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34

FEATURES

23 | Way Down South in ... Yuma?

Sunny skies year-round and fewer crowds make this Arizona border town a winter hot spot

28 | A Patchwork of Green

Western Kentucky's lush forests and the National Quilt Museum are must-sees

34 | Land of the Elusive Condor

Camp and explore Arizona's Vermilion Cliffs and you might even spot a California condor

39 | Daytona Beach's Wild Side

Daytona Beach has a natural "wild" side with beaches and parks that show what Florida looked like to the Spanish conquistadors

44 | Renegade Ikon 34EM

A Freightliner chassis and a super-high tow rating give this coach a truck-like yet classy feel

47 | Drivetrain Maintenance for Diesel Motorhomes

Worry less about breakdowns and prolong your coach's lifespan with proper drivetrain care

53 | RV Security

A new comprehensive system offers protection against burglarly specifically for motorhomes

56 | 2012 Thor Motor Coach Outlaw 3611 Toy-Hauler

Find plenty of room for all your toys, plus a loft bedroom and useful amenities in this Class A

58 | Hold It Up

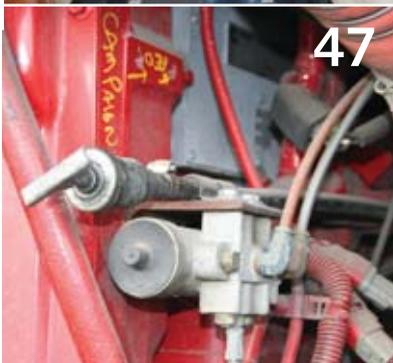
Hatchlift retrofitted spring assemblies keep exterior compartment doors open for access

DEPARTMENTS

- 4 | On Ramp
- 6 | P.O. Box
- 10 | Contact MotorHome
- 12 | Life on the Road
- 15 | Escapes
- 16 | Events
- 17 | Noteworthy/News Briefs
- 18 | Wheels & Gear
- 20 | Crossroads
- 60 | Quick Tips
- 61 | Hands-On
- 62 | Hot Line
- 66 | Coach & Powertrain
- 84 | Advertisers Index
- 90 | Off Ramp



44



47



28

On The Cover: We took the Renegade Ikon for a test drive through the Arizona desert, southwest of Phoenix. Its precise steering and truck-like driving feel make it a worthwhile investment for a nontraditional coach (see test on page 44). Photo by Jeff Johnston.

THE WINTER SEASON



Every year when we assemble the December issue I'm reminded that I have to make plans for a winter trip. It's always a battle to figure whether to visit the mountains and play in the snow, or head out to the desert and bask in the winter sun. Of course, the versatility afforded by motorhome ownership makes the decision process a little more complicated — in a good way. If my vacation home was stationary, the decision would be made for me automatically, which is the most compelling reason for being an RV enthusiast.

My first travel thoughts always center around snow country. We've made the trip to winter playgrounds many times, always getting a big kick out of surviving, if you will, adventures that really tax a motorhome's capabilities. Over the years we've encountered many challenges, and we always come back.

Those who live in places where the winter is long and cold will likely disagree that winter travel is appealing. While visiting Minnesota last winter on a business trip (where temperatures reached minus 6 during the day) it became crystal clear why many northerners point their rigs toward Arizona or other southern locations to take in the winter sun — and mingle with the snowbirds. But for me, traveling in winter offers a number of opportunities, including less-crowded parks, snow sports, beautiful landscapes and the chance to test my RVing skills.

On one of our most memorable trips, my wife, Lynne, and I found ourselves parked off U.S. Highway 395 north of Mammoth Lakes, Calif., with another motorhoming couple. By the time we returned from a cross-country skiing outing through the woods, the snow had reached blizzard strength. Soon the road was closed and we found ourselves spending the night — without hookups, of course. The evening was spectacular and (needless to say) very quiet.

Not all winter trips are perfect. We've

been sidelined by fuel that solidified, terrified by tremendous storms that made the roads hazardous to negotiate and suffered through house system failures. In all cases we got going again, but the lesson here is to be prepared for anything.

Preflight checks and scheduled maintenance procedures, for example, are crucial for fun and successful winter sojourns, regardless of your destination. Ken Freund's article on diesel drivetrain maintenance (starting on page 47) will help you keep your motorhome in tip-top running condition. We covered gas-engine drivetrains in the October issue (see "Drivetrain Maintenance for Gas Engines"). You might want to consider clipping out these pages and keeping them with your maintenance log. Most owners don't do their own service work, but it's nice to have talking points when discussing maintenance procedures with your mechanic.

If you decide to venture out in the cold weather, preparation is crucial. Check for water lines that are exposed to the cold and insulate with foam or similar material. Unless your dump valves are in a heated compartment, they'll likely freeze up; start your trip with empty holding tanks or use heat tape to prevent freezing. I'm a big fan of storm or dual pane windows, but plastic window kits designed to provide a vapor barrier will do in a pinch and are much lighter. Plugging roof vents and skylights will also allow the heating system to work more efficiently. Alternate sources of warmth, like electric and catalytic heaters are also practical. And plan on being stuck — make sure you have plenty of food and water.

Whatever your motorhoming plans are this winter, I hope your travels are highlighted by a delightful and happy holiday season. ♦

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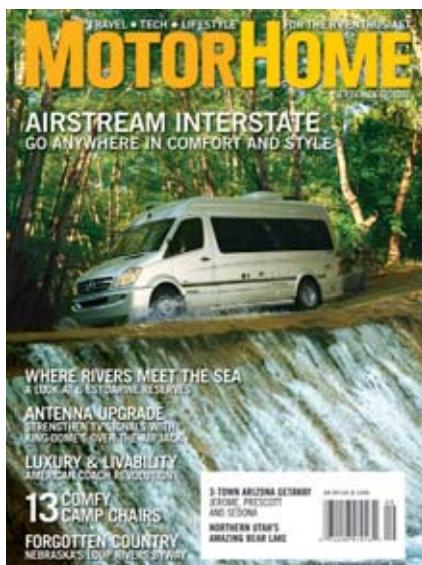
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RV shown is Winnebago View built on a Mercedes-Benz 3500 Cab Chassis.



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“WHAT INCENTIVES COULD A MOTORHOME MANUFACTURER OR DEALER OFFER TO SWAY YOUR DECISION TOWARD A PURCHASE?”

That’s the question we asked in our September issue, and here are some of the replies we received.

IMPROVE MILEAGE AND QUALITY

What can a manufacturer or dealer offer to get me to purchase a motorhome? First of all, improve fuel mileage. Then, because interest rates affect the monthly payment, provide a great low interest rate. And finally, build the motorhome right the first time. If warranty work is needed it should be done on the first visit to a dealership, if not, the owner should be reimbursed for the added cost of fuel, tolls, etc.

BOB AND NORMA ZEC | VIA EMAIL

HOW ABOUT A BETTER WARRANTY?

After owning two Class A motorhomes, I think the best incentive would be a good manufacturer warranty for the chassis and the coach. For example, the Ford E-450 chassis (used on many Class B’s and C’s) is warranted by Ford for three years or 36,000 miles, and the drivetrain is under warranty for five years or 60,000 miles. Why isn’t this passed on to the motorhome consumer?

ROCKY VERNON | VIA EMAIL

KUDOS TO THE KIEVAS

We enjoy reading MotorHome each month and will enjoy it even more with the inclusion of Life on the Road by Joe and Vicki Kieva. We were very disappointed when they no longer appeared in the Good Sam Club’s Highways magazine.

HERB BRUMBACH | DEWITTVILLE, N.Y.

BYWAY BLUNDER

As an active RVer and resident of Ogden, Utah, I was very pleased to see the article about our area (“Pioneers, Oh Pioneers”) in the September issue. The article did a good job of capturing the essence of the area. We are transplants who came here more than 30 years ago and elected to stay in this beautiful part of America.

As I read, I noticed several errors. First, state Highway 39 does not go to Garden City; U.S. Highway 89 has that distinction. State Highway 39 goes east out of Ogden through Ogden Canyon, not Rainbow Gardens Canyon as stated in the article. Rainbow Gardens is a very nice restaurant and gift shop at the mouth of the canyon.

Locally, we call Highway 89 between Brigham City and Pleasant View the Fruit Way, not the Fruit Trail. Finally, Highway 89 in Ogden (and the rest of Utah) runs north-south so it would be very difficult to turn east on it as stated in the last sentence. I believe the author meant to write “turn east again on Highway 39.”

GEORGE GIBSON | PLEASANT VIEW, UTAH



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P.O. BOX

BEING AN ARMED RVER

In September P.O. Box, Don Robinson agreed with Mike Davidson that RVing armed is more dangerous. Being an armed RVer *is* more dangerous ... for the criminal whose intention is to harm you. Robinson has had a history of traveling without consequence. Unfortunately, it only takes one incident to define you as either a gun owner or a victim. Watching the news, carrying a concealed weapon, being aware of your surroundings and practicing at a gun range provide you with the knowledge and skills that you hope you'll never need to use. When a criminal is breaking into your RV, would you rather be prepared or would you rather hope that he's a nice criminal?

W. CLAY WRIGHT | ALVIN, TEXAS

IS THERE ROOM FOR MY MOTORHOME?

Thanks for publishing digital editions that I can read on my iPad. It's great to be able to access the latest issue right away and read it on the go. Plus it always looks good in digital form — the photos stand out and nothing is lost in the crease.

Would you please urge your travel writers to let us know when a motorhome will fit into the place they're reporting on and when it won't. It seems like half the time we're informed if a motorhome can, for example, park easily or fit under overpasses, or if you need a normal-size car. Maybe there just isn't room in each article for this extra data. How about an index or a section in the back of the magazine?

JAMES SUTHERLAND | VIA EMAIL

SOLD ON DIESEL

I bought a 2009 Itasca Navion with a Mercedes-Benz 3.0-L, 155-HP turbodiesel in April. Shortly after purchasing and planning my dream trip to Alaska I read an article in the June issue of MotorHome, "Winnebago View Profile 24G," that tested the sister version of the Navion. The test unit had the 3.0-L, 188-HP turbodiesel, and I became concerned about my smaller diesel when the article mentioned the lack of umph leaving a red light and on uphill climbing.

I just returned from a seven-week trip through Canada, Alaska and the Lower 48. This was my first diesel after owning five gas coaches and I was apprehensive about

driving through the Rockies and Alaska.

To my astonishment the Navion performed above my expectations and passed gas coaches lugging the mountain roads. Now, 12,890 miles later, I'm a convert to diesel. There's no way I'd buy a gas engine again. The mileage benefit was one factor, but the low noise level and its ability to run up a steep hill without hesitation sold me. Stopping for fuel at a pump, a man said that he had never heard a diesel that quiet.

The total fuel cost was \$3,791.90. The average price/gallon was \$4.57. The average cost/mile was 29 cents.

JOHN KEEFE | ROCKLAND, MASS.

DIGITAL IS MORE CONVENIENT

I have been enjoying the digital edition of MotorHome for several months now. It seemed with the paper copy, the magazine was never convenient when I had time to read. Consequently, I sometimes would be a month or more behind. But now that the digital edition is on my iPad, it's always with me. Navigating and finding what I want is much more convenient. So thanks for continuing to put out a great magazine and making it available in a digital format.

WAYNE PERRY | VIA EMAIL

CAMPGROUND AD REQUEST

While I was searching for a campground — looking through magazines and websites — I thought of a good question for your readers: What do you want to see in a campground ad? I've noticed that most ads show scenes like children sitting on a bench eating ice cream, or people relaxing under their awning in front of their RV. This shows me nothing about the campground.

What I want to see is an aerial view of the campground; the entrance to the park; the camp store, if they have one; and a view of the campground from street level. I can see people riding a bike anytime.

DAVID MUSGRAVE | LANCASTER, PA.

QUESTION:

What campground facilities or amenities are most important for you to see depicted in an ad or photos before you book a site?

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



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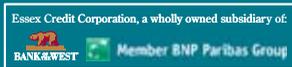
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ASK A TECHNICAL QUESTION: Questions for our Coach & Powertrain column may be sent to MotorHome, 2575 Vista Del Mar, Ventura, CA 93001 (please include your name, city and state). You may also send questions via email to tech@motorhomemagazine.com. Selected letters will be answered in the magazine, but time does not permit individual replies.

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User Guide

Contents

MILE MARKERS TO MATURITY

It happened on the subway in Washington, D.C. It was a hot day in July. Vicki and I, along with three teenage grandchildren, had spent the previous five days touring our nation's capital. We had visited the monuments and memorials, explored the Smithsonian museums and observed the changing of the guard at the Tomb of the Unknowns. This day we had done a lot of walking. All of us were understandably tired and probably looked it. Let's face it — touring is not for sissies. Anyway, when we boarded the subway that would return us to Cherry Hill RV Park and our motorhome, Vicki managed to find the last empty seat. The grandkids and I grabbed a handrail and remained standing.

And then it happened. A man, who appeared to be in his mid-50s, stood up and graciously offered me his seat. I was flabbergasted. Did I really appear so old, so frail that I inspired a not-so-young man to give up his seat on the subway? It took a moment for me to comprehend what was happening. I had been brought up to be the offerer, not the recipient, of seats on public transportation. I didn't know how to respond. The man was now insisting that I take his seat. So, not wanting to cause a scene, I did. Besides, I was tired and my feet were sore.

Sitting there, I realized that I had reached another one of life's mile markers. I recalled the time, in my mid-40s,

dancing with a young bridesmaid at a relative's wedding. "Wow!" she kept saying as I spun her around the dance floor. Obviously, she was impressed with my footwork. As I escorted her back to her table she said, "You dance just like my father." Was I really that old?

Later, in my late 50s, as I was walking toward the door of a building, I couldn't help but notice the attractive young woman walking in front of me. Dreamer that I am, I wondered what the possibilities would be if I wasn't a very married man. Suddenly she stopped, turned, and gave me a beautiful smile. Then she opened the door, held it and said, "After you, *sir*." So much for possibilities.

So there I sat on the subway seat, in my early 70s, pondering the mile

markers of my life. When was it that teachers, policemen and firefighters started looking like kids? When was it that waitresses started calling me "sir" instead of "hun" and then went back to calling me "hun"? And wasn't it just yesterday when someone asked Vicki if I was going through a midlife crisis and she had responded: "Midlife crises? Good grief, I can't get that man through adolescence!"

The subway train stopped. A group of commuters boarded our car. A quick scan revealed that none of them would require me to give up my seat. I was grateful. My feet were still sore.

Later that evening we had the privilege of watching a presentation of the U.S. Marines on parade at Marine Barracks Washington. The parade is a ceremonial demonstration of band music and precision marching by units of the United States Marine Corps' Band, Drum and Bugle Corps, Color Guard and Silent Drill Platoon.

We were met at the gate by Marines wearing their dress blue uniforms. They were all so young. Many of them appeared too young to buy alcohol (but not too young to fight and die for their country). As you can imagine, every one of them looked trim and fit.

