



"A FAMILY OF FRIENDS"

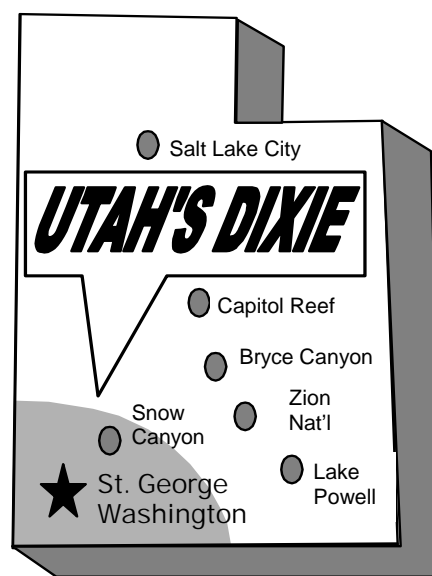
A PUBLICATION OF TETON CLUB INTERNATIONAL

Visit Utah's Dixie

This year's Teton Club International Rally will be held in Washington, Utah from September 28th to October 3rd, 1998. Our rally site will be the Redlands RV Park, about two miles north of St. George. Dugald Purton, 1st Vice President/Rallymaster, and his wife, Helen, have been working hard to put together an outstanding 1998 TCI rally for all of us.

One important decision was to select a rally site in southwest Utah, an area known as "Utah's Dixie." This area of the country is known for its scenic wonders as well as its natural and human history.

(CONTINUED ON PAGE 4)



Inside This Issue . . .

- Southeast Region Cajun Fun
- Teton Homes Memorabilia
- Northeast Region Rally Update
- A German Teton?
- Arizona Winter Get-together
- Purchasing A Custom Tow Vehicle
- International Rally Application
- Northwest Region Application
- AND MORE . . .

RALLY DATES TO REMEMBER

Southeast Region Rally,	March 11 - 15, 1998
Southwest Region Rally,	May 12 - 17, 1998
Northeast Region Rally,	May 14 - 17, 1998
Northwest Region Rally,	July 7 - 11, 1998
TCI Rally in St. George, UT,	Sept. 28 - Oct. 3, 1998

President's Message

Happy New Year Tetoners,

First some old business – *If you are due a refund from the rally and have not yet received it, please let me know immediately!* Call me at (760) 630-7343 PST. Also, if there are any outstanding expenses from the rally, get them in the mail today.

With your help, we are looking forward to a year of growth for our club. Let each and every club member try to bring in one new member during 1998. How about some input from each of you. What would you like to see us do – more or less of WHAT? We need **YOU** to be an active part of the club. Send some news for the newsletters, including the regionals. You don't have to be a member of a region to share information. If you've had an experience that you'd like to share, we'd like to hear about it. **Your input** is one of the keys of a successful club.

I hope all of you will be able to attend a least one of the great rallies planned for 1998. Each will be unique, and will offer a variety of pleasures. Don't sit on the fence. Make plans to enjoy as much of our great country as possible. Your TCI friends are waiting to show you their special part of this country. The grand finale will be in Utah this year. Without a doubt, it will be great. I look forward to seeing you at a rally or on the road. Make it a safe and fun year.

FLO NORDIN #77

Southeast Region Rally Gets Ready for Cajun Fun

The Southeast Region of the TCI club will hold its annual rally March 11 – 15, 1998 in the Lafayette, Louisiana area. Those planning to attend should send in their registration forms right away so we can make final arrangements.

Rally headquarters will be at the Bayou Wilderness RV Resort in Carencro, Louisiana, about two miles north of Interstate 10 in Lafayette. To reach the park: From I-10, take I-49 north to exit 2 (Gloria Switch Rd.) then travel east about two miles to Wilderness Trail where you'll go north to the RV resort.

The rally will begin March 11th at 5PM with a social hour. The next morning, coffee and donuts will be served at 7:45AM then at 8:45 we will carpool to New Iberia for a tour of the Konriko Rice Mill. From there we will drive to Avery Island for a tour of the Tobasco Pepper Sauce factory and Jungle Gardens. It is recommended that you eat a light lunch because at 5:30PM we will carpool for dinner at La Fête de Lafayette for a Cajun buffet.

Coffee and donuts will be served Friday morning at 7:30AM. The day will be free for your sightseeing or rest. We will have a catered supper at the campground beginning at 6:00PM.

