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FOR THE RV ENTHUSIAST

MOTORHOME

OCTOBER 2011

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User Guide

Contents

Dear Brian and American Coach team,
How are you doing up in Indiana? We're
planning a trip next month, and wanted
to drop by the factory on our way.
Our Eagle has a few things we want
checked and we love catching up with the
gang. I haven't pinned down our plans
yet. Can you take us if we just drop in?
Can't wait to see you all!

Sincerely,
Bob and Peggy McCormick

73304



Greetings, Bob and Peggy!

Can't wait to see you guys! Don't worry
about finalizing your schedule - drop in
anytime. We'll be ready and have the grill
fired up when you arrive!

Looking forward to your visit,

Brian

P.S. - Tell Bob I'll get him back for the
infamous squirrel hijinks. 😊

Mc Cormick
1004 Selanias Rd
Virginia Beach, VA

THANK YOU

Brian and team,
Thank you for your hospitality last week! Our Eagle
is running great and it was so much fun visiting with
all of you. We especially enjoyed the factory tour.
After seeing it up close, we're considering upgrading
our Eagle soon. Thanks again for your expert service
and for sharing a laugh.

Warmest regards,
Bob and Peggy McCormick

P.S. - Will you be at the rally in Memphis?
Bob loves swapping pranks with the gang.



Bob and Peggy,

We always love seeing you. Come back and
visit soon! It was great to see photos of
Jack and Lilly - they're getting so big.

We'll definitely be in Memphis - we go to
almost all the RV rallies. And if there's
anything else on your Eagle you want us to
look at, we can take a look in Memphis.

Stay in touch,

Brian

P.S. - Tell Bob to bring his best game
next time!



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On The Cover: Winding mountain roads lined with farms and vineyards lead to the Danish town of Solvang in central California's Santa Ynez Valley (see story on page 21). Photo by Rich Cox Photography.

A FEW OBSERVATIONS

We returned from a three-week trip — including six days at The Rally in Redmond, Ore., in July — just before this issue went to press. That gave me just enough time to share some observations I made during our trip. First of all, three-week trips seem to be getting shorter as we get older. Once we got into the groove — even though summer temperatures in most of the locations we visited reached scorching temperatures — it was hard to point the rig toward home.

The Rally was a lot of fun, and being in Redmond for the third time eliminated our need to acclimate to the area. A good-sized crowd enjoyed four days of great entertainment, informative seminars, and of course, rows of new motorhomes and accessories and gadgets. Multiple rallies next year will make it even easier for RVers across the U.S. and Canada to attend. The first two are slated for Phoenix, Ariz., in March and Louisville, Ky., in June, so mark your calendars.

Most of the aforementioned observations were made to and from The Rally. Here we go. Campground etiquette: I think a lot of people need a refresher course in proper campground behavior. It's nice to see younger families in the parks, but frankly, the newbies need some guidance. At one park, so many people cut through our site to get to the restrooms — on foot and bicycles — that I felt like setting up a kiosk and charging a toll. The Kievans have more to say about etiquette on page 12.

Never prejudge a campground because it seems to be in a less-than-desirable location. On the last night of our trip we stopped at Kit Fox RV Park in Patterson, Calif., adjacent to not-so-scenic Interstate 5. The managers of the park gave us a tip about a lady in town who caters Mexican food and delivers to the campground. Great suggestion. The owner of



Grandma's Tamales is a motorhome enthusiast who stopped traveling when her husband passed away. Now she prepares some of the best authentic Mexican food we've eaten — adding to a surprisingly enjoyable evening in Patterson.

Speaking of food: I'm not sure why most people overeat while on RV trips, but it seems to go with the territory. We're no exception; looks like we'll be pouring over the Weight Watchers manual for the next few months. Blame Trader Joe's for our overindulgence. Now that the eclectic food chain has expanded to many locations throughout the country, we make it a point to search out nearby stores. Consequently, we buy too much food, albeit under the guise of new culinary adventures, and never pass up the sample tables.

Cooking outdoors is our passion. One friend grilled stuffed peppers while Jon Sattler of Auspitt Outdoor Rotisseries filled four spits with three chickens, two hunks of lamb, a pork roast, pork tenderloin, three cuts of beef and a bunch of appetizers, and cooked them over an open fire. Shockingly, all that meat was for only one meal and quickly consumed — in almost medieval fashion — by our group. See what I mean about food?

Friends: That's the No. 1 reason we travel in an RV. We hooked up with my old buddy Bill Estes (Publisher Emeritus of this magazine), and connected with other friends as we made our way to Redmond. By the time we reached The Rally grounds, we were 13 rigs — and 27 people — strong.

My last observation for this column is that motorhomes are bug magnets. I've spent way too much time obsessing over how to keep them from sticking and trying to remove them once they're stuck. I'll share that craziness in the future. ♦

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User Guide

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“WHAT ‘GREAT INNOVATION’ FROM YEARS PAST DO YOU WISH YOUR MOTORHOME OR DINGHY HAD TODAY AND WHY?”

That’s the question we asked in our July issue, and here is one of the replies we received.

THE SIMPLE MOTORHOME LIFE

My answer to your question is the whole simplistic package!

I am 65 years old and have been in almost every type of motorhome since I was a child and I miss what I had then: simple things.

After my first wife passed away, I purchased a 1963 Chevy Step Van, which had sat in a field for more than 25 years. It was an aluminum shell but I saw the possibility of something unique. Over the next nine months my two mechanics, with the help of a new 350 engine and transmission, tackled all the mechanical work.

I started building the interior. I kept it simple — no water tanks or lines, no LP-gas tank or lines, no electrical other than a house circuit breaker and several electrical outlets. A portable toilet, two-burner hot plate, ice chest, fold-up combo bed and table, some plywood for a cosmetic look, and I was done.

The total cost not including my labor was about \$6,500. It ran well, was solid as a rock, and it received lots of compliments.

After I remarried a few years later, I sold it for \$10,000. I have since purchased a 1968 Chevy standard van, and have done the same to keep driver and passenger comfy on the road.

When I see a \$500,000 Class A coach pass me by I think, for what I had and what I paid versus what the Class A coach owner has and what he paid, I am the happier owner. There are many older vans out there in fields, just waiting for a new owner.

Why can’t motorhome manufacturers make one like I did, maybe not as fancy, but there would certainly be fewer problems, less cost and just as much, maybe more, fun.

R. J. LEGER | SONOMA, CALIF.

GOOD BUDDY, GOOD SAM

While browsing online RV forums, I noticed that several fellow RVers use citizens band (CB) radios. I have been involved with CB radio for many years beginning in the mid-’70s and continuing into the ’80s, at which time I obtained my ham radio license (in the days of code requirements). From reading the online RV forums it seems to me that although many RVers monitor CB Channel 19 for current road conditions, they are certainly not using CB radio for general communication with other RVers on the road or even within campgrounds.

I also noticed that Good Sam members traditionally use Channel 13, however RVers in general aren’t taking full advantage of the potential of CB radio. With that thought I’d like to suggest that RVers join the efforts of Good Sam members and begin using Channel 13 as a way of having a general means of radio communications.

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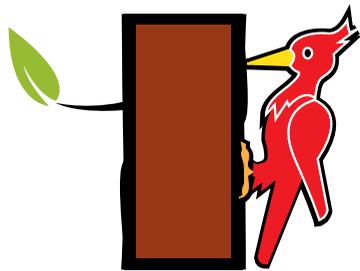
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LENGTHEN WARRANTY PERIOD

In response to Gil and Rosemary Whittington's letter ("American-Made Motorhomes," July) I would have to ask why it is that chassis manufacturers warranty their chassis for three to five years on average and that most coach-builders have reduced their warranties to 12 to 15 months including, I believe, the Whittingtons' Dutch Star.

It seems to me automobile manufacturers had to learn the hard way about quality and still have a long way to go. I own one of the motorhomes built by one of the manufacturers they mentioned and until the warranties are increased substantially or the Japanese start building I'll not buy another. A \$250,000 motorhome deserves a better warranty than a \$30,000 automobile.

HOWARD ALLEN | POLK CITY, FLA.

A TRULY FAITHFUL SUBSCRIBER

I was recently reading the May 1999 issue and felt I must comment, although it is a little late. I have been a faithful subscriber to MotorHome for what seems close to 100 years and these days I manage to keep up with my magazines soon after I receive them. However, some years ago this was not possible. Did I ever throw one out? Of course not, and now I am getting around to reading them.

Long ago I decided that to own a motorhome one must be a carpenter, plumber, electrician, mechanic and goodness knows what else. I buy the magazine primarily for the domestic travel stories, which are excellent, and when I finish with them I give the magazine to another woman for the same reason.

I love reading about the different motorhomes and studying their floorplans. Up to now I have never seen the inside of one, as I've always been unable to attend the RV shows in Boston. In a couple of months I'll be 89 years old, yet every time my magazine subscription comes due I renew for the longest period I can afford.

AUDREY MALOON | PLYMOUTH, MASS.

ATTABOY FOR ATWOOD

I winterized my Holiday Rambler last fall. This spring, after flushing the lines, I hooked to freshwater and walked away, knowing it would take at least 45 minutes



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to fill. When I returned, I found water leaking from both sides of the basement — the hot water tank had cracked at the weld on the cold water inlet.

Per the owner's manual, I was almost two years past the warranty. I called Atwood and explained my problem, hoping to purchase a tank at cost. As luck would have it, the company happened to have a new tank on hand that had been rejected for aesthetic reasons. To my surprise, Atwood not only sent the tank to me at no cost, but also included detailed assembly/installation instructions and a personal cellphone number to call if I had any problems during the changeover.

I estimate that Atwood helped save me around \$600. That's the kind of customer service that is seldom provided anymore.

JIMMIE DALLAS | ANDERSON, IND.

NO-HURDLE CHEVY FLAT TOWING

Regarding Vince Bogdan's letter ("Saturn Reduces His Stress," July): I flat tow a 2006 Chevy Cobalt with my Gulf Stream motorhome. The owner's manual states that besides putting the car's ignition on ACCESSORY and placing the shifter in NEUTRAL, you have to remove fuse No. 8 to prevent the battery from draining while the car is being towed.

I don't have to remove the fuse. My electrical wire harness had an extra space so my dealer installed a battery charge lead with a diode. My coach was already wired with a battery charge lead, so it was easy to do. The car battery is being charged while the car is being towed. Works great!

MARILYN BAKER | KENOSHA, WIS.

160,000 MILES OF TOWING CHEVYS

Regarding Vince Bogdan's letter: I have been towing three Chevys four wheels down for 18 years, one Corsica and two Cavaliers, with none of the problems that Bogdan has stated. I hook up the tow bar, hook up the cables, put the gear shift in NEUTRAL and turn off the ignition. I have towed these cars some 160,000 miles.

IRA MCNALLY | WINCHESTER, VA.

GOOD SAM & CO. SAVED HOLIDAY

A great big thanks to Good Sam Emergency Road Service, Rocky Mountain Cummins and Girardi's Heavy Towing of Grand Junction, Colo.

For the first time in more than 50

years of RVing we experienced a major breakdown. It was Fourth of July weekend and we were traveling on Interstate 70 east of Glenwood Springs, Colo., in our 2006 Tropical motorhome powered by an ISB-300 Cummins diesel on a Freightliner chassis, when the alarm sounded and the computer screen displayed STOP ENGINE LOW COOLANT. We called the Cummins customer assistance number, and they referred us to Rocky Mountain Cummins. We were told that they were closing for the long weekend, but recommended we be towed to their facility, where parking spots for motorhomes were provided with 50-amp service.

We called Good Sam Emergency Road Service and it sent Gerardi's Towing. After being towed to Rocky Mountain Cummins, the problem was diagnosed and parts were ordered. The coach was then parked at one of their clean overnight RV spots. The parts were in the next morning and by noon repairs were completed. All parts and labor were covered by our new engine warranty.

In all our years of traveling we have never been treated more courteously than we were at Rocky Mountain Cummins. All of the employees went out of their way to make us comfortable. Both days we were served lunch. We were impressed by the cleanliness of the facilities and felt entirely safe staying overnight on the premises.

We spent five days in the Grand Junction area due to the breakdown, but because of all these good people, what could have been a bad experience was turned into a pleasant one. One note to owners of the above unit: Have the coolant hose to the turbocharger checked. The coolant tube was installed tight against the turbocharger casting, causing it to fail in 13,475 miles.

**JOHN AND ELAINE VANDER GIESSEN
BURBANK, CALIF.**

QUESTION:

If you've ever experienced a mechanical breakdown while on the road, how did you remedy the situation? Did any individuals or companies come to your rescue?

Send your comments to MotorHome, 2575 Vista Del Mar Drive, Ventura, CA 93001; or email letters@motorhomemagazine.com. ♦

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RVING ETIQUETTE

A novice RVer asked an interesting question during a recent campfire discussion. He wanted to know if he should be aware of any kind of RVing etiquette. As you can imagine, the responses of three veteran motorhome owners kept the conversation going well into the night. Judging from the situations we covered, RVing etiquette could be loosely described as nothing more than good manners or having consideration for others.

Here are a few thoughts from that discussion about considerate RVers:

Keep to the right on multi-lane highways. When someone is about to pass you on a two-lane road, move slightly to the right side of your lane so they can look around you and see oncoming traffic. And don't be afraid to ease up on the accelerator so they can return to your lane sooner.

Find a place to pull off the road any time you have four or five vehicles stacked up behind you. Otherwise, one of them will eventually lose patience and attempt to pass you. And if their unsafe passing results in an accident, chances are your motorhome will be one of those involved.

Move your motorhome forward after fueling and before going to the fuel desk to pay. This will allow the next motorhome to pull up to the pump and begin fueling while you are inside. This is expected behavior at truck stops.

Move forward after using the dump station when another RV is in line. Drain your holding tanks, close the valves,

stow the hose and move your motorhome forward. It is not always necessary to rinse the tanks and hose if you drain the black-water tank first and the gray-water tank afterward.

When you have your choice of campsites, and it is possible to do so, leave an empty campsite between your site and your neighbor's.

Position your motorhome inside the boundaries of your campsite. RVs, with their slideouts and awnings, are getting wider while campsites seem to be getting narrower. Try to leave as much room as possible between your motorhome and your neighbor's.

Keep your equipment, toys and satellite dish inside the boundaries of your campsite.

Control your dog. Keep it on a

leash any time it is not inside your coach. The toddler next door does not understand, and adults don't care, that your Great Dane is just being friendly when it pounces on them. An unleashed dog has a tendency to chase wildlife. That may be amusing — until the day it goes after a skunk, badger or bear.

Dog owners are expected to pick up after their animals.

Train your dog to control its barking. A warning bark when someone approaches your door is acceptable. Barking at every move made by your neighbors, or barking all day long during your absence (even worse, while you are present), is not.

Keep in mind the close proximity of your neighbors. You really don't have to share your music, TV program, conversation or family fight with everyone else in the campground.

Be aware of the impact the noise and exhaust fumes of your generator will have upon your neighbors. Is your TV program so important that you have to ruin the tent-camping experience of the family in the adjacent campsite?

Drive slowly (5 MPH) in campgrounds and RV parks. Fast-moving vehicles have a tendency to kick up dust and knock down children.

Rinsing your motorhome's sewer hose by holding it up to the freshwater hydrant is unsanitary, inconsiderate and dimwitted.

An early departure does not necessarily have to include disturbing your neighbors. Stow your outside furniture, bring in the awnings, and, if possible, hook up to your towed vehicle the night before you leave. Contrary to what some people believe, engines do not have to idle for half an hour before putting the transmission in gear. A minute or two for gasoline engines and idling a diesel engine long enough to build up air pressure is usually sufficient. At that point the vehicle can be driven slowly out of the campground.

Follow the golden rule. Be considerate. RVing etiquette is not a contradiction in terms.

Visit the Kievas' website at www.rvknowhow.com. ♦

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User Guide

Contents

escape

SKYLINE DRIVE

THE ULTIMATE LEAF-PEEPING ROAD TRIP
IN SHENANDOAH NATIONAL PARK

es

EVENTS | NOTEWORTHY WHEELS & GEAR | CROSSROADS

edited by EILEEN HUBBARD

Even though the speed limit is only 35 MPH you'll be in the fast lane for viewing fall foliage on Skyline Drive in Virginia's Shenandoah National Park. October is the perfect time to take in all the park has to offer, from stunning vistas and beautiful landscapes to abundant wildlife and uncrowded campgrounds. It's no wonder the park has been a favorite destination of RVers for generations and that Skyline Drive is one of America's most popular scenic byways. There are 75 overlooks along the way, so take plenty of time to stop and enjoy.

Three of the four campgrounds in the park can accommodate large RVs and have pull-through and back-in sites, though no hookups. Mathews Arm and Loft Mountain campgrounds are open through October; Big Meadows campground is open through November. For more information, call 540-999-3500 or visit www.nps.gov/shen. — *Eileen Hubbard*





OCT. 14-23

Don't miss the new and improved 10-day 59th annual **California RV Show** at the Los Angeles County Fair and Exposition Fairplex in Pomona, Calif. New this year, the factory showcase with RVs from more than 40 manufacturers will have a separate seminar area with presentations on RV maintenance and talks by factory reps. Plus, the culinary-comedic duo of Pat Mac and Mike Faverman will be hosting cooking demonstrations. If you arrive at the show in your RV, parking is free; 951-274-9215, www.carvshow.com.

OCT. 1-9 | With wide-open spaces and skies, Albuquerque, N.M., is known for being a hot-air ballooning hot spot and host to the **Albuquerque International Balloon Fiesta** for nine days in October. More than 500 balloons lift off from Balloon Fiesta Park and fill the desert sky as thousands of onlookers watch or go for rides. Fireworks, glowing balloons at night, a chainsaw-carving championship and a car show are just a few of the attractions on the ground. RV camping is available within walking distance of the Launch Field and hookups are available; 888-422-7277, www.balloonfiesta.com.

OCT. 2-9 | Check out all the coolest sets of wheels along the Mississippi Gulf Coast at **Cruisin' the Coast** in Biloxi, Miss. Drivers cruise over from

across the U.S. and Canada to show off their custom, antique, classic and hot rod automobiles at stops in Ocean Springs, Biloxi, D'Iberville, Gulfport, Long Beach and Bay St. Louis. Each site has a festival with '50s and '60s themed events including concerts, parades, a sock hop, car corral, casino games and a swap meet; 888-808-1188, www.cruisinthecoast.com.

OCT. 7-9 | There may not be a yellow-brick road but there are certainly plenty of scarecrows at the **St. Charles Scarecrow Festival** in St. Charles, Ill. More than 150 handcrafted and whimsical scarecrows will be on display for the Scarecrow Contest, undoubtedly the highlight of the event, but there will also be a riverside arts and crafts show, live entertainment, a

paddlewheel riverboat cruise, model railroad show, free trolleys for easy transport to different areas of the festival and lots of activities for children; 800-777-4373, www.scarecrowfest.com.

OCT. 7-9 | The families and individual men and women involved in the Idaho sheep ranching industry will be honored at **Trailing of the Sheep** in Hailey, Idaho. This three-day event includes a Folklife Fair, lamb and local foods being served, storytelling at a Sheep Tales gathering, historical exhibits, sheepdog championship trials and the Trailing of the Sheep Parade, in which 1,500 sheep march down Main St. in Ketchum, Idaho; 208-720-0585, www.trailingofthesheep.org

OCT. 8-9 | Crab cakes, soft-shell crabs, crab salad ... what's not to love about crab? **Dungeness Crab and Seafood Festival** in Port Angeles, Wash., celebrates the crab and the region's diverse seafood bounty with chef demonstrations of different recipes, environmental education programs, vendor shopping, the Grab-A-Crab Tank Derby in which participants can try their luck at crabbing from large holding tanks on the city pier, and a circus tent filled with different seafood dishes for attendees to try; 360-452-6300, www.crabfestival.org.

OCT. 9 | Looking for the next best thing to RVing Italy? **San Diego's Little Italy FESTA!** brings a little bit of Italy stateside, drawing more than 120,000 people to stroll thorough the charming seaside streets of Little Italy in

San Diego, Calif., for the largest Italian heritage festival outside of New York. Live music on three stages and more than 150 vendors join in the celebration of the 150th anniversary of Italian unification. Visitors can watch 140 talented artists in 40 teams compete in the "Gesso Italiano" to create colorful works of chalk art on the streets or watch spirited stickball and bocce ball tournaments; 619-233-3898, www.littleitalysd.com.

OCT. 14-15 | Enjoy a good old-fashioned folk festival, the 40th annual **Forkland Heritage Festival and Revue**, at the Forkland Community Center in Gravel Switch, Ky. Artisans will be at work on various items that attendees can purchase, including woodcarvings, paintings, pottery, photography and more. Live music, sorghum molasses making, horse-drawn wagon rides and hay rides to a woodland waterfall, a petting zoo and more make this a true folk festival with country meals and take-home treats to keep everyone full and happy; 859-332-7146, www.forklandcomctr.org.

RV SHOWS

OCT. 13-16
Annual Fall RV Show & Closeout Sale
Oklahoma City;
405-367-3897

OCT. 15-16
2011 Year-End RV Show & Sale
Ottawa; 877-817-9500

OCT. 29-31
Toronto Fall RV Show
Toronto; 888-331-8885

BATTERIES INCLUDED

Riverside, Calif.- based MVP RV Inc. will soon be introducing in the U.S. the prototype of a 45-foot electric-powered Class A motorhome that can travel up to 180 miles on one charge at speeds up to 70 MPH. Named "Winston" after Chinese businessman Winston



Chung (who last year became majority owner of the company), the tag-axle quad-slide coach features a hefty 44,000-pound gross vehicle weight rating (GVWR) and will carry a \$1 million price tag.

Inside, the Winston will have the look and feel of a diesel motorhome with granite countertops, tile floors, flat-screen TVs and standard appliances. "The only difference is that it runs on batteries," said Scott Degnan, MVP RV vice president of sales and marketing, who reported that the motorhome's batteries can be charged in 20 minutes. "It's very quiet and has a lot of torque. It takes off like a golf cart."

For competitive reasons, Degnan declined to offer details about the Winston's chassis or how many batteries it carries. The first Winston was shipped to China in September 2010 to be displayed at the 25th World Battery, Hybrid and Fuel Cell Symposium and Exposition in Shenzhen, China, where it is shown here. — *Bob Ashley*



GHOST TOWNS OF ROUTE 66

Looking for a spooky read to set the tone for spending Halloween on the road? "Ghost Towns of Route 66"

by Jim Hinckley (Voyageur Press, hardcover, 160 pages) is the kind of book that would look great on display in your motorhome. The color is so rich in the photographs that the images really jump off the page and bring scenes from the American West to life.

Twenty-five fading communities that were once boomtowns from Illinois to California are examined in the book, with photographer Kerrick James capturing the dilapidated railroad stops, cattle ranches, stagecoach stops and more in stunning color, black-and-white and sepia photographs. A map, history tidbits and travel suggestions along "America's Main Street" complement the photographs and make the book interesting to read cover to cover or to flip through as you travel from state to state and want to find a ghost town to explore.

The book retails for \$25 and is available through most booksellers. — *Meaghan Alfier*

News Briefs

Luxury motorhome builder **Newell Coach Corp.** recently announced that its StabilRide active-suspension system will be available on Newell motorcoaches beginning Jan. 1, 2012. According to the company, StabilRide dramatically improves coach handling, stability and ride quality to levels previously unattainable in a vehicle the size and weight of a Newell. "StabilRide is a key reason **Car and Driver** magazine recently said the ride in a Newell 'approaches Lexus-like perfection,'" said Newell President Karl Blade.

A new \$15 million coastal campground has opened at California's **Crystal Cove State Park** in Orange County. Located off Pacific Coast Highway between Corona Del Mar and Laguna Beach, **Moro Campground** offers 27 38-foot back-in RV sites with water and electric hookups. The park includes 3.5 miles of coastline, and features wide beaches, tide pools and an underwater park for snorkling and scuba diving.

McMahon's RV dealership has acquired a 10-acre facility in Mesa, Ariz., equipped with a service center, "mini-restaurant" and space for more than 300 RVs on the lot. Irvine, Calif.-based McMahon's RV already has existing locations, which are open seasonally, in the Arizona cities of Yuma, Parker and Quartzsite. The new facility in Mesa will become the Arizona headquarters for these locations.

Woodall's Campground Directory has released a free iPhone app that enables users to search more than 12,000 campgrounds and RV parks as well as 1,000 attractions. The app offers the ability to search campgrounds by city, state or province, nearest location or by campground name in a one-click search format. Users will also have the ability to view photos, take virtual tours and indicate their favorite campgrounds as well as share them on Facebook, Twitter or email to a friend. The Woodall's RV & Camping Copilot app supports the iPhone, iPod Touch and iPad and can be downloaded at <http://bit.ly/I2sMw9>.



2012 WINNEBAGO ERA

Comfort, space and storage can be hard to find in a motorhome that's also nimble and fuel-efficient, but the **2012 Winnebago ERA** is a Class B that fits the bill. Riding on a Sprinter chassis with a turbodiesel Mercedes-Benz engine and achieving 18 to 19 MPG, the ERA is a nice fit for families looking to save on fuel costs while still enjoying the RV lifestyle.