They all stood ram-rod straight and proud. Later, they would impress us with their precision marching but now they were acting as hosts. A young Marine stepped forward, offered Vicki his arm and asked permission to escort her to her seat. She took his arm and he led the way at a comfortable pace for her. The grandkids and I followed. Bringing up the rear, I thought about what this young Marine had been trained to do and where his future assignments might take him.

I suddenly realized I was watching a warrior, a trained killer of men, gently escorting Vicki to her seat. I wondered what mile markers to maturity lay in his future. I hoped there would be many. Somehow, though, I could not visualize anyone offering him their seat on the subway.

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

SO THERE I SAT ON THE
SUBWAY SEAT, IN MY
EARLY 70S, PONDERING
THE MILE MARKERS
OF MY LIFE.
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User Guide

Contents

escapes

by MEAGHAN ALFIER

EVENTS | NOTEWORTHY | WHEELS & GEAR | CROSSROADS

When George Vanderbilt started planning the 125,000-acre Biltmore estate in the Blue Ridge Mountains of Asheville, N.C., he certainly lived up to the Vanderbilt family name, which is synonymous with the wealth and grandeur of the elite during the Gilded Age. Over a six-year period, architect Richard Morris Hunt designed a house modeled on a 16th-century French chateau, with 4 acres of floor space, 250 rooms, 34 bedrooms, 43 bathrooms and 65 fireplaces. Vanderbilt officially opened the home to friends and family on Christmas Eve in 1895.

Today, the Biltmore is a tourist destination with a hotel, winery, restaurants and shopping in addition to the main house; and stunning gardens that were designed by Frederick Law Olmsted, the landscape architect behind New York's Central Park. An Outdoor Adventure Center offers horseback rides, fly-fishing lessons and clay shooting. While camping is not allowed on Biltmore grounds, Rutledge Lake RV Park and the Asheville West KOA are two nearby campgrounds with full hookups. For more information, call 800-411-3812 or visit www.biltmore.com.

AMERICA'S LARGEST HOME

NORTH CAROLINA'S BILTMORE ESTATE
EMBODIES THE VANDERBILT FAMILY NAME





PHOTO: JORDAN RADPKE

DEC. 1-28 | Twinkling holiday lights never fail to light up the dark winter skies and get everyone into the holiday spirit. At **Lights of Christmas** in Stanwood, Wash., more than 1 million Christmas lights are spread over 15 acres at Warm Beach Camp. The light display is only part of the attractions at the event, which has live music, pony rides, a petting farm, arts and crafts, gifts, and the opportunity to not only visit with Santa, but also Bruce the Spruce, the talking Christmas tree. Parking is free and there is plenty of it; 800-228-6724, www.warmbeachlights.com.

DEC. 1-30 | Down south in Georgia, **Fantasy In Lights at Callaway Gardens** in Pine Mountain is a holiday tradition that has attracted millions of guests over the past 18 years. Drive your motorhome or dinghy through the larger-than-life musical holiday scenes that are bedecked in more than 8 million lights, and make a stop at the Christmas Village to shop, grab a bite to eat and visit with Santa; 800-225-5292, www.callawaygardens.com.

DEC. 2 | A citywide open house is the idea behind **Christmas in the Pass** in Pass Christian, Miss. Local merchants invite visitors to shop for gifts while enjoying complimentary refreshments. Lining the streets

of the historic downtown are antiques and arts and crafts vendors, concerts, caroling, a parade and Santa and his elves. The evening comes to a close with a boat parade and a tree-lighting ceremony at the gazebo in War Memorial Park; 228-604-0014, www.passchamber.com.

DEC. 3-26 | All aboard the **North Pole Express** at Filmore

& Western Railway Co. in Filmore, Calif., for a family-friendly vintage train ride — complete with elves and cookies and milk — to Santa's Village. Kids are encouraged to come in their pajamas for the trip to the "North Pole" where Santa is waiting. Carols are sung and a holiday story is read on the train ride. Other holiday events at the railway include Dinner With Santa

and the Christmas Tree Holiday & Santa Shopper Train; 805-524-2546, www.fwry.com.

DEC. 9 | Mystic Seaport is a picturesque spot any time of year, whether covered in snow or blooming flowers and green trees. Every winter, **Olde Mistick Village's Festival of Lights** in Mystic, Conn., lights up with more than 4,000 lights along the walkways of the village and Mystic Aquarium. Refreshments are served in the Meeting House and holiday ragtime and brass-band music, jesters, carolers and comedy acts provide entertainment; 860-536-4941, www.oldemistickvillage.com.

DEC. 9-10 | Even if the temperature is not as cool as it is in other parts of the country, visitors will be feeling the "chill" at **ChiLLy Fest** in Linden, Ala. A wide variety of activities includes Christmas caroling; a tree lighting; arts, crafts and food vendors; the Christmas Parade of Lights with more than 30 floats, a car show and chili cook-off. Several nearby state parks provide campsites and outdoor recreation; 334-295-5051, www.lindenalabama.net.

DEC. 9-11 | The **Annual Bonfire Festival** helps to "guide Saint Nick down the Mississippi River every year," in Lutcher, La. More than 120 structures are set ablaze simultaneously along the peaks of the levees overlooking the great Mississippi River. Throughout the weekend, visitors enjoy live entertainment, carnival rides, arts and crafts, a car show, dog parade, great food and a gingerbread house contest; 225-869-1717, www.festivalofthebonfires.org.

DEC. 1-31
New Hampshire's oldest waterfront town celebrates the holidays with **Vintage Christmas in Portsmouth, N.H.** A collaboration of The Music Hall and Strawberry Banke Museum, some of the highlights include live holiday shows at The Music Hall and a free vintage holiday trolley. Every weekend, a candlelight stroll includes horse-drawn carriage rides, traditional barrel-making and tinsmith demonstrations, and 18th-century holiday hearth cooking. The event has been called "one of the Top 10 Things not to miss in New England" by The Boston Globe; 603-433-1100, <http://vintagechristmasnh.org>.



PHOTO: DAVID MURRAY

A STRONGER BREEZE



Tiffin MotorHomes has introduced a longer 32-foot version of its stylish Breeze diesel-pusher motorhome. Initially introduced with a single 28-foot pusher floorplan — the smallest on the market — at the National RV Trade Show in Louisville, Ky., the 32-foot layout is designed to make RV living a little more comfortable. “It has a little more storage,” said Jerry Williamson, national sales manager

for the Red Bay, Ala., manufacturer. “And we’ve added a second slide that opens up the living area considerably.” The 32 footer is built on the company’s PowerGlide chassis with a gross vehicle weight rating of 21,500 pounds and equipped with a 215-HP Navistar MaxxForce 7 diesel engine. The Breeze features a one-piece windshield, antique-white interior, booth dinette, queen bed and separate toilet and shower. Base MSRP is \$168,000. — *Bob Ashley*

THE CHASSIS TO WATCH



At least two Class B motorhome manufacturers are exploring the use of the all-new 2012 Nissan NV from Nissan North America Inc. to serve as a platform for a small RV. The 20-

foot, high-roof Nissan NV 2500 or NV 3500 is available with a 261-HP, 4.0-L V-6 or 317-HP, 5.6-L engine and five-speed automatic transmission. The chassis has a gross vehicle weight rating of 9,100 pounds. Although designed to be a mobile office or workshop, with 6 feet, 4 inches of interior headroom and 10 feet of cargo space behind the front console, possibilities exist for conversion as a small Class B motorhome. Two manufacturers confirmed off-the-record that they are investigating the Nissan NV as a chassis that potentially could compete with the Mercedes-Benz Sprinter chassis. The Nissan NV, with both sliding-side and rear French doors, is being built in Canton, Miss., as part of a \$118 million expansion at Nissan’s factory there. “The new kid on the block, as it turns out, is a long-time player in the global commercial vehicle market,” Joe Castelli, vice president of Nissan’s Commercial Vehicle and Fleet division, said in a press release. “We’ve taken a fresh look at ... styling, the powertrain, interiors, service operations and, most importantly, real-world customer needs.” — *Bob Ashley*

MOTORHOME | December 2011

News Briefs

General Motors recently sent a safety recall notice to affected **Chevrolet Cruze** owners about an important change regarding dinghy towing — the 2011 Chevrolet Cruze with six-speed automatic transmission is no longer flat towable. According to the recall notice, “GM has received reports of transmissions overheating while towing 2011 model year Chevrolet Cruze vehicles equipped with a six-speed automatic transmission, with all four wheels on the ground (dinghy towing). In a few cases, this had led to damage to internal transmission components, and required replacement of the transmission. GM requires that if you tow your vehicle, you tow it with the rear wheels on the ground and the front wheels up on a dolly, following the instructions provided by the dolly manufacturer.” For more information, contact Chevrolet’s customer assistance center at 800-222-1020.

The **Recreation Vehicle Dealers Association** recently honored 32 RV brands built by 16 manufacturers with its Quality Circle Award during the RV Dealers International Convention/Expo in Las Vegas. To qualify for this honor, brands/manufacturers must receive at least 15 dealer responses and score 80 percent or above in overall dealer satisfaction in the association’s 18th Annual Dealer Satisfaction Index survey. The motorized RV brands/manufacturers receiving awards are (in alphabetical order): Forest River, Jayco/Entegra, Newmar, Pleasure-Way, Roadtrek, Tiffin, and Winnebago/Itasca.

Liberty Motor Coach is now manufacturing the Volvo-engine-equipped **Elegant Lady 2012**. It is the first Liberty Coach with the high-performance, energy-efficient Volvo engine. Liberty Coach Vice President Frank Konigseder recently took the **Elegant Lady** on a 600-mile test drive with a 2011 Ford Explorer in tow and was impressed by the pulling power of the coach, its fuel-efficiency, and also how quiet it was cruising at high speeds. The only drawback he reported was a loss of space in the rear of the coach because the exhaust systems and diesel fuel are maintained in a more environmentally sensitive manner compliant with 2010 EPA guidelines.



ACCESSIBILITY AID



For many RV enthusiasts, getting in and out of a motorhome can be a challenging task, due to the steps and height of the entrance off the ground. **Port-A-Lift** is a personal transfer system that makes traveling in an RV accessible for those who otherwise could no longer easily get in and out of their vehicles, so that the fun and comfort of the RVing lifestyle can still be enjoyed.

Port-A-Lift's powered arm supports your full weight as you sit in a chair-like sling, while up-and-down and side-to-side motion is controlled manually to allow precise placement wherever you

want to go — in your vehicle, home, bed, etc. The standard lift supports up to 250 pounds and the heavy-duty lift supports up to 300 pounds with a movement range of 16 inches to 6 feet depending on the configuration. Additional accessories can load your wheelchair or scooter in any vehicle.

Made in the USA, pricing for the Port-A-Lift begins at \$2,195.

Ability Access, 888-538-9514, www.port-a-lift.com.

HIGH-CAPACITY SHOCK



Bilstein has introduced a **super-high-capacity 60mm monotube gas pressure shock absorber**, one of the largest on the market for motorhomes. It provides the extra stability, control and ride comfort that is demanded by motorhome applications, according to the company.

The 60mm working piston features a surface area that is more than twice the size of Bilstein's nearest competitor. The monotube design eliminates oil cavitation under all conditions, offering improved chassis isolation, damping accuracy and tensile strength.

The shock is currently available for the R4R and RR4R Monaco Roadmaster Chassis (2002-2010), with other options coming soon. MSRP is \$279.

Bilstein, 858-386-5900, <http://info.bilsteinUS.com/big60>.



DOGGIE BATH ROBE

After a fun day on the trail or at the campground dog run, your doggie companion is probably a little dirty and could use a bath. The end result is great — you get a clean, soft, sweet-smelling pet that's most likely happy that bath time is over with. But from the time that your dog gets wet to the time that he's completely dry, that wet-dog smell and your dog shaking himself dry and rubbing himself on furniture and the carpet in your motorhome is no fun at all.

That's where the **FUR Dry** from FURminator comes into play.

The FUR Dry easily slips over your dog's head after a bath, swimming, or getting caught in the rain, and uses a hook-and-loop fastener to ensure a snug fit. The microfiber material quickly absorbs moisture and protects your motorhome's furniture and carpets from the dog's need to rub. It also helps to decrease anxiety from bathing and, most importantly, that lingering wet-dog smell.

Pricing ranges from \$24.95 to \$49.95, depending on size.

Furminator, 888-283-1620, www.furminator.com.

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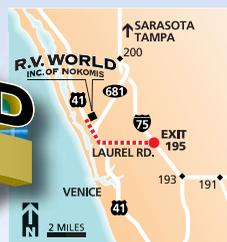
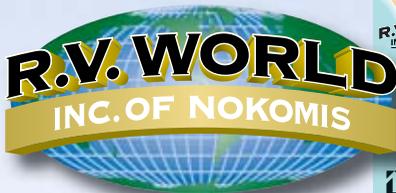


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Views from the Road

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.

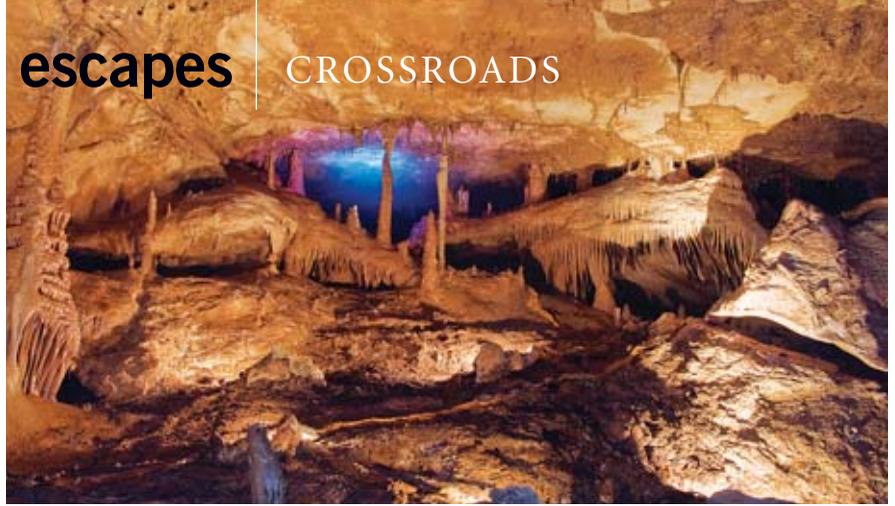


Al and Mary traveling the country



escapes

CROSSROADS



THE SPACE CAVE

Underneath the hustle and bustle of Georgetown, the "red poppy capital of Texas," is one of the best-preserved caves in the state that was hidden for 10,000 years. Discovered by a Texas Highway Department drilling team in 1963, it was opened to the public in 1966 so that all can enjoy the cool temperature (72 degrees year-round), fossilized remains of prehistoric animals, and myriad rock formations — including helictites, flowstones and giant columns — that Inner Space Cavern has to offer.

