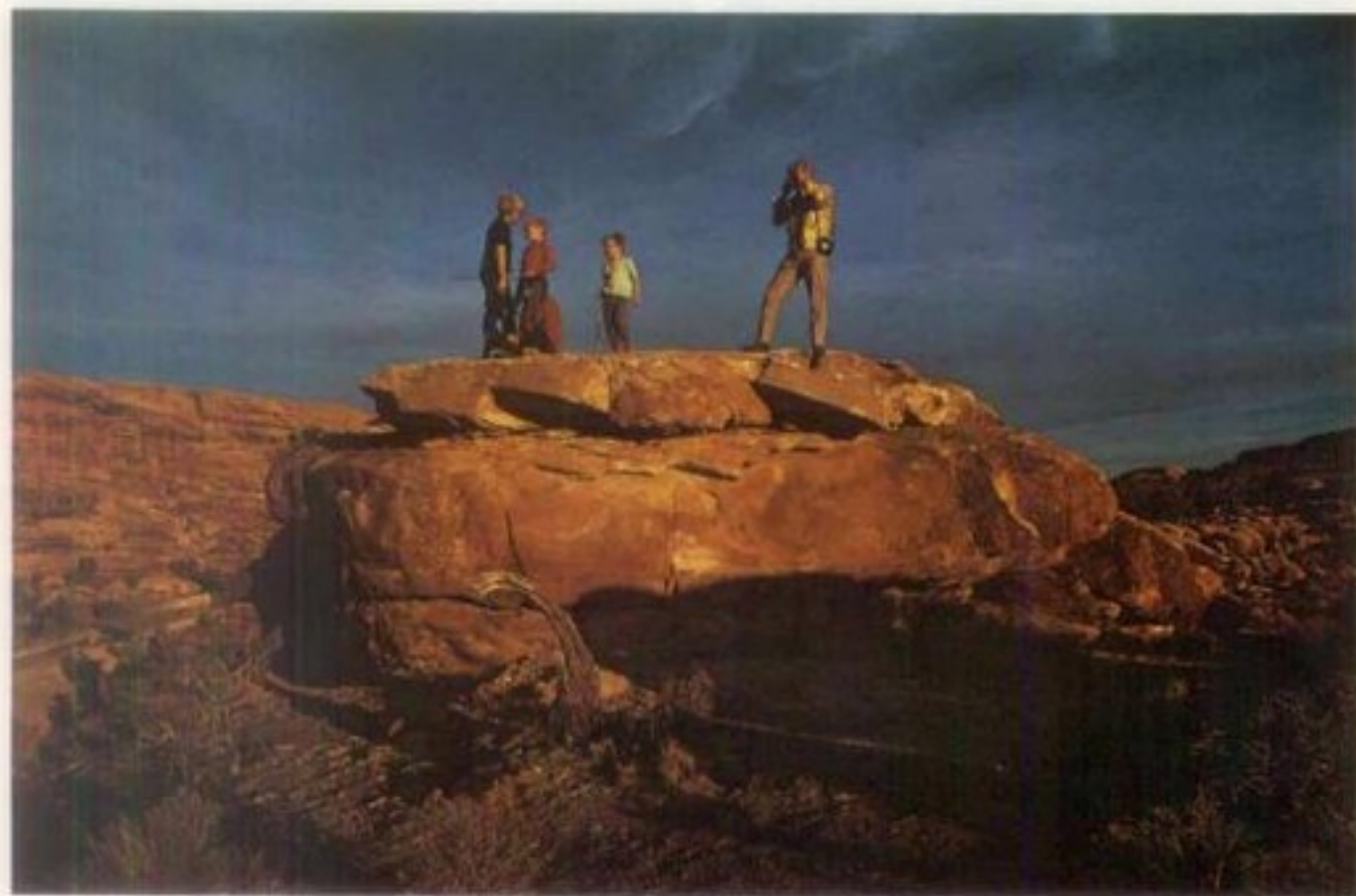
Gradually, as more and more travelers discover the wonders of Canyonlands, facilities in Moab and Monticello increase slowly. But for many years to come, Canyonlands undoubtedly will be the haven of the camper and recreation vehicle enthusiast. And particularly of the four-wheel-drive vehicle. All of which proves again that Chevy's building better ways to see the USA.