The 70X floorplan offers versatility that's needed to make the best use of a limited space. At the rear of the motorhome is a sofa bed that turns into a 70-inch by 80-inch bed with the push of a button. Storage under the sofa bed is accessed from large rear doors, and if you need additional storage you can opt for the removable wardrobe in place of the companion chair behind the driver's seat. A movable pedestal table can be used for dining with the two Ultraleather cab seats and the two companion chairs, which can be easily removed for more cargo space. A fully equipped galley and lav, and a 22-inch LED HDTV are just a few of the interior amenities of the ERA. Base MSRP is \$94,093.

Winnebago Industries, 641-585-3535, www.winnebagoind.com.



RV SUNBLOCK

Most of us are well aware that applying sunblock to your skin before spending time outdoors offers numerous health benefits, but applying "sunblock" to your motorhome can also be beneficial for extending the life of its exterior. **Shurhold's Pro**

Polish is specifically formulated to protect an RV's exterior from the harmful effects of the sun, according to the company.

Pro Polish is a polymer-based formula with cosmetic-grade ingredients and no fillers or talc. It repels water and shelters fiberglass, gelcoat, clear coat and aluminum from the sun with UV inhibitors, as well as offering protection against salt, acid rain and other harsh environmental elements according to the manufacturer. The product produces virtually no waste when it is buffed out (since there is no talc to leave a residue), which speeds up the application time.

Shurhold, 800-962-6241, www.shurhold.com/rv.

PUMP IN STYLE

Whether the woman is the pilot or copilot on an RVing adventure, there are always chores to be done. Some of those tasks can get a bit messy, such as fueling up at the pump.

Pump Gloves are a stylish yet practical solution to protect hands from grease, harsh chemicals and germs. They're made of a comfortable, washable nylon spandex fabric with a grip-tight palm surface.

Smooth and soft on the skin, Pump Gloves can be used for a variety of other tasks besides pumping fuel. Use them for cleaning the galley and bathroom, emptying the tanks or other work around the motorhome. They can even be worn for driving.

The handy included vinyl storage bag takes up little space in your coach's glove compartment. Pump Gloves come in black or light gray in one size and are available online for \$14.95.

Pump Gloves, 888-988-8049, www.pumpgloves.com.

— Patricia Marroquin



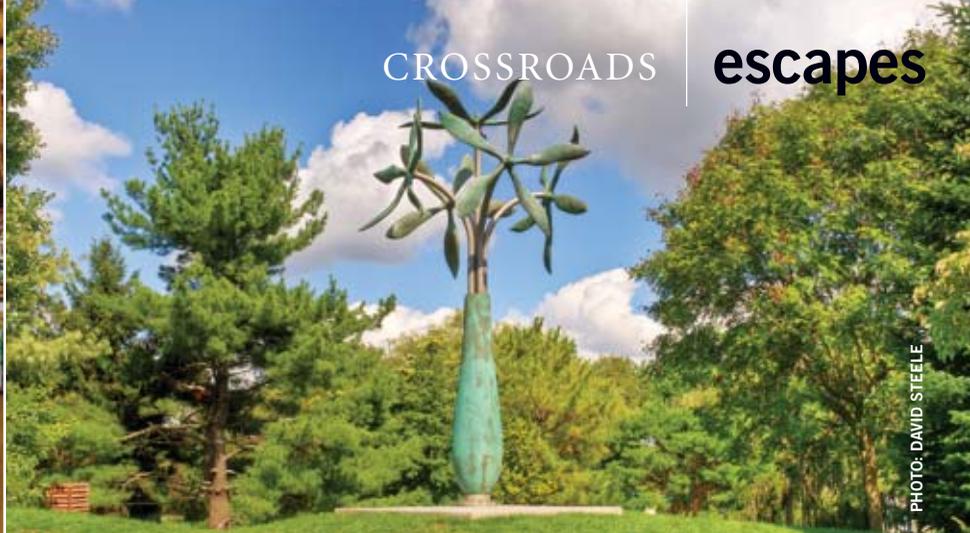


PHOTO: DAVID STEELE

GRAND CENTRAL FOR NAVAJO TRADING

While you're exploring the many spectacular national parks and monuments in Arizona, don't miss the historic Hubbell Trading Post, just outside of Ganado. Established by John Lorenzo in 1878, it's the oldest continuously operating trading post on the Navajo Nation.

Stroll around the working stables and you might see a rare Churro sheep, an

endangered breed brought to North America by Coronado in 1540. Feel the old wooden floor give slightly and squeak beneath your feet as you shop for beautiful Navajo weavings. Pick up a pound of Blue Bird flour



and try your hand at Navajo fry bread. Take the short tour through the Hubbell home to see the fabulous collection of Native American art. Stop in at the visitors center for a complimentary cup of Arbuckle's, "The Coffee that Won the West."

For a safe place to spend the night, we found good parking across the street from a large vacant lot in Ganado where an interesting flea market is held. Great place to try fresh fry bread!

For more information, call 928-755-3254 or visit www.nps.gov/hutr. — Gary Wescott

MOTORHOME | October 2011

MODERN ART FOR ALL

Contemporary art isn't for everyone, but the way in which it is presented at Grounds For Sculpture in Hamilton, N.J., makes it easy to appreciate. The public sculpture park features more than 260 modern works of art peppered throughout 35 acres of lush trees, meticulously manicured gardens and reflective waterways. Even a few peacocks roam about this whimsical and unique landscape just a stone's throw from New York City and Philadelphia.

Visitors can take a guided tour or meander through the mostly handicapped-accessible grounds at their own pace. An average of 15 new sculptures are added outdoors every year from both emerging and established artists. The landscaped environment is designed to complement each work of art, and the sculptures themselves showcase a variety of styles and media. "Standing Vase With Five Flowers (2005)," pictured here, is made of bronze and stainless steel, stands 15 feet by 7 feet by 7 feet, and was created by artist James Surls.

In addition to the outdoor exhibits, Grounds For Sculpture has a variety of indoor exhibits in its three museum galleries and hosts events throughout the year.

For more information, call 609-586-0616 or visit www.groundsforsculpture.org.

— Meaghan Alfier

JOIN THE BAND

A bird in the hand is worth two in the bush and Bob Sargent is just the guy to make it happen. Sargent's nonprofit organization, Hummer/Bird Study Group (HBSG), captures birds at Alabama's Fort Morgan State Historic Site, along the Gulf of Mexico.



HBSG studies birds during their spring and fall migrations as Fort Morgan lies on a major bird flyway. Trained volunteers safely capture the birds, then measure and band them before release. In spite of the group's name they capture a lot more than just hummingbirds.

Visitors can observe and photograph the birds; lucky ones will release one. The next banding event is Oct. 8-20 from sunrise until late afternoon.

Bad weather and storms often result in the best birding. The event is free, but a small fee is required to enter the site. There is parking available for RVs.

For more information, call 205-681-2888 or visit www.hummingbirdsplus.org. — Hans Johnson ♦

PHOTOS: GARY AND MONIKA WESCOTT

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Cummins Cal Pacific El Cajon, CA 800-993-4373	Cummins Power South Orlando, FL 800-338-7039	Cummins Crosspoint Normal, IL 800-759-4355	Cummins Central Power Kansas City, MO 800-953-1192	Cummins Northeast Albany, NY 518-459-1710	Cummins Rocky Mountain El Paso, TX 800-800-4240
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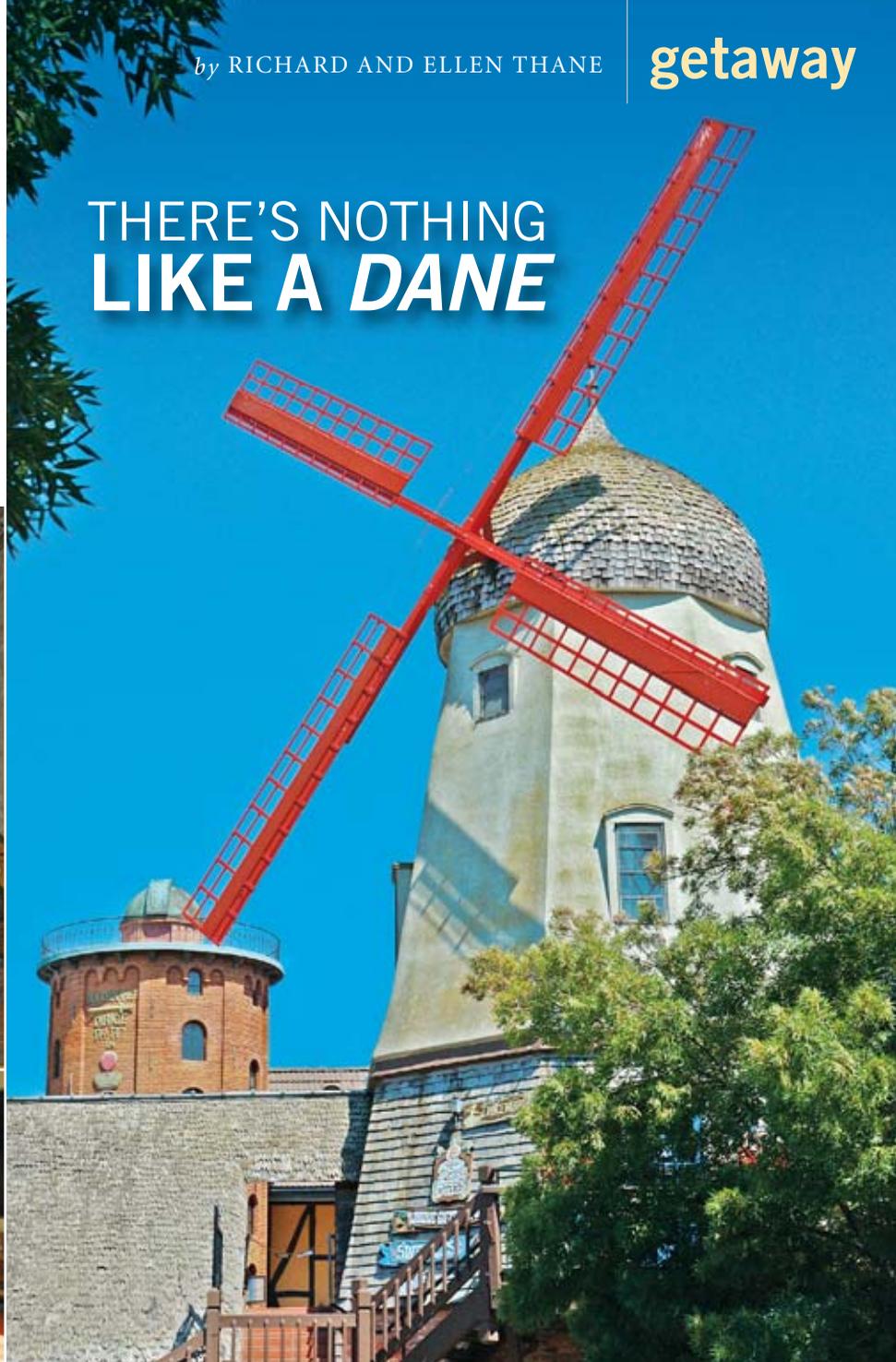
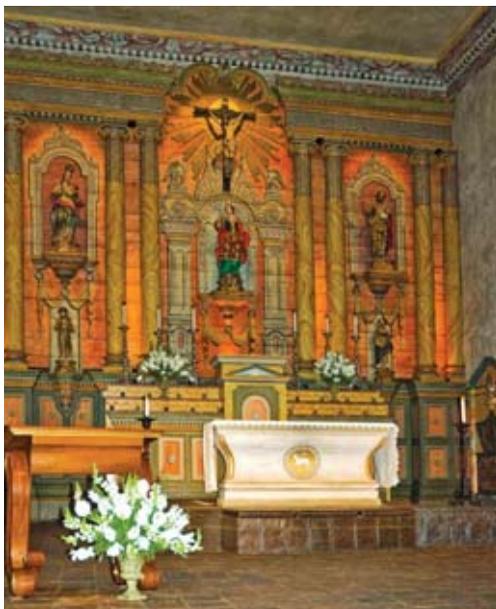
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THE AREA
AROUND THE
DANISH-THEMED
CALIFORNIA
TOWN OF SOLVANG,
MARKING ITS
100TH ANNIVERSARY,
HOLDS WINE,
WINDMILLS,
MISSIONS AND
BLOOMS

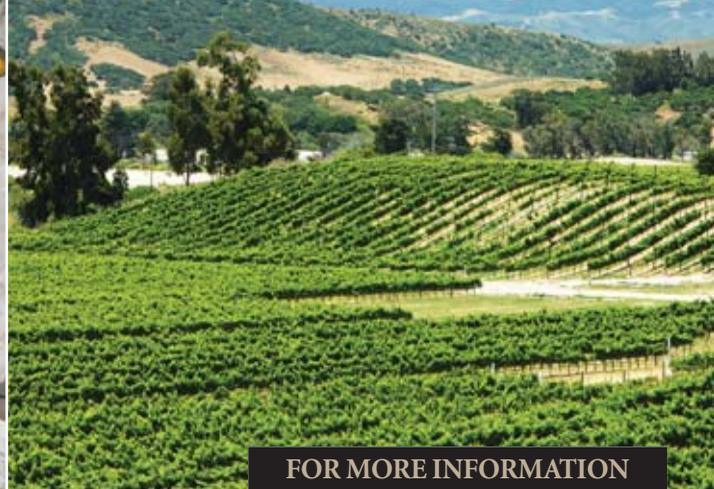


THERE'S NOTHING LIKE A *DANE*

Clockwise from top right: Windmills are a common sight in the Danish-themed town of Solvang. The red windmill pictured is one of the largest, perched atop Windmill Glassworks on Alisal Road. Wine tasting is a popular attraction in the Santa Ynez Valley. This tasting room is at Melville Vineyards and Winery in Lompoc, one of more than 80 wineries in the area. Old Mission Santa Barbara was founded in 1786 and portions have been rebuilt and restored several times due to earthquakes and other calamities. The ornate altar is the original that was built by the Chumash people and inlaid with abalone.

Solvang, in California's Santa Ynez Valley just north of Santa Barbara, was one of those delightful surprises we discovered while on our way to somewhere else. We love it when that happens. Lompoc was our destination but being unfamiliar with the area we consulted our Trailer Life Directory and chose a campground right off U.S. Highway 101 — Flying Flags RV Resort & Campground in Buellton. Good choice. Only moments from the little Danish town of Solvang, we decided to go there for dinner and soon discovered that Solvang is not your average small town.

City streets are lined with buildings that appear to have been lifted from a Hans Christian Andersen fairy tale and placed here along California's sun-drenched central coast. Solvang, meaning "sunny field," was



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Clockwise from top left: La Purisima Mission State Historic Park is the 11th of the 21 missions in California and is the most restored of them all. Living history re-creations, like this kitchen, show what life was like there during the 1820s. Rolling hills covered with grapevines is a common landscape in Santa Ynez Valley. These vines belong to Melville Vineyards. Flying Flags RV Resort & Campground is in a great central location for exploring Solvang. The fields surrounding Lompoc are in full bloom during the Flower Festival in June.

founded in 1911 by Danish immigrants who came to settle the Santa Ynez Valley with its gentle climate far from the cold of Denmark, their motherland, or the Midwest, where they had originally immigrated. Called the Danish Capital of America, this year is a very special one as Solvang marks its 100th anniversary. Centennial celebrations take place throughout the year.

We set out early the next day to explore Solvang, truly a town made for walking with more than 150 intriguing shops

and little outdoor cafés offering coffee and other goodies. We weren't hungry but couldn't resist snacking our way up one street and down another. An alternative to walking is to take a narrated horse-drawn trolley tour through town or rent a surrey bicycle. Flower baskets sit on street corners and drip from lampposts, and the delicious aromas from Danish bakeries waft through the air. Windmills turn slowly in the breeze and wooden storks (said to ward off lightning and bring good luck) perch atop point-



It's not a place, exactly. But it is a destination. You won't find it in any official road atlas, and you can't get there by plugging it into your GPS. But it is a very real state. A state where dreams and experiences greet each other like old friends. Where memories walk toward the sunset holding hands with here and now.

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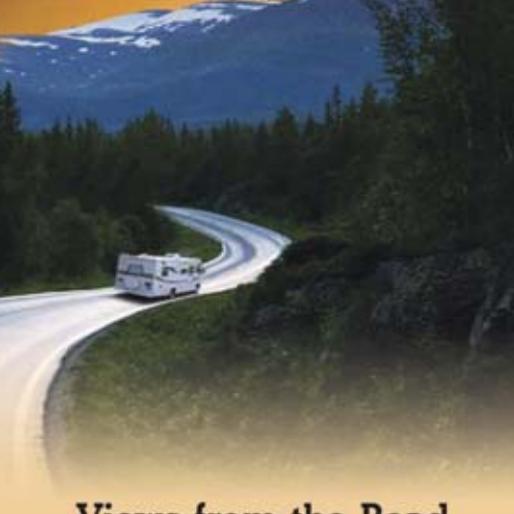
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Views from the Road

Al Luehmann and his wife, Mary, are committed RVers from the North Star State of Minnesota. When they're away from home, Al and Mary enjoy our country's beautiful landscape in their 2007 Itasca Horizon motorhome, spending the winter months in Casa Grande, Arizona.

Al describes his time on the road as "a way of life after you retire. I have a whole new set of friends from around the country - we've become a family."

Even when traveling, he enjoys the comforts of home, including live TV. Al chose DISH Network to bring TV to his RV because of the unique service benefits.

"The ability to deactivate it whenever we aren't using the motorhome is a terrific feature. Plus, the rate was better than the competition, and we can get high definition free. I would highly recommend DISH Network service."

And what does he watch most when on the road? "Sports - the (Minnesota) Vikings and Wild, and my wife is a Jimmie Johnson (NASCAR) fan."

So what's next for Al and Mary? "Nova Scotia - beautiful country - and Yosemite."

Happy travels.



Al and Mary traveling the country



THERE'S NOTHING LIKE A DANE



Top: Old Mission Santa Ines was founded in 1804 and is the 19th of the California missions. Located in downtown Solvang not far from the main streets, it has a lush rose garden on its grounds. Below: A traditional Chumash dress is on display in Lompoc. The Chumash Indians who lived in this area of the California coast had a relatively sophisticated lifestyle compared to Europeans of the same time frame.



quently happening in and around Solvang. The third weekend of September, Danish Days brings a special celebration when U.S. and Denmark flags line the streets and people dress in colorful costumes. A torchlight parade, street dancing, music and food all make for a wonderful time.

In June the nearby town of Lompoc hosts its annual Flower Festival, which celebrates the area's world-renowned flower fields with a parade, carnival, car show, music and strawberry shortcake. The fields of flowers are spectacular and begin blooming in mid-May, peaking in mid to late June. Check with the Chamber of Commerce for a driving route through the fields.

We spent a bit more than a week exploring the area around Solvang, with its little towns and backcountry roads, old Spanish missions, horse ranches, wineries and soft green hills — we felt like we were in paradise.

The wines of the region are famous worldwide and, with more than 80 wineries around Solvang, we visited as many as time allowed. All are set in gorgeous landscapes and most of the wines are very good. Chauffeured tours are available and Flying Flags offers wine tour packages. We chose to create our own tour so we could have the freedom to explore and photograph as we wished but the problem with that is the person doing the driving doesn't get to do any tasting. The roads are carefully patrolled to keep them safe from overindulgent wine tasters.

Another day we drove to Lompoc over Drum Canyon Road, which winds through the picturesque Purisima Hills and drops

ed rooftops. The small Hans Christian Andersen Museum is a delightful place to visit and if you enjoy wine tasting a walking tour allows you to sample many vintages from 12 tasting rooms within seven blocks.

One of Solvang's more interesting attractions is the Old Mission Santa Ines around which the town was built. Founded in 1804, it is the 19th of the 21 missions built by Franciscan priests around the turn of the 18th century. An audio tour gives good historical background and information about the ongoing restoration. Don't miss the lush rose garden at the rear of the mission.

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THERE'S NOTHING LIKE A *DANE*

down near the old La Purisima mission. Founded in 1787, this is the 11th mission of the 21. Though the original buildings were destroyed by earthquakes and fire and there is some speculation as to what they actually looked like, the Civilian Conservation Corps began restoration in 1935. Making new adobe bricks from the old, they re-created the buildings according to historical records. The mission, with its out-buildings and surrounding grounds, was eventually made a state park and today is the most restored of the 21 missions along the California coast. La Purisima is open most days for self-guided tours and frequently the park provides a living history re-creation of life there during the 1820s.

On our way back to Solvang we picked up a picnic supper and took Highway 101 south down to Gaviota Beach State Park where we watched people fishing in the surf and enjoyed a quiet evening as a golden sun slipped into the sea.

The third mission we explored while in the area is Old Mission Santa Barbara. Located in the beautiful city of Santa Barbara, it was originally established in 1786 and is the 10th of the California missions. It, too, suffered a number of calamities but the exterior has been substantially restored. Inside, the mission remains much as it was in 1820. An extensive water system built by the native Chumash Indians in the early 1800s is still in use today and parts of it are incorporated into the water system for the city of Santa Barbara. It's interesting to note that history of the Chumash tribe reveals a people who lived a relatively sophisticated life along this part of the California coast while Europe was still lost in the dark ages. After lunch at a little outdoor café a narrated trolley tour gave us a glimpse of life here in the "American Riviera."

Ready for some night life, we spent a very enjoyable evening at Chumash Casino Resort in Santa Ynez, not far from our campsite. The food was good and the slot machines didn't seem quite as brutal as those in some casinos.

One visit to this intriguing part of California was not enough. We'll be back for another getaway in the fall for one of the many local festivals and the harvesting of grapes throughout the rolling hills surrounding beautiful Solvang. ♦

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FOREVER WILD

NEW YORK'S 6-MILLION-ACRE ADIRONDACK PARK IS AN EASILY ACCESSIBLE WILDERNESS HAVEN WITH PLENTY OF FALL COLOR

by RICHARD AND ELLEN THANE





We are home now but every time we glance out at the Adirondack chairs on our patio we are reminded of the autumn trip we made through New York's magnificent Adirondack Park. With more than 6 million acres this park is larger than the state of Vermont. Loved and cherished by all who visit, there are endless opportunities for recreation: camping, hiking, fishing, canoeing, theme parks, museums and much more. With so many choices we found it difficult to limit our activities to fit our time frame.

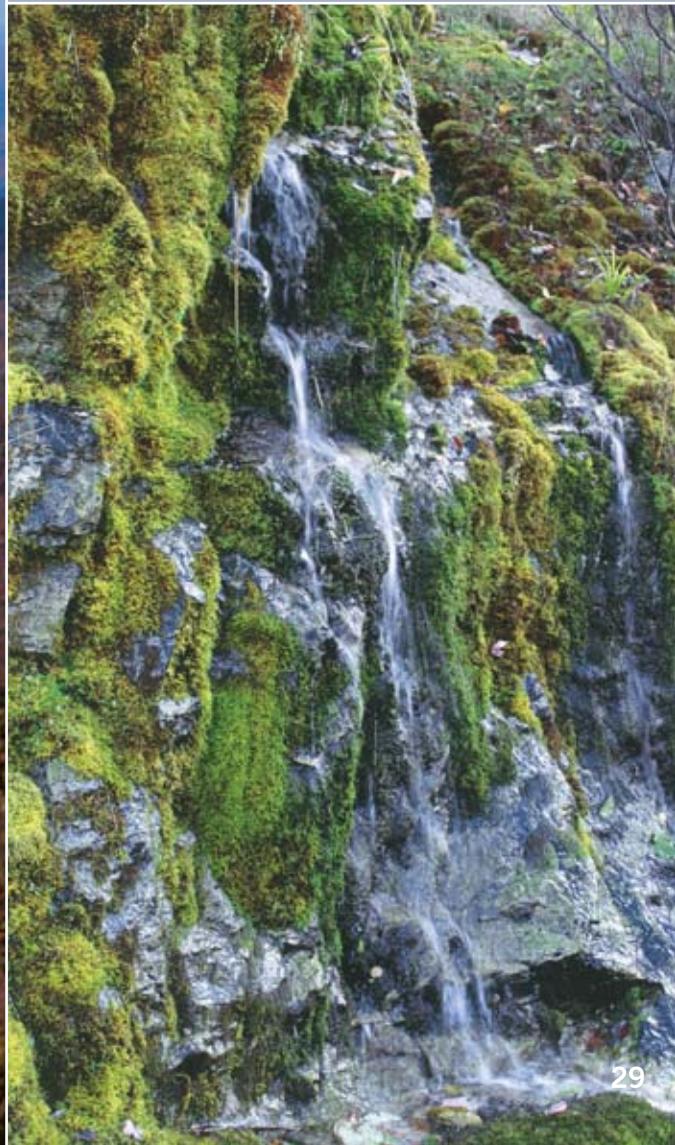
Photographing autumn color was the focus of our trip and the best color, we'd been told, was around Lake Placid. Be there no later than mid-September, fellow photographers had admonished, or we might miss the prime color.