Visitors have their choice of several tours depending on level of adventure, from walking to spelunking. A cable car takes visitors to the entrance of the cave for a three-fourths of a mile trek that reveals exquisite formations like The Flowing Stone of Time, Lake of the Moon and Soda Straw Balcony. Also in the limestone cavern are Pleistocene-age fossils, including bones of a mammoth and a saber-toothed cat. Other activities include panning for gems and minerals at the Inner Space Mine or relaxing in the picnic area.

For more information, call 877-931-2283 or visit www.myinnerspacecavern.com.

DOGGONE-GOOD ART

Do you have a portrait of your dog

hanging on your motorhome's wall, or at the very least some photographs of your cute pooch stuck to the fridge? You don't have to admit to the former to be able to appreciate the world's finest collection of art devoted to the dog at The American Kennel Club Museum of the Dog in the Queeny Park section of St. Louis. You can even bring your furry companion along with you as the museum has a Fido-friendly visitation policy.

Housed in the historic 1853 Jarville House, the museum displays more than 700 paintings, drawings, watercolors, prints, sculptures, bronzes, porcelain figurines and a variety of decorative arts depicting man's best friend. There's also a library, open by appointment only, that contains more than 3,000 books and publications on canine history. If you want to accessorize your motorhome in a canine theme, the gift shop has it all, from tapestry pillows to jeweled dog dishes and books, stationary and more. The parking lot has plenty of room to accommodate motorhomes.

For more information, call 314-821-3647 or visit www.museumofthedog.org. ♦



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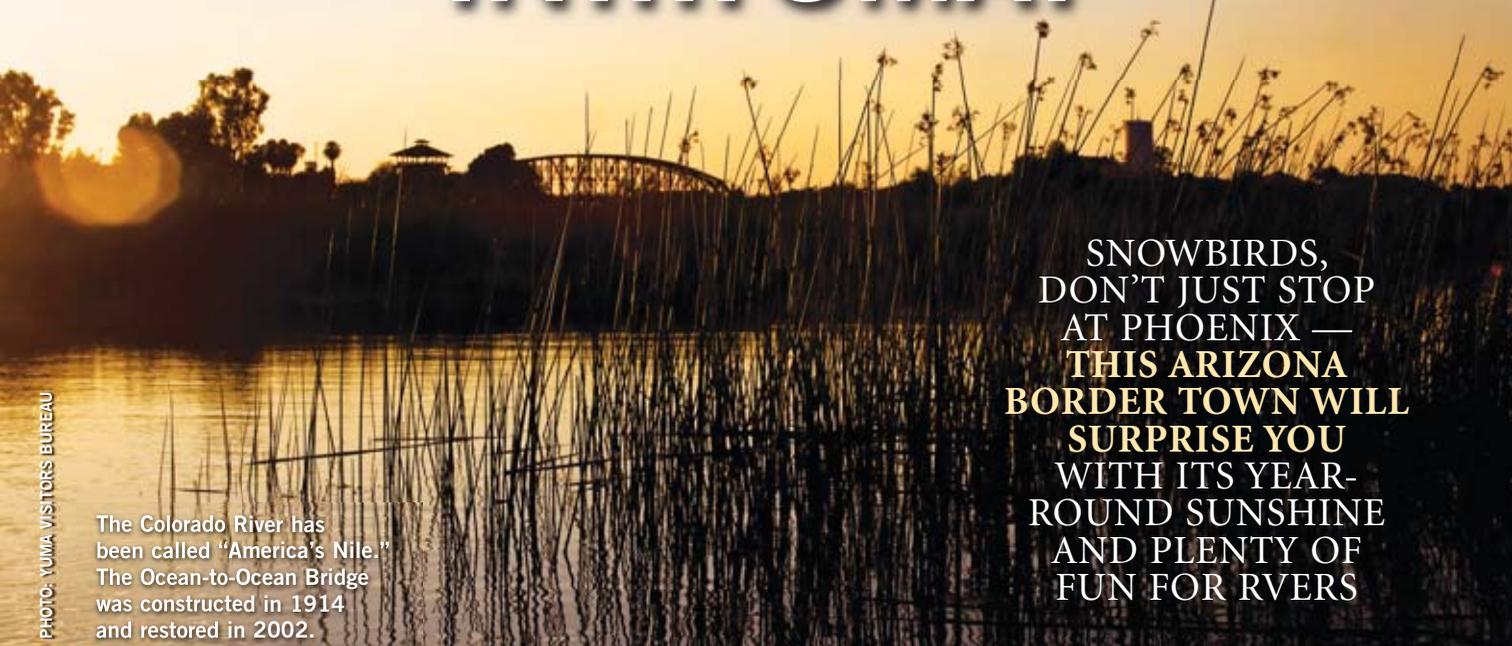


PHOTO: YUMA VISITORS BUREAU

The Colorado River has been called "America's Nile." The Ocean-to-Ocean Bridge was constructed in 1914 and restored in 2002.

**SNOWBIRDS,
DON'T JUST STOP
AT PHOENIX —
THIS ARIZONA
BORDER TOWN WILL
SURPRISE YOU
WITH ITS YEAR-
ROUND SUNSHINE
AND PLENTY OF
FUN FOR RVERS**

A rizona's southwestern border country isn't typically a summer destination, but when the jet stream dips down out of Canada and lashes the northern states with a seemingly unending stream of wind, snow, hail and ice, the Sonoran Desert looks darned attractive. This part of Arizona has gotten some-

thing of a bad reputation recently. And to be sure, there are some locations along the state's border with Mexico where drug trafficking is a real concern. But areas such as Yuma, where winter visitors congregate, remain safe, according to local sources.

Motorhome owners by the thousands know that being a snowbird has definite advantages. It's hard not to have a smile

on your face when you're sitting outside under a bright, warm sun and blue sky reading in the newspaper that the high temperature back home didn't get out of the single digits. In fact, Yuma is so proud of its Guinness World Records status as the "sunniest place on Earth," that until Aug. 1, 2012, select restaurants and businesses will be offering free meals and



PHOTO: GERALD HAMMON

The authors stand behind a door to one of the six-person cells at Yuma Territorial Prison State Historic Park.



The Algodones Sand Dunes, with no vegetation to get in the way, provide a hard-to-beat playground for ATV enthusiasts. Crossing the dunes posed a challenge for early automobiles.

PHOTO: BUREAU OF LAND MANAGEMENT



Clockwise from top: A replica of the plank road that was created to cross the Algodones Sand Dunes is on display at Quartermaster Depot and also at the end of Grays Well Road off I-8. Quechan Casino and Resort is one of three casinos in the Yuma area. Hunters, fishermen and birders enjoy the bounty of wildlife that inhabit the wetlands along the Colorado River. The entrance to Yuma Territorial Prison, which was established in 1876 and closed in 1909. The historic park now attracts thousands of visitors per year.

FOR MORE INFORMATION

YUMA VISITORS BUREAU
800-293-0071,
www.visityuma.com.



discounts during “sunless” days, as declared by the Yuma Visitors Bureau staff.

While the Valley of the Sun around Phoenix tends to be the destination of choice for winter visitors, we recently checked out Yuma as an alternative. Judging by the number of RV parks we saw, there are a good number of motorhome owners who have made Yuma and its surroundings their first choice as a winter home. It's easy to understand why. It does get crowded during the peak season from Christmas to Easter, but it's far from the jammed freeways, crowded parking lots and full RV parks that characterize Phoenix and its suburbs. Yuma has many attractions and is well-endowed with the services winter visitors desire. It has a full complement of grocery stores, retail outlets and large box stores such as Lowe's, Home Depot, Walmart and Sam's Club. Restaurants are numerous and of excellent quality.

Yuma is located at the far southwestern corner of Arizona on Interstate 8 where the interstate crosses the Colorado River into California. A good part of Yuma's charm is its close proximity to the river some call “America's Nile.” The town's location marks one of the very few locations where, in earlier times, the Colorado River could be easily crossed. Because of

this, travelers and trade passed through here for centuries. Spaniards who began their conquest of the Western Hemisphere early in the 1500s had discovered this crossing by the latter part of that century, long before the Atlantic coast of America began to be populated by Europeans.

Native Americans knew the patterns of the river, of late spring floods that left behind deep, rich soil for cultivation of crops and of wetlands and marshes remaining as the floods receded. These attracted thousands of migrating waterfowl on their way north. As a result of this wonderful blend of resources, starvation and hunger were rare, and ancestors of the Quechan and Cocopah tribes settled here long before the advent of written records.

Dams along the Colorado River today have ended the pattern of spring floods and fall shortages of water. But the river still creates a lush greenbelt of riparian vegetation in the Sonoran Desert. Wetlands and marshes attract thousands of ducks and geese during spring and fall migration. Hunters and fishermen thrive on the bounty. We do our hunting with binoculars, but are just as enthusiastic about the number of ducks, shorebirds and other species at the wetlands as any ardent hunter.

The city of Yuma has created pathways



PHOTOS: GERALD HAMMON

in the greenbelt for the pleasure of people who are content to walk or ride bicycles without carrying shotguns or fishing gear. Water has also made possible an abundance of golf courses, many located within RV parks. For those who love to swing a 9-iron, even if it's out of a sand trap, Yuma offers a variety of courses for all skill levels.

Travelers who revel in history will also enjoy Yuma. The interaction between Europeans and Native Americans dates back more than five centuries. After settling near the crossing, Spanish conquistadors and missionaries alienated the Quechan people, which proved to be a deadly mistake. The Quechan tribe had a reputation of being fierce warriors and they proved more than equal to the Spanish soldiers. Only a few women and children survived their onslaught on the Spanish settlement in 1781. The long-term impact on the Spanish was devastating, since the Yuma crossing was the only land route to the developing Spanish missions in California. For almost 50 years, every person and every pound of supplies heading for those missions had to travel by sea.

Yuma Crossing, as it came to be known, was also critical to the U.S. Army in its 1848 war with Mexico. Troops on their way to California to ensure its possession by the United States slogged their way across the river at this point. In 1877, a different kind of "horse" crossed the river — the Southern Pacific Railroad had arrived in Arizona. Today a steam locomotive marks the location of one end of the first railroad bridge across the river. Not far away, lengthy freight trains and Amtrak passenger trains still cross the river on the Union Pacific's main line between Los Angeles and New Orleans.

In 1876, one year before the coming of the railroad, Arizona Territory established its first territorial prison along the banks of the river. Even though the last prisoner was transferred to a new prison in Florence, Ariz., in 1909, the remaining buildings attract thousands of visitors every year, and it is a worthwhile destination in its own right. You can swing the doors of the six-person cells closed and experience some of the confined feelings the inmates felt. But, of course, you can

reopen the doors; they couldn't.

By modern standards, the prison looks grim, particularly with its windowless "black hole" solitary confinement cell. Yet the exhibits there point out that for its time, the territorial prison was an enlightened place to be incarcerated. It even had an electric generator for lighting. It was, however, in operation in the days before air conditioning, which was a considerable incentive to would-be bad guys to stay on the straight and narrow.

Before the coming of the railroad, supplies for the army were brought in by sea, with ships coming up the Gulf of California. The Colorado was navigable by smaller vessels and the army established a Quartermaster Depot at Yuma in 1864 that served until after the coming of the railroad. Its responsibility was to supply the far-flung army camps and forts in Arizona, Nevada, Utah, New Mexico and west Texas that at one time numbered more than 40. Five buildings from the depot's active days still stand. In the early days of the 1900s, they were the headquarters for Bureau of Reclamation during the construction of Laguna



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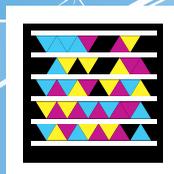
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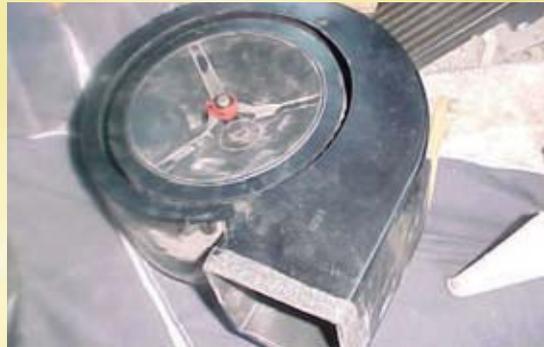
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DATA



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Dam. Exhibits there date mostly from that period of use. Visitors will find the exhibits, particularly of the construction of Laguna Dam, of interest particularly with reference to the construction of a massive sump to carry water underneath the Colorado River.

About eight miles west of Yuma, I-8 crosses the Algodones Sand Dunes, an unbelievable playground for ATV enthusiasts. Huge dunes of golden sand, absolutely devoid of any vegetation, beckon to off-roaders to try their skill at barreling up the steep, slippery slopes and then racing back down without overturning. Every weekend, hundreds — perhaps thousands — of pickups and RVs hauling trailers loaded with ATVs and dune buggies head for primitive parking areas along the interstate or farther north around the town of Glamis. This is primitive camping, but the only time you won't find the dunes covered with ATVs is in the dead of summer, when the temperatures break into the triple digits.

These dunes played havoc to early automobile travelers trying to get from San Diego to Yuma. The dunes are about 8 miles

by 40 miles, and extend well into Mexico. About 1915, a highway was pioneered between Yuma and San Diego. The Algodones dunes proved an almost insurmountable barrier to the early automobiles, so highway workers constructed a movable wooden plank roadway composed of two 25-inch-wide tracks that "floated" on the sand. Later, they constructed 8-foot-wide by 12-foot-long wood plank sections with turnouts every 1,000 feet for better stability. That way, travelers could cross the 6.5-mile stretch of constantly shifting dunes.

It was a challenge for road crews: Shifting sand had to be scraped off and buried sections physically lifted out of the sand. The narrow roadway caused arguments between motorists over who should back up to a turnout. By 1926, studies showed that the dunes could be crossed with pavement, provided the sand was built up and stabilized and the plank road was replaced. A short section of the plank road has been reconstructed near the end of Grays Well Road off I-8, and a piece is on display at the Quartermaster Depot.

Another attraction in the area is the town of Algodones, Mexico, in Baja California across the border, about six miles from Yuma. Busloads of Americans head for Algodones each day to purchase prescription drugs and eyeglasses or to visit dentists. Most park on the American side of the border and walk across. The prices are reportedly quite low and the quality, according to those who go there frequently, is good to excellent. People we've talked to tell us many of the medical and dental professionals there were trained in America. While we have traveled extensively in Mexico with our motorhome, we've never been to Algodones so we can't vouch for the quality or prices. We should remind you that you will need a passport to get back into the United States.

Our visit to Yuma was not our first, but this time, we were trying to view Yuma as a place to escape the harshness of winter. Yuma is definitely worth considering as an alternative to the Phoenix metropolitan area for snowbirds, and also offers considerable attraction as a short-term destination. ♦

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A PATCHWORK OF GREEN

by MARY ZALMANEK



PHOTO: NATIONAL QUILT MUSEUM



After the 1937 flood damaged 95 percent of the town, Paducah, Ky., was just a wide spot in the road between Monkey Brow and Possum Trot. It now lays claim to being the National Trust for Historic Preservation's 2011 Dozen Distinctive Destinations Fan Favorite.