For information about Canyonlands and the Canyonlands area write:

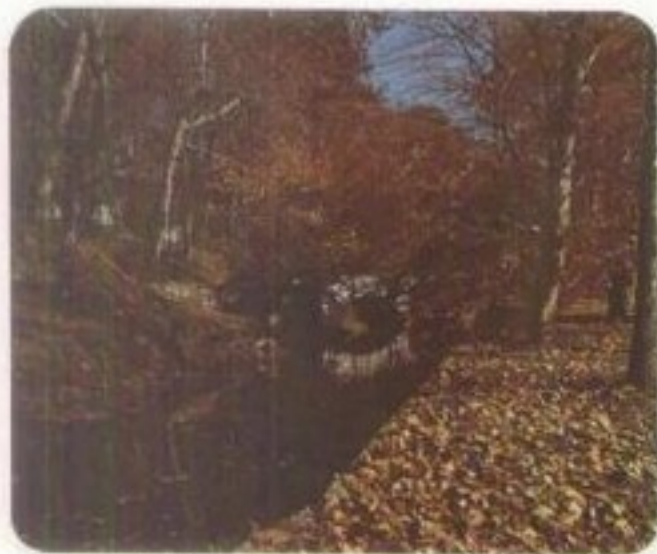
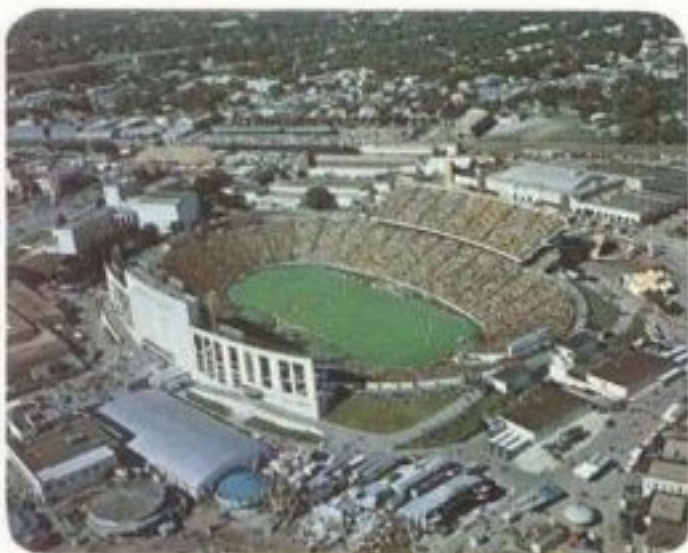
Canyonlands National Park, Moab, Utah 84532.

Moab Chamber of Commerce, Moab, Utah 84532.

Monticello Chamber of Commerce, Monticello, Utah 84534. 



Fall Fairs & Festivals



Autumn attracts thousands to the nation's color-belt states such as West Virginia, while many recreational vehicle travelers visit such sports contests as the annual Cotton Bowl



Football clash, a feature of the Texas State Fair. A Chevy truck camper at the Arizona State Fairgrounds in Phoenix, emphasizes that campers never stop looking for more places to go.

Autumn is the favorite time of year for many camping families. Highways are less traveled, campground space more available. It's usually a more leisurely and restful season for traveling and sightseeing. In many parts of the country, autumn also is the most colorful season of the year. Nature's ever new art of painting the foliage an infinite variety of hues is only one contributing factor. Fall also is the season for fairs, festivals and celebrations.

Many festivities relate to the harvesting of crops. Others are folk-type celebrations marking originating or founding days of particular places or events. Regardless of origin, festivals mean fun and visitors are always welcome. So much so that many

families plan several autumn weekend camping or vacation trips to coincide. State and regional fairs are visited annually by many camping families, and overnight rigs are very much a part of the festive scene. Most state fairs in northern states are held in late summer or early fall, but October still features major attractions in the South and Southwest, notably the Arizona State Fair in Phoenix and the Texas State Fair in Dallas, which reaches a peak of excitement when the University of Texas and University of Oklahoma football teams clash in the Cotton Bowl.