Saturday will also begin with coffee and donuts at 7:30AM, after which we will carpool to the Acadian Culture Center and Vermilionville. While at Vermilionville, we'll enjoy a lunch buffet. At 4:00PM, the region will hold its annual meeting. Annual dues (\$10.00) will be collected. After the meeting we'll depart via carpool to Randol's Restaurant for a Cajun meal with live music for our dancing or listening pleasure.

Our rally will draw to a close with coffee and donuts on Sunday morning where tearful good-byes will see us off to other destinations.

So, Y'all come and "Laissez Les Bons Temps Rouler!"

ED SULLIVAN #408

Ed and Jimmie Sullivan plan to leave Louisiana for the Texas valley, late January. They will spend February in the Brownsville area. Ed says, "There'll be about a dozen of us Cajuns down there."

"I will take as many last minute arrivals"

We're going to show those Texans how to hold a Mardi Gras."

Although there were already 25+ signed up for the rally by December, Ed says, "You are still welcome. I will take as many last minute arrivals as I possibly can."

See page 9 for a second Southeast Region rally application form.

Teton Homes Memorabilia . . .



A topic of interest at the San Antonio TCI Rally business meeting was Teton memorabilia. Specifically, whether Teton Homes would be interested in selling various items (hats, jackets, mugs, etc.) with their logo and name imprinted on them. Some felt that making "logo products" available would help Teton Homes foster a sense of identity with their products.

Members commented that some other "high end" manufacturers of motorcoaches and trailers offer these items for sale. In some cases, they give jackets or other items away with the purchase of a coach or trailer.

Our Secretary/Treasurer, Stephanie Engel, was asked to bring up the idea with Teton Corp. As requested, Stephanie has contacted Tony Ingram at Teton. Mr. Ingram has written back stating that he has asked Howard Casey to take charge of this project. When Stephanie knows more, she will pass it on.

. . . Thanks Teton

A German Teton?

PHOTO 1 GERMAN TETON

German RV importer, Lecor Exclusiv, tests a modified RV with ABS brakes. Photo shows a full brakes stop at 90mph on a wet test track.

Lecor Exclusiv Fahrzeugbau GmbH has notified the club that they are a European importer of Teton. They sell them, service them and develop new technical features such as ABS brake systems. The photo they sent is a 45 ft flattop Casper III Prestige having its ABS Brakes tested on a performance track. Ben G Paulides of Lecor says, "It has been tested on various roadconditions and made fullbrakes out speeds over 90 miles." (sic).

Paulides also said that Lucor would help any of our members who visit Europe. He said, "If your members are interested to visit Europe with

the fifthwheeler we would be pleased to offer them the temporary conversion for the fifthwheeler in order to be able to visit the european camping sites and arrange evt (everything?) shipping and customclearances." (sic).

If you visit without your trailer, they will rent you a European motorhome and book you into a hotel suite in a nearby castle which has recently opened as a hotel. If you're interested, you can phone them at 02451-66044 or fax 02451-2845 (overseas numbers).

Northeast Rally in Washington, DC

Those of you who are planning to attend the Northeast rally in Washington, DC might be interested in staying at a Coast to Coast campground in the area, either before or after the rally.

The Coast to Coast 24th Directory lists the Shenandoah Crossing Resort & Country Club #657 on page 434, and the Wilderness/Presidential Resort #121 on page 438. Both are within easy travelling distance to the Cherry Hill RV Park where the rally will be held.

See the above pages for more information. Be sure to call first for reservations.

DICK & ANNA BROWN #266

Come Say, "Hello"

We're enjoying the warm Arizona sun for the winter. We would love to have any Tetoners come by and see us. We are at 19203 N 29th Ave. Space 615. Phone (602) 492-9941

GEORGE & SHIRLEY GOLAY #382

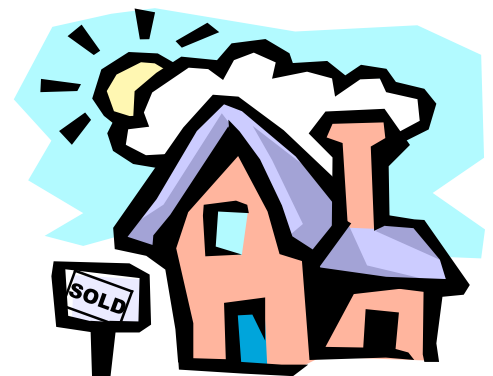
Next Newsletter

THANKS FOR YOUR LETTERS
AND ARTICLES.