I first read about the National Trust's contest in *The Gazette*, the newspaper in my hometown of Colorado Springs. The article reported that Paducah, population 25,000, was beating 11 other cities, including St. Paul, Minn., and Colorado Springs, Colo., in online voting. How could this town in Kentucky top our own jewel nestled at the foot of the Rocky Mountains? It was time to find out. We set out on a trip to western Kentucky to explore the sites in and around Paducah.

Sitting pretty on the confluence of the Ohio and Tennessee rivers, Paducah is long on small town hospitality and big-city marketing savvy. When city leaders tackled problems, they sought creative solutions. The decaying LowerTown neighborhood was rehabbed through the efforts of the Artist Relocation Program. A nationwide call went out to artists who would build or renovate existing buildings for residences, studios and galleries. Real estate incentives included 100 percent financing, low-interest loans and architectural services. The offer drew painters, potters, sculptors and fiber artists, to name a few.

Caryl Bryer Fallert is one of 50 artists living and creating in Paducah who came through the Artist Relocation Program. She is also one of the most influential quilters in the world. In 1989, her quilt, "Corona II: Solar Eclipse," was the first sewing-machine-made quilt to win Best of Show at the American Quilter's Society's annual quilt show in Paducah, sparking quite the controversy with traditionalists. You can see this history-making piece of fine art at the National Quilt Museum. Whether you are an avid quilter or have a mild interest, take time to visit the Bryerpatch Studio. Meet this talented woman and see where she creates these works of art.

If you doubt that a quilt could be considered fine

Clockwise from top left: Marketing Director Danny Clark explains the Timeline of Bluegrass Music, a permanent exhibit, to a visitor at the International Bluegrass Museum in Owensboro. A mountain biker enjoys riding on the Canal Loop, a 14-mile single-track mountain bike trail in Land Between The Lakes. The team from Saints Joseph and Paul Catholic Church prepares barbecue chicken for the International Bar-B-Q Festival, held the second weekend in May in Owensboro. Competition is fierce to claim titles for Best Overall, Mutton, Chicken and Burgoo. The Johnson family, including Emma, 4, and Josh, 14, enjoy a round of miniature golf at Patti's 1880's Settlement. Visitors admire quilts at the National Quilt Museum, including the blue, red and green "Sedona Rose" by Sharon Schamber, the first long-arm-machine-quilted piece to win Best of Show at the American Quilter's Society show in Paducah.

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PHOTOS: MARY ZALMANEK



Left, top to bottom: More than 20 species of warblers can be spotted in the spring from the observation room at John James Audubon State Park in Henderson. Diamond Lake Resort sits on 157 wooded acres in Owensboro and has 270 campsites with full hookups available. The resort hosts many special events from April to October.

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art, a visit to Paducah's National Quilt Museum will convince you otherwise. In 1991, the American Quilter's Society located its museum in Paducah, now known as Quilt City U.S.A. The museum, which showcases more than 150 quilts at a time in its three galleries, was the surprise highlight of our western Kentucky trip. The main gallery rotates a permanent collection of more than 200 quilts. The other two galleries house a dozen new exhibits throughout the year. As my husband, Jim, and I strolled through the museum, our vocabulary was reduced to one single redundant word: "Wow!"

Each April when the dogwoods are in bloom, Paducah hosts the annual AQS Quilt Show, which draws 35,000 visitors, more than doubling the town's population. Textile artisans compete for \$122,000 in cash awards. Quilters can browse the exhibits, shop at 400 vendor booths for quilting supplies, and perfect their craft by

enrolling in the School of Quiltmaking.

The Army Corp of Engineers built a 12-mile flood wall to protect the city in 1944. While residents appreciated dry basements, Paducah's creative minds saw a blank canvas. Muralist Robert Dafford and a team of artists have painted 50 murals in eleven years. The "Wall to Wall" murals cover three downtown city blocks. They depict historical highlights of western Kentucky, including the early 1800s when the Chickasaw tribe claimed the area; 1827 when William Clark of Lewis and Clark fame obtained a title to 37,000 acres at Paducah; 1861 when Gen. Ulysses S. Grant occupied the town during the Civil War; and the community's prosperity due to its river and rail facilities.

Civil War buffs may want to include the Lloyd Tilghman House and Civil War Museum in their itinerary. Bill Baxter, museum administrator, gave us an enthusiastic and informative tour. We learned that while Ken-



tucky voted to stay neutral during the Civil War, Gen. Grant and the Union Army were able to strike Confederate forts due to Paducah's strategic location on the Ohio River.

LAND BETWEEN THE LAKES

Twenty-five miles southeast of Paducah lies the water wonderland consisting of Kentucky Lake, Lake Barkley and Land Between The Lakes, a 170,000-acre national recreation area. Land Between The Lakes is an inland peninsula formed when the Tennessee and Cumberland rivers were dammed to create the two lakes. Hillman Ferry Campground on the shore of Kentucky Lake became our home base while we explored this area, a haven for fishing and boating. There is also a large swimming beach. Reservations are recommended.

As soon as we hooked up electric, water and sewer, we donned biking clothes and slathered on bug spray. While we checked in, the rangers told us about the Canal Loop Trail, a 14-mile single-track mountain bike trail. The trailhead is at the North Welcome Station, where we picked up a trail map. The

Canal Loop is a dirt trail with some exposed tree roots. We also biked part of the 60-mile paved North South Trail, which runs the entire length of Land Between The Lakes.

After all that biking, we'd worked up an appetite. Several people had told us, "You've got to go to Patti's for dinner." When we get that many recommendations, we make a reservation. More than just a restaurant, Patti's 1880's Settlement in Grand Rivers has gift shops, beautiful gardens, miniature golf and a wedding chapel. The restaurant's specialty is a 2-inch-thick charbroiled pork chop. Jim had the special, and I was perfectly satisfied with the smaller 1-inch-thick version. It was so good that we bought ourselves a set of Patti's seasoning and sauce, and three more to give as gifts.

No visit to Land Between The Lakes would be complete without a leisurely drive down The Trace, a scenic 40-mile paved highway that runs the length of the peninsula. The Elk & Bison Prairie, open dawn to dusk, is best visited early or late in the day when the animals are most active.

Located across the Tennessee state

line in Land Between The Lakes is The Homeplace, an 1850s living history farm. Interpreters in period clothing demonstrate daily chores and activities in 19th-century farm life. You won't find any tractors or electric kitchen appliances here. To a child, 160 years sounds like forever, but once you qualify for a senior citizen's discount, it's only two or three lifespans. The Homeplace puts that in a unique perspective.

OWENSBORO

Our next stop was Diamond Lake Resort, 15 miles southwest of Owensboro. Although campers have been coming to Diamond Lake for decades, recent changes have drawn praise from locals and visitors alike. When Janice and Brian Smith and Laurie and Joe Meythaler bought the RV resort six years ago, they made major upgrades and filled the calendar with special events from April through October. The new 750-seat Good Time Theater has family-oriented bluegrass concerts most Saturday nights in season. Three go-kart tracks are open to kids of all ages, from 5 to "100 years or so."

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If you'd rather watch, come for the Grand Prix. In July, this professional go-kart race attracts more than 100 drivers who race at speeds reaching 95 MPH on their streets. The big event, however, is in August. Thousands of visitors come to see more than 600 cars displayed in the Street Legends Car Show. RV sites for this event are booked by January. September brings the Grillin & Chillin BBQ Cook-Off, Kentucky's only state-sanctioned barbecue championship, with teams from several states competing for \$10,000 in prize money.

Owensboro is well-known for its barbecue. On the second weekend in May, it hosts the International Bar-B-Q Festival. Local charitable organizations raise funds to support their causes. Competition is fierce among Catholic churches to claim titles for Best Overall, Mutton, Chicken and Burgoo. For the uninitiated, burgoo, a Kentucky favorite, is a tasty stew made with mutton, chicken and vegetables. Barbecue fans are a loyal bunch. For the seventh year, Noel Keith drove almost 200 miles and arrived three hours early to secure his

place with a lawn chair at the front of St. Mary Magdalene's line. In addition to plenty of good food, there is entertainment on three stages, carnival rides and a car show.

If you love barbecue but can't make it to the festival, never fear. Stop by the visitors center to get the Daviess County Barbecue Schedule. Most Saturdays from May to September, one of the Catholic Churches will be hosting a barbecue picnic. If that doesn't work, you can always go to the Moonlite Bar-B-Q Inn. You'll recognize it by the mouth-watering aromas and the huge black kettle that sits out front proclaiming Owensboro to be the Bar-B-Q Capital of the World. Once inside, you may recognize a few famous faces in photographs of previous customers, including former President Clinton and Pope John Paul II.

Bluegrass is the official state music of Kentucky, and Owensboro has the official museum to honor it. The International Bluegrass Music Museum pays tribute to Bill Monroe, also known as "The Father of Bluegrass." The Bill Monroe Centennial Art Exhibit, which will be displayed until

Sept. 15, 2012, is the result of an invitation to visual artists to share their interpretations of a Monroe song. Permanent exhibits include the Bluegrass Hall of Fame, the Timeline of Bluegrass Music and a variety of musical instruments.

HENDERSON

In nearby Henderson, John James Audubon State Park is a must-see for birdwatchers. The museum houses the world's largest collection of Audubon artifacts, including the magnificent double-elephant folio of the Birds of North America. The nature center includes a wildlife observation room; discovery center with hands-on exhibits; and learning center where naturalists conduct environmental programs. In the spring, more than 20 species of warblers can be spotted from the observation room or while hiking the 6.5 miles of trails. There is also a nine-hole golf course and a campground with water and electric hookups.

Western Kentucky is beautiful, lush and green; its people — proud, resilient and creative — make it even more attractive. ♦

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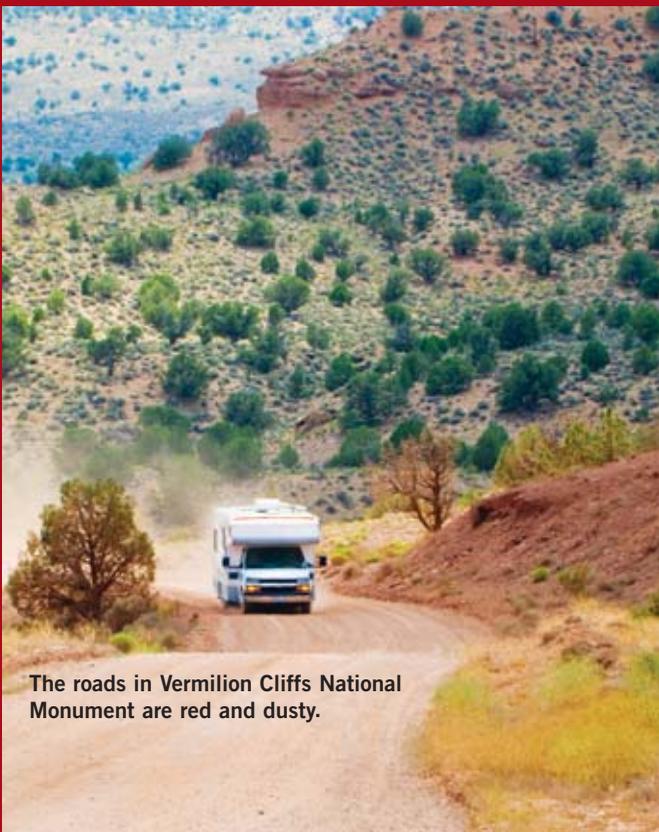


The Peregrine Fund is making an effort to re-establish the California condor as a viable species in Vermilion Cliffs.

LAND OF THE ELUSIVE CONDOR

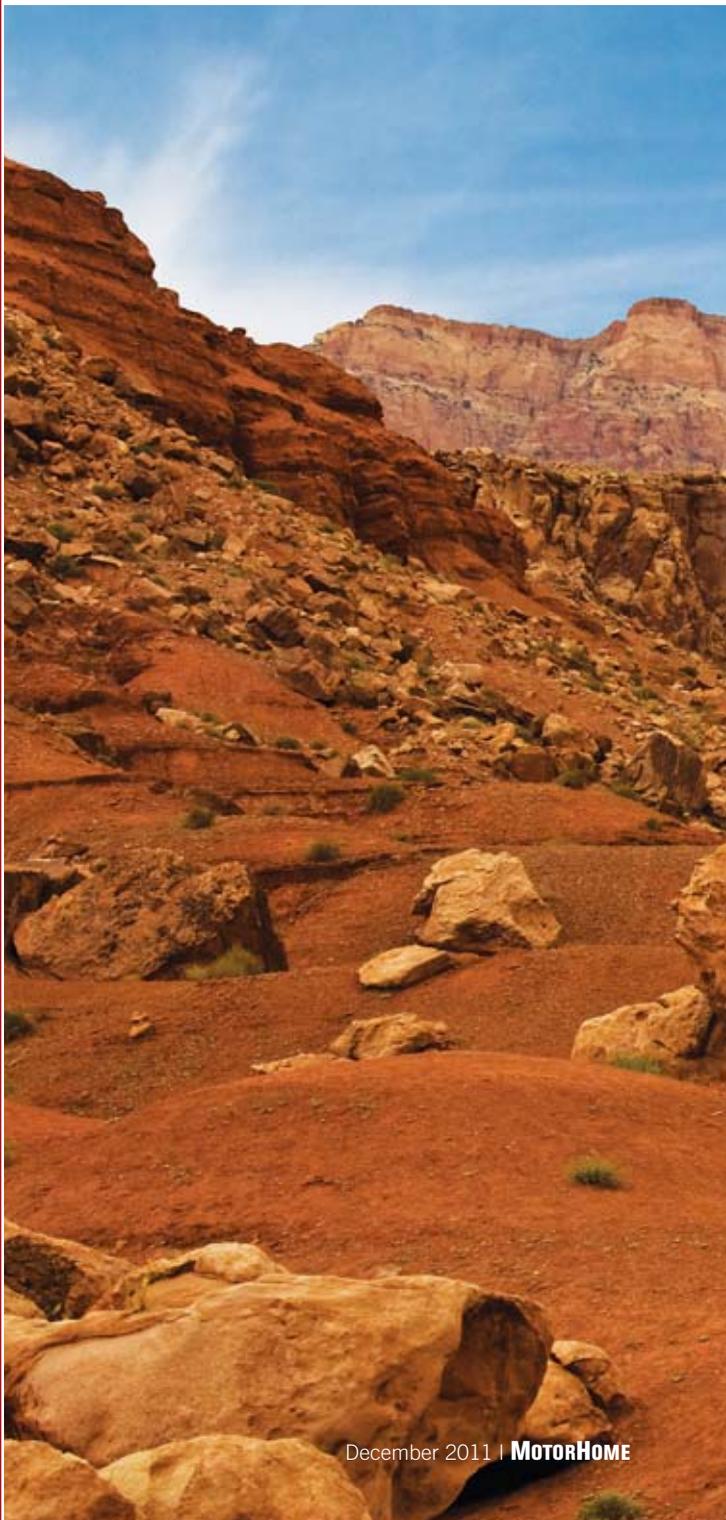
OVER THE RED-ROCK CANYONS OF ARIZONA'S VERMILION CLIFFS, TWO CAMPERS SEARCH FOR THE LARGEST FLYING LAND BIRDS IN THE WESTERN HEMISPHERE

by RICHARD AND ELLEN THANE



The roads in Vermilion Cliffs National Monument are red and dusty.