It was Sept. 20 by the time we entered New York from the southwest on Interstate 90. Traffic was light and it didn't take long to reach Syracuse, where we turned north on Highway 81 to Watertown. The countryside was bleak and gray and obviously we were too late for fall color along this route or there hadn't been any.

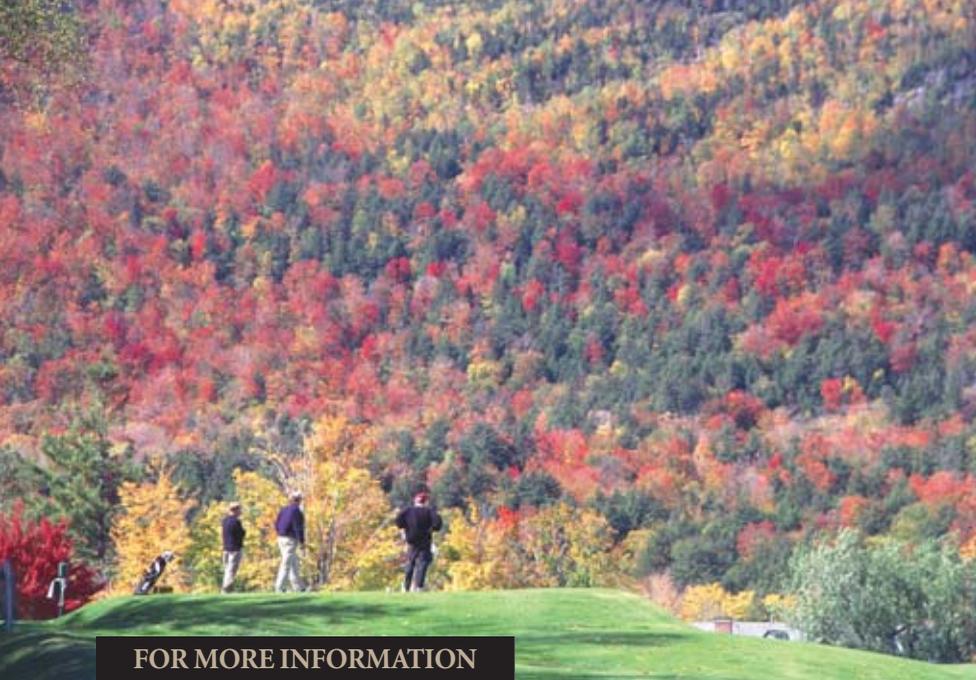
After a stop in Watertown for groceries we traveled east on Scenic Highway 3 and soon entered the park. The road wound through tiny Victorian towns that were mere ghosts of a long-ago time. Small farms dotted shaded valleys and curls of wood smoke spiraled through the air, adding to the prevailing autumn haze. Unlike other state or federal parks that are composed entirely of public lands, the Adirondacks are a mix of 2.5 million acres of public land and 3.5 million acres of private property. More than 130,000 people live in the park year-round and there are at least 100 small towns here.

We began to climb into the mountains and for miles the autumn color was sparse. Then,

Clockwise from below left: It's hard to beat this view of brilliant autumn color around Lake Placid from the top of Whiteface Mountain. Much of Adirondack Park is private property that is home to small farms like this one near Lake Placid, where cattle are surrounded by fall color. A motorhome is parked in an area that is frosted with snow at the top of Whiteface Mountain, New York's fifth-highest peak. An angler enjoys the fishing along a stream of the Ausable River off Highway 73 in scenic Keene Valley. Water cascades down this moss-covered rock face along Highway 73. Other picturesque waterfalls in the area are at Ausable Chasm, a popular spot for river rafting.



PHOTOS: RICHARD AND ELLEN THANE



Clockwise from left: Ausable Club is a beautiful private golf course in St. Huberts. One of the authors poses next to a stuffed wolf at North Country Taxidermy & Trading Post in Keene, a small town with unique and charming shops. Famed abolitionist John Brown's farm has been restored and furnished with period pieces. Visitors can learn more about Brown at the Adirondack Center Museum just outside of Lake Placid.

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ADIRONDACK PARK



as we reached Tupper Lake, the landscape took a dramatic turn and our fears of missing the fall color evaporated. All around us the hills exploded in saturated shades of crimson and gold. Deep emerald conifers punctuated the warm colors of the hardwoods, creating a brilliant autumn tapestry. We'd never seen fall color on such a grand scale and we stopped frequently to photograph the dazzling views. Even though we were within a day's drive of 60 million people, counting nearby cities in both the U.S. and Canada, the crowds we'd expected to find clogging the roads and trampling the countryside were nonexistent.

Just past Tupper Lake we turned north on Highway 30, along upper Saranac Lake, to the little town of Paul Smiths for a stop at the visitor center there. With good displays and well-highlighted walking trails we learned a bit more about the Adirondacks,

where for centuries the Algonquins and Iroquois hunted game, paddling the lakes and rivers in canoes made of bark from birch, elm or spruce. More than 2,500 lakes and 30,000 miles of rivers and streams sparkle like gemstones in this lush mosaic and until the late 1800s these waterways were the primary mode of transportation through the Adirondacks. The Algonquins survived the winters here by eating tree bark so the Iroquois called them "Adirondacks," meaning "bark eaters." Your best bet for camping near Tupper Lake is just to the north at Meacham Lake.

After a couple of days exploring the backroads and lakeshores, we moved closer to Lake Placid, right in the heart of the Adirondacks. Our choice of North Pole Campground Resort, a few miles north of town and listed in the Trailer Life Directory under Wilmington, was a good one.

Lake Placid is also known as The Olympic Village since the winter games were hosted here in 1932 and again in 1980. At the village, still known for its outstanding training facilities, we watched beginning and world-class athletes in practice. Not only did we watch but we could also participate in some of the activities. Even in summer it's possible to ride the luge and bobsled, reaching speeds up to 50 MPH.

Lake Placid is a busy resort town — art, antiques, fine chocolate, restaurants — they're all tempting. At Candy Man we found handmade Adirondack chocolates, probably the best we've ever tasted. Licking our fingers, we decided to skip dinner and finish our day with a stroll around Mirror Lake, a 2.7-mile trail that is right downtown. For a modest fee you can also tour the lake by boat from the marina.

If the focus of your visit to Lake Placid is photographing the fall color you can't go wrong taking the same loop tours we made. Frost sparkled in the brush along the road the next morning as we drove east just a few miles to Scenic Highway 9N. An old

covered bridge had just been restored in the town of Jay where we turned south on 9N toward Keene, a little town filled with historic buildings and quaint shops.

Our campground host had suggested we see the North Country Taxidermy & Trading Post, so we stopped for a look. The shop is a great place to poke around but if you're squeamish about these types of stuffed animals, it's not the place for you.

Outside of town intriguing signs for Ausable Club led us to a beautiful private golf course with an elegant old clubhouse. Adirondack chairs lined a veranda running along one side of the building and all we needed to complete the picture was a few women dressed in long, white dresses and broad, feathered hats.

By late morning the sun was warm and we continued south on Highway 73 through the picturesque Keene Valley surrounded by mountainsides blazing in color. This area is popular with hikers and there are plenty of places where you can park and log in as many miles as you wish. Crisp leaves crunched deliciously beneath our

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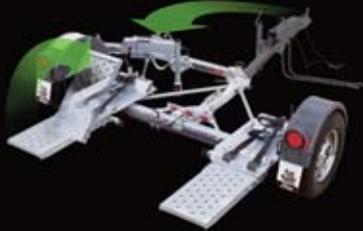
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FOREVER WILD

feet as we meandered through the colorful forests. We wouldn't have believed the vastness and intensity of the color if we hadn't seen it for ourselves.

Highway 73 runs along the Ausable River, where we saw a number of fishermen angling for trout. At Highway 9 we turned north toward Elizabethtown where we stopped at the Adirondack Center Museum. Learning the story of famed abolitionist John Brown, we decided to return to Lake Placid by traveling west on Highway 73 so we could see his historic home site just outside of town. The house has been restored and furnished with period pieces. After we expressed surprise at the tiny size of the beds, a docent told us that, in addition to being smaller, people in the 1800s had many lung diseases and were afraid to sleep in a prone position. Since they slept practically sitting up, the beds didn't have to be very long.

Another day's drive took us north on Highway 9N along the Ausable River where we stopped at Ausable Chasm to photograph the waterfalls. This is a popular place and if you like river rafting, professionally guided rides are available. Roadside stands sell apples and homemade cider and people here love to share information on sights "not to be missed."

There was a time during the 19th century when mining, logging and manufacturing boomed and grand hotels and hunting lodges brought economic prosperity to the Adirondack region, but those industries had a downside — they devastated the forests, killed the wildlife and depleted the watershed woodlands, creating conditions for vast areas of flooding. Fortunately the people of New York eventually put a stop to that with the creation of Adirondack Park in 1892 and subsequent constitutional protection assuring that about 3 million acres of the park would remain "forever wild" for everyone to enjoy.

The magnificent mountains were saved from destruction but the protection was a mixed blessing. Economic hardship has lingered for decades and jobs have been scarce. But the Adirondacks are being rediscovered now as people find they can live a very appealing lifestyle in this beautiful mountain environment.

The sun was out the next morning and we could see the sparkle of snow on the tip of Whiteface Mountain, New York's fifth-

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highest peak. This is one of the East Coast's premier skiing areas and site of the alpine skiing events for the 1980 Winter Olympics. We made it our destination for the day. If you have children with you, you will want to stop on the way at Santa's Workshop, known as the oldest theme park in the country.

Just a few miles up Highway 431 we entered Whiteface Mountain Veterans Memorial Highway, where a five-mile drive took us up the mountain to the "castle" just below the summit. The castle is a building made from granite excavated during highway construction and houses a gift shop and lunch counter. Leave your motorhome in camp, as parking is limited on the mountain. You'll also want to get an early start because once the lot is full you have to wait for someone to come down before you go up. After parking you can either hike the steep trail just under a quarter of a mile to the top or take the elevator, which is located in a tunnel deep inside the mountain. By all means take the elevator. It's an amazing experience.

Once on the mountaintop the 360-degree panorama shows a sparkling view of the frozen snow of winter blending with the brilliant color of fall. You will truly appreciate the vastness of the Adirondacks as you look down over Lake Placid with its three islands and then mile upon mile of red and green and gold. On a clear day you can see from Vermont to Canada. Dress warmly for this outing as it is cold up there.

Our last day at Lake Placid we took Highway 431 toward Whiteface Mountain but turned off to the right on Highway 18. This backroad wound through more gorgeous fall color and past shimmering blue lakes, vacation homes and abandoned farmhouses — eventually coming out on Highway 3 and turning south to the lovely village of Saranac Lake. At the Twin Crystal Rock Shop on Broadway we learned that the Adirondack Mountains are a billion-plus years old. A volcanic beginning means these mountains are a rockhound's paradise with quartz, quartzite, garnet, graphite, iron and pyrite widely found.

It wasn't easy finding room in our motorhome for those Adirondack chairs, and a bit of disassembly was required, but every day we enjoy them as well as the memories they evoke of our trip through a wonderland that will remain "forever wild." ♦

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by PATRICIA MARROQUIN

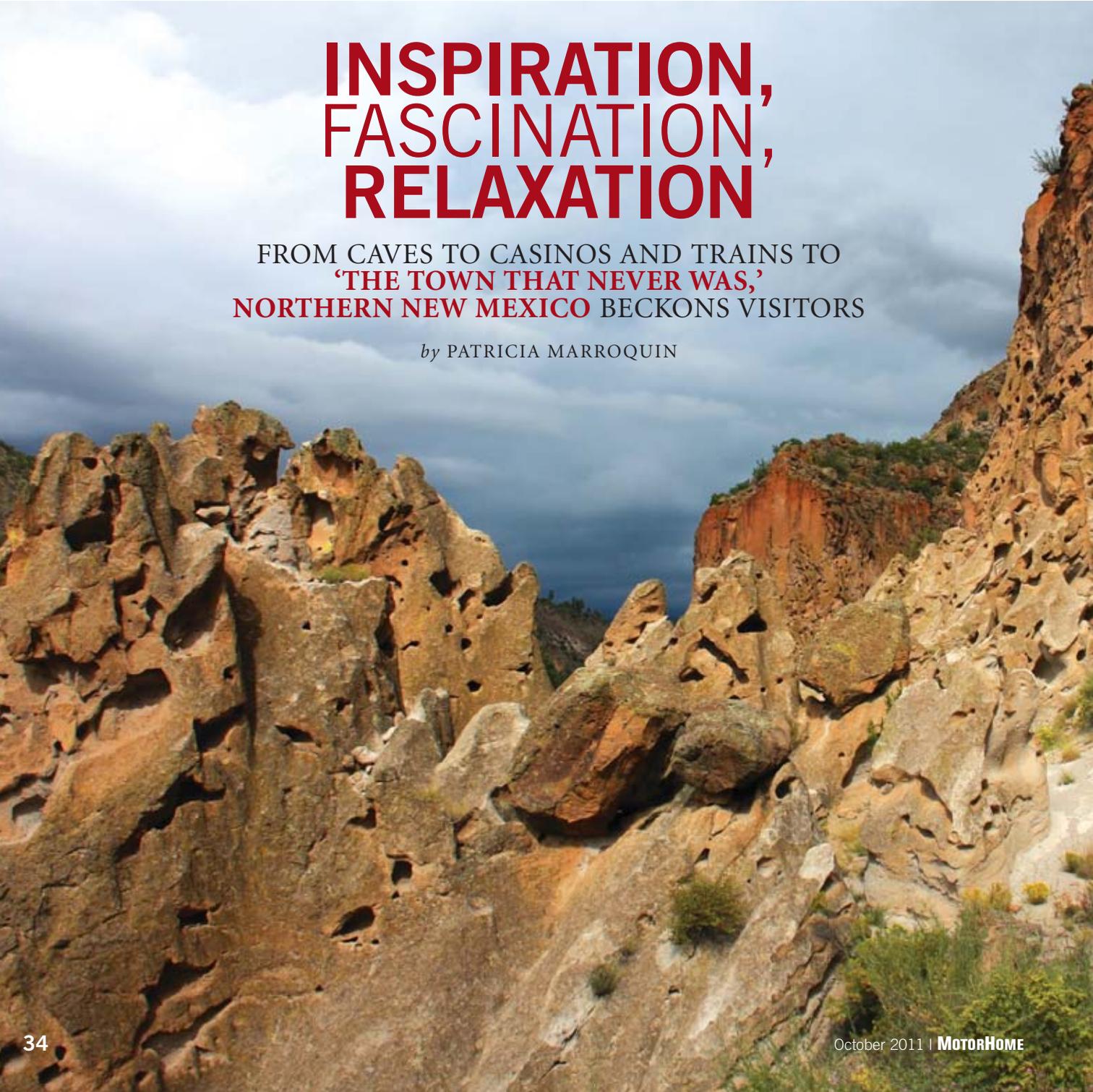




PHOTO: COURTESY OF BUFFALO THUNDER RESORT AND CASINO



PHOTOS: PATRICIA MARROQUIN

Clockwise from left: The Main Loop Trail in Bandelier National Monument in Los Alamos gives hikers the opportunity to explore the cliff dwellings that were used by the ancestral pueblo people more than 800 years ago. Passengers of Cumbres & Toltec Scenic Railroad travel 64 miles through New Mexico and Colorado at elevations ranging from 8,000 to 10,000 feet. Exhibits at Bradbury Science Museum detail the scientific findings and experiments of Los Alamos National Laboratory, which is best known for its work on Project Y of the Manhattan Project. The visitor center at Bandelier National Monument includes a museum that tells the story of the ancient pueblo culture. Buffalo Thunder's Towa Golf Course offers 27 holes and the only island green in the state.

Northern New Mexico is a region proud of its diversity. You'll find ranching communities, artists' meccas, tourist resorts, pueblo and Hispanic villages, and western mining and railroad towns — in climates ranging from hot, dry desert to cold, snow-covered mountain.

Just as the communities are diverse, so too are the activities and attractions this vast area has to offer RVers.

Whether you're looking to cool down or cash out; ride the rails or climb into caves; explore super-secret government mysteries or marvel at landscapes that inspire artistic expression, northern New Mexico has something for you. The area's crown jewel, downtown Santa Fe, justifiably receives a lot of attention and visitors who come for its museums, art galleries, shopping, fine dining and cultural activities. But outside of this charming city are other gems to be explored and enjoyed.

Here are five attractions we discovered to satisfy a variety of travel passions:



Visitors can explore ruins from the pueblo culture along trails in Bandelier National Monument. A donkey surveys the scene at Ghost Ranch, a 21,000-acre high-desert retreat and educational center in northern New Mexico. The rugged landscape of red and orange sandstone cliffs, rolling hills and clear blue skies inspired the paintings of artist Georgia O’Keeffe, prints of which tour guides hold up next to the actual landscapes they depict on van tours of the ranch. Below: Rio Chama RV Park is in a convenient camping location for taking a ride on the Cumbres & Toltec Scenic Railroad. It has spacious pull-through sites with 30- or 50-amp service, many of which offer views of the Rio Chama River.

FOR A PEEK AT ANCESTRAL PUEBLO CULTURE: BANDELIER NATIONAL MONUMENT, LOS ALAMOS

When it comes to our national parks and monuments, natural scenic beauty is pretty much a given. But an hour north of Santa Fe off state Route 4, in a canyon next to a plateau that sits against the Jemez Mountains, you’ll find much more than trees, trails and squirrels.

Within the 33,727 acres of wilderness that is Bandelier National Monument, you’ll discover land some consider a spiritual place, an “outdoor museum” that

preserves the culture of the ancestral pueblo people who inhabited it more than 800 years ago. Visitors may walk among and inside the thousands of ancestral pueblo archaeological sites that include cliff dwellings or “cavates” carved out of the canyon walls, kivas and petroglyphs. What makes this area even more special is that today’s descendants, who live nearby, have a spiritual and sacred connection to Bandelier, returning to share their traditions and artwork with park visitors.

In a national monument of this size, it’s possible to spend days here. If you are

pressed for time, however, the park’s most visited trail, the Main Loop Trail, will give you a good look at the ladders, petroglyphs and ancestral pueblo dwellings on an easy 1.2-mile round-trip hike just outside the visitor center. On this trail visitors may walk through the distinctive circular pueblo of Tyuonyi. Beyond the trail is impressive Alcove House, which has a 140-foot ascent via four wooden ladders and many stone stairs. The pueblo people’s building and artistic skills are evident in the cavates visitors may climb into. Carved out of the rock walls, they vary in size, some holding one or two people and





PHOTO: COURTESY OF BUFFALO THUNDER RESORT AND CASINO

The spa at Buffalo Thunder Resort & Casino, which has an elegant indoor pool, offers many luxurious treatments that are designed to reflect the essence of the Pojoaque philosophy.

others large enough to fit 30 people, with fresco-like designs etched into the walls.

The visitor center includes a museum, theater and bookstore. The museum tells the story of the landscape and the people who inhabited it; and artwork, both ancestral and modern, is displayed. The theater features a 14-minute film, "This Place Knows Us."

"One of the things that is very important is that it's not just the park service telling the story, it's the pueblo people telling the story," says Rod Torrez, chief of interpretation and visitor services at Bandelier. "What you see in the exhibits and what you read is from the pueblo perspective."

Beyond the spiritual and archaeological significance of Bandelier, established as a national monument in 1916, there is that natural beauty that national parks are famous for, as well as more than 70 miles of trails. "There is lots of wildlife to see here," says Torrez. "We have herds of elk and mule deer and people often see coyotes. We even have a few black bears in the park."

Another resident of the park is the Abert's squirrel. The distinctive-looking animals have tufted ears, a gray body and a white underbelly. "They have become such a symbol for us that we now have a mascot called Bert the Abert's squirrel," Torrez says.

Bandelier operates two campgrounds, neither of which has hookups: Ponderosa Group Campground and Juniper Campground. The campgrounds have restrooms, a dump station and a filling station. There is an additional \$12 fee per vehicle for entrance to the monument. Another option is to stay at an RV park outside Bandelier,

such as Roadrunner RV Park (see Buffalo Thunder section).

Torrez, who says the park gets a lot of return visitors who "fall in love with Bandelier," cites spring and fall as ideal times to come because of the milder weather. However, there are more activities at the monument and surrounding area, such as pueblo culture demonstrations, art festivals and evening amphitheater programs, in the summertime.

Torrez says Bandelier has work camping opportunities for RVers, ranging from campground hosts to visitor center staffers to tour leaders. He adds that Bandelier plans to expand its volunteer program. "We couldn't operate without our volunteers," he says. "They're key to our survival."

FOR FANS OF HISTORY AND GOVERNMENT INTRIGUE: BRADBURY SCIENCE MUSEUM, LOS ALAMOS

When driving into Los Alamos, a scenic mountain town 35 miles northwest of Santa Fe, you might spy a bumper sticker that says: "Los Alamos: More Than 2 Standard Deviations From the Mean." The slogan is a humorous reference to the fact that Los Alamos is home to Los Alamos National Laboratory, a renowned institution that conducts a broad range of scientific and technological research. That laboratory, on the picturesque Pajarito Plateau in the Jemez Mountains, is best known for its 1940s work on the highly secretive Project Y, an important part of the Manhattan Project in which military officials and scientists came together to design and build the first atomic bomb.

Although the technical areas of Los Alamos National Laboratory are off-limits to the public, you can still get a fascinating look at its operations a mile away at Bradbury Science Museum in downtown Los Alamos. The free museum — operated by the lab's Community Programs Office and named for its second director, Norris E. Bradbury — offers a window into the history of the institution, its national security mission and its science and technology work.

Bradbury is organized into three galleries — History, Defense and Research — encompassing 10,000 square feet. A nice start to your visit is to head into the History section and view one of the two 16-minute films shown throughout the day: "The Town That Never Was."

FOR MORE INFORMATION

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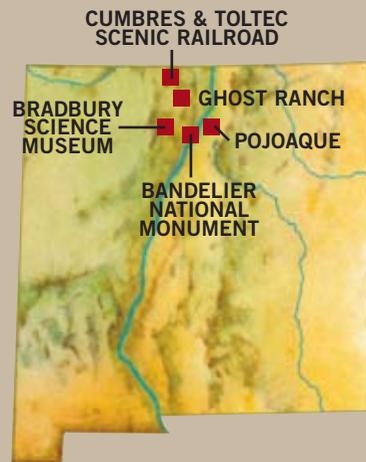
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Imagine a town that has no rich or poor people; no jails; no unemployed; no garages; no in-laws; no sidewalks or paved roads. It was a town whose residents were forbidden to use its name: "Los Alamos." Even on birth certificates, a Santa Fe post office box was listed as place of birth. Mail was censored and the scientists used fictitious names when traveling off-site. The film explains how and why the Los Alamos site was chosen for the Manhattan Project,

and the unique community it spawned.

There are more than 40 interactive exhibits and displays representing the lab's research on life sciences, materials science, space, supercomputing, energy and the environment. Among the notable exhibits are full-scale models of the nuclear weapons that were code-named "Fat Man" and "Little Boy." Another popular exhibit showcases the lab's Human Genome Project.

Free RV parking is available in nearby

Central Avenue Square. From Santa Fe, take U.S. 84/285 north to Pojoaque then take the Route 502 exit to Los Alamos.

**FOR ARTISTIC INSPIRATION:
GEORGIA O'KEEFFE LANDSCAPE
TOUR, GHOST RANCH**

The striking and serene landscapes of northern New Mexico spoke to Georgia O'Keeffe. She first visited the area in 1917 and it was love at first sight. The modern American artist (1887-1986) discovered Ghost Ranch — with its 6,200-foot-elevation vistas of gray hills, red and orange sandstone cliffs, and azure-blue skies — in 1934. So began a 50-year relationship with a place she made famous through her paintings.

The Georgia O'Keeffe Museum in downtown Santa Fe is the most-visited art museum in the state, attracting more than 2.2 million guests since its opening in 1997. But to see and experience for yourself the landscapes that so moved O'Keeffe, steer your motorhome 65 miles north on U.S. 84 to Ghost Ranch, a 21,000-acre high desert retreat and educational center not affiliated with the museum. The ranch, which has been owned by the Presbyterian Church since Arthur Pack donated the property in 1955, hosts a 70-minute Georgia O'Keeffe Landscape Tour that will transport you back in time to see the scenes that O'Keeffe interpreted in her paintings.

Guests are driven by van to a restricted area of the ranch where O'Keeffe lived and painted many of her most famous landscapes. The van makes several stops and tour participants disembark to take in the scenery while a guide shares stories about the painter's life and artwork and prints of O'Keeffe's paintings are shown against the actual landscapes.

O'Keeffe took inspiration from the flowers, shells, animal bones, rocks, natural formations and rugged terrain of the ranch. Her favorite subjects, which guests will see on the tour, include Kitchen Mesa with its red and yellow cliffs; and flat-topped Pedernal Mountain, which she often called "my private mountain."