KEEP THEM COMING!
THE NEWS CUTOFF DATE
FOR OUR MAY EDITION IS
APRIL 10TH, 1998

A Change of Lifestyle

Jeff and Stephanie Engel have decided to set aside their "full-timing" lifestyle for a while and settle down in Davenport, Florida. Yup, it's the whole nine yards. . . house, car, and full-time jobs with Disney Corp. They hope to go back on the road in about five years. According to Jeff, they plan to stay active in the club, and Stephanie will continue on as the club's Secretary/Treasurer until her term expires at the next International Rally.



For Sale

1997 Augusta III (RO), and 1995
Weirs International Towmaster.
Contact Jeff & Stephanie Engel
(#316) at (407) 397-4714

Utah's Dixie, Continued

(CONTINUED FROM PAGE 1)

Utah's Dixie has it all – National parks, state parks, ghost towns, canyons, coves, deserts, streams, mineral pools, pioneer buildings, horseback riding, hiking, golf, and more.

When you make your plans to attend the 1998 rally next fall, consider arriving early, or adding a few extra days to your visit. There is much to see in southwestern Utah including the historic Mormon pioneer town of St. George.

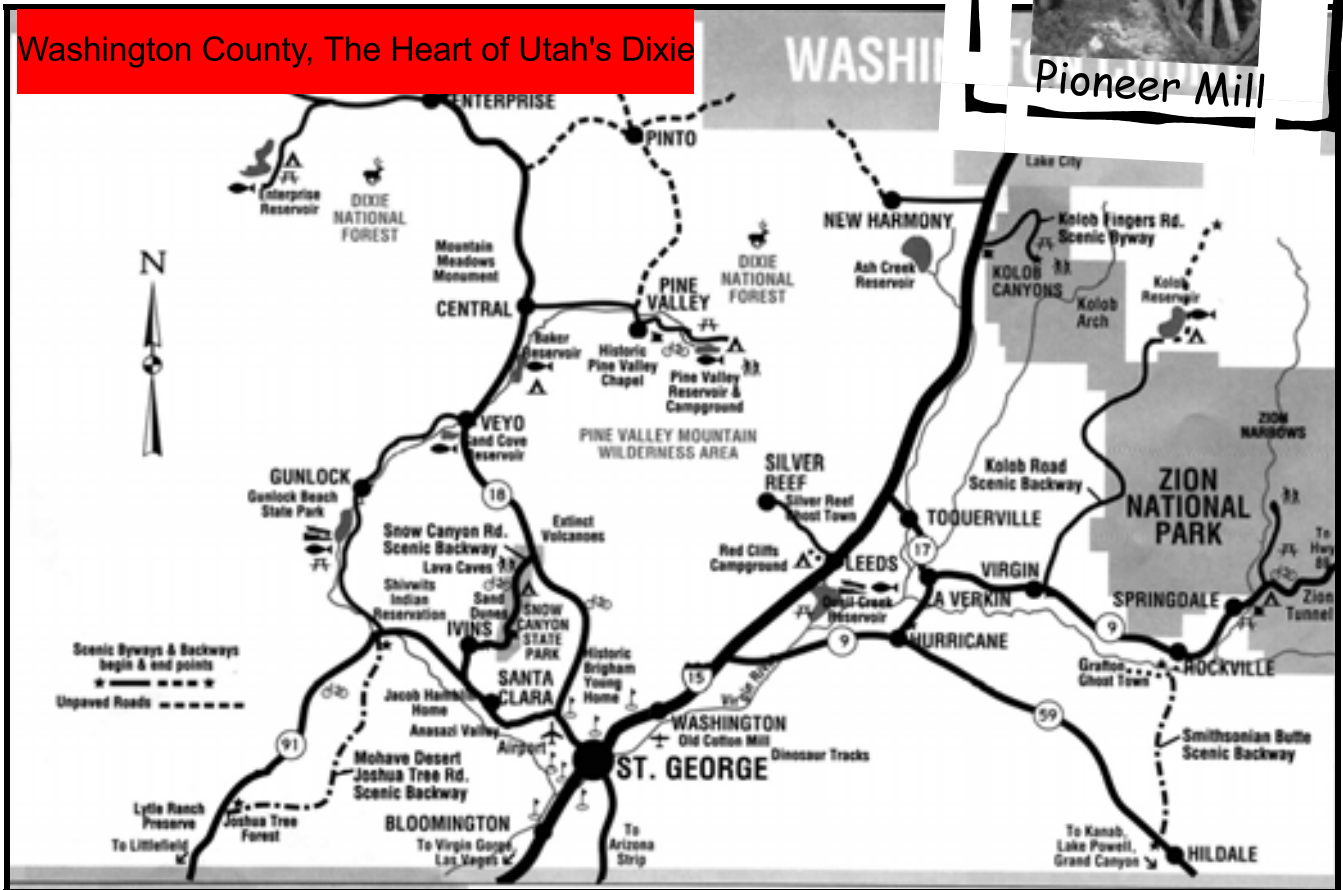
According to the *Utah's Dixie Visitor Guide*, most of the cities of southwest Utah got their start as Mormon settlements in the 1860s. The Mormon prophet and colonizer, Brigham Young, sent settlers from Northern Utah to this desert outpost to grow cotton, grapes and other necessary crops for the largely self-sufficient Mormon Empire that covered much of what is now Utah. Because of its southern location, the heat, and the fact that cotton was