Like a gleaming wall of copper, Arizona's Vermilion Cliffs line the northern side of U.S. Highway 89A, stretching 30 miles or more from outside the town of Page on its eastern end nearly to Jacobs Lake to the west, forming the southeastern edge of Vermilion Cliffs National Monument. Located in north-central Arizona, this national monument with its bold escarpment of red holds a wealth of beauty and mysteries yet to be discovered. Millions of years of history are reflected in its colorful rock formations and its recently discovered "Dance Floor of the Dinosaurs" where more than 1,000 tracks tell an intriguing tale of dinosaur life 190



December 2011 | **MOTORHOME**

million years ago (according to some). Ancient petroglyphs hint at the lives of early hunter-gatherer tribes and remnants of Mormon settlements tell the tale of western expansion. The Glen Canyon Dam and resulting Lake Powell, to the northeast of the monument, give witness to modern-day man's ability to change the face of the earth. Administered by the Bureau of Land Management (BLM), Vermilion Cliffs was declared a National Monument in 2000.

Isolated from the rest of the country by deep canyons and waterways, it is a place often bypassed by travelers on their way to the better-known national parks of southern Utah or the North Rim of the Grand Canyon. Give yourself a treat

as we did, and spend some time in the Vermilion Cliffs area. You, too, may find this little-known part of the Southwest to be one of the most fascinating places you've ever explored.

We approached from the east, stopping in Page to stock up on supplies and to visit the Carl Hayden Visitor Center at Glen Canyon Dam. This striking, modern facility houses outstanding exhibits including Native American artifacts. It also has a large, 3-D model of the region and gives a history of the dam, which was constructed in the 1950s and created Lake Powell, the second-largest man-made reservoir in America. Guided 45-minute tours, offered free of charge, explore the operating parts of the dam with its eight



Large boulders, such as these rocks along Highway 89A, characterize Vermilion Cliffs.



Clockwise from left: Author Ellen Thane hikes in Wire Pass slot canyon, carrying a camera and tripod. The trail is so narrow at certain points that you have to turn sideways to fit through. River rafters launch at Lees Ferry for a trip down the Colorado River through the Grand Canyon. Glen Canyon Dam in Page spans the Colorado River and forms Lake Powell, the second-largest man-made reservoir in the U.S.



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Our first campsite was on the eastern end of the cliffs at the rustic Lees Ferry Campground, high on a bluff overlooking the Colorado River. What the campground lacked in modern conveniences it more than made up for with spectacular scenery. Being a major departure point for rafting trips down the Colorado, we weren't surprised to see several groups preparing their rafts for a river run as we set up camp. Fish were jumping in the deep green river water and fishermen, wading up to their armpits, were reeling in some nice-looking trout. Next time we'll bring our fishing gear.

As a natural corridor between Arizona and Utah, Lees Ferry played a major role in the settlement of northern Arizona and southern Utah as it allowed passage across the Colorado River instead of arduous miles by wagon around canyons and waterways. An easy, self-guided hike from the campground took us through the Lonely Dell Ranch, home to families that operated Lees Ferry during the latter part of the 1800s. The National Park Service maintains the remaining cabins and orchard, which present a welcome oasis in the surrounding red rock country and desert heat. Tales of heroism, survival and massacre are all told within the boundaries of this quiet and very lonely place. An additional 1.5-mile round-trip trail traces the edge of the river and passes the ruins of early settlement and mining days.

The next morning we set out with hiking gear and cameras

to explore the immense cliffs that towered above us. Driving west on Highway 89A with our dinghy, we stopped (about nine miles from Lees Ferry) at the ruins of an interesting structure built into the surrounding boulders, called Old Cliff Dwellers Lodge. Not to be confused with the more modern-day Cliff Dwellers Lodge located in the area, it was built in the 1920s and, for years, offered food and shelter for travelers and thirsty cowboys along this lonely stretch of road. During our visit, several Native American families were selling handmade jewelry from makeshift shelters set up in the parking lot. The morning passed quickly as we hiked among massive boulders, photographing interesting shapes and textures.

A bit farther down the road we found Lees Ferry Lodge, a charming old motel and restaurant built of stone. We couldn't resist stopping for lunch. Maggie, the innkeeper, greeted us and after rustling up a couple of hamburgers, sat down to fill us in on sights and activities we shouldn't miss. Photographs showed intriguing slot

canyons with beautifully patterned, convoluted walls located to the northwest in the Paria Canyon-Vermilion Cliffs Wilderness. We decided to explore these canyons.

Just up that same road that leads to the canyons, she told us, was the spot where the Peregrine Fund, in partnership with the Arizona Game and Fish Department, releases California condors. These large scavenger birds with wingspans that can be close to 10 feet wide were nearly extinct in 1982 when only 22 birds could be counted worldwide. But these groups are making a strong effort to re-establish them as a viable species in this remote region. The Arizona headquarters for the Peregrine Fund is located nearby and Maggie invited us to return that evening for a wine and cheese event to learn the fascinating story of the struggle to keep these birds from disappearing.

While still camped at Lees Ferry, we visited the historic Navajo Bridge built in the 1920s to take the place of the old ferry system of crossing the Colorado. A newer, wider bridge was completed right beside it

in 1995 to handle today's traffic flow while the old bridge now serves as a good place to walk out and watch for condors soaring on wind currents that flow across the brilliant red cliffs. An interpretive center provides gifts, books and information on the birds.

Our next campsite was at the Kaibab Camper Village in Jacobs Lake at the western edge of the Vermilion Cliffs. Especially welcome were the full hookups, which we hadn't had at Lees Ferry. Be sure to make reservations as this RV park fills up quickly during the summer. The tiny village of Jacobs Lake is at the intersection of Highway 89A and Highway 67, the entrance to the North Rim of the Grand Canyon. We learned there was to be another condor presentation that afternoon at the beautiful old Grand Canyon Lodge along the North Rim so we drove down to participate in that.

Early the next morning we set out with cameras, lunches, binoculars and a supply of water in our backpacks and headed out House Rock Valley Road to find the Wire Pass Trailhead into the slot canyons. A check with the ranger station in Jacobs

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Lake confirmed that the weather was clear in the surrounding area and it was safe to explore the canyons. We stress the importance of checking the weather first because getting caught in one of the slot canyons during a flash flood can be deadly.

An old farmstead on the north side of Highway 89A, a little east of Jacobs Lake, is a good reference point to find the dirt road that winds across the plateau known as House Rock Valley. There were no identifying signs for the Forest Service Road 1065 (known as House Rock Valley Road) at the time of our trip but we found it between Mileposts 559 and 560. Approximately two to three miles up the road, we stopped at the kiosk on the right, which looks out to the cliff tops where the condors are released. There is often a biologist from the Peregrine Fund here to talk with interested visitors, but we must have been too early in the day. Scanning the sky with our binoculars we spotted a black spec slowly circling high above. Was it a condor or just a raven? We couldn't tell.

Continuing north another 12 miles or

so to Forest Service Road 1025 and then another four miles to Wire Pass and Buckskin Gulch, we kept our eyes open for the antelope and bison that we were told inhabit this grassy region. The road was easily passable by passenger car but during wet weather it can be a nightmare of slick mud. You'll find somewhat of a maze of dirt roads snaking through this area, so be sure to get directions locally. The Wire Pass Trailhead was well marked and BLM manages a parking lot with pit toilets there. You'll need to sign in and pay a \$5 fee before hiking into the slot canyons.

By 7:00 a.m. the sun was already warmer than we would have liked, but after a hike of about a mile down a dry wash we entered the cool, dark interior of the first slot, Wire Pass. (We had bypassed the longer Coyote Buttes Trail, from which you can see into the famous rock formation called "The Wave" and also the "Dance Floor of the Dinosaurs." Permits are needed for this trail.) As our eyes adjusted to the dimness we marveled at the exquisite patterns, smooth as glass, carved into Navajo

sandstone cliffs over eons of time by the waters of Coyote Wash. Our voices echoed off the canyon walls and we found ourselves whispering. The trail began very easy but it was so narrow in places that we had to turn sideways to scoot through. Aware that rattlesnakes, scorpions and tarantulas inhabit these passages, we remained vigilant for them. Our passage was slow as we paused often to explore the lovely patterns of the cliff walls with our cameras.

Soon we encountered several rock scrambles that may well be a challenge for some people. If you aren't sure you can climb back up on your return trip, stop right there and just enjoy the part of the slot that you've seen. We continued and soon found the trail disappearing into deep pools of murky water. Putting our cameras in our backpacks, we plumbed the depth with our legs as we waded in. We'd heard they can get pretty deep and sometimes require swimming, but fortunately we didn't find any that were more than waist deep, although they were certainly cold and scary.

As we continued on, a shrieking sound began to echo through the canyon that grew louder with every step. We decided it could only be large birds of some sort. Could it be condors? We had no idea what they sounded like. Disappointingly, we came upon three ravens perched on a log-jam high above our heads. Even as we hiked beneath them they continued their high volume discourse that sounded like dozens of birds instead of only three.

Just short of two miles we found the beginning of Buckskin Gulch, said to be the longest slot canyon in the country, and stopped to eat our lunch. Low on the towering walls we saw petroglyphs that depicted ancient travelers using these canyons for passage. After continuing down Buckskin Gulch for several more hours we decided it was time to turn back. We didn't realize how much harder it would be to climb back up the rock scrambles and were glad to encounter a group of young women who gave us a hand up. Something to think about next time.

We easily filled a week exploring this wild and fascinating region. Unfortunately, we never saw one of the elusive condors, but perhaps next time. We hope to find those magnificent birds thriving in even greater numbers. ♦



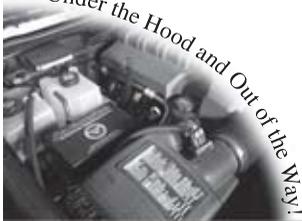
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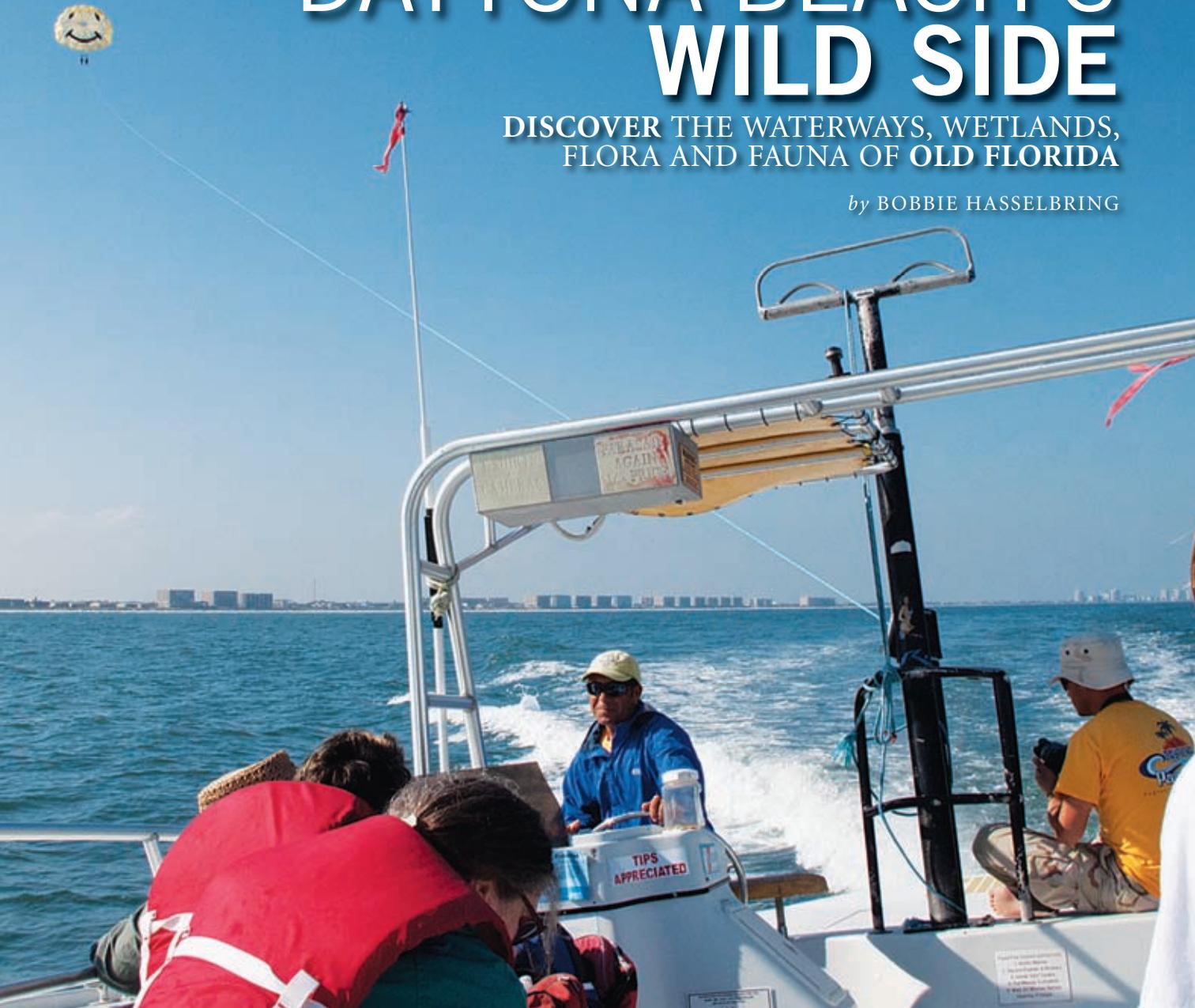
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DAYTONA BEACH'S WILD SIDE

DISCOVER THE WATERWAYS, WETLANDS, FLORA AND FAUNA OF OLD FLORIDA

by BOBBIE HASSELBRING



Daytona Beach, Fla., has long been a favorite destination for RVers, especially snowbirds looking to escape harsh Northern winters. The area is famous for miles of pristine, white beach, NASCAR and the Daytona International Speedway, and big motorcycle events such as Bike Week. What many RVers don't know is that Daytona Beach has a wonderful natural side, a wild side, that'll have you leaving your camp chair behind.