Almost every state has its special fall events. Following are some outstanding and typical ones of interest to camping families in their areas, followed by a listing of many of the October and early November events around the country:

OREGON



Autumn in Oregon finds oaks and vine maples aflame with color, with spectacular views from the state's numerous observation points. It's also harvest time. In the Klamath Falls region, the potato is king. This major crop will be hailed Oct. 22-23 at the 36th annual Klamath Basin Potato Festival at Merrill, 17 miles south of Klamath Falls. A queen is crowned at the banquet and dance. Exhibits of crops, canned goods and baked goods are featured along with a free barbecue served outdoors in the ball park. There's also a flower show and a parade with 30 to 40 floats entered from surrounding communities.

Sponsored by the Merrill Lions Club, the festival calls for the entire town's taking on a holiday look. Buildings all are gaily decorated and prizes are

awarded for the best displays which carry out the harvest theme. There's also a traditional high school football game.

Of course, everything else is trimming for the emphasis on the chief crop. State championship competition among potato growers is the big event. Champions are crowned in five divisions. There's keen competition, too, for prizes in the potato foods contest. You'd be surprised at the variety of recipes for delicacies which list potatoes as a main ingredient.

Self-contained camping units are welcomed around the festival site, but there also is ample camping available at nearby Klamath Falls and even at Kimball State Park, Collier Memorial State Park and at spectacular Crater Lake National Park—50 miles north.

Another major event attracting visitors from every state in the Pacific Northwest is the Pacific International Livestock Exposition, Nov. 12-20 in Portland. Travelers take advantage of the scenery along nearby Mt. Hood Loop Highway. Numerous state parks and campgrounds make it possible to combine a weekend stay in that scenic area, featuring the Columbia River and dominated by Mt. Hood.

ARKANSAS



Talk about mountain scenery—and they do in Arkansas—it's difficult to find a more dazzling area than the Ozarks during the annual fall color panorama.

Heralded as the Flaming Fall Review, it's a spectacular October show started by the early changing sumac and followed by maples, oaks and hickories. By mid-October the reds, yellows and oranges of the changing hardwoods are at their vibrant best against a background of dark evergreens. Bluff-top views of the historic Mississippi River are never more colorful than in autumn.

National attention is focused on numerous Ozark fall crafts festivals. During the October fair season, the Arkansas Parks and Tourist Association operates a toll-free telephone line to provide up-to-the-minute reports on the color change for out-of-state tourists. Crafts festivals scheduled are: Hot Springs Arts and Crafts Fair, Oct. 7-9; Ozark Frontier Trail Crafts Show and Pageant at Heber Springs, Oct. 8-10; War Eagle Crafts Festival at War Eagle Mills, Oct. 15-17; Ozark Arts

and Crafts Folk Festival at Eureka Springs, Oct. 20-23.

The festivals emphasize original craft skills of early settlers and passed on to their ancestors. Demonstrations of rail splitting, lye soap making, quilting, wild berry jelly making and white oak stripping are featured. Displayed and sold are the works of native craftsmen such as walnut carvings, local clay ceramics, woven baskets and polished stone jewelry.

Another popular festival feature is the revival of original Elizabethan music by local folk and ballad-singers. Homemade instruments are displayed and used by mountain musicians to bring back the songs of a bygone era.

WEST VIRGINIA



Autumn is a special time in the Mountain State. In any season, most of West Virginia could be mistaken for one huge national park. But when the foliage changes, some of this country's most spectacular mountain grandeur is on display, within weekend camping range of millions.

Babcock State Park provides prime vantage points for viewing New River Canyon. There are ample camping facilities in the park and around nearby Princeton. West Virginia also is noted for its covered bridges, many dating back to the 1800s.

There's plenty of choice, too, for festival followers. Largest event is the Mountain State Forest Festival at Elkins, Oct. 6-9. Headquarters for the Monongahela National Forest, Elkins is in the center of the spectacular mountain area which is a smorgasbord of color.