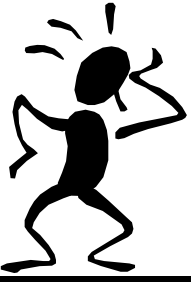


grown here, the area became known as Utah's Dixie. The name has stuck and today the name "Dixie" is associated with numerous business, institutions and organizations in the area.



Washington County, The Heart of Utah's Dixie





OOPS. . . YOUR EDITOR GOOFED ON THE COST OF THE INTERNATIONAL RALLY.

The **REAL** cost per rig (two adults) is **\$350** not \$305 as listed on the newsletter applications. If you have not yet sent in your money, please use this application or correct the original application. If you have already paid for the rally in full, you will need to send a check to Stephanie Engle for the \$45 dollar difference. If you have paid a partial deposit, you will need to adjust your final amount due.

Sorry about the inconvenience – George

TETON CLUB INTERNATIONAL RALLY

Washington, Utah

September 28 - October 3, 1998



Come to our 9th Annual TCI International Rally to enjoy great food, entertainment, sight-seeing, seminars, and best of all, the fellowship of our TCI "Family of Friends."

NAME: LAST _____ FIRST _____ SPOUSE/COMPANION _____

TCI # _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

NUMBER OF ADULTS _____ NUMBER CHILDREN _____ UNIT LENGTH _____ TELEPHONE _____

NUMBER OF *INTERNATIONAL* RALLIES ATTENDED (CIRCLE ONE): 1 2 3 4 5 6 7 8

SHIRT SIZES: (S, M, L, XL, XXL) YOU _____ SPOUSE/COMPANION _____

OPTIONAL TRIP TO ZION NATIONAL PARK (\$35.00 EACH, INCLUDES BOX LUNCHES): NUMBER OF PERSONS _____

DO YOU REQUIRE ANYTHING SPECIAL DUE TO HEALTH OR OTHER CONCERNS? _____

I HAVE A TALENT AND WOULD LIKE TO DO THE FOLLOWING: _____

I WOULD BE WILLING TO HELP WITH (PLEASE CIRCLE): REGISTRATION AM COFFEE HOST ON BUS TRIP

COST: \$350.00 per rig (TWO adults). \$239.00 per rig (ONE adult). \$115.00 each additional adult or child.

Come early or stay late if you wish. Make your arrangements with the park (\$18.50 per night).

Make checks payable to TCI CLUB (US funds)

Mail to: Stephanie Engle, Treasurer
779 E. Merritt Island Cswy. #354A
Merritt Island, FL 32952

NOTE: THE COST FOR THIS RALLY CAN BE PAID IN TWO INSTALLMENTS IF YOU WISH. THE FIRST INSTALLMENT IS DUE BY APRIL 1ST. IT IS \$200 PER RIG PLUS \$50 PER GUEST. THE REMAINING BALANCE IS DUE BY JULY 1ST,

Campground:

Redlands RV Park
PO Box 30
Washington, Utah 84780
(800) 553-8269 or (801) 673-9700

BASIC COST: (\$350 for two, \$239 for one) _____

ADDITIONAL PERSONS: (\$115 EACH) _____

OPTIONAL TRIP TO ZION NAT PARK: (\$35 EACH) _____

TOTAL RALLY COST _____

Amount enclosed now: _____

Balance due July 1st: _____

Please Complete & Return by April 1, 1998

Annual Mid-Winter Arizona TCI Get-together

TCI members who will be in the Apache Junction, Arizona area on February 18th, 1998 are invited to attend a TCI Mid-Winter luncheon.