We traveled to Daytona Beach in November, a "shoulder" season when the weather is comfortably warm, the crowds thin and the prices rock bottom. We started our wild side adventures at Tomoka State Park, a lagoon-filled park just north of Daytona Beach where we met Wynn Hamilton, a botanist, naturalist, environmentalist, and owner of Nature Adventures of Daytona, a guiding service offering canoe and kayak tours of the Tomoka River.

Driving through the canopy of live oaks into Tomoka State Park lets you know you're in a world far removed from the glitz and glitter of beachside souvenir shops and restaurants. The area is a slice of "real Florida," with waterways, wetlands, animals and plants, including the oldest stands of live oak in the state. And with 100 large, private,

Being tethered behind a speeding boat might seem frightening at first, but it's also thrilling and offers spectacular views of Daytona Beach from 400 feet above the ocean.

PHOTOS: BOBBIE HASSELBRING



Clockwise from top: The 203 steps of the spiral staircase that leads to the top of Ponce Inlet Lighthouse will leave you huffing and puffing, but the view is worth it. Visitors arrive hungry at popular Griddle House Restaurant in De Leon Springs State Park, where guests make their own pancakes on big griddles embedded in the tables, often after having waited three hours or more in line to be seated. Seaside Park Campground is the area's only beachside RV park, and RVers can use the pool and laundry facilities next door at Coral Sands Beach Resort.

back-in camping sites and one pull-through site, all equipped with electricity and water, and a central dump station, the park is a great place for RVers, especially those interested in the park's nature trails, canoe routes or boat ramp.

Our group of eight headed out in slender, one-person kayaks. I'd never kayaked before, but with Hamilton's expert instruction, I was soon effortlessly negotiating

the waterway where great blue herons, bald eagles, cormorants and belted kingfishers swooped overhead. While alligators live in these waters, we saw only a few aquatic turtles that dove from their sun perches at our approach.

Ninety minutes later, we refueled at Tomoka Outpost camp store with hot coffee and delicious biscuits and gravy (at \$1.99, a bargain). Newlywed store owners

Dani and John even entertained us with a song accompanied by ukulele and guitar.

Since kayaking was so serene, we decided to kick it up a notch with some jet skiing. We headed to Ponce Inlet, a protected waterway that leads to the Atlantic Ocean just south of Daytona Beach. After some basic instruction, including avoiding running aground on shallow sandbars, we roared off. At first, the choppy, salty water



Top to bottom: Alligators, such as this 8-foot female, have plied these waters for centuries. Sunset Holiday Daytona RV Resort offers plenty of room for big rigs with large, grassy sites. Learning to kayak is easy with a little expert instruction. The author was led by Nature Adventures of Daytona, which offers canoe and kayak tours of the Tomoka River in Tomoka State Park.



What RVers Say About Daytona Beach

John and Becky Johnson, full-timers for 12 years, from Jupiter, Fla., drive a 43-foot Monaco Executive: "We're New Age gypsies who love the RV lifestyle. We really like the restaurants and shopping here in Daytona."

Tom Bartholomew is an aspiring full-timer from Sandusky, Ohio, who drives a 40-foot Winnebago Tour: "I like Daytona in the winter-time. I'm into NASCAR and motorcycles. Daytona has all the things a big city has without the traffic and it's more economical than more southern parts of Florida."

Elise Robichaud and her husband, who drive a 35-foot Coachmen, are six-month snowbirds from New Brunswick, Canada: "Daytona Beach is almost a perfect place. The traffic is light, it's easy to get around and the beach is wonderful."

Mark Zdunek, a full-timer for the past six years, drives a 38-foot Gulf Stream: "I like Daytona because it's quieter than most coastal cities. I also enjoy the NASCAR races."

Diane and Dave Buker, aspiring full-timers from Massachusetts: "We love the warmth, the sunshine, the palm trees and the quiet here."



and the big ski's turn-on-a-dime steering befuddled me and I started and stopped frequently. Then, one of my companions who'd quickly gotten the hang of it sped by, his hair flying and his machine furiously spitting water. He looked like he was having tons of fun. I steeled myself against the saltwater spray and hit the throttle. Forty, 44, 50, 62, 74 miles per hour. I flew over the water, hitting the choppy waves with such force that the jet ski felt like riding a bucking bronco.

By the time our hour was up, my eyes stung from saltwater and my arms ached from the pounding waves, but I felt exhilarated and couldn't stop laughing.

We headed back to Seaside Park Campground, the area's only beachside RV park. This sunny, 45-site park can accommodate large motorhomes, offers full hookups, and it's on one of the prettiest stretches of white-sand beaches in Florida. It has a shower house and, next door at the Coral Sands Beach Resort, RV guests can use the pool and laundry facilities. While there was plenty of room at this and the

many other RV parks in the area during our stay, events such as the Daytona 500 and Bike Week completely fill the parks and advance reservations are highly recommended.

PANCAKES, MANATEES, ALLIGATORS

The following day, we drove an hour to De Leon Springs State Park, a day-use area that offers ample parking for motorhomes. The park also features the Old Spanish Sugar Mill Grill and Griddle House, a unique breakfast experience where you cook your own pancakes on griddles embedded in the tables. Fifty years ago, gristmill worker Peter Schwarze came up with a delicious pancake batter and decided to let people cook their own pancakes. Today, daughter Patty carries on the tradition and it's a hit, with guests often waiting three hours or more for the chance to flip their own.

After breakfast, we boarded a pontoon boat for a 50-minute aqua safari of Spring Garden Lake and Lake Woodruff National Wildlife Refuge with Captain Frank and his first mate, Ruth. The Springs are reputed to be Juan Ponce de León's famous Foun-

tain of Youth. The fountain, of course, is a myth, but the sulfur-rich "healing waters" have long attracted bathers and swimmers.

The 72-degree spring water also attracts manatees — gentle aquatic giants that look like a cross between a seal and a whale, reputed to be the mermaids of ancient mariner legends. Our flat-bottomed boat was barely away from the dock when we spotted our first manatee, a cream-colored youngster. Then we saw another and another. To our right, a mother manatee and her baby swam side by side. These graceful creatures moved in slow motion — diving, surfacing, seemingly undisturbed by our presence. Their gentle nature and leisurely pace make them frequent victims of motorboat propellers and they're endangered. Seeing five of them swimming around our boat was a privilege.

Captain Frank motored the boat into the channel, where cypress trees stand up to their knees in the tannin-stained brown water, and giant live oaks dripping with Spanish moss line the banks. "This is old Florida, the real Florida," he said. "This is



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what Florida looked like when the Spanish conquistadors came here 500 years ago. Today, only 15 percent is left."

The water is shallow — no more than 1 to 3 feet deep — but it's rich with life. Fishermen pull out bass, crappie, blue gill and mullet. Tri-colored herons stand stock-still as they hunt for tiny fish. Cormorants perch in the oak trees, their big wings outstretched drying in the sun.

Captain Frank, who spent 27 years as a sea captain, is a self-taught naturalist. He knows and loves these waters. He pointed to an 8-foot alligator sunning herself along the bank. "She can't incubate her own eggs, so she'll lay them in a pile of compost," he told us. "The eggs closest to the heat source will be born male; those farthest from the heat become female. It works out at about 50 percent male, 50 percent female."

All too soon, we motored back to the dock, being careful to avoid the manatees still lazing in the warm spring water.

We stayed at Nova Family Campground, one of the prettiest and most peaceful parks in the area. The 450-site RV park, filled with mature Spanish moss-draped oaks, is one of the few shady parks in central Florida. It offers full hookups, a store, a shower house and a nice pool area.

"You'll see lots of local wildlife in this park," reservationist Mary Steele told us. "We regularly see raccoons, armadillo, egrets, hawks and more."

UP, UP AND AWAY

For our last day in Daytona Beach, we took a horseback ride at Shenandoah Riding Stables, one of the few rental stables left in the area. It's a ramshackle place, but the horses are in good condition and our wrangler, Buck, quickly matched each person's riding ability with the right horse. We headed out single file across pastures filled with cattle. This, too, is old Florida and an aspect of life that's quickly disappearing.

We passed through a gate and entered a thick forest of palmetto, palms, oaks and invasive species such as wild aster. The majority of plants in Florida today are introduced non-natives. We got to a spot on the trail the horses knew well and my horse, Cowboy, quivered with excitement. "OK, let's go," Buck called out, urging his roan into a fast gallop. Our horses followed suit, thundering down the sandy track.

Buck pulled up, waiting for the riders who preferred a slower pace. Two more times, we galloped through the forest before heading back to the stable. As I dismounted, muscles in my thighs protested loudly.

After lunch, we returned to Ponce Inlet for our final adventures. Ponce Inlet is home to Ponce Inlet Lighthouse and Museum, an impressive red monolith that has guided seamen for 124 years. I clambered up the 203 steps of the circular stairway. It left me breathless and so did the view.

Then it was on to parasailing. We

motored out of the inlet into the ocean. Crew members sent a parachute with a giant yellow smiley face billowing behind the boat. Then they outfitted two of us in harnesses and life jackets and clipped us to a rather flimsy looking board. As they played out the rope, we lifted up effortlessly. At first, we hovered 20 feet or so above the water. Once the rope stopped, we climbed steadily — 50 feet, 100 feet, 200 feet, 400 feet. It was amazingly quiet and peaceful and I felt unafraid (amazing for someone fearful of heights). The views were spectacular: broad expanses of beach, high-rise hotels, boats buzzing in the water below us.

The boat made a couple of large, lazy arcs as we floated effortlessly above. Soon the crew reeled in the rope and we began losing altitude. As easily as we rose, we floated down. Before we knew it, we stood on the deck, grinning and giving each other high-fives.

As we packed up the motorhome for home, we reflected on our adventures. We know we'll be back to Daytona Beach soon — exploring even more of its wild side. ♦

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RENEGADE IKON 34EM



44 feet of high-end luxury on a tough-as-nails chassis

The RV industry is clever about producing vehicles that answer its customers' specialized needs. The Ikon by Renegade is a high-end motorcoach, equipped with all of the usual top-grade features and amenities, but its difference is its chassis. Renegade bases the Ikon on a Freightliner Cascadia Class-8 truck cab and chassis and that feature sets the Ikon apart from other luxury coaches on the market.

As a standard feature of the Cascadia chassis, the Ikon is rated to tow as much as a 30,000-pound trailer. That's a heap of tow-along horse trailer,

dirt or water toys, or other hardware!

We toured the Ikon at Sport Truck RV in Chandler, Ariz., (www.sporttruckrv.com) where company owner Darryl Elder was our guide and helped explain the motorhome's details.

The Ikon is powered by a Detroit Diesel engine rated at 560 HP and 1,850 LB-FT of torque. Buyers who choose a coach built on this chassis might do so because they enjoy a truck-like driving position, the easy engine access provided by the tilt-forward front hood, the heavy towing ability or the long-term lifespan designed into each Freightliner

cab and chassis. All are good reasons for selecting a non-traditionally-designed motorcoach like the Ikon.

Full-body paint on the glossy gel-coat fiberglass exterior is standard, and in this case, it's a five-color custom paint scheme. Custom fiberglass moldings tastefully blend the truck cab into the coach body in an eye-pleasing manner. The four slideout rooms are cleanly integrated with the body and likewise, the basement-type storage compartments don't detract from the vehicle's appearance.

The Ikon 34EM floorplan includes a sofa bed and fixed dinette in the slideout aft of the driver, streetside, opposing a curbside slideout with a second sofa and the galley. The midcoach hall passes the 13-cubic-foot residential refrigerator, storage cabinets and the washer and dryer, plus there's a second half-bath with sink and lavatory street-side. Out back, the master bedroom expands with dual slideouts including one for the bed and one, curbside, for the wardrobe closet and entertainment center. A master bath is wall-to-wall across the aft end of the coach.

You need a good base for a top-end





SPECIFICATIONS

CHASSIS: FREIGHTLINER CASCADIA	HEIGHT (WITH A/C): 13' 2"
ENGINE: DETROIT DIESEL DD15 TURBO 560 HP	INTERIOR HEIGHT: 7' 6"
FUEL: 125 GAL	WHEELBASE: 340"
GVWR: 57,000 LBS	FRESHWATER CAP: 150 GAL
LENGTH: 44' 8"	GRAY-WATER CAP: 75 GAL
WIDTH: 8' 6"	BLACK-WATER CAP: 75 GAL
	LP-GAS CAP: 38 GAL
	BASE MSRP: \$637,035

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coach and the Ikon features steel floor framing, aluminum wall and roof framing and laminated construction throughout.

High-end materials are used throughout the interior. All upholstery is Ultraleather in a Brisa Desert Clay color scheme that complements the Tuscan décor package. The cabinetry is sapele, a Brazilian hardwood, which also looks great along with the heated Black Galaxy granite floor with Giallo Veneziano accent inserts. The same Giallo Veneziano marble is used for the countertops. Other material options are available, as are nearly

endless floorplan and cabinet variations. Both marble and ceramic tile line the shower.

Polished stainless steel accents the appliances, while polished nickel and

designer hardware outfits the cabinets, sinks and bath areas. Tinted Thermopane windows throughout are complemented by MCD powered day-or-night shades.

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RENEGADE IKON 34EM

40-inch TV up front, a 32-inch TV in the bedroom, a satellite receiver and complete home-theater-quality surround sound system. An exterior entertainment center houses a flat-screen TV and stereo plus speakers.

Climate control features include three 15,000-Btu ducted air conditioners and a 40,000-Btu Oasis hydronic heating system that can double as an engine block pre-heater in cold weather. An optional cold-weather package includes an automatic start system for the 12.5kW Onan Quiet Diesel generator.

The windshield isn't as large as those on some typical diesel-pusher Class A models but driver visibility is excellent. Standard power steering, power brakes and a pushbutton-controlled Allison TRV-4000 automatic transmission ensure driving is an effortless proposition. Excellent sound-deadening design keeps the cab and interior civil, even under heavy load.

There is a different feel to operating the Ikon with the steering tires up front ahead of the driver instead of under the driver as with most Class A coaches. The steering reaction time is different; not bad, just not the same as in a typical coach. Freightliner's rack-and-pinion steering is precise and keeps the motorhome aimed where the driver wants it, and that's the important detail when driving comfort is paramount.

The forward tire placement also helps reduce impacts from bumps in the road. The feel is firm and truck like, but also comfortable, and that's a good combination when you want complete control of a large vehicle.

We pulled from a stop to 60 MPH in 31 seconds, and the 40- to 60-MPH part of that run consumed 15 seconds. Those are good numbers for a 43,000-pound coach. Elder reported fuel economy numbers around 9.6 MPG during a Redmond, Ore., to Chandler, Ariz., run, and that's also impressive for this vehicle. He also reported he had no trouble passing trucks in the slow lane on the freeway grades along the route.

Customers looking for a high-end motorcoach have a lot of quality manufacturers from which to choose. If a buyer's needs include towing a heavy load during their coach travels, a commercial-truck-based luxury liner like the Renegade Ikon might be a good way to go. ♦

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DRIVETRAIN MAINTENANCE FOR DIESEL MOTORHOMES



PROTECT YOUR
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by KEN FREUND

Diesel-powered motorhomes represent a sizable investment, and most owners understand the importance of proper service. They know that a well-maintained coach is more reliable, efficient, lasts longer and has a higher trade-in value than one that isn't so well cared for.