Ghost Ranch operates a campground from mid-May to early October, and you don't need to be a conference or retreat participant to stay there. There are a small number of full-hookup RV sites available on a first-come, first-serve basis.



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FOR TRAIN AND PHOTOGRAPHY BUFFS: CUMBRES & TOLTEC SCENIC RAILROAD, CHAMA

The best "seat" in the house on a Cumbres & Toltec Scenic Railroad journey isn't a plush lounge chair in an air-conditioned first class railcar. To take in the surroundings and truly experience this historic artifact of the American West, you'll need to stand in the train's open-air observation car, camera firmly in hand, and let the wind whip your hair into a frenzy while you enjoy a passing feast for the eyes.

Tucked into a little-known corner of the southern Rocky Mountains, Cumbres & Toltec Scenic Railroad, or C&TSRR, is America's highest and longest coal-fired, steam-operated narrow-gauge railroad. It runs out of the small north-central New Mexico town of Chama (100 miles north of Santa Fe) on one end and Antonito, Colo., on the other.

On this exhilarating daylong adventure, passengers travel 64 miles through mountain passes and canyons at elevations ranging from 8,000 to 10,000 feet.

The train weaves in and out of New Mexico and Colorado 11 times, over a number of tall trestles and through a couple of tunnels, including one that is 366 feet long. You'll work up an appetite with all this scenic beauty, so at about the halfway point, the train stops for lunch at a dining hall in Osier, Colo. There you'll enjoy a hearty all-you-can-eat meal that is included in the train fare.

The history of Cumbres & Toltec, built in 1880 to haul precious metals and little changed since, encompasses many tall tales of the Wild West, and you'll hear some of those stories from one of the railroad's 35 volunteer docents.

Flora and fauna are abundant and diverse, among them fir and spruce trees, bald eagles, foxes, coyotes, elk, antelope, turkey vultures and wild horses.

Fares start at \$75 for a half trip, from either Chama or Antonito to the lunch stop and back; and \$91 for the full 6.5-hour trip. A bus returns passengers to their vehicles after the daylong excursion. Chama Depot has a separate parking area for RVs.

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Among the RV park options are Rio Chama RV Park, Little Creel Resort and Sky Mountain Resort RV Park. Amenities include pull-through sites, full hookups and Wi-Fi. Most of the Chama parks are open from May to October.

**FOR FUN AND REJUVENATION:
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Buffalo Thunder, with its lively casino and soothing spa, is that rare place where you can both raise your excitement level and lower your stress level. Located 15 minutes north of Santa Fe on Highway 84/285, the 587-acre complex opened in August 2008 on tribal land and is a joint operation of the Pueblo of Pojoaque (pronounced "po-wock-ee" or "po-hock-ee") and Hilton Hotels Corp.

A shuttle that stops at nearby Roadrunner RV Park, a Good Sam Park owned and run by the pueblo, takes RVers to the resort and casino. The park's features include 60 pull-through spaces with full hookups and free Wi-Fi.

Walking through Buffalo Thunder is

like visiting an art museum. You'll see hundreds of pieces of unique art, sculptures and architecture. The hand-designed furnishings and artwork by local artists include items by the governor of the Pueblo of Pojoaque himself, George Rivera.

At Wo' P'in (pronounced "wo peen") Spa, which means Medicine Mountain, each treatment reflects the roots of the pueblo heritage and Pojoaque philosophy.

For golfers, Buffalo Thunder's Towa Golf Course, designed by Hale Irwin and Bill Phillips, offers 27 holes of golf and has the only island green in the state. The course is open year-round and has picturesque views of the Sangre de Cristo Mountains.

Because these five northern New Mexico attractions are less than a few hours' drive of one another, RVers can opt to either stay at more than one RV park or set up camp at one and use it as a base for your adventures. Either way, you will find that a visit to northern New Mexico is a pathway — or as the Pojoaque Pueblo people say in their traditional Tewa language, a "poeh" — that connects the past, present and future. ♦

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Moss Glen Falls in Green Mountain National Forest is teeming with the oranges and golds of fall color that are typical throughout Vermont.



Greenbanks Hollow Covered Bridge in Danville, Vt., is just one of more than 100 covered bridges in the state.

DRESSES OF SCARLET

*“Come, little leaves,
said the wind one day,
Come o’er the meadows
with me and play,
Put on your dresses
of red and gold,
Summer is gone and
the days grow cold.”*

— “Come Little Leaves,”
George Cooper

And nowhere do the leaves wear brighter dresses or dance more merrily than Vermont in the fall. Eager to see the colorful spectacle, we loaded Matilda, our Bounder motorhome, and took her out to waltz with the leaves as they shimmered in their gowns of red and gold.

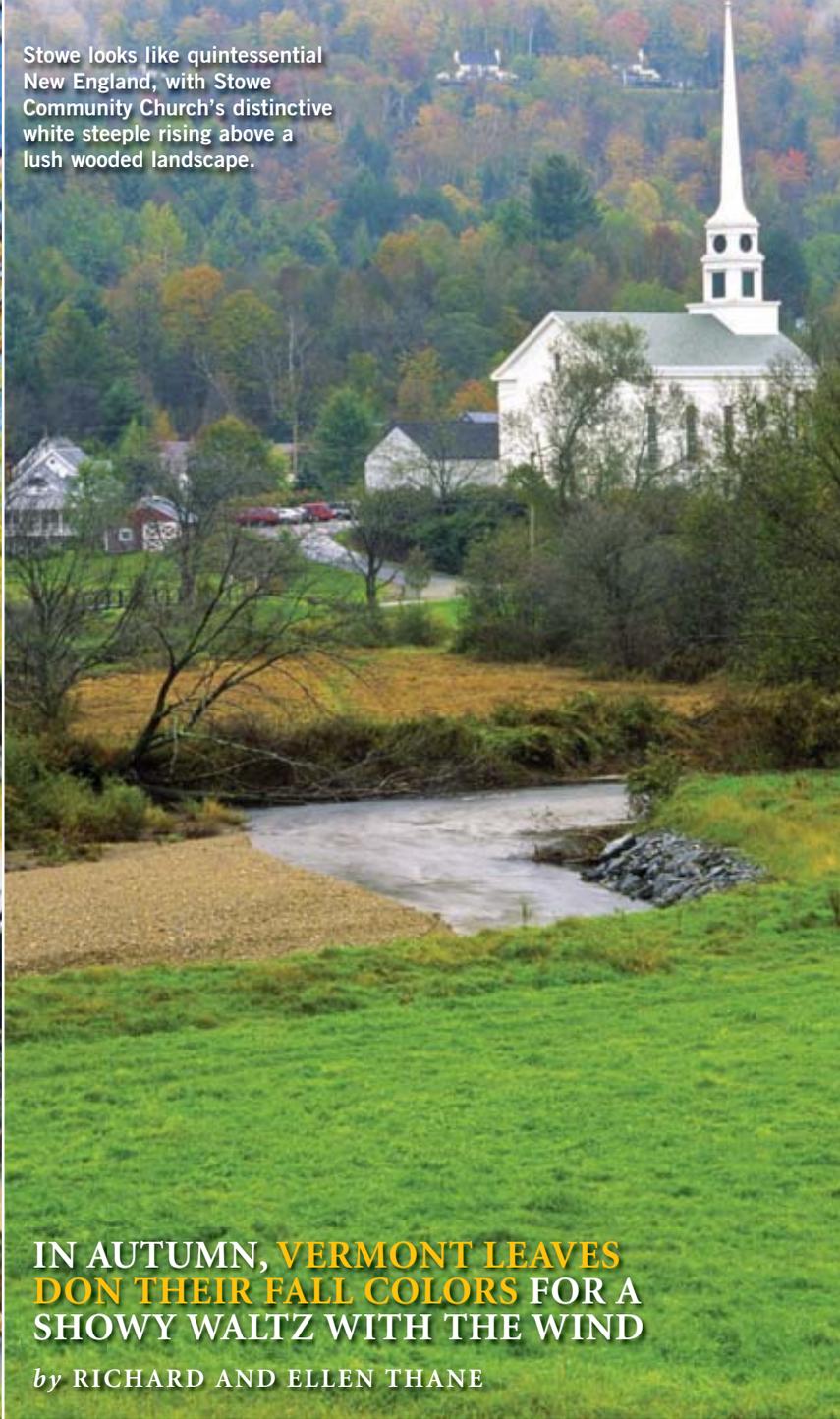
It was misting lightly as we entered Vermont along its western border and wound our way east. Traffic was light and there wasn’t a trace of the massive numbers of “leaf peepers” we were told to expect.

We looked forward not only to seeing the fall color but also to pursuing our interest in finding old covered bridges and learning about their history. Vermont has more than 100 of these bridges, many of which have been restored with the aim of conserving as much historic material as possible, sometimes giving them an aged, gritty look and feel.

As we drove through Vermont’s Green Mountains, the moisture on the leaves intensified the autumn color and yet softened it, creating a watercolor effect. We



Stowe looks like quintessential New England, with Stowe Community Church's distinctive white steeple rising above a lush wooded landscape.



AND GOLD

IN AUTUMN, VERMONT LEAVES DON THEIR FALL COLORS FOR A SHOWY WALTZ WITH THE WIND

by RICHARD AND ELLEN THANE

PHOTOS: RICHARD AND ELLEN THANE

were immersed in a dreamy world of incredible beauty. It was late September and we were none too early for the peak color.

Our first stop was the town of Middlebury, where we discovered two covered bridges — Pulp Mill, Vermont's oldest covered bridge, and Halpin, both built in the early 1800s. Then a few miles east of Middlebury on Route 125, we stopped at Robert Frost Wayside Trail in Green Mountain National Forest. As we meandered through the quiet forest where Frost, a Pulitzer Prize-winning poet, found so

much inspiration, we stopped frequently to read plaques quoting snippets of his words. What a wonderful introduction to the beautiful state that he called home for much of his life.

We made one more stop along Route 125, at Texas Falls Recreation Area, a longtime favorite attraction for people visiting the Green Mountains. Its lovely waterfalls and convoluted gorge are frequently featured on postcards and brochures. For such a popular spot, we were surprised to find very few people there.

Just beyond Texas Falls we turned north along the eastern edge of Green Mountains National Forest on scenic Route 100, stopping at Moss Glen Falls in its glimmering green setting. Then farther up the road we encountered several more covered bridges around the tiny villages of Warren and Waitsfield. We were in a photographer's heaven with all the fall color, historic bridges and little New England towns with their white-steepled churches.

Our first campsite was Little River State Park along the Waterbury Reservoir,



A man uses a walking stick to explore a curved road in the Breadloaf Wilderness Area of the Green Mountains.

Lake Champagne Campground in Randolph is a great base camp for exploring many Vermont locations on day trips, and also offers beautiful campsites surrounded by hardwood trees.

near the intersection of Interstate 89 and Route 100. This is a popular spot for fishing and watersports but those activities weren't on our agenda this trip. Morning brought a dark, rainy day with bone-chilling cold and we were glad we didn't have any hookups to contend with as we left the campground and continued north on Route 100.

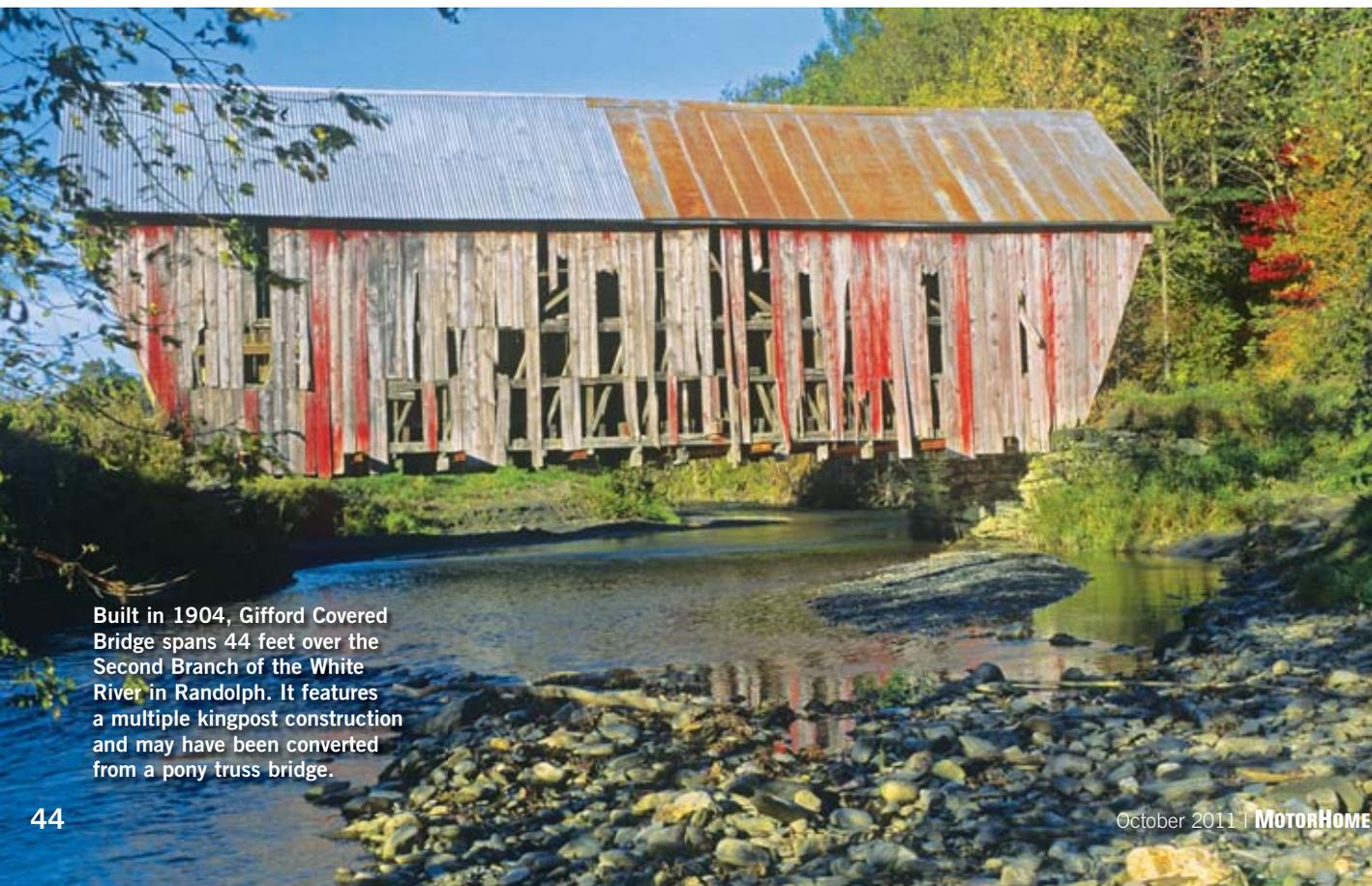
The road was lined with intriguing shops and tourist attractions. On the north side of Waterbury is Ben & Jerry's Ice Cream Factory, where a brief tour begins with a video telling the story of Ben Cohen and Jerry Greenfield and how they began a

company that makes some of the world's favorite ice cream. It ended with tasting and I guess the weather never does get too cold for this frozen dessert, as several containers found their way into our freezer.

Our next stop was Cabot Annex Store, where the aromas were tempting for calorie counters like us. Starting with a cup of one of its excellent coffees we sampled our way around grand displays of specialty cheeses said to be the best in the world. Then it was salsa, smoked meats, jam, chocolates, nuts, maple syrup and more. We exited with our arms loaded with cheese, chocolate and freshly ground coffee. We hoped

to have a break in the weather before the end of the day so we could hike off some calories before they took up permanent residence around our waists.

Continuing north we stopped to snap pictures of autumn and Halloween displays in some of the yards along the way. By the time we reached Cold Hollow Cider Mill, just up the road, we were ready for another hot drink. Outside the store, shoppers were picking out the perfect pumpkin for their jack-o'-lanterns. Inside, we were greeted with cups of pungent hot cider. The smells of spices, cider and fresh pastries drew us deeper into the huge



Built in 1904, Gifford Covered Bridge spans 44 feet over the Second Branch of the White River in Randolph. It features a multiple kingpost construction and may have been converted from a pony truss bridge.

store, where we purchased a very good map of Vermont's covered bridges. The building was packed with shoppers munching on cider doughnuts fresh from the sizzling fryer while watching apples being fed through a giant press.

The rain stopped and the sun came out as we continued north to Stowe, where we settled for a couple of nights at Gold Brook Campground. A church with a graceful white spire nestled among brilliant sugar maple and other colorful trees attracted us immediately. Then a pleasant 5.3-mile walking trail through the village and along Little River was just what we needed. Colorful leaves swirled in the wind and crunched beneath our feet. Reflections of historic buildings and golden trees shimmered in the water and the miles flew by as we stopped frequently for photos.

Several attractive restaurants along the way beckoned and we discovered that we were not too full to split a sandwich. Just outside of town we found Emily's Covered Bridge. Built in 1844, it is said to be Vermont's only haunted bridge, and a

number of intriguing stories about the "happenings" there can be found on the Internet.

The next morning we made a dinghy run north on Route 108 to Trapp Family Lodge, where during the summer you can enjoy a concert in the meadow. Being long-time fans of "The Sound of Music," we regretted missing one of these events.

A bit farther north of the lodge is Smugglers' Notch, a popular ski area but also an area steeped in the history of smuggling between Canada and the United States during the War of 1812, the Civil War and the days of Prohibition. At Smugglers' Notch State Park we stopped to eat our picnic lunch, explore the restored, historic Civilian Conservation Corps (CCC) buildings and wander a short way along some of the trails. An alternative to picnicking is to have lunch at the old Smugglers' Notch Inn, originally built in 1790 and nicely restored in 2004.

Driving farther north on the very scenic Routes 108, 109 and 118 to Montgomery (called the "covered bridge capital

of Vermont"), we encountered a number of the old bridges, some right in town and others hidden away down obscure dirt roads. This drive took us through some incredible fall color and quiet rural scenery. Backtracking along Route 118 to its intersection with Route 100, we turned south on 100 and searched out several more covered bridges as we circled back to our campsite in Stowe.

The sun was shining the next morning as we broke camp and drove southeast on U.S. Highway 2, paralleling I-89 to Montpelier, known as the smallest state capital in the nation. Entering Montpelier, with its gracious old Victorian buildings, is like taking a step into yesterday. Slim, white steeples pierce the sky amid fluttering scarlet leaves and intriguing restaurants are everywhere.

After a brief stop in Barre, just a few miles southeast, to visit some of the world's largest granite quarries, we continued north on Route 14 to East Montpelier and Danforth's Sugarhouse, where we learned that it takes about 40 gallons of

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Continuing northeast on Highway 2, our next camp location was in St. Johnsbury at Moose River Campground. We had heard that the color was peaking in this area and we were not disappointed. Steeped in history, St. Johnsbury is filled with marvelous old architecture framed by brilliant autumn foliage. You will want to pick up a brochure describing the town's buildings and spend a day walking the streets. For a special treat, stop at the Athenaeum, a public library and fabulous art gallery declared a National Historic Landmark, which contains one of the nation's best collections of 19th-century American paintings; or perhaps Fairbanks Museum and Planetarium with its great historic treasures.

The next morning was crisp but sunny and we took a day trip west on Highway 2 and then south to the village of Peacham, probably Vermont's most photographed

township during the fall. The view of the village is breathtaking from up on the hill near the old cemetery where elaborate headstones tell quite a history of generations of the region's inhabitants. Seeing several small tour vans driving up into the surrounding farm neighborhood, we followed and were surprised to see a sign in one yard saying "photographers welcome." Next door a neighbor, saying her view was better, invited us into her yard to photograph the lovely white-steeped church and barn that lay just on the other side of her pasture.

Several days later we moved camp again, backtracking over Highway 2 and I-89 as the color began peaking a bit farther south, this time staying at beautiful Lake Champagne Campground in Randolph, located just off I-89. Open from Memorial Day through mid-October and set on 100 acres of rolling green hills, the campground is surrounded by a variety of hardwood trees all blazing in color. Our spacious campsite overlooked a small private lake and we found this an ideal location to range out in all directions on day trips.

We spent nearly a week there driving the backroads on both sides of the interstate, photographing classic little villages, covered bridges and well-tended farms. Frequent stops at roadside stands where families sold apples, pumpkins and maple syrup introduced us to a resilient, hard-working people known for their fierce independence and rugged self-reliance.

There is quite a cluster of covered bridges located to the northwest of Randolph, along Route 12 near the village of Northfield, however it took persistence and a few local inquiries before we located them.

An especially nice drive had us circling south on Route 14, passing half a dozen covered bridges and then turning north on Route 110, where we explored the picture-perfect villages of South Royalton, Tunbridge (more covered bridges there but not easily found) and Chelsea. Expanding that circle by driving south on Route 14 to Sharon and north on Route 132 to Strafford and South Strafford took us through more of the gorgeous rural

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countryside and tiny New England villages with more white-steepled buildings. Everywhere, people were generous with their offers to us to photograph from their properties, though we were very careful to never trespass without an invitation.

The trees were starting to look a bit bare by the time we left Vermont and our glorious dance with the wind and the leaves was at an end.

If you would like to photograph autumn color in Vermont you can't go wrong following our route. We mention the names of the campgrounds throughout this article because we didn't see many of them as we traveled around the state. Be sure to call ahead for reservations.

Since Vermont is a small state, there is another way to make this trip. You could easily camp in just one campground such as Lake Champagne in Randolph and explore all of the areas mentioned as day trips using your dinghy vehicle.

Recently we've heard that there is a growing interest in Vermont's covered bridges and many are being restored. It will be interesting to make the trip again and see the changes. ♦

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NEXUS RV PHANTOM 31P

Buying factory-direct enables customers to get exactly what they want without a hefty price tag

Founding a new enterprise in the aftermath of an economic downturn can be quite a challenge. However, for Claude Donati and David Middleton, the two principals behind NeXus RV, a new motorized RV manufacturer in Elkhart, Ind., the waning recession actually worked in their favor. As former executives with Gulf Stream Coach, they brought a wealth of experience to the new enterprise — and, based on what they learned, a new factory-direct business model that, according to Middleton, provides the buyer with “a lot more coach for a lot less money.”

NeXus also manages to keep costs in check by maintaining a streamlined operation. The company offers two models — the Viper and the Phantom — and nine floorplans, ranging in length from 23 to 32 feet. There’s some crossover in size — the Viper ranges from 24 to 29 feet, while the Phantom starts at 23 feet and stretches the tape to 31 feet, 9 inches with its 32P single-slideout floorplan — but there’s a sizable difference between the two models. Aside from the traditional cabover sleeper in the Phantom, the motorhome is 4 inches wider and 4 inches taller than the Viper.

Where the two models don’t differ is in chassis choice and construction techniques. Built on Ford’s V-10-powered E-350 and E-450 chassis (both with a 14,500-pound gross vehicle weight rating), the NeXus is currently the only Class C motorhome built with a full steel-cage framework — floor, side walls and roof — using a high-strength, low-alloy steel which,



according to Donati, is 60 percent to 70 percent stronger than the aluminum the competition is using while only adding about 60 pounds more weight to the average motorhome.

One floorplan that should prove popular with motorhome enthusiasts is the company’s 31P Phantom. Visually, the coach offers extremely clean lines enhanced by seamless fiberglass side walls (backed by an AZDEL composite sub-structure) and a molded fiberglass cap that covers the front and slightly wraps around the sides. There’s also a rear eyebrow cap. In standard trim, the motorhome is white with graphics; NeXus also offers full-body paint (shown), a \$7,000 option; for \$2,700, buyers can opt for skirt paint that includes a flare up across the rear and highlights added to the front cap.

The rear window is standard, as is the huge pass-through storage bay accessed by the rear hatch and rearmost hatches on either side. Like all NeXus coaches, the 31P includes an electric awning and slideout awning topper as standard equipment, along with a 5,000-pound hitch receiver and an outside rinse-and-wash compartment.

Another construction technique worth noting is NeXus’ use of automotive-style window seals all around. It’s a bit more labor-intensive to install, but offers better protection and is less likely to develop leaks.

October 2011 | **MOTORHOME**





SPECIFICATIONS

CHASSIS: FORD E-450	WHEELBASE: 208"
ENGINE: FORD V-10	FRESHWATER CAP: 40 GAL
FUEL: 55 GAL	GRAY-WATER CAP: 36 GAL
GVWR: 14,500 LBS	BLACK-WATER CAP: 27 GAL
LENGTH: 31' 7"	LP-GAS CAP: 9.9 GAL
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Inside, the Phantom's impressive 7-foot-high ceiling helps create an open, airy living space enhanced all the more with the single 24-inch deep, 10-foot-long streetside slideout that's home to paired panoramic windows, the dinette and sofa. The window valances, along with the dinette back and sides and the sofa, are upholstered in complementary earth-tone shades of soft-touch vinyl, with a faux tile pattern in the linoleum floor covering. In standard trim, the Phantom is fitted with a jackknife sofa; this unit was upgraded with a hide-a-bed and air mattress. The "Dream Dinette" table, meanwhile, is hydraulically actuated; to lower it for an additional sleeping option, you simply switch the lever beneath the table and lower the table until it fits into the cleats.