When: February 18th, 1998

Where: Arizona Joe's
417 S. Winchester Rd.
Apache Junction, AZ

Time: 11 AM to 2 PM

Menu: Choice of shrimp, hamburger, grilled chicken sandwich, fish dinner, or steak sandwich. ALL include Cole slaw, French fries, baked potato, dinner roll, coffee or tea.

Price: \$7.50 (includes tax and tip)

Directions: Exit from US 60 onto Idaho Rd. Go north to Apache Trail – then east ¼ mile to the corner of Apache Trail and Winchester Rd.

Contact: Jeannie Bennehoff
(602) 671-2921
Site 921 3710 S. Goldfield Rd.
Apache Junction, AZ 85219

OR

Sue Zweige (602) 671-2154
Site 154 3710 S. Goldfield Rd.
Apache Junction, AZ 85219

Please let us have a count by Feb 5th
We need your name, TCI number and count.

SUE ZWEIGE #18

Oops

The Teton Homes Email address listed in the November issue was incorrect. It was missing an "s" at the end of casper. The correct Email address for Teton Homes is: tetonhomes@caspers.net
Thanks to Regina Corley, receptionist at Teton Homes, for catching the missing letter. In the world of Cyberspace, it DOES matter. ED.

Purchasing a Custom Tow Vehicle

Just how does one go about purchasing a specialty tow vehicle? With difficulty, is the short answer. Early on in our five years of full time Rving, it was apparent our 1993 Ford 350 Banks turbocharged (before Power Stroke) diesel dually had its hands full. Towing a thirty-seven foot triple axle Teton was a struggle. Had our wanderings been that of pilgriming from Michigan to Florida, and return yearly, "Whistling Willy" would have been up to the task. Our sights were set on the blue and red roads, the Rocky Mountain west, and possibly Alaska. Though we had an exhaust brake, a Godsend, we negotiated descents off mountain passes with trepidation. The nagging realization that our 18,000-pound trailer was pushing a 7000 pound truck with a drive train never designed for such abuse, does not make a happy camper. Thus our quest for additional power and stouter driving gear.

Three years we queried truck dealers, Ford, Freightliner, GMC, International, and

PHOTO 2 D. WOODS TRUCK FRONT VIEW

Front view of International 4700 RV Hauler built for Denison Woods.

others, concerning our hunger for more "Oomph." We were rewarded with blank stares of incomprehension. The offerings of Towmaster, Western Flyer, Cabriolet, etc. were over-kill for our needs. Observing questionable results of the do-it-yourself approach, that of purchasing a rail and having a local welding shop fashion a bed, had no appeal. A dolled up utility bed on the back of any manufacturer's truck was not considered.

Fortunately, we had a happy collision with a designer of truck beds, who listened to our needs with enthusiasm. He was a graduate of many years with International truck orders, including 4700 LP (Low Profile) four door units with engine and drive train assembled to his specifications, maximum power, and a small package. He professionally, without rancor, steered us around chuckholes offered by competition. We learned a lot.

We locked horns concerning the design of the deck. After considerable friendly

(CONTINUED ON PAGE 8)

NORTHWEST REGION TCI 1998 RALLY

LAKE PLEASANT RV PARK
Bothell, Washington
7 July Thru 11 July, 1998



RALLY FEE INCLUDES

- 5 Nights Full Hookups w/pull thrus
- 4 Continental Breakfasts
- 2 Regular Dinners
- 1 Grand Tour of Seattle
- 1 Boat Trip on Puget Sound
- 1 Special Dinner Entertainment

SPECIAL ATTRACTIONS IN AREA

- Boeing 747/777 Assembly Plant
- Mount Rainier and National Park
- San Juan Islands
- Cascade Mountains
- Mount Baker
- Numerous Wineries

PARK AMENITIES

- Fishing - No License Required
- Cable Television
- Near Several Golf Courses
- Nature Trail
- Handicap Accessible

PARK WILL ACCEPT YOUR MAIL

Lake Pleasant RV Park
24025 Bothell-Everett Highway SE
Bothell, WA 98021

REFUNDS NOT HONORED AFTER 15 MAY

For reservations before or after the rally, call (800) 742-0386.
Call early for reservations because this rally follows the 4th of July holiday.