A diesel drivetrain essentially consists of all the components that propel the motorhome down the highway. In this article, we'll include the engine with its driven accessories and radiator, the transmission and torque converter, drivelines (driveshafts) if equipped, and the drive axle.

Often, large diesel coaches are serviced by franchised dealers that handle the chassis or brand of engine used in the motorhome, including Caterpillar, Cummins, Detroit Diesel, Ford, Mercedes-Benz/Freightliner, Spartan and Workhorse. Many shops can check boost pressure, fuel settings, air/fuel ratios, transmission shift points and power output on a chassis dynamometer.

Ask your motorhome friends for recommendations and look for certifications when choosing a service facility.

Many shops employ ASE-certified technicians, and the Recreation Vehicle Industry Association (RVIA) and Recreation Vehicle Dealers Association (RVDA) have an RV technician certification program.

Motorhome diesel engines today range from the 188 HP V-6 in the Sprinter to a few as high as 600 HP. All popular diesel engines currently manufactured for coach use and installed in motorhome chassis are very reliable, providing they are maintained following the engine manufacturer's guidelines. Diesel engines are typically designed for heavy-duty commercial use and most motorhomes barely make these tough power plants breathe hard. Properly driven and maintained, diesel engines can last for hundreds of thousands of miles.

Allow the engine to idle for three to five minutes before shut down after full-load operation. This allows the oil and coolant to carry heat away from the combustion chambers, bearings, shafts and turbocharger and helps prevent carbonizing the engine oil. Avoid excessive lugging or idling and full-throttle on/off, all of which affect soot buildup and oil oxidation.

Whenever an engine has been inoperative for more than 30 days, Cummins recommends disconnecting the wire to the fuel shut-off valve and cranking the engine until oil pressure registers on the gauge before starting the engine. This practice will prevent “dry starts” and allow oil to flow to bearings and shafts prior to starting the engine. A toggle switch can be wired into the starting system for this.

To protect your warranty and ensure

a long service life, perform all factory-recommended scheduled service items, following the owner’s manual and maintenance schedules. These are often available on the manufacturer’s website. Maintenance services are scheduled by both time and mileage intervals. Since motorhomes generally don’t travel the miles listed in their maintenance schedules; it’s important to follow the time intervals. Short trips towing a dinghy or heavy trailer call for more frequent service intervals.

Maintenance services while still under warranty may be done by you or an independent shop, rather than a franchised dealer. However, all specified procedures must be performed according to the manufacturer’s guidelines, using factory-approved fluids and parts. Maintain a service log, recording everything that’s done and where, along with date and mileage and keep a folder with all receipts in the coach when traveling. Some owners like maintenance software programs and smartphone apps that help monitor services.

nately most air filters have an indicator that shows pressure drop. Air cleaner elements should be changed when air-inlet restriction reaches 25 inches of vacuum. Monitor this and replace as necessary. Filter replacement is usually quite straightforward and doing it yourself can save money.

WATER SEPARATORS

Diesel fuel often contains small amounts of dirt and water, which can damage the fuel injection and the engine if it’s not

**GENERIC ENGINE/
DRIVETRAIN
MAINTENANCE
CHECKLIST**

- General visual inspection — leaks, loose parts, cleanliness
- Oil level
- Oil/filter change
- Air filter — clean/replace
- Transmission fluid level
- Transmission fluid/filter change
- Differential oil level
- Differential oil change
- Water separator — check/drain
- Fuel filter change
- Power steering fluid level
- Radiator coolant level
- Coolant change
- Battery terminals — clean or replace
- Battery water level (use distilled water only)
- Chassis lube
- Master hydraulic cylinder fluid level
- Air brake system — check
- Coolant hoses — cracked or soft?
- Fan belts — cracked, worn or loose?
- Windshield washer fluid
- Diesel exhaust fluid — check/replenish (late models)
- Coolant filter— replace (when equipped)
- Adjust valve lash
- Drain water and sediment from fuel tank(s)
- Check hydraulic fluid level
- Check EGR system (late models)
- Air intake system
- Fan hub
- Belt-tensioner bearing
- Charge air cooler
- Vibration damper

MAINTENANCE ITEMS

AIR FILTERS

Diesel engines require huge volumes of air, and filters are large and expensive. Fortu-



Most air filters are fairly easy to access and can be replaced by do-it-yourselfers. However, make sure that the housing and connecting hoses are properly sealed to prevent dirt from entering the engine.



Air-filter monitors make it easy to decide when to change filters. Most require replacement at 25 inches of vacuum.



This water separator can be drained from the bottom; note the hand underneath.



Note the drain valve knob on the bottom of this filter. Place a catch pan underneath before opening.

trapped and removed. A fuel/water separator collects moisture and keeps it from reaching the engine. Collected water must be drained from the separator housing regularly, when checking the oil level and during maintenance services.

FUEL FILTERS

Diesel motorhomes typically have one or two fuel filters, which may be spin-on or canister types. These are usually replaced at certain mileage intervals during routine maintenance. How-



PHOTOS: KEN FREUND

ever, you never know when you're going to get a load of contaminated fuel, so it's very useful to carry spare filters and learn how to replace them. Read the operator's manual on how to prime the filter(s), as trapped air will prevent the engine from starting or running properly.

DIESEL EXHAUST FLUID



Many 2010 and newer diesel engines have diesel exhaust fluid (DEF) tanks, which use a special urea-based liquid that is used in a process called selective catalytic reduction (SCR) to reduce emissions of oxides of nitrogen from the exhaust. DEF is used at a rate equivalent to 3 percent to 5 percent of diesel fuel consumption. The tank is often located in a compartment near the engine and must be refilled as required. A dashboard warning light will come on when the fluid is low, and when it runs out, engine power will be automatically de-rated until the fluid is replenished.

DIESEL PARTICULATE FILTER



Late-model diesels have large particulate filters that trap and then burn off the black soot that has been the bane of diesels since their inception.

Many engines built after Jan. 1, 2007, use oxidation catalysts along with diesel particulate filters, which help remove soot from the exhaust and store it for subsequent afterburning. There is an automatic regeneration cycle that burns off the soot. When this occurs, in some instances power may be reduced. Familiarize yourself with the specific cycles noted in the operator's manual.



TRANSMISSION FLUID

Motorhome transmissions require occasional fluid and filter replacement. Most diesel coaches use Allison automatic transmissions, which can use Dexron fluid. However, Castrol TranSynd synthetic fluid (Allison approved) extends drain intervals by 300 percent, which reduces labor costs. Motorhomes with other transmission models should use a factory-approved fluid. Filters should be replaced, and be sure to drain the torque converter during service.

CHASSIS LUBRICATION



U-joints and other chassis components require regular lubrication with a grease gun, as shown here.

Diesel motorhomes have heavy-duty chassis and require lubrication (greasing) of U-joints, slip yokes, steering joints, spring shackles, etc. This can be done by a nimble do-it-yourselfer, but be sure to use quality grease approved by the chassis manufacturer.

COOLANT

Antifreeze/coolant becomes acidic over time and should be tested and replaced as needed. Intervals range from two to five years. Some diesels require special antifreeze that helps prevent cavitation erosion, while others call for low-silicate coolants. Therefore, use only a type of coolant that is factory recommended. When coolant is flushed, check the inside of the hoses for cracks and softness, and consider changing hoses, pressure cap and thermostat(s). Also, inspect the radiator for grime, bugs and debris; several



With the engine cool, check the coolant level and note its cleanliness. Test for freeze protection with a hydrometer and acidity with test strips.

manufacturers recommend cleaning the fins to prevent overheating.

MOTOR OILS



Get familiar with the locations of the oil and transmission fluid dipsticks. On this coach they are on the driver's side.

Diesel engines require special oils. There are six American Petroleum Institute (API) diesel engine service designations which are current: CJ-4, CI-4, CH-4, CG-4, CF-2, and CF. In addition, API created a separate CI-4 PLUS designation in conjunction with CJ-4 and CI-4 for oils that meet certain extra requirements; this marking is located



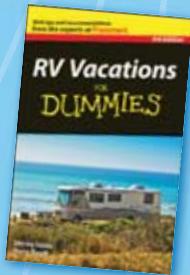
On other engines you'll find the dipstick on the passenger's side, as shown here.



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Proportional braking forward and reverse on 1-4 axle trailers. Reverse battery protection for vehicle and breakaway systems. | Ship Wt. 2 lbs. Let Us Install It—Club SALE \$39 |

CLUB SALE
\$54.99 Reg. \$61.10

Oxygenics Shower Body Spa
Brushed Nickel Finish #38246
Saves 30-70% of water used by standard shower heads. Catalog and Internet Only. | Ship Wt. 2 lbs.



White (not shown) #38321
Club SALE \$39.99 Reg. \$44.44
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\$149⁹⁹

Nests for compact storage



7 Piece Starter Set #56578

Includes 2 qt. saucepan with lid, 5 qt. stock pot, 9 1/2" dia. sauté pan, lid for sauté pan and stock pot, one removable handle. | Ship Wt. 9 lbs.

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Quik-Fold™ Table

Stands up to sun and showers.

Folds flat to only 2 1/4" thick.

Ship Wt. 4 lbs. ea.

Desert Clay #32516

White #4991 Sage #34824



CLUB SALE
\$39⁹⁹

Reg. \$49.99

Pelonis Mini Tower Ceramic Heater #57184

High-powered portable ceramic heater produces 1500 watts with 2 heat settings. Oscillates to warm larger areas. | Ship Wt. 6 lbs. |

Folds to 36" x t 29 1/2"



Shimano gears

Front basket sold separately

Rear basket

225 lb. weight capacity

Front hand & coaster brake



Blue frame

20" Wheels

CLUB SALE
\$329⁹⁹
Reg. \$433.33

Three-Speed Folding Trike #37701

Front hand brake and rear coaster brake. Shimano gears with thumb shifter. Rear basket included. 225 lb. capacity. | **FREIGHT \$80** |

Saves counter space!

CLUB SALE
\$89⁹⁹

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Black & Decker 8-Cup Thermal Undercabinet Coffee Maker #55674

Space-saving unit is easy to install and offers digital programming; intuitive, easy-to-use features and classic design. | Ship Wt. 11 lbs. |



Lightweight and reversible 100% polyester

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\$19⁹⁹

Reg. \$27.77

Microsherpa Throw

Soft as lamb's wool with one side ultra-soft micromink, the other cloud-soft microsherpa. Measures 50" x 60" Ship Wt. 3 lbs.

Marine Blue #56766 Latte #56767 Chocolate #54852



CLUB SALE
\$24⁹⁹

Reg. \$33.33

Copper Lantern Lights, 11', 10 Bulbs #37706
Dress up your deck or patio! | Ship Wt. 3 lbs.



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- **Gas Generator Service #989037** Reg. \$129.99
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Discount Code: 1838



CAMPING WORLD

SAVE \$50 NOW \$299
Was \$349.99

on Rubber Roof Maintenance #989008

- Recommended annually to prolong life of rubber roof
- Clean rubber roof with specially formulated cleaning agents
- Apply UV-Blocking treatment to protect rubber membrane

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User Guide

Contents

in the lower part of the API service symbol. Make sure that you check the manual to determine the correct oil for your engine.

The Society of Automotive Engineers (SAE) grades motor oil viscosity from a low of 0 to a high of 60 (the thickest). Multi-grade oils include two viscosity numbers; the one before the letter W designates the oil's "winter" viscosity at low temperatures, the number after indicates the hot oil's viscosity. Viscosity should be chosen for anticipated ambient temperatures; thicker for summer's heat and thinner for winter. Thick oil won't circulate quickly on cold startup and oil with too low a viscosity may cause metal-to-metal abrasion. The most popular viscosity for diesel engines is 15W40.

Motor oil manufacturers often include additives to neutralize acids, along with detergents, corrosion inhibitors, and dispersants to keep engines clean and minimize sludge. Additives that are put in by the consumer are generally not required, nor recommended, by engine manufacturers.

SYNTHETIC VS. CONVENTIONAL OILS



Synthetic oils are less prone to high temperature degradation and oxidation. In diesel engines the top ring can expose the oil to temperatures higher than 600 degrees Fahrenheit, and tests show that fully synthetic motor oils are superior to conventional oils in extreme service conditions.

Synthetic oil manufacturers often state that oil-change intervals can be extended with synthetics. Oil sampling and testing can be used to determine if wear rates and oil condition are satisfactory before drain intervals are extended. However, failure to heed factory-specified change intervals can void warranty coverage, so stay within these guidelines.

Owners who travel relatively few miles and park their motorhomes for extended

periods may get the best value by using conventional motor oil and changing it to meet the time-interval requirements (often one year). However, if you drive a lot of miles, intend to keep your motorhome for a long time, and prefer premium products, synthetics may be best for you.

VALVE ADJUSTMENTS



Check when a valve adjustment is due. The lash specifications are often printed on a tag on the engine, as shown here.

Many diesel engines require periodic valve lash adjustments, generally based on miles driven. This is a precise, critical setting, and unless you are a very skilled, experienced do-it-yourselfer, it's best left to professional technicians.

AC GENERATORS

Diesel-powered coaches often have auxiliary generators that also run on diesel fuel, and when the main engine is being serviced, it's also a good opportunity to inspect and service the genset as well. Again, follow maintenance intervals and use approved fluids and filters.



Generators require oil level checks and oil and filter changes, just like the main engine.



FINAL THOUGHTS

Besides drivetrain items there are many other components in the coach and chassis that require inspection and maintenance; be sure to include them also. For all you do-it-yourselfers who intend to work on your own engines, make sure to obtain a factory service manual and be aware that most diesels use metric fasteners. Even if you don't do any service yourself, by being informed you can save time and money while taking proper care of your motorhome. ♦

FOR MORE INFORMATION

CATERPILLAR
877-777-3126,
www.caterpillar.com.

CUMMINS
800-343-7357,
www.cummins.com.

DETROIT DIESEL
313-592-5000,
www.detroitdiesel.com.

FORD-MOTORHOME ASSISTANCE
800-444-3311.

FREIGHTLINER
800-385-4357,
www.freightlinerchassis.com.

SPARTAN
800-393-8861,
www.spartanchassis.com.

WORKHORSE
877-246-7731,
www.workhorse.com.

RV.NET
Serving
Enthusiasts of
the Open Road
www.rv.net

RV SECURITY

PROTECT YOUR HEFTY INVESTMENT FROM BURGLARY WITH A COMPREHENSIVE, CUSTOMIZABLE MOTORHOME SECURITY SYSTEM THAT RECORDS THE BAD GUYS IN THE ACT

by E. DON SMITH



As a motorhome owner there are few things that can bring a stop to the fun faster than a break-in or the theft of your coach. Although crime is not as big of a problem in motorhomes as it is in traditional homes, it still occurs and is something to think about and be prepared for. Though I have never been burglarized, a few years ago a nearby dealer had several Class A motorhomes broken into and the thieves nearly totaled the inside of each coach in an attempt to steal the TVs. It can and does happen, though most owners wait until it has happened to them before they put a plan into place.