Curbside, the 31P is equipped with a barrel chair just forward of the entry door and, in the abbreviated galley, everything a person needs for meal prep including an oven, three-burner range top and microwave oven, but it's short on counterspace. A fold-down or pullout counter extension would really help. The area also boasts a large twin-bowl sink and single-lever faucet with a pull-off handle for cleaning chores. Other amenities include the two-door Norcold refrigerator (with wood door inserts), 6-gallon gas/electric water heater, 30-amp electrical (upgradable to 50 amp), 4.0 kW Guardian AC generator (a 5.5 kW genset is optional), a ducted



13,500-BTU roof-mounted air conditioner and 40,000-BTU furnace.

NeXus gets good marks throughout the cabin for its space utilization. Cabinets and storage are plentiful, including some you're not expecting — like the space with a hinged access cover that's found in the streetside corner of the forward cab bed — and some that will surprise you. Aft of the refrigerator, for example, is a tall, narrow pantry, while another narrow cabinet door below the countertop, between sink and stove, reveals a quartet of drawers on rollers for storing everything from tableware to tools. NeXus uses residential raised-panel hardwood in its cabinets, with glazed maple doors and nickel pull handles.

In fact, about the only open interior wall space is found directly above the entry door — and the company isn't shy about noting it will add one there, too, if the buyer wants it.

"As a manufacturer dealing directly with the customer, we're capable of making special changes requested by the customer, giving people the opportunity to 'customize' their units," Middleton pointed out. "For example, we had a retired couple come in from Atlanta that wanted our 23-foot model with a rear corner bed. But in a unit that small you want as much storage as possible, so they asked us to add an extra cabinet above the door and enlarge the cabinet near the bunk. They also wanted to pick their fabrics, and added more vinyl to the dinette. We built it the way they wanted it."

The NeXus also scores high in sleeping accommodations. With the dinette broken down for slumber and the sofa pulled out, there's enough room between the rear bedroom and cabover bunk to sleep six to eight adults comfortably.

What really makes this floorplan, though, is the rest of the unit. The 31P offers a rear bedroom arrangement with a pedestal queen bed, but between it and the living quarters you'll find the "traditional" bath area has been divided into separate facilities. The water closet, with toilet — which, by the way, isn't mounted too close to a wall, something larger users can appreciate — vanity sink and cabinet, is streetside, while the 6-foot shower stall with skylight is curbside. Pocket doors separate the bedroom from the bath, and the bath from the lounge/dining area. It's

not unlike the arrangement you'd find in many Class A coaches.

While the only TV, a 26-inch VIZIO flat-screen unit, is mounted on an articulating arm above the cabover bunk and is viewable throughout the motorhome, NeXus offers a second 26-inch unit as an option for the bedroom. If you'd rather install your own, the forward bedroom wall has been prewired and backing added behind the wall to support a wall mount.

The floorplan is nearly a "walk-through" design into the front cab; there is, at most, a 4-inch elevation difference between the Ford cockpit and the rest of the coach. The cockpit is comfortable and essentially stock; the only option added was an upgraded stereo with USB port and iPod jack. The backup camera is standard equipment.

Exclusive of the individual warranties that may be provided by a component supplier, NeXus offers a 12-month bumper-to-bumper warranty on the motorhome — which brings up another interesting aspect of the company's factory-direct business model. Without a dealer network, where do NeXus customers go to get their motorhome serviced?

"That's one thing we took seriously, more than anything, because we wanted to make sure customers have service after the sale," said Middleton. "We quickly realized that there are actually more service centers around the country than there are selling dealers. So we are in the process of setting up a nationwide network of qualified service centers."

Currently, NeXus has about 100 service centers in its network for service and warranty work, with a goal of establishing 250 centers nationwide. Service center locations are readily listed on the NeXus RV website. And NeXus products are built exclusively on Ford chassis, which can be serviced at any Ford service center.

"We feel that our service approach is better than any dealership out there," Donati added.

"Most of the time, customers need or want service where they are going to be on vacation — or en route, if they encounter any problems. We offer coverage in those areas, be it the Grand Canyon or the Black Hills. We think service is actually a selling feature for buying factory direct." ♦

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DRIVETRAIN MAINTENANCE FOR GAS ENGINES

HOW TO KEEP YOUR MOTORHOME
RUNNING LIKE NEW

by KEN FREUND



Clockwise from left: Camping World employees discuss a motorhome service. It's best if the motorhome can be hoisted for inspection and service. A scan tool can be used to check for stored trouble codes.

For many motorhome owners, drivetrain maintenance is about as much fun as a root canal or paying taxes, but neglecting regular maintenance can be costly. New coach owners, as well as seasoned RVers, often don't realize the importance of following the manufacturer's maintenance schedule.

Simply put, a properly maintained motorhome lasts longer and runs more efficiently and reliably than one that isn't well-maintained. Performing the factory-recommended scheduled maintenance

items in the owner's manual and following maintenance schedules are the best things you can do to keep your warranty in effect and to ensure reliability. You'll also improve the trade-in or resale value and make it much easier to sell when the time comes.

Your drivetrain basically consists of all the parts that "drive" the motorhome down the road. For the purpose of this article, we'll include the engine with its driven accessories and radiator, the transmission and torque converter, drivelines (drive-shafts) and drive axle. Each item needs regular inspections and maintenance.

Maintenance is done by time and/or mileage intervals. Sometimes it gets a bit confusing, particularly with motorhomes

that aren't driven many miles annually. Short trips and towing a trailer or dinghy vehicle are considered severe duty and call for more frequent service intervals. These are also routinely noted in the maintenance schedules. To protect the warranty, it's important to perform the manufacturer-required services at the recommended intervals. You or an independent service facility rather than a franchised dealer may do these services, or portions of them. However, all work must be done according to the manufacturer's procedures, using materials that are approved by the factory.

We recommend that owners keep a maintenance logbook with a record of everything that has been done and where, along with date and mileage. Additionally, keep a folder with all receipts in the coach when you travel. There are also maintenance-tracking software programs and smartphone applications that can help you keep track of services.

In addition to scheduled maintenance, you should book a service appointment immediately if you notice any of these symptoms:

- The CHECK ENGINE icon on your dash doesn't light up when you start the vehicle, or it lights up and doesn't turn off after the engine starts.
- Fluids are noticed leaking from the engine or transmission (note: water from the dash air conditioner condensation coming from a drip tube is normal).
- Visible damage to any engine or drivetrain components.
- Loud noises coming from the engine, transmission, drivelines or axle.
- Smoke or unusual odors are noticed coming from under the vehicle. (Brake smell



Oxygen sensors are mounted in the exhaust pipes and need to be checked.



Fuel filters are often hidden within the frame rails and are easily overlooked.



This type of hose clamp is prone to rust and breakage — replace with stainless steel clamps.

GENERIC DRIVETRAIN MAINTENANCE CHECKLIST

- Engine oil check — oil and filter change
- Transmission fluid level check — fluid and filter change
- Power steering fluid level check
- Radiator coolant check — flush
- Radiator, hoses and clamps — remove bugs and leaves, inspect for looseness, cracks, deterioration
- Differential oil level check — change
- Battery terminals — clean
- Battery water level check and top off with distilled water
- Air filter — check, clean/replace
- Master brake cylinder fluid level check (flush and replace every two years)
- Drive belts — check for cracks, wear, tension
- Fuel filter change
- General visual inspection for leaks, cleanliness, items rubbing or chafing
- Keep necessary parts greased and lubricated
- Top off windshield washer fluid
- Spark plugs and spark plug cables (if equipped) — check and replace as needed
- Check/replace PCV valve
- Check/replace oxygen sensors
- Check EGR valve (when equipped)
- Check fuel evaporative canister system (when equipped)



Check parking brake cable tension and operation.



Check air inlet tubes for leaks, mounting security and damage.



U-joints and slip yokes need to be greased and inspected for looseness and wear.



Check driveline hangers for cracked and damaged rubber, and bearings for wear.



Check U-joint mounting fasteners and items such as exhaust hangers (on the right) for wear.

after descending a long grade is not unusual, but smoke is certainly cause for concern.)

When a motorhome that has an on-board diagnostic system is serviced, it's a good practice to connect a scan tool and check for stored trouble codes and determine if there are any problems. In general, there are minor services that are done more frequently and call for an engine oil and filter change, along with fluid level checks for coolant, washer fluid, brake fluid, differential and transmission fluid. Then there are major services where items such as air and gas filters and spark plugs are replaced (see checklist on opposite page).

MOTOR OILS

The Society of Automotive Engineers (SAE) has established a numerical coding system for grading motor oils according to their viscosity. The SAE viscosity grades run from a low of zero to a high of 60, the thickest. The SAE designation for multi-grade oils includes two viscosity numbers. Numbers before the letter W designate the oil's "winter" viscosity at low temperatures, the number after indicates the hot oil's viscosity. The SAE has a separate viscosity rating system for gear and manual transmission oils.

The latest service category rating for gasoline engines for 2011 is "SN." The API SN rating is equivalent to the new GF-5 oil rating by the International Lubricant Standardization and Approval Committee (ILSAC). ILSAC works with API in creating gasoline engine oil specifications. SN and GF-5 motor oils are designed to improve fuel economy, the life of emission components such as catalytic converters and oxygen sensors, and reduce sludge, deposit and oxidation. The oils also have better low-temperature viscosity, aeration control, high- and low-temperature corrosion protection, and improved filter-clogging protection.

The previous API service category rating for gas engines was SM, introduced in late 2004 for 2005 and newer engines.

Oil viscosity should be selected for the ambient temperatures expected; thicker for summer's heat and thinner for the winter's cold. Oil that's too thick won't circulate quickly on cold startup. Oil with too low a viscosity runs the risk of metal-to-metal abrasion, particularly in the

camshaft and valve train when it gets hot.

Motor oil manufacturers often use supplements such as alkaline additives to neutralize acids and detergents, corrosion inhibitors and dispersants to keep engines clean and minimize sludge. Most motor oils have traditionally used zinc dialkyldithiophosphate (let's call it ZDDP) as an anti-wear additive to protect engines from metal-



Check for oil leaks; this front seal is just starting to seep.



Drain plug location in this oil pan.



The oil filter (on the right) is often tucked away in a spot that is difficult to reach.

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to-metal contact. The quantity of ZDDP in the latest oils has been limited to minimize harm to catalytic converters, and newer engines such as Ford's V-10 and GM's Vortec 8.1-L that have roller valve lifters don't seem to have a problem with less zinc. However, older motorhome engines that have non-roller lifters may have problems with metal galling. For these engines, earlier oil ratings are recommended. Aftermarket ZDDP additives are available in auto parts stores for additional protection. There are other additives that can be added to oil for purported benefits. However, they are not required for warranty or recommended by engine manufacturers.

SYNTHETIC VS. CONVENTIONAL OILS

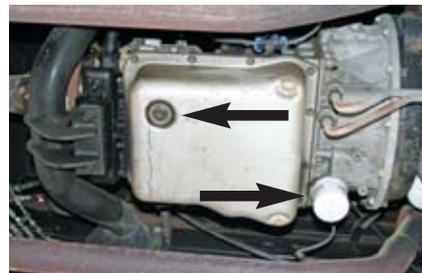
Tests show that fully synthetic motor oils are superior in extreme service conditions to conventional oils. Synthetic oils require little or no viscosity index improvers, which are vulnerable to degradation, and synthetics are less subject to oxidation at high temperatures. Some synthetic oil suppliers suggest that oil change intervals can be extended with synthetics. However, synthetics can still become overwhelmed with particulate matter and combustion byproducts, and the oil filter can still fill up over time. Failure to change the oil when specified can also void warranty coverage, so stay within

factory-recommended intervals.

We prefer synthetics. However, in most motorhome applications conventional mineral-oil-based lubricants, sometimes fortified with synthetic additives or blends, continue to be satisfactory.

TRANSMISSION FLUID

We recommend synthetic transmission fluid if you can afford it. Many motorhomes use Allison automatic transmissions, and TranSynd synthetic fluid by Castrol extends Allison's drain intervals by 300 percent. If



Drain plug and filter on Allison automatic transmission.

your motorhome has another brand of transmission, be sure to use a factory-approved fluid. Some of the popular conventional ones are Mercon V, used in most Fords, and Dexron VI in many GM products, and there are also combined fluids such as Mercon-Dexron 3. Filters should be replaced, and best results will be obtained if you have the system flushed on a special machine that circulates and changes fluid in the torque converter.

COOLANT

Antifreeze coolant deteriorates over time and should be flushed and replaced. Most engines come with long-life coolant, which is designed to last about five years. For compatibility, use only the type of coolant that's factory recommended. It's a good practice to replace the thermostat and check the inside of the hoses for cracks and softness when the coolant is flushed.

FORD SPARK PLUG PROBLEMS

The cylinder heads on Ford two-valve 6.8-L V-10s built up to 2004 in Ford's Windsor, Ontario, plant (not the 2005 and later three-valve heads) have a known spark plug thread-stripping problem. The spark plugs are at the bottom of a deep well, and only have four threads in the cylinder head.



PHOTO: TREVOR TALLIMAN

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Deteriorated spark plugs and cables often contribute to rough running and power loss.

After a while, the steel spark plugs stick to the aluminum and typically the rear-most plugs are the worst. They may blow out while driving, or get stuck and strip out while being removed, leaving a smooth hole and no way to reinstall a plug. A Ford technician shared that for these engines, the recommended removal method is to spray some PB Blaster lube around the plugs and then carefully try to work them free by turning the wrench back and forth slightly to prevent stripping the threads.

Ford covered this under Technical Service Bulletin (TSB) 07-21-2 and issued a "Lock-and-Stitch" repair kit that allows mechanics to install an aluminum insert where the spark plug threads were, and the kit includes tools, materials and instructions. However, aftermarket steel-insert kits are more durable and Timesert (www.timesert.com) sells kits specifically for these engines.

FINAL THOUGHTS

In addition to drivetrain components, there are many other components in the steering, suspension, brakes, electrical generator and other items that need regular inspection and maintenance in order to keep your coach in good, safe condition. Be sure to take care of them too.

Ford and Workhorse maintain websites (www.ford.com and www.workhorse.com) and phone centers for customer technical inquiries. Ford's motorhome assistance lines are 800-444-3311 and 800-392-3673. Workhorse can be reached at 877-246-7731. Owner's and service manuals for Fords may be purchased from Helm Inc., 800-782-4356 or www.helminc.com. ♦



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GAS GENERATOR SERVICE #989037

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REFRIGERATOR SERVICE #989036

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User Guide

Contents



TIFFIN ALLEGRO RED 38 QBA

Step up to the benefits of a diesel-pusher and treat the family to luxurious travel in the four-slide, bunk bed floorplan

Value-conscious motorhome enthusiasts hesitant to make the move to their first diesel-pusher are in for a treat. Tiffin's hallmark Allegro line celebrates 40 years of front-gas-powered coach evolution and the Allegro Rear Engine Diesel (RED) line combines the best of those features and innovations with rear

diesel power. Tiffin's RED offers the performance and payload of a pusher while retaining the economies of a well-built, well-appointed motorhome — the kind that has attracted buyers for decades.

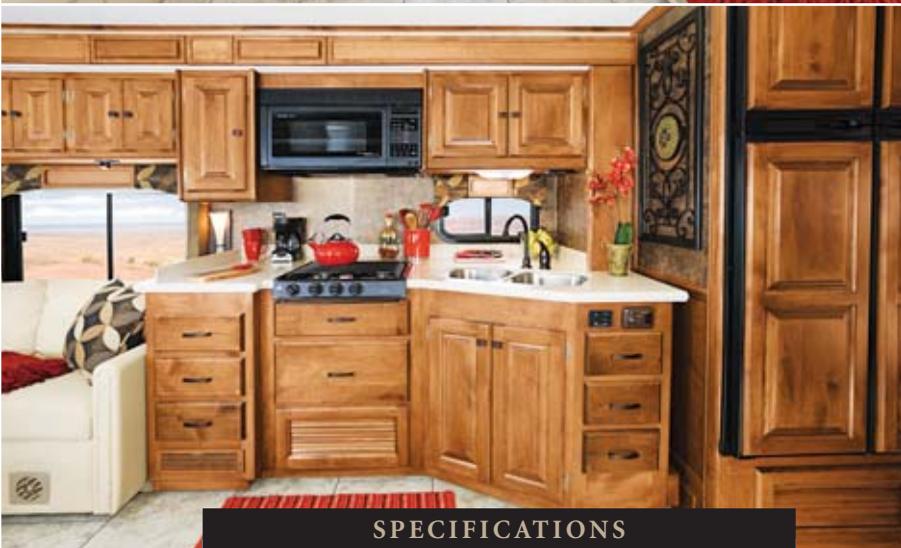
The Allegro RED is offered in three length-based floorplans with four slides each. The 38 QBA has a bunk bed and is the longest floorplan, handily accom-

modating a large family or ably pampering a full-timing couple.

The 30-inch by 72-inch bunks are positioned in the curbside rear slide shared with the bedroom's dresser cabinetry and 26-inch LCD TV. A solid sliding pocket door ensures visual privacy between the bedroom and bunks and each bunk is equipped with a fold-down video monitor with connections to the coach's satellite and digital HDTV system. When the bunks aren't needed, the upper bunk folds up and locks against the exterior wall creating a bonus 72-inch-wide full-length hanging storage closet.

The bedroom offers a 60-inch by 80-inch innerspring queen-size bed in the streetside rear slide with AC-outlet-equipped nightstands and deep overhead storage cabinets. The rear wall holds the customary spacious step-up wardrobe with 65 inches of hanging rod for both full- and shirt-length use. The RED comes pre-plumbed for an





SPECIFICATIONS

CHASSIS: FREIGHTLINER XC-R	INTERIOR HEIGHT: 7'
ENGINE: CUMMINS ISB 6.7-L TURBO 340 HP	WHEELBASE: 252"
FUEL: 100 GAL	FRESHWATER CAP: 90 GAL
GVWR: 29,500 LBS	GRAY-WATER CAP: 70 GAL
LENGTH: 38' 9"	BLACK-WATER CAP: 50 GAL
WIDTH: 8' 5"	LP-GAS CAP: 24 GAL
HEIGHT WITH A/C: 12' 10"	BASE MSRP: \$199,360

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optional (\$1,680) stacked washer/dryer, which uses the separate rear wall storage cabinet next to the wardrobe when ordered.

The ample bath provides maximum privacy; it's fully enclosed rather than split across the passage. A 36-inch-wide skylight-domed shower is standard with an optional (\$140) 39-inch tub/shower unit also available. The lavatory is topped in matching solid-surface material found throughout the coach and offers generous space, complemented by the additional medi-

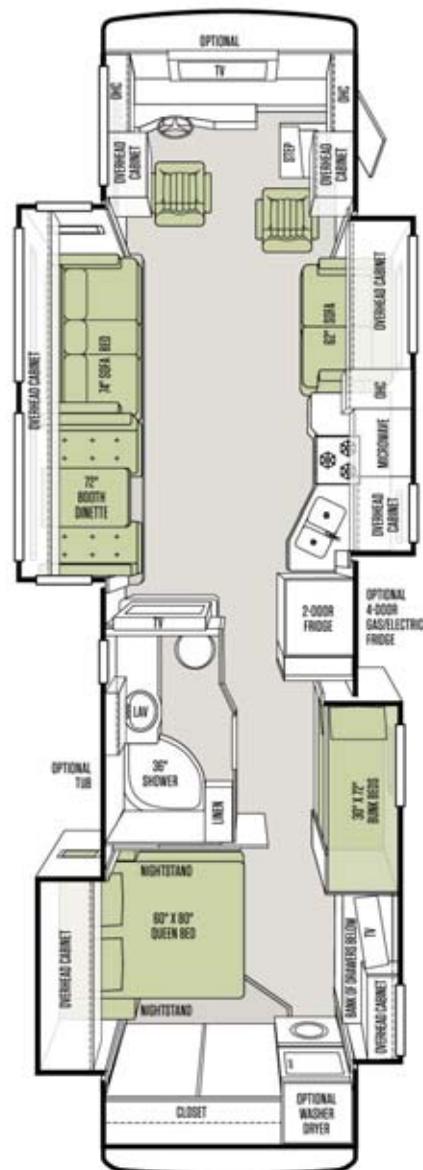
cine cabinet, and overhead and linen storage cabinets finished in the handsome English Chestnut cabinetry used throughout the motorhome.

The efficient galley is well-equipped and keeps all appliances on the same side. The standard 10-cubic-foot, LP-gas/120-volt AC refrigerator can be replaced by the optional four-door unit with icemaker or a full-on residential AC unit that comes packaged with four additional deep-cycle batteries to feed the optional (\$1,750) 2 kW

CONTINUED ON PAGE 84



38 QBA



SANITIZING SOLUTION

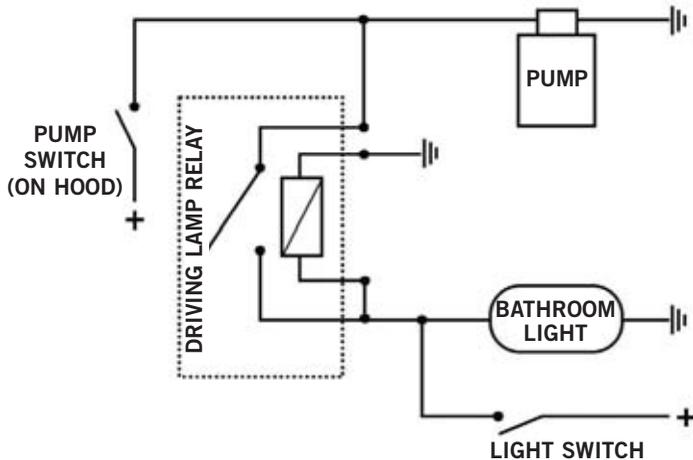
Since I own a motorhome that has no exterior inlet into the freshwater tank and only a lever to switch between inlet and water tank fill, I had a difficult time sanitizing the freshwater tank. So I came up with the idea to use my exterior water filter housing.

I hook it up between the water source and the water connection on my RV. I remove the filter element and fill the housing with the required amount of bleach for my tank, screw the top back on the housing and turn the water on. The bleach and water go into the tank until full.

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LET THERE BE LIGHT — AND WATER



Here's a way to wire a water-pump switch in the bathroom for convenience.

My existing water-pump switch is on a panel on the range hood, with wires running hidden through cabinets and across the ceiling. Running a new wire and using three-way switches would have been very difficult. A second switch wired in parallel would work, but it would be easy to inadvertently leave the pump on.

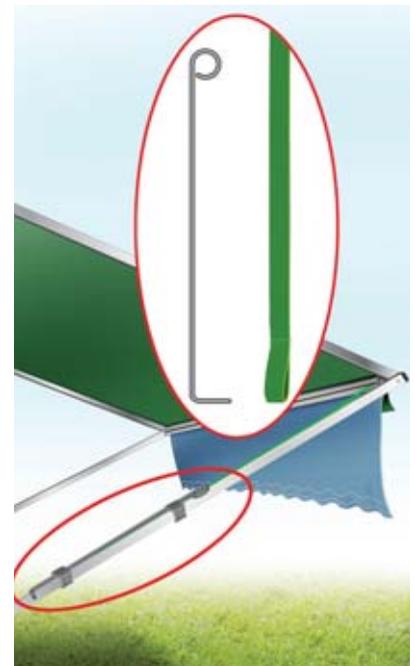
I reasoned that when someone wanted the pump on in the bath, they would also want the light, and they would turn it off when they left. I ran a wire from the light switch in the bathroom to a driving light relay and then to the pump. The relay is used for isolation so the light won't come on when the pump is activated from the range hood. Now the pump can be powered from either or both locations. The illuminated switch on the range hood lights up when either is on to serve as a reminder.

JIM ANDERSEN | AMITY, ORE. ♦

IN THE LOOP

I've found that the best way to store the awning tool, and keep the strap out of the way, is to place the tool in the strap loop and put it in the back recess of the awning brace. That way I can always find the tool and the strap is out of the way.

LAWRENCE LANKFORD
FRESNO, CALIF.



WE WANT TO HEAR FROM YOU!

Quick Tips, MotorHome's monthly column of useful, handy and simple tips by fellow RVers, is looking for submissions. Please send your favorite do-it-yourself ideas to: MotorHome Quick Tips, 2575 Vista Del Mar Drive, Ventura, CA 93001, or email letters@motorhomemagazine.com. Be sure to include any photos, illustrations or drawings, if necessary. If your tip is selected for publication, you'll receive \$35.

ILLUSTRATIONS: BILL TIPTON

Why You **Shouldn't** Insure Your RV Like Your Car.



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Vehicle	\$25,000.00
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\$349 amount is based on nationwide data from new RV policyholder surveys from October 2, 2009 to March 29, 2010.