Registration Form: *Northwest Region Rally, Lake Pleasant Park, July 7 thru 11, 1998*

NAME: LAST _____ FIRST _____ SPOUSE/COMPANION _____

TCI # _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

NUMBER ADULTS _____ NUMBER CHILDREN _____ NUMBER OF PETS _____ PHONE _____

TRAILER MODEL _____ LENGTH _____ NW RALLIES ATTENDED: 1 2 3 4 5 6

DO YOU REQUIRE ANYTHING SPECIAL DUE TO HEALTH OR OTHER CONCERNS? _____

\$325.00 PER RIG (TWO ADULTS) \$225.00 EACH ADDITIONAL PERSON.

Make checks payable to Northwest Region TCI (U.S. Funds Please).

Mail to:

Harry Winston
P.O. Box 10121 TME1851
Eugene, OR 97440

PLEASE RETURN BY 15 APRIL, 1998

Purchasing a custom Tow Vehicle (Continued)

(CUSTOM TOW VEHICLE - CONTINUED FROM PAGE 6)

jousting, I found myself happily in the truck bed design business, with much input from my wife.

Fortunately, waiting for delivery on his lot was a basic concept we could live with. We talked at length. He had not considered a convenient location for transporting 40-pound propane tanks for refilling, large locker door handles for older hands, hard points

"Locating a knowledgeable truck dealer and finding a designer/customizer cannot be stressed strongly enough."

for tying down miscellaneous objects on the deck when solo, copious amount of locker space, or other items readily apparent to a full-time Rver. We dispensed with diamond plate, opting to Rhino-Line the entire deck, even inside the lockers, taking advantage of its sound deadening and rust proofing qualities. Colleen designed the center console with slots for easy access to her navigating gear, road atlases, campground books, camera, cell phone, etc. Two days were spent in negotiations before making a down payment.

Locating a knowledgeable truck dealer and finding a designer/customizer cannot be stressed strongly enough. When a truck is ordered from the factory it is delivered as a "rail" to the dealer's specification, drive train, engine, wheel base, instrumentation, color, interior, mirrors, etc. Eighty-seven separate items were specified for our unit. Dealers and customizers, being human, knowing RVers will be long-gone should something go awry, have an incentive to cut corners. Cash flow, a constant problem with truck dealers, is a further incentive to get you down the road with your money

in their pocket. Deal with those you trust; those who are knowledgeable, and who know how to put a package together.

Customizers must have local sources for a variety of skills, including upholstering, cabinetry, painting, electrical, etc. Fortunately, our designer was a "hands-on" guy doing the electrical work. He was also familiar with today's computerized power train management systems. An error in splicing additional circuitry, which may confuse the on board computer, spells disaster. Customers beware.

Could we have bargained for a better price? Over the years we were quoted from the low sixties to as high as ninety-two thousand dollars for a similar unit. Our effort placed us right in the middle. Though the cab may be Spartan, we can live with it until such time we choose to "doll it up."

One must be chary when it comes to power, a seven thousand-dollar issue. It is possible to end up with no more

automatic transmission to satisfy. This was a trade off we chose not to accept. Yes, there are many ways to cut corners, always at a price. Again; customer beware.

Reviewing owner's manuals weeks prior to taking possession, it became apparent one does not climb into a truck of this complexity and drive happily off ala Avis Rent-A-Car. There are many unfamiliar switches, knobs, warning lights, maintenance procedures, and unaccustomed engine management anomalies to master. We spent more than an hour getting aquatinted with our new toy. With gained familiarity, we headed for our late summer digs three hundred miles away.

Was the project worth the effort and money? There was no economic justification for the purchase; just a bad case of the "Wants." Strategic justification is another matter. When our traveling years end, hopefully a decade away, and the Department of Transportation taking a dimmer and

PHOTO 3 D. WOODS TRUCK SIDE VIEW

Side view of International 4700 RV Hauler.

net pulling power than a Power Stroke Ford. Reason? A lesser engine, though possessing thirty percent additional horse power than our one-ton diesel pickup, has three tons more of truck to move, plus a larger power hungry

dimmer view of light trucks hauling heavy fifth wheels, there will be those lusting for just such a unit with a minimum of depreciation.