The Forest Festival has been observed since 1930 and this year is emphasizing Homecoming '71. Homecoming activities will start ahead of the festival on Oct. 4 with nightly pageant performances all week. Three parades are scheduled with more than 50 bands in the grand event Saturday afternoon. A queen will reign with the help of 40 princesses from throughout the state. Events include a National Flag Pageant, public square dance, Grand Ol' Opry entertainers, West Virginia Fiddler's Championship, soccer match between Davis and Elkins College and University of Akron, wood-chopping, horseback tilting, horse pulling and horseshoe contests, craft exhibits and the festival banquet.

The following week, Spencer hosts its 17th annual West Virginia Black Walnut Festival. The walnuts for which the area is famous aren't at their best until several weeks later, but some are ready for picking and cracking by festival time. Exhibits open Oct. 14 and contests are scheduled among the 11 participating counties. Coronation of the queen and fireworks are slated for Oct. 15, and the big parade and Queen's Ball wind up the program Oct. 16.

TENNESSEE



The Great Smoky Mountains must be included among outstanding fall scenic wonders. Breathtaking views await campers at every season of the year, but the beauty of woodlands, deep chasms, gorges and waterfall's reaches a peak in autumn.

Trees begin to turn color in late September when dogwood, sourwood and blackgum change to deep red. The peak arrives in the middle of October when visitors plan weekend trips and vacations to such areas as Great Smoky Mountain National Park, Lookout Mountain, Booker T. Washington State Park, Roan Mountain, Cedars of Lebanon State Park, Fall Creek Falls State Park and Chickasaw State Park.

One of the most picturesque locations in the Smokies is Gatlinburg, site of the annual Craftsman's Fair. Sponsored by the Southern Highland Handicraft Guild, the festival is scheduled Oct. 19-23.

It calls attention to traditional pioneer handicrafts as well as contemporary works of art. Exhibits of weaving, wood carving, ceramics and jewelry attract craftsmen from all parts of Tennessee and surrounding states. Also featured are demonstrations of such traditional mountain talents as shingle splitting and bark stripping.

Inspiring autumn views also await visitors to Sequatchie Valley, east of the Cumberlands and northwest of Lookout Mountain near Chattanooga, site of the Plum-Nelly Clothesline Art Show Oct. 9-10. It annually attracts visitors from surrounding states who enjoy art creations and displays of artists in both Tennessee and Georgia. Exhibits include such art forms as oil and water paintings, whittling, flower arrangements, quilting, drift wood, rock collections, ceramics and doll collections.

Hitch Up, Plan the Route, and Off on a Fall Trip

Alabama

- Oct. 7-16: *Alabama State Fair* (Birmingham)
- Oct. 16-23: *National Peanut Festival* (Dothan)
- Oct. 18-23: *South Alabama State Fair* (Montgomery)
- Oct. 25-30: *Greater Gulf State Fair* (Mobile)

Arizona

- Oct. 28-Nov. 7: *Arizona State Fair* (Phoenix)

Arkansas

- Oct. 15-17: *War Eagle Crafts Festival* (War Eagle Mills)
- Oct. 20-23: *Ozark Arts and Crafts Folk Festival* (Eureka Springs)

California

- Oct. 10-17: *Fresno District Fair* (Fresno)
- Oct. 8-17: *Fiesta de la Luna* (Chula Vista)
- Oct. 21: *Autumn Band Review* (San Diego)
- Oct. 23-24: *Chrysanthemum Show* (San Rafael)



Pottery painting is demonstrated at autumn arts and crafts festivals in the Ozarks.

Connecticut

- Oct. 2-11: *Danbury State Fair* (Danbury)
- Oct. 7-17: *Chrysanthemum Festival* (Bristol)
- Oct. 13-14: *Arts & Crafts Festival* (Williamantic)
- Oct. 26-28: *Antique Show* (Stanford)

Florida

- Oct. 12-16: *Jackson County Fair* (Marianna)
- Oct. 18-24: *Pensacola Interstate Fair*
- Oct. 20-30: *Greater Jacksonville Fair*
- Oct. 25-30: *Bay County Fair* (Panama City)
- Oct. 26-30: *North Florida Fair* (Tallahassee)

Georgia

- Oct. 11-16: *Chattahoochee Valley Fair* (Columbus)
- Oct. 18-23: *Georgia State Fair* (Macon)
- Oct. 25-30: *Exchange Club Fair* (Augusta)
- Oct. 25-31: *Coastal Empire Fair* (Savannah)
- Oct. 26-30: *Exchange Club Fair of Southwest Georgia* (Albany)



Spinning flax is one of original folk skills emphasized on fall festival programs in New England.