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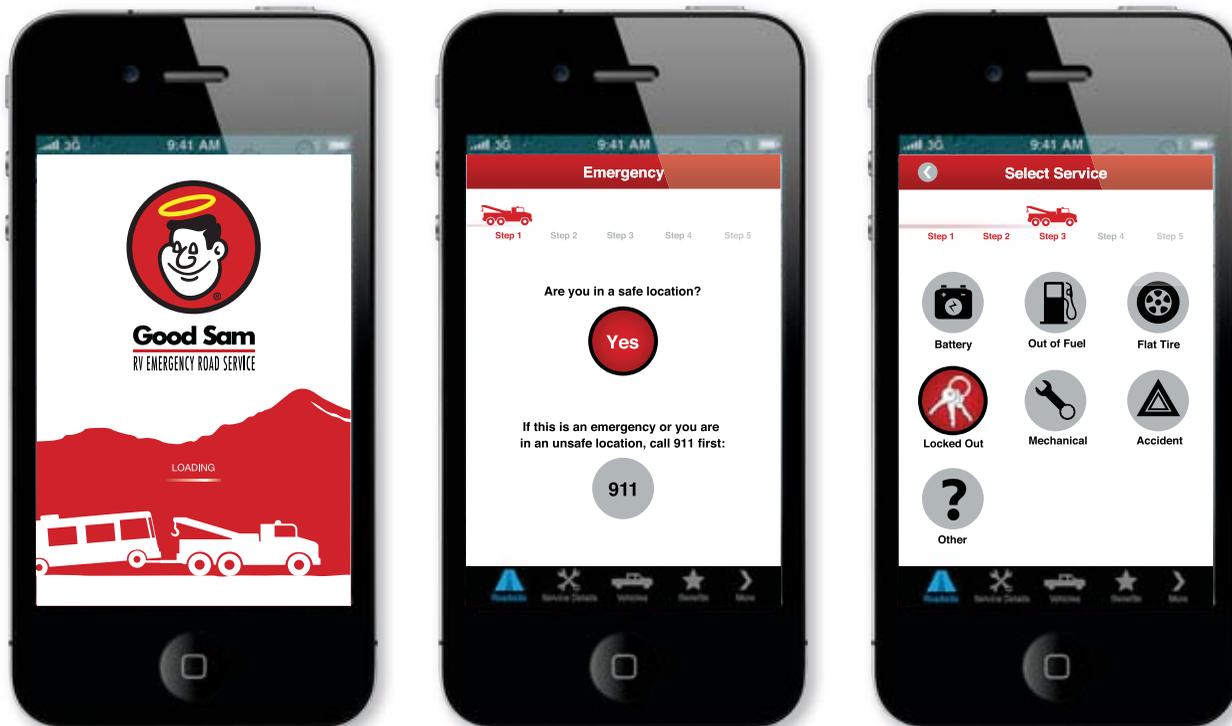
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HANDS-ON | *by* KEVIN LIVINGSTON

AWNING ARMOR

Protect your rolled-up awning from sun and weather damage with this versatile kit

One of the most commonly sought after and used

RV accessories is the patio awning. Like many other motorhome appendages, required service and regular maintenance procedures keep these accessories working without failure. In the case of awnings, this usually means fully opening it, followed by a thorough cleaning — and drying — and treating the entire length of fabric.

In an effort to reduce cleansing intervals and to further enhance fabric protection, Awning Pro-Tech, a company out of Phoenix, Ariz. — a place where intense sunshine is common — has developed a simple yet effective cover specifically designed to protect the awning when rolled up between uses.

The Awning Pro-Tech system is basically a series of covers which snap into position directly onto the rolled-up awning. Each Awning Pro-Tech kit is comprised of five equal-length pieces measuring 51.33 inches, allowing total coverage for awnings up to 20 feet long with diameters ranging from 3.65 inches to 4.25 inches, which covers most late-model awnings. Aside from simplicity, Awning Pro-Tech has also taken longevity into consideration by using UV-resistant polymers as opposed to plain old PVC plastic. Using this type of material affords a possible life span of up to 60 years without cracking, breaking or discoloring, as well as maintain-

ing its original physical properties, according to the company.

The installation procedure for the Awning Pro-Tech is as easy as it looks. To begin, go to one end of the desired awning and start snapping the pieces onto the awning by spreading the slit side open to help with positioning. Make sure that one piece is overlapping the next by at least 2 inches. This will help to cover any butt joints where sun might get through and ensure the fit can be configured for any awning shorter than 20 feet without cutting. For those of you who have a motorhome equipped with enormous awnings spanning beyond 20 feet, don't worry; individual pieces are available, too.

Although the Awning Pro-Tech is an excellent product due to its sheer simplistic design, some owners may find it a little difficult to get the material to spread over the awning. Because of the very same UV-resistant polymers that promote long life, there is also a small amount of tension created when assembling the pieces. This sort of plastic makes the Awning Pro-Tech stiff and a little tough to get started. The only other hindrance is that each time you plan on taking a trip the Awning Pro-Tech must be removed and stored, but that's a minor inconvenience for fabric longevity. The product carries a 15-year warranty and is manufactured in the USA.

All in all, this is a great inexpensive device for awning preservation. The five-piece kit retails for \$119.99 and can be ordered from the company online. Shipping is free. Single sections are available for \$23.99, also with no shipping charges. **Awning Pro-Tech,** 602-418-7186, www.awningpro-tech.com.



PHOTOS: KEVIN LIVINGSTON



Refund Requested

SEEKING COMPENSATION FOR AN INEFFECTIVE MOTORHOME REPAIR, A READER TURNED TO HOT LINE FOR HELP. HE WROTE:

I'm trying to resolve an issue with Workhorse Custom Chassis and Bert Ogden Chevrolet. Last December I took my 2004 Class A coach (on a Workhorse chassis) to Cummins Crosspoint in Bloomington, Ill., for brake recall work. While it was in for service, the technicians saw that the rear wheel bearings were pitted and needed to be replaced. I authorized the wheel bearing repair and paid for it.

A couple of days later my wife and I left home and headed to Mission, Texas, to escape the Illinois winter. Upon arriving at our destination, we smelled smoke and saw black smoke coming out from the rear wheel wells.

A call to an emergency roadside service operator revealed that the new wheel bearing seals were leaking. I called Workhorse and was told Bert Ogden Chevrolet in Mission, Texas, was an authorized service center.

Bert Ogden Chevrolet replaced the wheel bearings and seals at a cost of \$244.75. We were told by a Bert Ogden employee that Workhorse would not honor the claim as the repair work was not part of the brake recall. Thus, we paid the bill.

I then contacted the first service center — Cummins Crosspoint — which, in turn, contacted Workhorse Custom Chassis. I was told that the matter had been turned over to a Workhorse rep in Texas who was going to tell Bert Ogden Chevrolet to give us a refund for the paid repairs.

I was told that Workhorse will call me, but I'm still waiting to hear from the company. I would appreciate any assistance Hot Line can render.

LARRY MCGUIRE | CHESTER, ILL.

Hot Line contacted Workhorse Custom Chassis on McGuire's behalf. A company representative responded as follows:

BEFORE LEAVING YOUR MOTORHOME FOR SERVICE, ALWAYS INSIST ON A WRITTEN WORK ORDER THAT DETAILS WHAT WORK IS TO BE PERFORMED, AND AN ESTIMATE OF HOW MUCH THE JOB WILL ULTIMATELY COST.

Thank you for contacting Workhorse Custom Chassis and forwarding correspondence from Mr. McGuire. We appreciate the opportunity to have reviewed the situation regarding the interim repairs.

Workhorse has contacted Bert Ogden Chevrolet regarding reimbursement. Mr. McGuire will be reimbursed \$244.75. Please have McGuire contact Bert Ogden for payment.

Again, thank you for the opportunity to review this matter. I sincerely appreciate your efforts in helping us resolve any Workhorse customer concerns.

**DEBRA ANDERSON
REIMBURSEMENT COORDINATOR
WORKHORSE CUSTOM CHASSIS
TROY, MICH.**

COOLER CONUNDRUM

Thinking that the labor for his refrigerator replacement should be covered under warranty, a reader asked for assistance. He explained:

Last June I had to replace the Norcold 1201 cooling unit in my 2004 Class A motorhome. The repairs included a new cooling unit and two fans for a total of \$2,366. Nine months later I had to have a second cooling unit installed. This time Norcold sent a new unit at no charge, but said I would have to pay for the labor, which was \$625. The person I spoke with at Norcold said they only pay for labor 30 days after a unit is installed. I think they should pay labor for one year — like they warrant the cooling unit.

LEROY DOE | AUSTIN, MINN.

We sent Doe's request to Norcold Inc. for its consideration. A customer service representative responded to Doe with the following:

It is our service philosophy to pay attention to the consumer and then make an effort to resolve their issue quickly and completely. I am submitting a check request to refund you half of the labor (\$312.50) toward what you paid for labor on the cooling unit. This is above any typical reimbursement as labor is not covered, but most importantly it satisfies your request.

**JACKIE GOTTS
CUSTOMER SERVICE SUPERVISOR
NORCOLD INC.
SIDNEY, OHIO**

REPAIR-SHOP REMINDER

From time to time, we receive letters from motorhome owners claiming they were overcharged at a service center for work they were unaware of or never authorized. When dealing with any type of auto-service business, it's wise to follow a few general rules to ensure you don't find yourself in an unexpected, costly situation. This applies not so much to a routine lube, oil and filter service, but to open-ended circumstances where a final outcome and cost have not already been estimated or predetermined.

Before leaving your motorhome for service, always insist on a written work order that details what work is to be performed, and an estimate of how much the job will ultimately cost. Always get a copy of the work order for your records. Note on the order that if the work will exceed the estimated amount by \$100 or more, then the shop must notify you before any further work is performed. This is also the time to ask whether prices quoted are for new, used or rebuilt parts.

Most service centers will follow the above guidelines; however, it is ultimately the customer's responsibility to make sure instructions for repair work are understood by the service center and documented on the work order. ♦

TO CONTRIBUTE TO HOT LINE, please refer to Contact MotorHome, on page 10.

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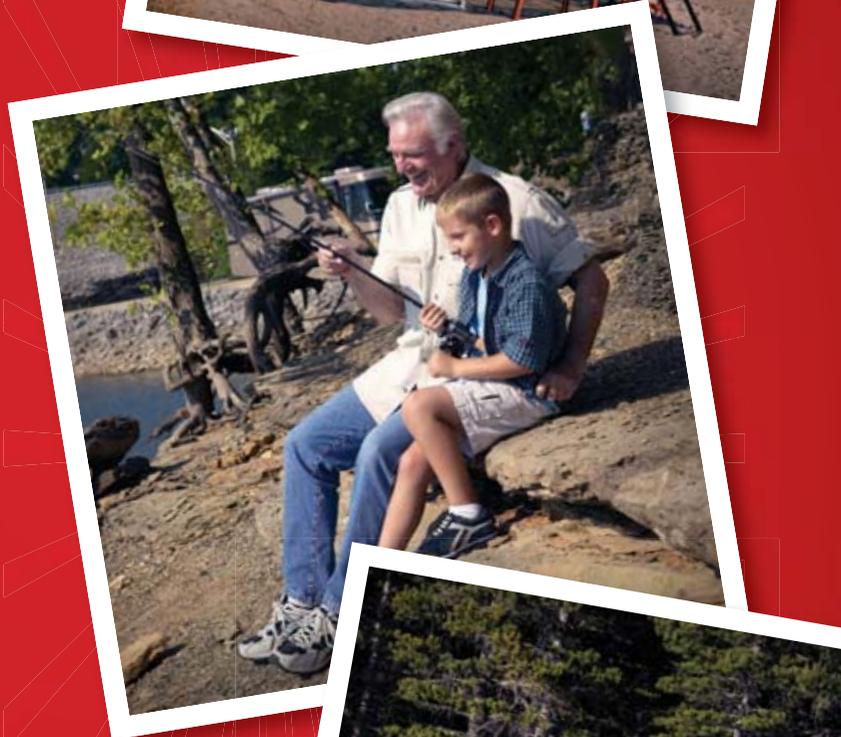
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USED 2010 Four Winds CHATEAU 28A WAS \$64,910 **NOW \$47,988** SAVE \$16,922 (888) 896-2801 Albuquerque, NM STK. # ARV15719



USED 2010 Four Winds CHATEAU 31P WAS \$72,450 **NOW \$47,995** SAVE \$24,455 (866) 820-0335 Council Bluffs, IA STK. # CBI14805



USED 2010 Four Winds CHATEAU 21C WAS \$69,995 **NOW \$47,995** SAVE \$22,000 (888) 254-9145 Meridian, ID STK. # MER14793



USED 2009 Winnebago CHALET 29TR WAS \$65,790 **NOW \$49,988** SAVE \$15,802 (888) 386-5187 Houghton Lake, MI STK. # HL5900



USED 1998 Gulf Stream TOURMASTER 8404 WAS \$84,995 **NOW \$49,858** SAVE \$35,137 (888) 254-9145 Meridian, ID STK. # MER12639A



NEW 2011 Four Winds FREEDOM ELITE 21C MSRP \$72,231 **NOW \$49,977** SAVE \$22,254 (888) 801-3226 Byron, GA STK. # MAC15295



USED 1999 Winnebago CHIEFTAIN 36L WAS \$69,995 **NOW \$49,995** SAVE \$20,000 (866) 754-7302 Greenwood, IN STK. # GRW325306



USED 2010 Four Winds CHATEAU 31P WAS \$78,855 **NOW \$49,995** SAVE \$28,860 (877) 289-0812 Las Vegas, NV STK. # LVN36787



USED 1999 Tiffin Motors ALLEGRO 35 BUS-DSL WAS \$64,995 **NOW \$49,995** SAVE \$15,000 (888) 903-6787 Harrisburg, PA STK. # HAR68771



USED 2010 Four Winds CHATEAU 31B WAS \$70,170 **NOW \$49,999** SAVE \$20,171 (877) 554-3516 Lakewood, NJ STK. # LAK8629



USED 2009 Winnebago CHALET 30B LIST PRICE \$63,777 **NOW \$51,438** SAVE \$12,339 (888) 480-3175 Sacramento, CA STK. # SAC13156 VIN # AX8554



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$70,436 **NOW \$51,882** SAVE \$18,554 (866) 775-0682 Roanoke, VA STK. # ROA16168



NEW 2011 Four Winds FREEDOM ELITE 21C MSRP \$74,376 **NOW \$51,995** SAVE \$22,381 (888) 905-0490 Anthony, TX STK. # LC15487



USED 2005 Coachmen AURORA 3480DS WAS \$79,995 **NOW \$52,995** SAVE \$27,000 (888) 682-3036 Churchville, NY STK. # CHU67166



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$72,505 **NOW \$52,995** SAVE \$19,510 (888) 902-8565 Tallahassee, FL STK. # TAL37749



USED 2007 Damon DAYBREAK 33 WAS \$69,995 **NOW \$52,995** SAVE \$17,000 (866) 415-9726 Golden, CO STK. # KC510574BB



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$69,156 **NOW \$52,995** SAVE \$16,161 (888) 674-0275 Gulf Breeze, FL STK. # GB37965



USED 2007 Jayco GREYHAWK 31SS 2/SLIDE WAS \$64,900 **NOW \$52,995** SAVE \$11,905 (888) 674-0275 Gulf Breeze, FL STK. # GB38693



USED 2008 Coachmen FREEDOM EXPRESS 26SO **NOW \$52,998** (888) 815-7523 Woodstock, GA STK. # WDS15618



USED 2003 Georgie Boy CRUISE MASTER 3640TS WAS \$59,575 **NOW \$54,240** SAVE \$5,335 (888) 315-7967 Tucson, AZ STK. # TUC16850



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$71,788 **NOW \$54,950** SAVE \$16,838 (888) 850-5575 Wood Village, OR STK. # POR36025



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$70,746 **NOW \$54,988** SAVE \$15,758 (888) 386-5187 Houghton Lake, MI STK. # HL6013



USED 2004 Itasca SUNCRUISER 38G WAS \$89,995 **NOW \$54,995** SAVE \$35,000 (866) 754-7302 Greenwood, IN STK. # GRW325194



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$85,559 **NOW \$54,995** SAVE \$30,564 (866) 502-8238 Bath, NY STK. # BAT67361



USED 2008 Coachmen FREELANDER 3150SS WAS \$79,995 **NOW \$54,995** SAVE \$25,000 (866) 754-7302 Greenwood, IN STK. # GRW325281



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$77,328 **NOW \$54,995** SAVE \$22,333 (888) 860-8684 Strafford, MO STK. # STR13278



NEW 2011 Four Winds FREEDOM ELITE 21C LIST PRICE \$74,148 **NOW \$54,995** SAVE \$19,153 (888) 331-1595 Santa Clarita, CA STK. # AMRV21253 VIN # A61442



USED 2005 Chinook GLACIER 25 WAS \$69,995 **NOW \$54,995** SAVE \$15,000 (888) 819-7952 Longmont, CO STK. # KC111232B



USED 2008 Coachmen FREEDOM EXPRESS 31IS WAS \$69,988 **NOW \$54,995** SAVE \$14,993 (888) 475-5918 Robertsdale, AL STK. # RD38718



NEW 2011 Four Winds FREEDOM ELITE 21C LIST PRICE \$69,156 **NOW \$54,995** SAVE \$14,161 (888) 480-3175 Sacramento, CA STK. # SAC13851 VIN # A61434



USED 2006 Fleetwood FLAIR 31A WAS \$80,783 **NOW \$55,988** SAVE \$24,795 (888) 386-5187 Houghton Lake, MI STK. # HL5896



USED 2001 Harney Coach RENEGADE CLASSIC SEDONA WAS \$73,269 **NOW \$55,991** SAVE \$17,278 (877) 450-7415 Island Lake, IL STK. # CRV5452A



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$73,007 **NOW \$59,000** SAVE \$14,007 (888) 568-2177 Burlington, WA STK. # FRV10141



USED 2008 Winnebago SIGHTSEER 30B WAS \$81,676 **NOW \$59,858** SAVE \$21,818 (866) 673-0250 Statesville, NC STK. # STA125977



USED 2010 Four Winds FREEDOM ELITE 26E NOW \$59,995 (888) 668-6715 Katy, TX STK. # KAT9614



USED 2007 Newmar CANYON STAR 3303 WAS \$90,790 NOW \$59,995 SAVE \$30,795 (866) 610-5049 Akron, OH STK. # SRV18277



USED 2000 Newmar DUTCHSTAR 3851 WAS \$79,995 NOW \$59,995 SAVE \$20,000 (888) 454-1707 Kissimmee, FL STK. # KSC2138



USED 1999 Holiday Rambler IMPERIAL 40FBS WAS \$89,995 NOW \$59,995 SAVE \$30,000 (866) 754-7302 Greenwood, IN STK. # GRW325551



USED 2010 Four Winds FREEDOM ELITE 26E WAS \$86,995 NOW \$59,995 SAVE \$27,000 (866) 775-0682 Roanoke, VA STK. # ROA13008



NEW 2011 Four Winds FREEDOM ELITE 21C LIST PRICE \$76,303 NOW \$59,995 SAVE \$16,308 (877) 834-0429 Bakersfield, CA STK. # SLV21501 VIN # A96894



USED 2007 R-Vision TRAILITE 293TS WAS \$74,508 NOW \$59,995 SAVE \$14,513 (888) 454-1707 Kissimmee, FL STK. # KSC2126



NEW 2010 Four Winds FREEDOM ELITE 26E WAS \$85,745 NOW \$59,999 SAVE \$25,746 (866) 648-5288 St. Augustine, FL STK. # JAC36316



USED 1998 Holiday Rambler IMPERIAL 40WDS WAS \$79,999 NOW \$59,999 SAVE \$20,000 (866) 648-5288 St. Augustine, FL STK. # JAC38679



USED 2009 Georgie Boy MAVERICK 315SS NOW \$62,900 (888) 815-7523 Woodstock, GA STK. # WDS16256



USED 2006 Georgie Boy CRUISEMASTER 3775DS NOW \$62,986 (888) 641-0925 Kaysville, UT STK. # KY36704



USED 2000 Monaco WINDSOR 38'SLD NOW \$63,995 (888) 614-5201 Draper, UT STK. # ABRV36744



NEW 2011 Four Winds FREEDOM ELITE 31R MSRP \$95,813 NOW \$64,777 SAVE \$31,036 (888) 727-2952 North Little Rock, AR STK. # LIT10888



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$94,435 NOW \$64,852 SAVE \$29,583 (888) 896-2801 Albuquerque, NM STK. # ARV15641



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$91,653 NOW \$64,895 SAVE \$26,758 (888) 474-1330 Bartow, FL STK. # DCW7930



NEW 2011 Four Winds FREEDOM ELITE 31R MSRP \$91,653 NOW \$64,900 SAVE \$26,753 (888) 844-1758 New Braunfels, TX STK. # SW9464



NEW 2011 Four Winds FREEDOM ELITE 26E MSRP \$86,621 **NOW \$64,900** SAVE \$21,721 (888) 844-1758 New Braunfels, TX STK. # SW9364



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$88,363 **NOW \$66,995** SAVE \$21,368 (888) 625-5187 Fort Myers, FL STK. # FTM13760



NEW 2008 Gulf Stream BT CRUISER 5272B MSRP \$86,750 **NOW \$67,995** SAVE \$18,755 (888) 815-7523 Woodstock, GA STK. # WDS16274



USED 2006 Damon CHALLENGER 353MA WAS \$112,500 **NOW \$68,985** SAVE \$43,515 (888) 848-7312 Columbia, SC STK. # COL16957



USED 2009 Fleetwood FIESTA 34FT WAS \$89,995 **NOW \$69,858** SAVE \$20,137 (888) 484-3906 Spartanburg, SC STK. # GR125172



NEW 2011 Winnebago ACCESS 26Q WAS \$87,547 **NOW \$69,858** SAVE \$17,689 (888) 696-2165 Savannah, GA STK. # SAV15128



NEW 2011 Four Winds FREEDOM ELITE 23S WAS \$101,574 **NOW \$69,885** SAVE \$31,689 (888) 696-2165 Savannah, GA STK. # SAV14902



USED 2001 Holiday Rambler ENDEAVOR 40PBD **NOW \$69,900** (888) 844-1758 New Braunfels, TX STK. # SWC9644



USED 2006 Holiday Rambler VACATIONER 36DBD **NOW \$69,995** (888) 641-0925 Kaysville, UT STK. # KY38181



NEW 2011 Four Winds FREEDOM ELITE 23S WAS \$101,836 **NOW \$69,995** SAVE \$31,841 (866) 610-5049 Akron, OH STK. # SRV18135



USED 2004 Coachmen SANTARA GRAND 3680 TS WAS \$98,795 **NOW \$69,995** SAVE \$28,800 (888) 692-9016 Myrtle Beach, SC STK. # MB125212



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$95,126 **NOW \$69,995** SAVE \$25,131 (888) 860-8684 Stratford, MO STK. # STR12518



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$92,407 **NOW \$69,995** SAVE \$22,412 (888) 454-1707 Kissimmee, FL STK. # KS8002



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$92,407 **NOW \$69,995** SAVE \$22,412 (888) 454-1707 Kissimmee, FL STK. # KS8002



NEW 2011 Jayco GREYHAWK 26DS MSRP \$92,376 **NOW \$69,995** SAVE \$22,381 (888) 905-0490 Anthony, TX STK. # LC15535



USED 2005 Kountry Star KOUNTRY STAR 3742 WAS \$89,995 **NOW \$69,995** SAVE \$20,000 (888) 903-6787 Harrisburg, PA STK. # HAR68799



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$89,474 **NOW \$69,995** SAVE \$19,479 (888) 568-2177 Burlington, WA STK. # FRV9949



USED 2008 Damon DAYBREAK 3276 WAS \$89,997 **NOW \$69,997** SAVE \$20,000 (888) 463-3995 Colorado Springs, CO STK. # KC2CS8344



USED 2008 Coachmen CONCORD 275DS
WAS \$125,881 **NOW \$69,998** SAVE
\$55,883 (866) 755-9604 Charleston, SC
STK. # CHN124687



NEW 2011 Jayco GREYHAWK 31FK WAS
\$94,883 **NOW \$69,999** SAVE \$24,884
(877) 554-3516 Lakewood, NJ STK. #
LAK8762



NEW 2011 Four Winds CHATEAU CITATION 24SA
WAS \$106,872 **NOW \$73,995** SAVE \$32,877 (866)
610-5049 Akron, OH STK. # SRV18037



NEW 2011 Four Winds FREEDOM ELITE
31R WAS \$94,864 **NOW \$69,999** SAVE
\$24,865 (888) 674-0275 Gulf Breeze, FL
STK. # GB40158



NEW 2011 Four Winds FREEDOM ELITE
28U WAS \$87,958 **NOW \$69,999** SAVE
\$17,959 (866) 648-5288 St. Augustine, FL
STK. # JAC38656



NEW 2011 Four Winds FREEDOM ELITE 23S WAS
\$104,512 **NOW \$74,444** SAVE \$30,068 (888) 454-
1707 Kissimmee, FL STK. # KS8200



NEW 2011 Four Winds FREEDOM ELITE
31R WAS \$95,173 **NOW \$74,995** SAVE
\$20,178 (888) 902-8565 Tallahassee, FL
STK. # TAL40444