(CONTINUED ON PAGE 10)

NORTHEAST REGION TCI SPRING RALLY

Washington, DC - *May 14 - 17, 1998*

FOR DETAILS, SEE NOVEMBER NEWSLETTER



NAME: LAST _____ FIRST _____ SPOUSE/COMPANION _____

TCI # _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. IN PARTY _____ NO. OF GUESTS _____ UNIT LENGTH _____ TELEPHONE _____

COST: \$285.00 per rig (two adults). \$90.00 each extra person, adult or child. "Early bird" rate is \$30.60 per night and is the responsibility of the participant. We must leave the morning of May 18th as another rally is expected.

Campground:

CHERRY HILL PARK
9800 Cherry Hill Road
College Park, MD 20740-1210
(301) 937-7116 FAX: (301) 595-7181

**Deadline:
March 1, 1998**

Make checks payable to TCI Northeast Region

Mail to: Richard W. Brown
779 E. Merritt Island Cswy. #325A
Merritt Island, FL 32952
Phone: Nov. - May 1st (941) 455-3640

Directions will be mailed upon receipt of check.

SOUTHEAST REGION RALLY, BAYOU WILDERNESS RV RESORT, CARENCRO, LA - MARCH 11-15, 1998

FOR DETAILS, SEE NOVEMBER NEWSLETTER

NAME: LAST _____ FIRST _____ SPOUSE/COMPANION _____

TCI # _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

NUMBER ADULTS _____ NUMBER OF GUESTS _____ PHONE _____

TRAILER MODEL _____ LENGTH _____ NUMBER OF SLIDEOUTS OUTS _____

REQUIRE ANYTHING SPECIAL DUE TO HEALTH OR OTHER CONCERNS? _____

\$193.00 PER RIG (TWO ADULTS) \$135.00 PER RIG (ONE ADULT) \$65.00 EACH ADDITIONAL ADULT. (U.S. FUNDS PLEASE)

Mail to:
Ed Sullivan
19504 John Stafford Rd.
Walker, LA 70785

Return ASAP

Rate for early arrival and late departure is
\$17.00 per day.
Contact Bayou Wilderness
(318) 896-0598



Reminder . . .

Have you sent in your annual TCI dues? If not, they should have been paid by January 1st. Any member whose dues have not been sent in by March 1st will have to be dropped from the club's membership list.

STEPHANIE ENGEL #316, SECRETARY/TREASURER

TCI Cookbooks Still Available

Thanks again to Bunnie Beck for her hard work in putting together our TCI cookbook. Copies are still available for \$6.00 each, plus \$3.00 shipping and handling. Buy one and become an official TCI chef. Send a check (payable to TCI club) to Stephanie Engel (#316) 779 E. Merritt Island Cswy, Suite 354A, Merritt Island, FL 32952

STEPHANIE ENGEL #316, SECRETARY/TREASURER

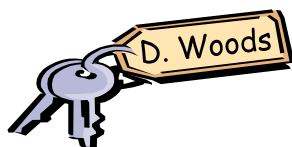
FAMOUS LAST WORDS . . .



(CUSTOM TOW VEHICLE - CONTINUED FROM PAGE 8)

Safety? Being somewhat higher in profile than our Ford Supercab, visibility is increased. We can now peer beyond overpass guardrails at the end of exit ramps. With the added power, we get moving enthusiastically, merging into traffic with a minimum of hoof pawing. Because our new unit has disk brakes all around, and stout drive train, mountain traveling is no longer a white knuckle, knee shaking ordeal. Going up eight and ten percent grades with the minimum of bellowing and snorting is a welcome relief. The Allison six speed automatic transmission, and the 800 foot-pounds of torque developed by the International 275 HP 530E turbo charged diesel engine, are a happy marriage – handling such challenges with composure.

Driving the unit solo is not as intimidating as I had feared. What the truck loses due to its bulk, only a foot longer than our Ford Supercab, is made up by its agility due to a significantly shorter turning radius. Colleen finds driving the unit fun. Her local shopping trips are often interrupted by questions from the



curious.