Illinois

- Nov. 25-Dec. 7: *International Livestock Exposition* (Chicago)

Indiana

- Oct. 8-17: *Park County Covered Bridge Festival* (Rockville)
- Oct. 30-31: *Apple Festival* (Cory)

Louisiana

- Oct. 22-31: *Louisiana State Fair* (Shreveport)
- Oct. 28-Nov. 7: *Greater Baton Rouge State Fair* (Baton Rouge)

Maryland

- October: *Heritage Month* (Annapolis)
- Oct. 8-10: *Autumn Glory Tours* (Oakland)
- Oct. 30: *Chesapeake Appreciation Day* (Baltimore)

Michigan

- Oct. 9-10: *Color Festival* (Bellaire)
- Oct. 10-17: *Arts Festival* (Kalamazoo)

Minnesota

- Oct. 31: *Halloween Festival* (Anoka)

Mississippi

- Oct. 12-19: *Mississippi State Fair* (Jackson)

Missouri

- Oct. 15-23: *American Royal Livestock Show* (Kansas City)

New York

- Oct. 29-31: *Battle of White Plains* (White Plains)

North Carolina

- Oct. 10: *Autumn Leaf Train Excursion* (Jefferson)
- Oct. 15-23: *North Carolina State Fair* (Raleigh)

Ohio

- Oct. 13-16: *Fairfield County Fair* (Lancaster)
- Oct. 16-17: *Fall Foliage Festival* (Coshocton)
- Oct. 20-23: *Annual Pumpkin Show* (Circleville)
- Oct. 15-17: *Fall Festival of Leaves* (Bainbridge)

Oklahoma

- Oct. 23: *Indian Summer Festival* (Stillwell)

Oregon

- Oct. 22-23: *Klamath Basin Potato Festival* (Merrill)
- Nov. 16-20: *Pacific International Livestock Exposition* (Portland)

Pennsylvania

- Oct. 15-17: *Fall Foliage Festival* (Bedford)

South Carolina

- Oct. 11-16: *Greenwood Fair* (Greenwood)
- Oct. 11-16: *Orangeburg County Fair* (Orangeburg)
- Oct. 11-16: *Piedmont Interstate Fair* (Spartanburg)
- Oct. 18-23: *South Carolina State Fair* (Columbia)

Tennessee

- Oct. 19-23: *Craftsman's Fair* (Gatlinburg)

Texas

- Oct. 9-24: *State Fair of Texas* (Dallas)
- Oct. 15-24: *South Texas State Fair* (Beaumont)

Utah

- November: *Folk Song Festival* (Salt Lake City)



Mountain workmen turn out many items for fall camping visitors.

Virginia

- Oct. 9-16: *National Tobacco Festival* (Richmond)
- Oct. 19: *Yorktown Day* (Yorktown)

West Virginia

- Oct. 14-16: *West Virginia Black Walnut Festival* (Spencer)

Wisconsin

- Oct. 7-15: *Colorama Indian Feast* (Lac Du Flambeau)



NATIONAL PARKS ADOPT UNIFORM SYMBOLS

How many times on a family camping trip have you noticed a roadside sign and passed it by without having had time to digest the information it contained?

It's easy to do, especially in historical or recreational park areas when your passengers are concentrating on the scenery.

How often have you complained about the lack of uniformity in informational signs as you travel from state to state and park to park?

Almost all of us have at one time or another wondered out loud why someone hasn't introduced a single set of roadside symbols that recreation vehicle travelers could easily recognize with a quick glance regardless of in what part of the country they happened to be vacationing.

Well, someone has done exactly that. The Department of Interior's National Park System has adopted a set of roadside symbols that will guide motorists through all National Park areas throughout the country. The signs not only will be uniform but they will be silhouette symbols on solid color backgrounds that require no words to explain.