NEW 2011 Four Winds HURRICANE
31J WAS \$106,474 **NOW \$75,895** SAVE
\$30,579 (866) 502-8238 Bath, NY STK. #
BAT66691



NEW 2011 Four Winds
FREEDOM ELITE 31R
WAS \$93,860 **NOW**
\$75,950 SAVE \$17,910
(888) 859-6653 Hillsboro,
OR STK. # HIL36286



NEW 2011 Four Winds FREEDOM ELITE
23S WAS \$102,111 **NOW \$75,995** SAVE
\$26,116 (888) 625-5187 Fort Myers, FL
STK. # FTM14320



NEW 2011 Four Winds FOUR WINDS
25C WAS \$95,139 **NOW \$76,111** SAVE
\$19,028 (888) 542-3819 Mesa, AZ STK.
MES12640



NEW 2011 Four Winds WINDSPORT
31J WAS \$119,388 **NOW \$76,995** SAVE
\$42,393 (866) 610-5049 Akron, OH STK.
SRV18110



NEW 2011 Winnebago ACCESS PREMIER
31C WAS \$101,039 **NOW \$76,995** SAVE
\$24,044 (888) 819-7952 Longmont, CO
STK. # KC111047



NEW 2011 Four Winds CHATEAU CITA-
TION 26BE WAS \$103,097 **NOW \$78,499**
SAVE \$24,598 (888) 474-1330 Bartow, FL
STK. # DCW7743



USED 1999 Bea-
ver CONESSA SAN
MARCO **NOW**
\$78,500 (888) 641-
0925 Kaysville, UT STK.
KY38921



NEW 2011 Jayco MELBOURNE 29D WAS
\$108,615 **NOW \$78,997** SAVE \$29,618
(888) 463-3995 Colorado Springs, CO STK.
KC210832



NEW 2010 Itasca CAMBRIA 30C LIST PRICE \$105,804 **NOW \$79,301** SAVE \$26,503 (888) 480-3175 Sacramento, CA STK. # SAC10924 VIN # A37830



NEW 2011 Four Winds FREEDOM ELITE 23S WAS \$105,203 **NOW \$79,899** SAVE \$25,304 (888) 672-5049 Syracuse, NY STK. # SYU67278



USED 2006 Coachmen CROSS COUNTRY 382DS WAS \$104,900 **NOW \$79,899** SAVE \$25,001 (866) 289-0113 Chattanooga, TN STK. # CH6950



NEW 2011 Four Winds FOUR WINDS SIESTA 24SA MSRP \$121,250 **NOW \$79,995** SAVE \$41,255 (888) 905-0490 Anthony, TX STK. # LC15442



NEW 2011 Four Winds WINDSPORT 31J WAS \$114,116 **NOW \$79,995** SAVE \$34,121 (877) 289-0812 Las Vegas, NV STK. # LVN36846



NEW 2011 Damon DAYBREAK 34SS WAS \$110,292 **NOW \$79,995** SAVE \$30,297 (888) 682-3036 Churchville, NY STK. # CHU70115



USED 2003 Newmar DUTCHSTAR 4004 WAS \$105,000 **NOW \$79,995** SAVE \$25,005 (866) 415-9726 Golden, CO STK. # KC5CG0996A



USED 2002 Holiday Rambler SCEPTER 38PBD WAS \$99,995 **NOW \$79,995** SAVE \$20,000 (888) 568-2177 Burlington, WA STK. # FRV10224



USED 2004 Damon ESCAPER 4076 WAS \$99,800 **NOW \$79,995** SAVE \$19,805 (888) 315-7967 Tucson, AZ STK. # TUC15312



NEW 2011 Winnebago ACCESS PREMIER 31C WAS \$102,289 **NOW \$79,997** SAVE \$22,292 (888) 463-3995 Colorado Springs, CO STK. # KC211042



NEW 2011 Itasca IMPULSE 31N MSRP \$99,969 **NOW \$79,999** SAVE \$19,970 (888) 617-5406 Oakwood, GA STK. # ORV15476



NEW 2011 Jayco MELBOURNE 29D WAS \$109,014 **NOW \$81,995** SAVE \$27,019 (866) 415-9726 Golden, CO STK. # KC511149



NEW 2011 Four Winds FREEDOM ELITE 23S LIST PRICE \$105,495 **NOW \$81,995** SAVE \$23,500 (888) 331-1595 Santa Clarita, CA STK. # AMRV21301 VIN # 449747



NEW 2011 Winnebago ACCESS PREMIER 31J WAS \$118,040 **NOW \$81,999** SAVE \$36,041 (877) 554-3516 Lakewood, NJ STK. # LAK8420



USED 2004 Itasca MERIDIAN 34H WAS \$139,995 **NOW \$82,995** SAVE \$57,000 (888) 682-3036 Churchville, NY STK. # CHU67630



NEW 2011 Four Winds FOUR WINDS SIESTA 24SB WAS \$117,147 **NOW \$83,590** SAVE \$33,557 (888) 896-2801 Albuquerque, NM STK. # ARV15444



USED 2002 Fleetwood AMERICAN TRADITION 40 WAS \$119,995 **NOW \$84,995** SAVE \$35,000 (888) 450-7060 Dothan, AL STK. # DOT38926



NEW 2011 Winnebago VISTA 26P WAS \$111,197 **NOW \$84,995** SAVE \$26,202 (888) 450-7060 Dothan, AL STK. # DOT39716



USED 2007 Winnebago ADVENTURER 35A **NOW \$86,995** (888) 696-2165 Savannah, GA STK. # SAV15539



NEW 2011 Damon DAYBREAK 36SD WAS \$121,285 **NOW \$89,856** SAVE \$31,429 (888) 896-2801 Albuquerque, NM STK. # ARV15440



NEW 2010 Damon DAYBREAK 34SS WAS \$112,215 **NOW \$86,995** SAVE \$25,220 (888) 457-4801 Colfax, NC STK. # CFX3283



NEW 2011 Four Winds WINDSPORT 32A WAS \$118,990 **NOW \$87,995** SAVE \$30,995 (866) 415-9726 Golden, CO STK. # KC511237



NEW 2011 Damon CHALLENGER 32VS WAS \$128,683 **NOW \$89,900** SAVE \$38,783 (866) 775-0682 Roanoke, VA STK. # ROA14216



NEW 2011 Winnebago VIEW 24K WAS \$110,321 **NOW \$89,989** SAVE \$20,332 (888) 672-5049 Syracuse, NY STK. # SYU66161



USED 2004 Winnebago VECTRA 40QD WAS \$129,895 **NOW \$89,995** SAVE \$39,900 (888) 692-9016 Myrtle Beach, SC STK. # MB124731



USED 2009 Four Winds WINDSPORT 36R WAS \$129,877 **NOW \$89,995** SAVE \$39,882 (888) 474-1330 Bartow, FL STK. # DCW7738A



USED 2009 Thor FOURWINDS 34Y WAS \$128,000 **NOW \$89,995** SAVE \$38,005 (866) 775-0682 Roanoke, VA STK. # ROA12824



NEW 2011 Four Winds HURRICANE 34U WAS \$124,621 **NOW \$89,995** SAVE \$34,626 (888) 474-1330 Bartow, FL STK. # DCW7855



NEW 2011 Damon DAYBREAK 36SD WAS \$121,352 **NOW \$89,995** SAVE \$31,357 (866) 415-9726 Golden, CO STK. # KC511018



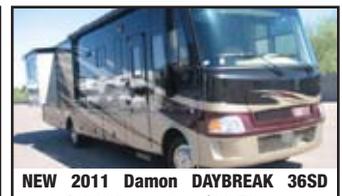
NEW 2011 Winnebago ASPECT 30C WAS \$116,863 **NOW \$89,997** SAVE \$26,866 (888) 463-3995 Colorado Springs, CO STK. # KC211060



NEW 2011 Itasca NAVION 24K LIST PRICE \$117,975 **NOW \$91,776** SAVE \$26,199 (888) 480-3175 Sacramento, CA STK. # SAC11692 VIN # 449261



NEW 2011 Itasca CAMBRIA 30C LIST PRICE \$115,769 **NOW \$95,022** SAVE \$20,747 (888) 479-3568 Vacaville, CA STK. # VAC11434 VIN # A68046



NEW 2011 Damon DAYBREAK 36SD WAS \$120,901 **NOW \$96,721** SAVE \$24,180 (888) 542-3819 Mesa, AZ STK. # MES13124



USED 2007 Holiday Rambler VACATIONER 36WBD WAS \$118,995 **NOW \$96,788** SAVE \$22,207 (888) 896-2801 Albuquerque, NM STK. # ARV15556P



NEW 2011 Damon DAYBREAK 36SD
MSRP \$119,808
NOW \$96,998 SAVE \$22,810 (888) 905-0490 Anthony, TX STK. # LC15197



NEW 2011 Four Winds WINDSPORT 32V WAS \$129,734 **NOW \$97,850** SAVE \$31,884 (866) 820-0335 Council Bluffs, IA STK. # CBI11291



NEW 2010 Itasca SUNOVA 31E MSRP \$134,109 **NOW \$98,937** SAVE \$35,172 (888) 641-0925 Kaysville, UT STK. # KY35183



NEW 2011 Four Winds WINDSPORT 32V WAS \$147,061 **NOW \$97,995** SAVE \$49,066 (866) 415-9726 Golden, CO STK. # KC511344



NEW 2011 Four Winds WINDSPORT 32V WAS \$131,232 **NOW \$98,995** SAVE \$32,237 (888) 454-1707 Kissimmee, FL STK. # KS8457



USED 2004 Itasca MERIDIAN 39W WAS \$132,002 **NOW \$99,895** SAVE \$32,107 (866) 820-0335 Council Bluffs, IA STK. # CBIC0050



NEW 2010 Winnebago VIA 25R WAS \$139,816 **NOW \$99,995** SAVE \$39,821 (866) 502-8238 Bath, NY STK. # BAT64956



NEW 2011 Winnebago SIGHTSEER 31E WAS \$130,500 **NOW \$99,995** SAVE \$30,505 (888) 819-7952 Longmont, CO STK. # KC111227



USED 2008 Jayco SENECA 36FS WAS \$155,860 **NOW \$103,897** SAVE \$51,963 (866) 755-9604 Charleston, SC STK. # CHN125341



NEW 2011 Four Winds SERRANO 31V WAS \$161,502 **NOW \$109,876** SAVE \$51,626 (888) 896-2801 Albuquerque, NM STK. # ARV15098



NEW 2011 Winnebago VIA 25Q WAS \$142,453 **NOW \$109,889** SAVE \$32,564 (888) 672-5049 Syracuse, NY STK. # SYU66160



USED 2006 Gulf Stream FRIENDSHIP 8411 WAS \$249,859 **NOW \$109,900** SAVE \$139,959 (866) 755-9604 Charleston, SC STK. # CHN124363



USED 2002 Beaver PATRIOT THUNDER 92408 WAS \$187,500 **NOW \$109,995** SAVE \$77,505 (888) 860-8684 Strafford, MO STK. # STR12689



NEW 2011 Four Winds SERRANO 31Z WAS \$154,618 **NOW \$109,995** SAVE \$44,623 (888) 682-3036 Churchville, NY STK. # CHU66685



USED 2006 Fleetwood EXCURSION 39V WAS \$150,990 **NOW \$109,995** SAVE \$40,995 (866) 610-5049 Akron, OH STK. # SRV17857



NEW 2010 Itasca REYO 25R WAS \$141,980 **NOW \$109,999** SAVE \$31,981 (888) 457-4801 Colfax, NC STK. # CFX3751



NEW 2011 Four Winds SERRANO 31X
MSRP \$159,878 **NOW \$112,998** SAVE
\$46,880 (888) 905-0490 Anthony, TX STK.
LC15344



NEW 2011 Winnebago VIA 25Q WAS
\$140,841 **NOW \$113,995** SAVE \$26,846
(877) 450-7415 Island Lake, IL STK. #
CRV6042



NEW 2011 Winnebago VIA 25R WAS \$170,002
NOW \$114,998 SAVE \$55,004 (866) 755-9604
Charleston, SC STK. # CHN123378



**NEW 2011 Winnebago ADVENTURER
32H** WAS \$165,579 **NOW \$114,499** SAVE
\$51,080 (866) 755-9604 Charleston, SC
STK. # CHN123398



NEW 2010 Itasca REYO 25R MSRP
\$141,466 **NOW \$114,995** SAVE \$26,471
(888) 668-6715 Katy, TX STK. # KAT9388



NEW 2011 Four Winds WINDSPORT 36F WAS
\$155,190 **NOW \$115,555** SAVE \$39,635 (866) 820-
0335 Council Bluffs, IA STK. # CBI11295



USED 2007 Fleetwood BOUNDER 38N
WAS \$137,555 **NOW \$114,995** SAVE
\$22,560 (866) 820-0335 Council Bluffs, IA
STK. # CBI16362



NEW 2011 Four Winds SERRANO 31X
WAS \$160,995 **NOW \$115,858** SAVE
\$45,137 (888) 254-9145 Meridian, ID STK.
MER11688



**NEW 2011 Winnebago
VIA 25R** WAS \$142,003
NOW \$115,997 SAVE
\$26,006 (888) 463-3995
Colorado Springs, CO
STK. # KC210685



NEW 2011 Four Winds SERRANO 31X
WAS \$153,117 **NOW \$117,659** SAVE
\$35,458 (877) 450-7415 Island Lake, IL
STK. # CRV5826



**USED 2004 American Coach AMERI-
CAN EAGLE 40J** WAS \$184,900 **NOW**
\$119,830 SAVE \$65,070 (866) 289-0113
Chattanooga, TN STK. # CH6285



NEW 2011 Four Winds WINDSPORT 36F
WAS \$159,995 **NOW \$119,985** SAVE
\$40,010 (866) 673-0250 Statesville, NC
STK. # STA125744



NEW 2011 Four Winds SERRANO 312
LIST PRICE \$156,800 **NOW \$119,995**
SAVE \$36,805 (888) 331-1595 Santa Clara-
ita, CA STK. # AMRV21125 VIN # 440281



NEW 2011 Four Winds SERRANO 31X
WAS \$155,683 **NOW \$119,995** SAVE
\$35,688 (877) 289-0812 Las Vegas, NV
STK. # LVN36095



**NEW 2011 Four
Winds SERRANO
31X** WAS \$153,407
NOW \$119,995 SAVE
\$33,412 (888) 242-
0293 Madison, WI STK.
MAD15290



NEW 2011 Four Winds SERRANO 31V
MSRP \$157,821 **NOW \$126,900** SAVE
\$30,921 (888) 844-1758 New Braunfels,
TX STK. # SW9713



USED 2007 Gulf Stream TOUR MASTER T40C WAS \$189,995 **NOW \$129,995** SAVE \$60,000 (888) 903-6787 Harrisburg, PA STK. # HAR71562



USED 2007 Damon TUSCANY 4072 WAS \$175,921 **NOW \$129,995** SAVE \$45,926 (888) 450-7060 Dothan, AL STK. # DOT39994



USED 2007 Damon TUSCANY 4076 WAS \$159,995 **NOW \$129,995** SAVE \$30,000 (888) 474-1330 Bartow, FL STK. # DCW7471A



NEW 2011 Four Winds SERRANO 31X WAS \$164,437 **NOW \$131,549** SAVE \$32,888 (888) 542-3819 Mesa, AZ STK. # MES11775



USED 2007 Fleetwood PROVIDENCE 39L **NOW \$138,996** (888) 815-7523 Woodstock, GA STK. # WDS15677



USED 2008 Gulf Stream CRESCENDO 40UL WAS \$184,900 **NOW \$139,516** SAVE \$45,384 (866) 289-0113 Chattanooga, TN STK. # CH6815



USED 2007 Fleetwood DISCOVERY 39V WAS \$176,310 **NOW \$139,858** SAVE \$36,452 (866) 673-0250 Statesville, NC STK. # STA125979



USED 2003 American EAGLE 42E **NOW \$159,500** (888) 727-2952 North Little Rock, AR STK. # LIT12372



NEW 2011 Damon ASTORIA 3470 WAS \$207,512 **NOW \$159,788** SAVE \$47,724 (888) 850-5575 Wood Village, OR STK. # POR35547



USED 2010 Damon TUSCANY 4072 WAS \$229,950 **NOW \$159,900** SAVE \$70,050 (888) 850-5575 Wood Village, OR STK. # POR36611



USED 2007 Fleetwood REVOLUTION 40V WAS \$199,999 **NOW \$159,999** SAVE \$40,000 (866) 648-5288 St. Augustine, FL STK. # JAC38934



USED 2002 Beaver MARQUIS EMERALD 42 WAS \$219,995 **NOW \$169,858** SAVE \$50,137 (888) 254-9145 Meridian, ID STK. # MER13129



NEW 2009 Fleetwood EXCURSION 40E WAS \$259,375 **NOW \$169,900** SAVE \$89,475 (866) 754-7302 Greenwood, IN STK. # GRW603148



USED 2008 Holiday Rambler ENDEAVOR 40SKQ **NOW \$169,995** (888) 815-7523 Woodstock, GA STK. # WDS15575



NEW 2010 Damon TUSCANY 3680 MSRP \$252,276 **NOW \$169,995** SAVE \$82,281 (888) 668-6715 Katy, TX STK. # KAT9433



NEW 2011 Damon ASTORIA 40KT WAS \$229,178 **NOW \$174,995** SAVE \$54,183 (888) 674-0275 Gulf Breeze, FL STK. # GB40151



NEW 2011 Itasca MERIDIAN V CLASS 34Y WAS \$227,974 **NOW \$176,995** SAVE \$50,979 (888) 902-8565 Tallahassee, FL STK. # TAL37226



NEW 2010 Four Winds MONTECITO 40J
 WAS \$267,589 **NOW \$179,888** SAVE
 \$87,701 (888) 568-2177 Burlington, WA
 STK. # FRV9206



NEW 2011 Itasca MERIDIAN V CLASS 34Y
 LIST PRICE \$238,369 **NOW \$179,929**
 SAVE \$58,440 (888) 480-3175 Sacramen-
 to, CA STK. # SAC12783 VIN # A02063



NEW 2011 Itasca MERIDIAN V CLASS 34Y LIST
 PRICE \$230,954 **NOW \$179,995** SAVE \$50,959
 (888) 331-1595 Santa Clarita, CA STK. # AMRV21753
 VIN # AU2971



NEW 2011 Itasca MERIDIAN V CLASS 34Y
 WAS \$220,249 **NOW \$179,950** SAVE
 \$40,299 (888) 859-6653 Hillsboro, OR
 STK. # HIL34193



NEW 2011 Damon TUSCANY 3680 WAS
 \$241,956 **NOW \$179,995** SAVE \$61,961
 (888) 625-5187 Fort Myers, FL STK. #
 FTM14579



NEW 2011 Damon TUSCANY 3680 WAS \$239,050
NOW \$179,997 SAVE \$59,053 (888) 692-9016 Myr-
 tle Beach, SC STK. # MB124303



USED 2007 Alfa ALFA GOLD 40FD **NOW**
\$184,985 (888) 641-0925 Kaysville, UT
 STK. # KY37608



NEW 2011 Damon TUSCANY 4078 WAS
 \$262,889 **NOW \$184,995** SAVE \$77,894
 (877) 450-7415 Island Lake, IL STK. #
 CRV5696



NEW 2011 Damon TUSCANY 4078 WAS
 \$249,627 **NOW**
\$184,995 SAVE \$64,632
 (888) 625-5187 Fort My-
 ers, FL STK. # FTM14572



NEW 2011 Itasca MERIDIAN V CLASS 34Y
 MSRP \$240,892 **NOW \$187,995**
 SAVE \$52,897 (888) 617-5406 Oakwood,
 GA STK. # ORV15855



NEW 2011 Itasca MERIDIAN V CLASS 34Y
 MSRP \$240,539 **NOW \$187,998**
 SAVE \$52,541 (888) 801-3226 Byron, GA
 STK. # MAC15486



NEW 2011 Damon TUSCANY 4051 WAS
 \$262,625 **NOW \$189,895** SAVE \$72,730
 (888) 682-3036 Churchville, NY STK. #
 CHU68568



NEW 2011 Damon ASTORIA 40KT WAS
 \$233,084 **NOW \$189,899** SAVE \$43,185
 (888) 457-4801 Colfax, NC STK. # CFX3813



NEW 2011 Damon TUSCANY 4072 WAS
 \$234,871 **NOW \$189,993** SAVE \$44,878
 (888) 903-6787 Harrisburg, PA STK. #
 HAR70909



NEW 2011 Damon TUSCANY 4051 WAS
 \$251,859 **NOW**
\$189,995 SAVE
 \$61,864 (888) 819-
 7952 Longmont, CO
 STK. # KC111239



**NEW 2011 Winnebago JOURNEY EX-
 PRESS 34Y** WAS \$248,735 **NOW**
\$189,995 SAVE \$58,740 (888) 682-3036
 Churchville, NY STK. # CHU69424



NEW 2010 Damon TUSCANY 4051 WAS \$254,370 **NOW \$190,778** SAVE \$63,592 (888) 348-5909 Avondale, AZ STK. # AV013722



NEW 2011 Damon TUSCANY 40LX
MSRP \$271,254 **NOW \$199,777** SAVE \$71,477 (888) 727-2952 North Little Rock, AR STK. # LIT11551



NEW 2011 Damon TUSCANY 4072 WAS \$253,888 **NOW \$199,788** SAVE \$54,100 (866) 673-0250 Statesville, NC STK. # STA125726



NEW 2011 Damon TUSCANY 4078 WAS \$252,016 **NOW \$199,858** SAVE \$52,158 (888) 848-7312 Columbia, SC STK. # COL16971



NEW 2011 Damon TUSCANY 4051 WAS \$266,525 **NOW \$199,899** SAVE \$66,626 (888) 672-5049 Syracuse, NY STK. # SYU66938



NEW 2011 Damon TUSCANY 4051 WAS \$250,525 **NOW \$199,899** SAVE \$50,626 (877) 554-3516 Lakewood, NJ STK. # LAK8389



NEW 2011 Damon TUSCANY 42RQ
WAS \$269,383 **NOW \$199,999** SAVE \$69,384 (877) 554-3516 Lakewood, NJ STK. # LAK8385



NEW 2011 Damon TUSCANY 42RQ
MSRP \$294,076 **NOW \$209,900** SAVE \$84,176 (888) 844-1758 New Braunfels, TX STK. # SW9179



NEW 2011 Itasca MERIDIAN 40U LIST PRICE \$307,554 **NOW \$210,551** SAVE \$97,003 (888) 479-3568 Vacaville, CA STK. # VAC11440 VIN # AU2313



NEW 2011 Itasca MERIDIAN 40L MSRP \$280,457 **NOW \$217,967** SAVE \$62,490 (888) 617-5406 Oakwood, GA STK. # ORV15487



NEW 2011 Damon TUSCANY 42RQ WAS \$274,549 **NOW \$219,989** SAVE \$54,560 (888) 457-4801 Cofax, NC STK. # CFX3695



NEW 2011 Itasca MERIDIAN 40U MSRP \$289,260 **NOW \$231,995** SAVE \$57,265 (888) 815-7523 Woodstock, GA STK. # WDS15859



USED 2007 Alpine APEX 40DTS **NOW \$235,000** (888) 641-0925 Kaysville, UT STK. # KY38541



USED 2009 Fleetwood REVOLUTION LE 42K WAS \$305,278 **NOW \$249,985** SAVE \$55,293 (888) 848-7312 Columbia, SC STK. # COL17215



NEW 2011 Winnebago TOUR 40BD WAS \$319,215 **NOW \$249,995** SAVE \$69,220 (888) 696-2165 Savannah, GA STK. # SAV14764



NEW 2011 Winnebago TOUR 40BD WAS \$361,875 **NOW \$265,333** SAVE \$96,542 (888) 484-3906 Spartanburg, SC STK. # GR126230



USED 2009 Monaco DYNASTY STAFFORD 45 WAS \$387,785 **NOW \$289,995** SAVE \$97,790 (877) 289-0812 Las Vegas STK. # LVN37628

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USED CLASS C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
10 Four Winds CHATEAU 28A	GRV507695	\$49,955	\$44,977	(888) 471-3546
10 Four Winds CHATEAU 28A	GRV507696	\$49,887	\$44,995	(888) 471-3546
04 Winnebago MINNIE WINNIE 31C	MER13777	\$59,857	\$49,858	(888) 254-9145
06 Coachmen LEPRECHAUN 317KS	HL5764	\$60,790	\$49,988	(888) 386-5187
09 Gulf Stream CONQUEST YELLOWSTONE 6237	LIT17619	\$57,995	\$49,995	(888) 727-2952
08 Winnebago CHALET 31CR	CFX3622	\$56,889	\$53,788	(888) 457-4801
06 Forest River FORESTER 3101S	AVO14339	\$64,810	\$57,888	(888) 348-5909
08 Fleetwood TIOGA RANGER 31	MB125288	\$68,670	\$57,897	(888) 692-9016
10 Four Winds CHATEAU 31R	GR125576	\$69,998	\$59,998	(888) 484-3906
09 Gulf Stream YELLOW STONE 6237	HL5636A	\$73,790	\$64,988	(888) 386-5187
08 Winnebago VIEW 24H	FTM13847A	\$81,419	\$66,879	(888) 625-5187
08 Gulf Stream ULTRA 6319	SYU66720	\$79,998	\$69,999	(888) 672-5049