I have purposely not revealed the location of the enterprise where we purchased our deck. We learned later that the fabricator of the deck was in a

“Colleen finds driving the unit fun. Her local shopping trips often interrupted by questions from the

financial bind. A job that should have taken but three weeks to achieve took ten days short of six months to complete, despite constant prodding of the designer and me. Fearful of possible shortcuts taken by the fabricator, our son, Ken, who is a millwright and pilot, flew me three hundred miles to inspect the vehicle prior to its completion.

Ken found many areas of shoddy workmanship not apparent to the uninitiated. There were items missing that would have gone unnoticed until long after we hit the road. Leaks in the cab due to shoddy mounting of the sun visor and a locker door opening on reaching fifty miles and hour, were some of the aggravations we experienced. Such was Ken's quiet

intimidation, we negotiated a significant price concession. It pays to have a son built like a bull who knows his way around the trades. Required repairs were done by Ken. Despite frustrations, the end result was worth the effort. Cosmetically, the unit is a knockout, receiving many ego massaging kudos.

So, there it is. “Whistling Willy II” after numerous birth pains, is our new love. At our age the phenomenon is deliciously invigorating. The piece of mind knowing we are operating a vehicle fully up to the demands of our lifestyle is, well, intoxicating. We aspire to remain so inebriated for many years.

DENISON G. WOODS #329

Welcome New Members

#691
Leonard & Betty Thomas
N784 Pulvermacher Rd.
Prairie du Sac, WI 53578

#692
Fred Earwood
295 Oriole Drive
Roseburg, OR 97470

#693
Jerry & Pat Leeth
779 E. Merritt Isl. Cswy #2305
Merritt, Island, FL 32952

#694
Darrell & Sheila Waller
PO Box 15365
Boise, ID 83715

#695
Wayne & JoAnn Baldwin
10555 Highway 55
Boise, ID 83703

#696
Larry & Mildred Gealy
320 E. 42nd St. #118W
Scottsbluff, NE 69361

#697
Bob & Lorraine Young
PO Box 295
Mocksville, NC 27028-0295

#722

Jim & Carol Berg
18765 Vista Del Sol Lane
Dallas, TX 75287

#723
Malcolm & Helen Fish
5421 Crooked Arrow Lane
Colorado Springs, CO 89015

#724
Fred & Diane Golding
200 Rainbow Drive #10016
Livingston, TX 77351-9360

#725
Ora & Cyndi Blood
53640 38th Ave.
Bangor, MI 49013

#726
Calvin Early
9311 Ball Rd.
Ijamsville, MD 21754

#727
Martin & Rose Jenkins
200 Rainbow Drive #10036
Livingston, TX 77351-9360

#728
Michale & Julie Madawi
6301 Squaw Valley Road. #2678
Pahrump, NV 89048-7949

#729
Reggie & Gladys Brown

29129 Johnston Road #4-39
Dade City, FL 33523

#730
William & Caroljo Hill
PO Box 6027
Englewood, CO 80155-6027

#732
Frank & Jean Cronin
875 NE 48th Street Lot 260
Pompano Beach, FL 33064

#733
Anthony & Barbara Canale
541 Saw Mill Road
Guilford, CT 06437

#734
Malcolm & Shirley Johnson
101 Rainbow Drive #5589
Livingston, TX 77351

#735
Cal & Mamie Comini
608 College Street 4
Woodland, CA 95695

Row, Row, Row Your . . .



During record setting December rains in Florida, Jim and Sue Smith (#482) found themselves becoming surrounded by rapidly rising water at Thousand Trails Preserve in Orlando, Florida. Fortunately, Jim and Sue were able to pack up and move out before it was too late. Despite round-the-clock pumping, the area has remained flooded. Jim and Sue now refer to this new waterfront property as Lake Smith.

Check that Tire Pressure

Trucker magazine, *RPM* recently combined information from Kelly-Springfield and a Goodyear tire survey to tell truckers that:

- The majority of the rubber along the side of the road (alligators) comes from poor tire maintenance, not from using retreads.
- Tire pressure seems to get progressively worse towards the rear of a rig. The worst tire for adequate pressure seems to be the right rear.
- Sixty percent of vehicles on the road have at least one under inflated tire.
- Steel valve caps should be used instead of plastic, flow through caps, or no cap at all.

UTAH '98

TETON CLUB
International Rally

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