They are being introduced into four National Park areas this year: Colonial National Historical Park, Va.; Herbert Hoover National Historic Site, Iowa; Minute Man National Historical Park, Mass.; Yosemite National Park, Calif.

The timetable calls for the new symbols to be installed in all park areas by July, 1973.

The new sign code of 77 symbols was developed by the National Park

Service in conjunction with U.S. designers and United Nations communications experts. It required nearly three years of trial and error testing, in cooperation with the UNESCO International Committee for Breaking the Language Barrier, to select a set of symbols that was considered adaptable for world-wide use. Canada and Italy already have sought information concerning the new symbols.

Recognition tests involving more than 5,000 children and adults were conducted by the University of Bridgeport in Connecticut to establish the most easily recognizable symbols relating to accommodations, winter sports and land and water recreation.

Basically, they are signs without words. For instance, the silhouette of a gasoline pump on a background of brown, gray-blue or green means a service station. A silhouette of a tent indicates a campground. A trailer silhouette marks a trailer campsite.

A fish with a hook dangling overhead, spots the location of a fishing area. A red slash mark through the fish will advise that no fishing is allowed. And if there is no hook in the symbol of the fish it means "fish hatchery."

Other symbols will indicate the location of picnic areas, sleeping shelters, holding tank sanitary stations, ranger stations, environmental study areas, vehicle ferries, boat marinas, launching ramps, bike trails, hiking trails, hunting areas, winter recreation areas, snowmobile trails, first aid stations, and interpretive trails.

Background colors for the signs will vary with the natural features of the area. For instance, a brown background might not be easily spotted in a desert area, but a gray-blue or green


sign would stand out. The symbols will be silhouettes in white.

Breakaway posts will be used along parkways to hold the signs and thus minimize personal injury in the event vehicles collide with signposts. And even these supporting posts will be made of materials that blend into park features. Stanchions will be of weathering steel rectangular tubing that never requires paint.

National Park Service sign experts are convinced that the new symbols will communicate more effectively with park area visitors. Even pre-school children understand a message from symbols that words could not relay to them. And a symbol along a highway provides information that might be missed by a family in a camper or tow vehicle moving past a printed sign at 35 or 40 miles an hour.

George B. Hartzog, Jr., director of the National Park Service, points out that "signs must be human in their message and must establish a rapport with the visitor just as if we were talking to him individually."

Communication is only one objective of the new sign symbol program. Another is to have signs in harmony with environment. "Our signs must reflect the quality of the areas we administer," Director Hartzog explains.

If the signs reflect the top quality of National Park System service and accommodations, they should be an immediate hit with RV travelers. 

1-lodging, 2-food service, 3-grocery store, 4-sailboating, 5-row boating, 6-water skiing, 7-picnic shelter, 8-trailer sites, 9-trailer sanitary station, 10-men's restroom, 11-picnic area, 12-first aid, 13-telephone, 14-post office, 15-diving, 16-fishing, 17-horse trail, 18-kennel, 19-winter recreation area, 20-cross-country skiing.

CAMPING CONGRESS A SUCCESS

So successful was the American Camping Congress, held recently in Chicago, that the sponsoring Family Camping Federation (FCF) is planning to make it an annual event.

More than 200 leaders and representatives of private business and government agencies involved with family camping met to consider the challenges of America's rapidly expanding camping industry. The enthusiasm and positiveness of their cooperative response prompted FCF past president and Congress moderator Ira Lykes to pledge reconvening on a yearly basis.

There was general agreement that if the needs of an estimated 50 million campers are to be met, a cooperative effort will be required on the part of automobile and RV manufacturers, equipment suppliers, private campground owners, state and federal park administrators, and camping associations and clubs.

Chevrolet Motor Division was among the most active participants. Directly concerned with the growing industry and dedicated to serving the best interests of camping families, Chevy was represented by a knowledgeable delegation headed by luncheon speaker Robert D. Lund, Chevrolet general sales manager. Others included: A. T. Olson, assistant general sales manager, trucks, and L. Cleo Mora, assistant manager recreational vehicle department. Regensteiner Publishing Enterprises, which publishes Chevy Camper for Chevrolet, hosted the banquet reception.