NEW CLASS C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
11 Four Winds FREEDOM ELITE 28U	HL5796	\$86,286	\$74,988	(888) 386-5187
11 Winnebago ACCESS 26Q	DOT38603	\$88,306	\$76,995	(888) 450-7060
11 Jayco GREYHAWK 31FK	KC111252	\$95,914	\$79,995	(888) 819-7952
11 Four Winds FREEDOM ELITE 23S	FRV10158	\$92,988	\$79,999	(888) 568-2177
11 Itasca IMPULSE 31C	GRV507053	\$89,609	\$79,999	(888) 471-3546
11 Itasca IMPULSE SILVER 31CP	VAC11429	\$93,633	\$81,672	(888) 479-3568
11 Four Winds FREEDOM ELITE 31R	RD38646	\$91,653	\$82,995	(888) 475-5918
11 Jayco GREYHAWK 31SS	ABRV37274	\$94,616	\$84,961	(888) 614-5201
11 Winnebago ACCESS 31J	POR35759	\$100,538	\$84,988	(888) 850-5575
11 Itasca IMPULSE 31N	AMRV21226	\$100,905	\$84,995	(888) 331-1595
11 Winnebago ACCESS PREMIER 31C	DOT38604	\$95,946	\$84,995	(888) 450-7060
11 Jayco GREYHAWK 31FK	ABRV35940	\$96,048	\$86,442	(888) 614-5201
11 Four Winds FREEDOM ELITE 23S	GR125132	\$103,406	\$86,999	(888) 484-3906
11 Itasca IMPULSE 31J	LWN36776	\$100,393	\$87,334	(877) 289-0812
11 Winnebago ACCESS 31N	SLV21219	\$99,636	\$87,528	(877) 834-0429
11 Jayco GREYHAWK 31DS	ABRV37272	\$104,110	\$89,572	(888) 614-5201
11 Winnebago ACCESS 31N	HIL35768	\$100,524	\$89,950	(888) 859-6653
11 Four Winds CHATEAU CITATION 24SA	DCW8281	\$103,912	\$89,995	(888) 474-1330
11 Itasca IMPULSE SILVER 31NP	VAC11430	\$107,310	\$90,361	(888) 479-3568
11 Itasca IMPULSE 31J	KAT9393	\$100,661	\$95,871	(888) 668-6715

NEW CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
11 Damon DAYBREAK 34SS	GRW325825	\$108,222	\$89,995	(866) 754-7302
11 Four Winds HURRICANE 32A	TAL37602	\$113,126	\$94,995	(888) 902-8565
11 Itasca SUNOVA 31E	VAC11435	\$124,825	\$106,142	(888) 479-3568

NEW CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
11 Itasca SUNOVA 31E	POR35643	\$133,369	\$114,988	(888) 850-5575
11 Itasca SUNOVA 35J	MAC16018	\$141,255	\$117,677	(888) 801-3226
11 Damon CHALLENGER 376	SLV21326	\$137,581	\$119,995	(877) 834-0429
11 Itasca SUNOVA 37L	GRV506357	\$149,517	\$129,977	(888) 471-3546

USED CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
99 Holiday Rambler ENDEAVOR 37PBD	LIT13566	\$64,995	\$58,495	(888) 727-2952
00 Newmar DUTCH STAR 3858	KSC2163	\$70,400	\$59,995	(888) 454-1707
02 Tiffin ALLEGRO BUS 37TP TRIPLE SLIDE	AVO14467	\$68,910	\$59,995	(888) 348-5909
01 Newmar KOUNTRY STAR DP3669	JAC38536	\$79,999	\$69,999	(866) 648-5288
01 Monaco DIPLOMAT LE 40PBD	TAL40279	\$84,995	\$74,995	(888) 902-8565
03 Safari CHEETAH 3312	TUC15202	\$79,995	\$74,995	(888) 315-7967
05 Damon ASTORIA 3679	LAK8407	\$91,299	\$79,999	(877) 554-3516
07 Tiffin ALLEGRO 34TGA	SAC13534	\$97,111	\$86,641	(888) 480-3175
03 Fleetwood EXCURSION 39S	MB125476	\$106,949	\$89,995	(888) 692-9016
03 Travel Supreme TRAVEL SUPREME 40 R DSL	MAD15084	\$105,406	\$89,995	(888) 242-0293
06 Fleetwood DISCOVERY 39S	FTM11996A	\$119,995	\$99,995	(888) 625-5187
06 Fleetwood BOUNDER 38N	GB38746	\$119,900	\$109,900	(888) 674-0275
07 Damon ASTORIA PACIFICA 3774	CBH16301	\$134,995	\$114,995	(866) 820-0335
05 Itasca HORIZON S36 R DSL	MAD16542	\$150,000	\$129,995	(888) 242-0293
07 Fleetwood PROVIDENCE 39V	ROA13386	\$179,200	\$147,995	(866) 775-0682
08 Fleetwood EXCURSION 39R	STA124905	\$169,677	\$149,900	(866) 673-0250
03 Fleetwood AMERICAN EAGLE 40T	RD40282	\$159,988	\$149,988	(888) 475-5918
05 Winnebago VECTRA 40FD	LIT13354	\$195,000	\$169,995	(888) 727-2952

NEW CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
11 Winnebago VIA 25R	SAV14765	\$139,518	\$115,995	(888) 696-2165
11 Winnebago VIA 25Q	POR36063	\$134,695	\$117,950	(888) 850-5575
11 Itasca REYO 25Q	GRV507290	\$128,465	\$117,955	(888) 471-3546
11 Itasca REYO 25T	SW9726	\$134,206	\$118,900	(888) 844-1758
11 Itasca REYO 25T	SYU66936	\$140,037	\$119,995	(888) 672-5049
11 Winnebago VIA 25R	GR124366	\$139,518	\$119,998	(888) 484-3906
11 Itasca REYO 25Q	HIL36064	\$137,687	\$123,950	(888) 859-6653
11 Damon TUSCANY 4051	GB40150	\$242,387	\$210,760	(888) 674-0275
11 Itasca MERIDIAN 40L	GRV507380	\$255,224	\$218,989	(888) 471-3546
11 Damon TUSCANY 42RQ	KAT9607	\$274,945	\$229,990	(888) 668-6715
11 Winnebago JOURNEY 40U	GR124004	\$285,582	\$235,998	(888) 484-3906
11 Damon TUSCANY 42RQ	STR15659	\$296,320	\$245,995	(888) 860-8684
11 Itasca ELLIPSE 40CD	ORV15489	\$337,560	\$284,995	(888) 617-5406

*Government fees, state taxes, title, license and dealer fees as applicable will be added to comply with state vehicle codes. Sales tax not applicable in OR. In Arizona, prices plus doc. fee of \$369 and pre-delivery inspection. In California, prices not inclusive of government fees and prep charge, finance charge, or emissions testing charge. Freight costs vary by state. Not applicable in CA, OH, AR, TX or OR. In Texas and Arkansas, 'List Price' is equal to 'MSRP'. Inventory and floorplans vary by location. VIN numbers posted at dealership. Advertised inventory available at time of printing. Void where prohibited by law. May not be combined with any other offer and not applicable to prior sales. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 10/31/11. FRO15229-0711

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inverter when traveling. A conventional microwave oven handles quick-bake needs while the three-burner cooktop and gas oven combo handle complete menus from staples found in the pullout pantry next to the fridge.

The under-mount double basin stainless sink with a satin nickel single lever faucet has twin covers to augment the abbreviated solid-surface countertop. Utensil and pot storage is not forgotten with both adjustable shelf and drawer-style base and overhead cabinet storage. A facing booth dinette with pullout storage drawers is standard while an optional (\$980) free-standing dinette with pullout laptop computer tray is also available.

The dinette shares the forward street-side slide with the optional (\$1,190) 72-inch sofa bed with Air-Coil pneumatic mattress for overnight guests. Both have great views of the wall-mounted 40-inch LCD TV and the 32-inch set above the cockpit. A 62-inch jackknife-style sofa completes the cabin accommodations and shares space in the forward curbside slide with the galley, making meal "sampling" very convenient. Any errant crumbs can

be grabbed by the optional (\$350) central vacuum system.

The cockpit provides all controls, including the handy power-step and 12-volt DC disconnect switches, and a monitor for side- and rear-view cameras — all within easy reach. The tilt steering wheel and optional (\$1,120) full power driver and copilot seats comfortably accommodate any size driver. A convenient drawered center console keeps travel items safely corralled and within reach while a full cluster of gauges clearly presents the status of engine, brakes and fluids. An additional driver information module set above the gauges displays numerous mileage service and system information functions.

The Allegro RED rides on a raised-rail Freightliner XC chassis with a four-air-bag suspension system smooths out offending pavement. One benefit of the raised rail chassis design is close to 155 cubic feet of pass-through basement storage created behind insulated side-hinged compartment doors.

If you're looking for your first diesel-pusher or looking at a move-up motorhome with many of the amenities and the craftsmanship found on larger, more expensive luxury coaches, take a look at the Allegro RED. Your budget may be the first to say "Let's go!"

Our thanks to Paul Lustig and staff at Mike Thompson RV Super Stores in Southern California for providing this motorhome for our review and to Wayne Smith at the Tiffin factory. ♦

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While every effort is made to maintain accuracy and completeness, last-minute changes may occasionally result in omissions or errors.

Removing Protective Plastic Film

We own a 2000 American Heritage by American Coach. When it was new the dealer installed a thin, clear protective film to the front of the motorhome called Bus Armor; the cost was about \$1,500. Over time dirt has entered around the edges of the material and surface micro-cracks have formed, lodging the dirt. It sounds minor, but the entire front now looks gray and black everywhere and cannot be cleaned. I can't find anyone who knows how to remove this vinyl-like film. It will peel but is very brittle and comes off in tiny pieces. The coach is white and blue and the finish underneath is perfect. Any advice?

**KEVIN LEVENT
ROSWELL, GA.**

I suggest using a hair dryer to soften up the plastic and its adhesive and carefully peeling it off. You should be able to remove most of the adhesive with 3M General Purpose Adhesive Remover, available at auto parts stores, or Goo Gone. If you have one of those handheld steamers for removing wrinkles from clothes and curtains, try that too. If necessary, follow that up with a power buffer and rubbing compound.

DINGHY CHARGING LINE

This is in reference to "Outfitting a Honda CR-V for Flat Towing" in the August issue. I too have had battery problems when towing my 2008 CR-V. Pulling the almost inaccessible fuse is too difficult, so I stop every couple of hours to start the car to allow the alternator to charge the battery, but this is inconvenient. My local RV repair shop suggested running a charge wire from the motorhome to the CR-V. What are your thoughts on that?

**ROBERT RICORDATI
HIGHLAND, CALIF.**

I recommend a charging line on all dinghy applications. Even if the recommended fuses are removed, devices such as auxiliary braking units, or simply a light left on, can draw down the battery. Deeply discharging a battery is very hard on it and shortens its life considerably. Just make sure the charging line has short circuit protection at each end.

MANUAL SOURCE

I recently bought a 1978 Georgie Boy Cruise Air motorhome on a Dodge chassis. I'm looking for any information on the model; it's an M40 with the big-block 440 Chrysler in it. I'm new to this, so any information helps. I want wiring information, engine schematics, how to restore, etc.

**RYAN BELONGA
PHOENIX**

These are not easy to come by. You can check online RV forums such as www.rv.net, and also auction sites such as

eBay. There are some automotive book-sellers such as Faxon Auto Literature (800-458-2734, www.faxonautoliterature.com) and Bishko Books (800-544-3312, www.autobooksbishko.com). If any readers know of other sources, please pass them along.

KEEPING OUT RODENTS

The sofa slideout in our motorhome has a gap under the seat when opened. We have been stuffing a large piece of pipe foam in the opening, but we are still seeing mice. This is the only place we can figure they are coming in from. When the slide is closed we don't have any mice, but when we are camping and it's out, we get a few unwanted visitors. Do you have any suggestions?

**BYRON SMYTHE
CALGARY, ALBERTA**

Mice are very good at finding tiny holes and can utilize many small openings apart from your slideout gap. Unfortunately, although RV manufacturers have a good handle on designing and building reliable, functional slideouts, the small details like underside gap closure sometimes fall through the cracks. You should try to put in metal mesh wherever there are gaps to keep them out. They will chew through softer materials.

INTERMITTENT OIL PRESSURE READINGS REVISITED

To add to possible problems and fixes of Bill Herbert's oil pressure problems ("Intermittent Oil Pressure Readings," March): I have a coach with a 1992 Ford 460 engine and had the same problem. It turned out to be a cracked oil pickup tube. The Ford dealer told me the oil pan was one quart larger and Ford installed a longer pickup tube, but without any reinforcement or bracing. It developed a small crack and at startup it would suck in some air and the oil pressure gauge would show zero pressure for a while. When this started I was way out in the desert and had no cell-phone at that time. I would start the engine and turn it off because of no oil pressure. I did this several times (after

IN GENERAL IT IS NOT A GOOD IDEA TO MIX TWO DIFFERENT OILS IN ANY APPLICATION.
IF THIS IS UNAVOIDABLE, ONE AREA OF CONCERN IS INCOMPATIBILITY BETWEEN THE BASE OILS.



checking the oil level and for leaks or anything broken) then after the fourth or fifth try the oil pressure started to register OK. The Ford dealer fixed it for no charge.

**TOM MCCULLY
PHELAN, CALIF.**

Something like that could be quite a "head scratcher." I always recommend assuming that a low oil pressure reading is correct until proven otherwise, as the damage from low oil pressure can be very costly. If in doubt, use a mechanical test gauge to verify pressure.

AWNING TIP

I had an A&E awning that would go out OK, but would not go back up. It would start and move about a foot and then I'd have to wait a few minutes and it would move a bit more and finally would quit. I took it to a dealer in Arizona and they thought that it was the motor, so they installed a new one but that didn't help. They then thought it was the electric panel in the storage compartment and they changed that to no avail. After a few phone calls to A&E they were told that there was a tension spring on the opposite end from the motor of the awning. They then tightened the spring about five turns and this corrected the problem. All of this took about two months of trips to the dealer, but it could have been solved quite easily.

**JACK SEWARD
SMITHS FALLS, ONTARIO**

Thanks for the tip, Jack. This should save a lot of folks time and money.

GENSET TRIPS GFCI

I own a 1993 Winnebago Brave Class A motorhome and I have a question about GFCIs. When the coach is unplugged from shorepower and the generator is run, it trips the GFCI breaker in the bathroom and I can't reset it until I plug back in to an electrical site. When this happens nothing works, including the refrigerator and microwave. Do you have an answer?

**MICHAEL WALTERS
ST. LOUIS**

GFCI problems can be tricky. With every-



HOLDING TANK EMPTYING SYSTEM LEAVES NO MESS

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thing turned off and unplugged, look for moisture or corrosion in plugs and connections between the genset and transfer switch. It may be that the genset is not grounded properly, or that its wiring is chafed or otherwise damaged. You might have to get an electrician.

MIXING SYNTHETICS WITH OTHER OILS

I have a 2008 Class A motorhome with a Ford V-10 engine. I have been told that a crankcase can be drained of non-synthetic oil and synthetic oil can be added without flushing the previous oil's

residue. What are the benefits and consequences of mixing synthetic and non-synthetic oil in an engine crankcase or other application such as a gearbox?

**RICHARD MYERS
SEATTLE**

In general it is not a good idea to mix two different oils in any application. If this is unavoidable, one area of concern is incompatibility between the base oils. The overwhelming majority of synthetic engine oils are polyalphaolefin (PAO) based. There are usually no problems with mixing a PAO synthetic and a mineral oil since both are hydrocarbon based and chemically very similar. However, extreme caution should be used if the synthetic oil is non-hydrocarbon based.

When you drain your oil and install a new filter, there's going to be some residual conventional oil in the engine, but not enough to seriously damage the effectiveness of the new synthetic oil. By the first synthetic oil drain and refill, the remaining quantity of petroleum oil will be so minimal it is totally negligible.

DUAL AIR CONDITIONER PROBLEM REVISITED

We had a similar situation ("Dual Air Conditioner Problem," August) with our motorhome as Daniel Yurovich did with his rear air conditioner. It seems our generator has two circuits with separate circuit breakers. When one of them tripped we had only one A/C. You might have him look at the end of his generator and if he can find the circuit breakers, make sure both are set.

**BILL SIEBERT
VIA EMAIL**

Thanks for writing. This is a possible solution if the genset has separate breakers like yours and is certainly worth checking.

GENSET FUEL PUMP FAILURES

We have a 2003 Winnebago with an Onan 5.5 kW gas generator with 300 hours on it. It gets 30 minutes of run time each month when the motorhome is not in use and is stored with a good fuel stabilizer. In spite of this, it is in need of the third fuel pump as it is again failing when it is warm.

The generator will quit, the fuel bowl is empty, and pushing the primer button

AT TIMES, MOTORHOME WATER TANKS CAN BECOME BACTERIA GENERATORS. BUT IT'S NOT DIFFICULT TO KEEP THEM CLEAN

The water we take on from municipal systems contains chlorine, which tends to keep bacteria and slimes in check. However, while we're connected to an outside water source in a campground or RV park — or while the coach is in storage — very little "city" water runs through the tank. The chlorine dissipates, and it's up to us to replenish it as necessary to avoid unsanitary water that may also have an unpleasant taste.

Use of a drinking-water filter capable of removing contaminants as small as 0.5-micron is highly recommended. Such filters also remove chlorine. Thus, when we add chlorine to the tank, the filter removes it before we drink it.

With such a filter in place, add chlorine (household bleach) at the rate of 1 teaspoon per 10 gallons of water every time the

the sprayer into the tank.

Another method is to mix chlorine in 1 gallon of water and draw it into the tank via the water pump — with water system winterization valves turned to the appropriate positions and the



fresh-water inlet valve turned to the tank fill position.

Wait an hour or so for the chlorine to mix, then turn on the water pump and circulate the chlorinated water through each faucet, especially the hot-water faucets. Drain the water tank and water heater and refill prior to the next trip.

If the RV will sit in storage for several months or more, add chlorine at the rate of 4 ounces per 15 gallons of water. Run the solution through each faucet until you can smell chlorine. Drain the water tank and the hot water tank. Refill when the coach is returned to use, and flush all water lines.

If the coach has been in storage without chlorine protection, use the aforementioned sanitization process before returning it to service, and repeat if you cannot smell chlorine in the water running from each faucet.

A problem identified by rotten-egg (sulfur) odor from hot-water faucets sometimes occurs when chlorination has been insufficient. It originates in the hot water tank, and is caused by the formation of hydrogen sulfide, which feeds bacteria.

To correct this situation, allow the hot water tank to cool, drain it and flush the tank through the drain opening. Refill and go through the sanitization process for the entire system. Repeat the process periodically if necessary.

With frequent use of chlorine, change your filter periodically according to the manufacturer's instructions. Always use a water pressure regulator if your motorhome is not equipped with one in the city water inlet. ♦



tank is filled. Small amounts of chlorine can be poured into the hose before filling the tank. Six teaspoons make up 1 ounce.

If the tank will not be used for a month, add chlorine to the tank at the rate of 1 ounce per 15 gallons prior to storage. Mix the chlorine with 1 gallon of water and pour it into the motorhome's gravity-feed tank fill. Take care not to spill it on clothing.

If your tank can only be pressure-filled via a water hose, connect a clean hose-end sprayer (available in garden supply



stores and make sure to dedicate it to only chlorine) and follow instructions to gradually feed a chlorine/water solution through

does not get the pump to work. When it cools down it works again for a while. For a pump that costs this much, 150 hours is not an acceptable failure rate.

Is there an alternate brand fuel pump that would put out the low pressure needed and not draw too much power? My concern is that the electric pump is run by the generator somehow, and I would not want to overload whatever system is used to supply power to the pump. Any suggestions will be appreciated and I am sure there are other dry campers out there with the same problem. We need to be able to rely on these generators.

STEVE MACKEY
WOODBURY, MINN.

I checked with Winnebago tech services and was told that this is not a common problem, and I have not received other reader complaints, but I'd like to hear from others if they have had this problem.

The fact that it works again when it

DAY/NIGHT SHADE TIP

When we got our new coach with its day/night shades I thought how wonderful they were. Boy, was I wrong on that count. It has been a continuing problem to keep the day/night shades working and to prevent the shades from self-destructing. I bought a spool of shade string and enough eyelets and other supplies to keep up with them on a fix or repair weekly schedule.

I have discovered one solution to the string and eyelet problems that seems to greatly reduce my shade maintenance problems. When I put the shades back up I tighten the strings only enough to allow the shade to function properly. The string will feel somewhat loose. The original shade strings were very tight like a banjo string. This caused the eyelets to wear rapidly and the rough edges of the worn eyelets cut the strings. If not repaired, the string started cutting into the shade material. With the relaxed strings this problem seems to be greatly reduced.

KAREN JOHNSON | CHICAGO

cools down indicates that it's likely a problem with the windings in the electric motor, rather than a fuel problem. Onan's generator facility is near you in Fridley, Minn. Rather than suggest an alternate pump, which may cause other problems, I suggest you give the company a call (800-888-6626) and see if you can get any help at the factory level.

LEFT-LEANING COACH

I have a 1996 Damon Challenger 26-foot Class A motorhome on a Chevy P30 chassis. I recently noticed that the driver's side is about $\frac{3}{4}$ to 1 inch lower than the passenger side. Tires and air bags are properly inflated and a quick check of the suspension shows nothing broken or missing. The motorhome seems to drive fine. Is this OK or a cause for concern? What would cause this — weak springs or something else?

BOB SCHONER
GRANITE BAY, CALIF.

Springs do sag over time, so assuming the coach didn't always lean, that's the likely explanation. Many coaches have significantly more weight on one side than the other, due to the positioning of various components such as tanks, appliances, etc. You can determine the side-to-side weight variation and individual corner weights by using a truck scale, parking only the tires that you want to weigh on it. If you find that, for example, the left rear corner is the heavy culprit, you could have a leaf spring pack with an extra small leaf added to that position. On the front, you can usually level it by individually varying the air bag inflation pressure.

FLAT TOWING

Is it necessary to consider the gross vehicle weight rating (GVWR) and gross combined weight rating (GCWR) when flat towing? It is my understanding that little or no hitch weight is added to the motorhome.

JOHN R. BILLUPS III
CHULA VISTA, CALIF.

Only a few pounds are added to the motorhome by the weight of the tow bar and the hitch receiver, so the amount of weight on the motorhome (hence GVWR)

is not affected significantly. However, since the GCWR is the maximum allowable weight for the combination of motorhome and towed vehicle in this case, that number is very relevant and important. The transmission, cooling system and other components are designed to meet this limit, so do not exceed it. Weigh both the fully loaded motorhome and towed dinghy vehicle and the sum should not exceed the GCWR. You also should have an auxiliary braking device to actuate the dinghy's brakes.

DEEP-CYCLE BATTERY PROBLEM

We have a 1999 Newmar 38-foot motorhome. I removed the four batteries (two 12-volt car batteries and two 6-volt RV/marine batteries) during storage. When I installed the four batteries the two 12-volt batteries started the engine with no trouble. However the two 6-volt deep cell batteries are not providing any power to lights or other devices in the motorhome. I have checked the diagram I drew up when I took the batteries out and the 6-volt batteries seem to be installed correctly. Is there some switch or breaker that I have to reset to get the power back on? There is nothing in the owner's manual about this.

KEITH BAKER

Batteries should be kept alive while in storage with a maintenance charger. It's quite likely that one or both of the 6-volt batteries went dead during storage. Measure their voltages or check their specific gravity with a hydrometer. If they won't take a charge or have any bad cells, they'll need to be replaced.

Many motorhomes include a battery disconnect system — some manual and some using relays — designed to disconnect the batteries from the coach wiring during storage or maintenance. When you removed all of the batteries it's possible the disconnect switch defaulted to an open circuit position. Check for such a disconnect mechanism to be sure that is not your problem. ♦

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Stuart and Alison Field
Littleton, Colorado



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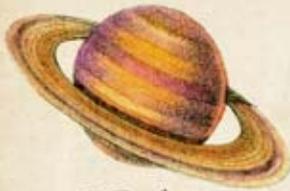


Fig. 1 Saturn



Fig. 3 Asteroid Gaspra



Fig. 5 Mercury



Fig. 7 Jupiter



Fig. 2 Neptune



Fig. 4 Phases of the Moon



Fig. 6 Mars

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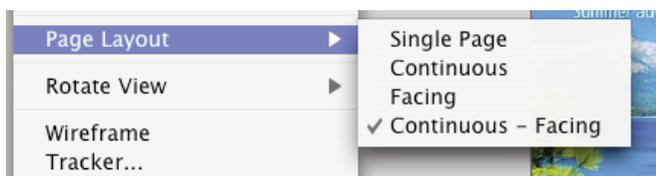


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