In his luncheon address, Lund cited that the RV segment of the industry had soared in yearly sales from about 83,000 in 1960 to more than 500,000 in 1970—an incredible 700 percent. He projected that the current estimated 10 million RVs on the road today will be increased to about two and one-half times that number by 1980.

In line with this expansion, Lund explained that today Chevrolet has "several people in our engineering department concerned primarily with recreational vehicles. Ten years ago, we had none with that responsibility. Moreover, we have established a separate department



Robert D. Lund (left), Chevrolet general sales manager, Darrell Booth (center), Kampgrounds of America president, and A. T. Olson (right), assistant Chevrolet general sales manager, trucks, confer during break at the first annual American Camping Congress in Chicago.

with the sole purpose of working with the recreational vehicle industry on problems of mutual interest."

He said that Chevrolet is ready to commit resources and manpower in cooperating with the government, and all others concerned with the recreational movement, in providing campers with the best and safest equipment at the most economical price.

Representatives of both the National Park System and the U.S. Forest Service stressed the necessity for development of private campgrounds near National Parks and Forests. The demand for campsites has surpassed the ability of these public areas to meet it without destroying much of the natural wonder that attracts camping families in the first place.

Edward A. Hummel, assistant director of the National Park Service, explained the need to restrict and limit camping within National Parks while depending on private owners to supply the demand for campsites.

Vaughn Hofeldt, assistant director, division of recreation for the Forest Service, concurred.

Darrell Booth, president of Kampgrounds of America (KOA), revealed that private campsites are growing at the rate of about 10 percent a year to where the 9,513 private parks with 462,396 campsites have overtaken public parks that number 7,566 with 247,472 campsites. But he pointed out that this rate of increase is not keeping pace with the growth of camper population.

"The campground industry needs encouragement and help from the public sector in terms of making it easier to gain zoning approval for private campgrounds, and help from the financial community in the form of construction loans if we are to relieve the pressures on public facilities."

Other speakers addressing themselves to the promise and the problems of family camping in 1970s included: Indiana Governor Edgar D. Whitcomb; James Hamilton III, deputy assistant Secretary of Commerce for tourism; William L. Henry, executive vice president Gulf Oil Co.; Robert Stump, president Recreational Vehicle Institute; Curtis Fuller, publisher Woodall Publishing Co.; Roy Dunlap, executive editor Webb Travel Publications; Thayne Smith, Coleman Co.; and James Peterson, chairman Dain, Kalman and Quail.

CHEVY CAMPER NEWS

Twenty seven trails in 19 states and the District of Columbia have been designated as new National Recreation Trails by Secretary of the Interior Rogers C. B. Morton. The new trails range in length from just under one-quarter mile to 30 miles. Most are near urban population centers.

Included in the group are outdoor recreation opportunities for hikers, bikers, horseback riders, nature lovers, snowmobilers, and handicapped in wheelchairs.

Location of the trails: Fennell Mountain Trail near Fairbanks, Alaska; South Mountain Park Trail near Phoenix, Ariz.; Sugar Loaf Mountain Nature Trail, Greer Ferry Lake, Ark.; King Range Trail near Eureka, Calif.; South Yuba Trail near Nevada City, Calif.; Highline Canal Trail near Denver, Colo.; Fort Circle Parks Trail, Washington, D.C.; Stone Mountain Trail near Atlanta, Ga.; Illinois Prairie Path near Chicago; Long Creek Trail, Golden Pond, Ky.; Fontenelle Forest Trail, Omaha-Council Bluff, Neb.; Palisades Long Path, Palisades Interstate Park, N.J.; Palisades Short Trail, Palisades Interstate Park; Organ Mountain Trail, Las Cruces, N.M.; Harrison Long Path, Harrison State Park near New York City; Tillamook Head Trail, Ecola State Park near Portland, Ore.; Fairmount Park Bikeway near Philadelphia, Pa.; Bear Butte Trail, Bear Butte State Park near Sturgis, S.D.; Sunday Gulch Trail, Custer State Park, near Rapid City, S.D.; Trail of Spirits, Seiche Hollow State Park near Aberdeen, S.D.; Laurel-Snow Trail near Dayton, Tenn.; Greer Island Nature Trail, Fort Worth, Tex.; Lake Washington Bicycle Path, Seattle, Wash.; Lake Washington Ship Canal Waterside Trail, Seattle; Fred Cleator Interpretive Trail, Federation Forest State Park near Tacoma, Wash.; Elroy-Sparta Trail between Elroy and Sparta, Wis.; Ice Age Glacier Trail, Kettle Moraine State Forest near Milwaukee, Wis.

A NEW PUBLICATION detailing nine auto tours in Ohio was released recently by the Ohio Department of Development. Copies of "Ohio Auto Tours" may be obtained free of charge by writing: Publications Center, Ohio Department of Development, Box 1001, Columbus, Ohio 43216.

CALIFORNIA HAS OPENED a new beach park, San Onofre Bluffs State Beach in northern San Diego County, for camping and day use. The park, unique in that it provides camping on an old abandoned highway along the bluffs above the beach, was formerly part of the U.S. Marine Corps at Camp Pendleton. There is space for 250 campers or trailers.

The Parks and Recreation Department decided that even though facilities are minimal—chemical toilets and garbage cans—it was important to open the park as soon as possible rather than wait for more permanent development. It can be reached off Interstate 5 at the Basilone Road exit, one and one-half miles south of San Clemente.

FLORIDA STATE PARKS accommodated 1.4 million campers during the 1970-71 fiscal year which ended June 30. This was an increase of 168,092 persons or 12.88 percent over the same period the previous year.

KAMPGROUNDS OF AMERICA (KOA), the nation's largest franchised campground chain, expects to have five units in operation in Mexico by the end of 1971. The first campground has opened in June at Tepic, on Highway 15, Mexico's main west coast travel route. Tepic is the junction for the only highway leading to Puerto Vallarta, the Pacific Coast resort city made famous by Elizabeth Taylor and Richard Burton, who maintain a residence near the city.

KOA units at Mexico City and Guadalajara are scheduled to open Nov. 1 with campgrounds at Mazatlan and Monterey planned for December inaugurations. About 20 campgrounds are planned for the first phase of KOA's Mexican expansion.

THE SECOND ANNUAL CHINOOK/Chevy Driveaway was successfully held in Yakima, Wash. Over 75 people, including new RV owners and their families and Chinook and Chevy dealers, were on hand at the Yakima Fair Grounds to enjoy the picnic and vehicle parade.

The Chinook Mobilodge Company and the Northwest Chevrolet dealers sponsored the outing for new owners. The parade consisted of 23 Chinook/Chevy units, including at least one of all 10 models available.

THE GOLDEN EAGLE Passport should be converted from the present \$10 annual carload entrance permit to a \$4 annual individual permit for all persons 16 or over, according to a recommendation to Congress by Secretary of the Interior Rogers C. B. Morton. He also recommends continuation of daily fees for those who do not wish to purchase an annual permit. Supplemental fees are also suggested for certain higher quality recreation facilities and services.

The present Golden Eagle Passport system expires Dec. 31, requiring new legislation if the fee plan is to be extended or revised.

PATHFINDER TRAVEL PARK System has contracted 12 Canadian parks, increasing the number of parks in the system past the 75 mark. Sixty five parks are listed in 26 states.

For information on toll-free reservations and the 1971 directory, write: Pathfinder Travel Park System, P.O. Drawer 8827, Daytona Beach, Fla. 32023.

CHEVROLET'S RV CATALOG and Trailering Guide are in constant demand by RV owners. The 1972 editions of these informative booklets are now available at Chevy dealers. Charts from the new Trailering Guide are included in this issue of Chevy Camper. If your dealer is temporarily out of Guides or Catalogs, they may be obtained by writing: Chevy Camper, Box 2456, Detroit, Mich. 48226.

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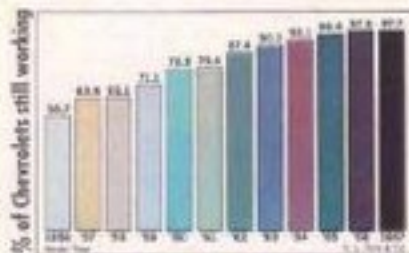
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