For many motorhome owners security means protecting their coach on the road as well as when it is not in use. Some owners can store their motorhome at home while others

are forced to keep their pride and joy in a storage lot miles away from their residence. Some of these storage lots are indoors and offer security, but many of them are just an outside parking lot with nothing more than a fence protecting their motorhome from criminals.

In a traditional home there are a wide range of burglar alarm systems on the market that connect to the home phone and offer a level of protection against theft. There are also DVR-based cameras as well as a wide range of locks that are available to protect valuables. A motorhome, however, offers a unique set of parameters that must be factored into the equation when trying to formulate a plan to protect against property damage or theft.

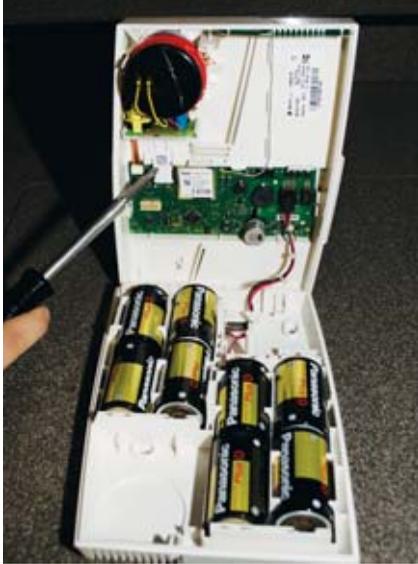
When you are on the road or in an RV park, your motor-



Here is the entire system — including the base unit with integrated keypad, plus the optional outdoor camera (top right), the indoor camera and the pocket-sized arming/disarming device. There are no wires as the system is wireless and battery powered.



After setting everything up, the main unit can be hidden in a drawer out of the way as we did here. Typically there is no need to access the keypad except for setup as long as you are using the remote arming device. If you prefer, you can also wall-mount the unit in the back of the coach to prevent easy access to intruders.



Inside the main unit are eight D-size batteries and a built-in cellphone/SIM card. When changing the batteries (once every year or two), change four at a time. The unit saves your setup time with no need for reprogramming.

home offers many of the same conveniences of home, such as stable 120-volt AC power, which is required to power most alarm systems. However, a good burglar alarm usually includes a “monitoring” service to notify the police in the event of a break-in. In today’s world most people on the road rely on cellphones. Therefore the availability of a “land-line” phone is just not a good option for motorhome security.

The typical wired alarm system also has to know what number to call in the event of a break-in and for someone who travels around the country, a typical monitoring company is just not suited to call different police stations based on your current location. Unfortunately there are some police stations that don’t even accept or respond to calls from monitoring companies on behalf of automated alarm systems. One study reported that more than 94 percent of all burglar alarm calls from automated systems are in fact false alarms.

As you can see there are many challenges that owners face when trying to devise a plan to protect their coach. The company RV Security has developed a system specifically for the needs of motorhome owners. Unlike a traditional burglar alarm, the company’s security system overcomes the limitations mentioned above. First the unit is self powered by D-sized batteries (typical battery life is one to three years), which allows you to protect your coach without relying on 120-volt AC power. This also means there is



To mount the indoor camera/motion detector we placed it above one of the window valances facing directly at the entry door/living area. Even if an intruder sees the camera and attempts to remove it, the camera will record their photo as they walk toward it. RV Security’s system maintains those event recordings so you can use them to catch and prosecute the intruder.



If you decide to purchase the outdoor camera simply mount it on a nearby tree facing the entrance to your coach and you will be well protected. You may also record a racoon or other outdoor critter that is being a pest around your coach.

zero drain on the coach’s power system. The unit also has its own built-in cellphone powered by these internal batteries. However, perhaps the biggest advantage of the system is that it is video-based. So instead of just letting you know a door or window has opened, it actually records the event and sends the video clip to you using the cellphone service built in to the base unit.

Let’s face it, the person who is most interested in the security of your motorhome and belongings is you. So the philosophy of RV Security is to put you in charge of your system. Using your existing mobile phone that can receive text messages, multimedia messages (MMS) or email, allows you to receive almost instant notification and video confirmation of a break-in. Then you can decide what to do next — such as call the police, etc. Since the system uses a standard cellphone that means it also works in Canada (and other countries) too.

A base unit controls the operation and contains the built-in cellphone (to call you). Place the battery-powered remote in-



There is also an optional outside arming/disarming keypad that can be used in addition or in place of the pocket device. This allows more than one person to enter and leave the coach without having the remote arming device handy.

frared motion detector/camera in an area of the coach that offers good visibility of the main entryway. Once the motion detector/infrared camera (yes, it works in the dark) senses movement, it makes a short video recording of the event and sends it to the base unit. The base unit then calls the number(s) you have programmed and also sends a video file to your mobile phone and stores it on the server at RV Security. This means that if the intruder finds and destroys the camera, the video log is already recorded. In fact, their face staring into the camera as they rip it from the wall makes great evidence in court.

It also sends a text message and gives you a voice message call as well. If you don’t answer, it keeps calling until you do and up to five alternate numbers can be programmed into the system. Since the message it plays to you is user programmable, you can include information to help you in the event of a break-in such as the number of the police station nearest to your current location.



After logging in to the RV Security portal this is the settings screen. Here you can add or remove phone numbers that you want notified in the event of an alarm.



You can configure which email addresses receive video alerts and what type of phone will be receiving the video files. Since each phone type requires a different video file, this is an important step. The manufacturer supports all major phone types. This is also where you configure the MMS alerts. If you need assistance with the setup, RV Security offers help.



At this screen you can configure which alerts a device sends out as well as what the alerts say. For example, you can set up the voice message to give you the phone number of the local police station at your current location. This will greatly decrease your response time in the event of an intrusion, assuming you remember to change the message each time you move to a new location.



Since RV Security saves your alerts, this screen allows you to view the video clips on a computer instead of just seeing them on your cellphone.

The total time from the entry to the time you receive notification takes between two to five minutes depending on cell service in the area. In our testing the text message came first, usually followed by the voice call and then the video file email was last. If you want to see a demo of the system on your cellphone go online to this link (www.rvsecurity.net/alert-demonstration) and follow the instructions.

When you call the police you can tell them that you have video confirmation of someone inside your coach as opposed to an automated system showing an alert. There are few things police like more than catching bad guys and few things they like less than another false alarm from a typical burglar alarm. You can also elect to sound an audible alarm to scare off an intruder or leave it silent to give you the best chance of getting good video and having them still be there when the police arrive.

The basic wireless system includes the base unit, one indoor camera and a pocket-size remote-arming device to turn the system on and off. The price of this system is \$975, or you can upgrade to two remote cameras to protect two areas for \$1,175. The company offers several configurations of different cameras, base units, etc., to suit the needs of most RVers. The operating distance of the camera is 1,000 feet or so — as long as the camera(s) stay within 1,000 feet of the base unit there are no issues. The company even offers outdoor cameras rated for a wider range of temperatures than the basic indoor camera, which is 32 to 110 degrees F. If you use an outdoor camera you could also protect the outside area or the entrance door of your coach or home. These units are very portable and can be moved to your house, storage building or even a hotel room. Some police departments use them to monitor remote locations for activity, which allows them to see the activity of a location without tying up their staff.

If you keep pets in your motorhome while on the road, that's not a problem either as the camera can be configured (for an additional \$30) to ignore pets and reduce false alarms. However, even if you get a false alarm, the worst that can happen is that you receive a cute video of your pet walking around on the counter or sofa and the police are not inconvenienced. You can deal with the naughty pet when you return.

Programming the base unit is Web based and very simple. Each owner receives an individual login and from there you can set up the type of alerts you want to receive in the event of an alarm such as a MMS, text, voice call, email or all of the above. You can also customize your personalized voice message that you receive at the time of the alarm.

In addition to the cost of the alarm system hardware there is also the monthly cost of the cellphone plan to support the self-monitoring system. This means that you have to have another mobile phone line through RVSecurity.net to use as the dialer for the alarm system. The least expensive is an email-only plan with a maximum of seven alerts per month. The most common plan is \$49 per month and includes text, email and voice alerts with a maximum of seven events per month and \$5 additional for every four alerts beyond the first seven. And finally the unlimited plan is \$99 per month.

If you are serious about protecting your motorhome while stored or on the road, this flexible system offers a lot of advantages compared to other systems on the market. The battery-powered, cellphone-based system means that you can have peace of mind anywhere that cell service is available without the need for 120-volt AC power. We found the system easy to install and set up, and since it's 100 percent wireless it can be moved as needed.

Expect to spend no more than 15-30 minutes to get it up and going. The base unit is small and can be hidden in a drawer and the camera is the only thing you have to find a location for. Since most motorhomes have only one main walkway, it should be pretty easy to find a proper mounting location. RV Security also warrants its hardware for three years.

Although the unit is pricey, the ability to protect your coach should be an easy payback to justify for anyone concerned about storing their motorhome or protecting it while on the road. It would also be ideal for those who leave their coach set up at an RV park for a season. It's like having a set of eyes on your coach even when you aren't there. ♦

FOR MORE INFORMATION

RV Security

901-266-9600, www.rvsecurity.net.

2012 THOR MOTOR COACH OUTLAW 3611 TOY-HAULER

Everyone wins! You can pamper the family and take along your toys in comfort and style

Looking for a comfortable, well-equipped mobile base camp that can transport the holiday toys? The Outlaw returns for 2012 catering to those looking for Class-A creature comforts and a handy garage. Built on the Ford F53 leaf-spring chassis with V-10 power and a TorqShift transmission, the Outlaw offers a specialized floorplan that can sleep seven comfortably. The garage provides up to 2,500 pounds of toy- or cargo-carrying capacity without losing the coach's ability to tow a dinghy vehicle or other towable when needed.

The Outlaw's 8-foot by 10-foot garage features a new side-wall entry door with an electric step for more convenient access. A drop-down step-well cover minimizes the chance of a fall, especially when adjusting the wall-mounted optional (\$569) 19-inch LCD garage TV. If additional accommodations are needed, an optional (\$2,625) queen-size bed can be ordered, which drops from the garage ceiling on quiet, enclosed electric chain drives and unfolds to create a spacious, comfortable 62-inch by 85-inch platform bed. A ramp-door screen is not available from the manufacturer but could be purchased as an aftermarket accessory.

When the 3,000-pound capacity lift-assist ramp door is closed, the garage can be heated and cooled from the motorhome's ducted 35,000-Btu furnace and dual 13,500-Btu roof A/C units. Thor also includes a pair of 10-foot steel tie-down tracks with strap clips that the owner installs. That allows customization of the placement of tie-down points for anything from golf carts and snowmobiles, to dog show kennels or a traveling art show inventory. Additional tracks and clips are available from Thor.

Laundry connection points are conveniently located in



the garage, and floor-level vents provide continuous cross-ventilation when moving. Also in the garage is a set of stainless steel wall shelves for storage. Keeping motorized toys fueled is no problem using the automotive-style fuel dispenser that draws from the common 80-gallon fuel tank. An automatic shutoff for the equipment fuel dispenser and 5.5-kW AC generator occurs when the level reaches a quarter tank.

Inside the motorhome, cabin seating is streetside with a 70-inch sofa bed or optional (\$293) Nature's Alternative leather sofa/air bed and a 40-inch by 64-inch booth dinette/bed. The deep slide creates a large, open cabin with plenty of elbowroom for everyone. Curbside, there's additional seating in the Euro-style recliner, which is behind the swiveling copilot's seat.

The Outlaw galley rustles up the grub from a pullout pantry, the 8-cubic-foot double-door fridge, and convection/microwave and cooktop combo. The galley provides additional drawer and cabinet storage in the same striking dark-tone Luxury Cherry



SPECIFICATIONS

CHASSIS: FORD F53	WHEELBASE: 242"
ENGINE: 6.8-L V-10 TRITON	FRESHWATER CAP: 65 GAL
FUEL: 80 GAL	GRAY-WATER CAP: 47 GAL
GVWR: 22,000 LBS	BLACK-WATER CAP: 47 GAL
LENGTH: 37' 4"	LP-GAS CAP: 24 GAL
WIDTH: 8' 5"	BASE MSRP: \$141,743
HEIGHT WITH A/C: 12' 11"	FULLY OPTIONED: \$147,312

THOR MOTOR COACH INC.
800-860-5658, WWW.OUTLAWRV.COM.
CIRCLE 141 ON READER SERVICE CARD.



loft bedroom above the garage awaits with a 60-inch by 80-inch queen-size bed, full-width rear wall overhead storage, nightstand and wall-mounted 19-inch LCD TV. With 32 inches in height, parents should have little trouble enjoying this lofty and easily defended retreat. A conventional mirrored wardrobe is found at the base of the stairs, providing a 36-inch clothes rod with 47 inches of hanging length and drawers below.

The spacious bath occupies the remaining interior space along the garage wall and benefits handsomely from the increased roof height at this location. With just more than 90 inches of shower-stall height, no longer will tall campers be forced to shower with their heads wedged into the domed skylight. Civility reigns within the confines of the fully enclosed bath with more of the dark cherry cabinetry and the continuation of the cabin's upscale wall treatment, designer borders and accent lighting.

Outside, the partial-body paint scheme lends itself well to the true purpose of this motorhome. Rotomolded exterior saddle-bag-style storage is provided along each flank with basement pass-through-style compartments. Some storage is lost due to the fuel dispenser but is more than made up for in the garage. An electric awning is standard as well as the hydraulic auto-leveling jacks — both features help making and breaking camp a push-button affair.

The 2012 Outlaw 3611 packs in many highly desirable features as standard equipment with only the four options noted. Overall, it has a very comfortable open floorplan and the bedroom loft is a welcome addition to the garage. Whether used to haul racing carts or the grandkids' ATVs to the dunes, the Outlaw provides a well-equipped and singularly unique version of motorhome living. ♦

décor found throughout the cabin. A deep twin-basin sink provides easy post-meal cleanup.

The cabin's entertainment system is centered around a 32-inch LCD TV on the rear cabin wall or the 19-inch LCD TV above the door. Both TVs are aided by the premium 1,100-watt multi-speaker sound system, which is also piped to the garage. An optional (\$1,943) exterior wall entertainment system is available and includes another 26-inch LCD TV and DVD/CD/MP3 audio system.

Beyond the galley are the firebreak door and wall separating the garage from the living area. A five-step semicircular staircase leads up to the reason for the Outlaw's sporty wedge roof design. A full-width



Access to the myriad miscellaneous items and whatnots that are in storage just behind those temperamental exterior compartments has been a major contributing factor to countless headaches. And unfortunately, the last 20 years has brought few advances to the standard exterior compartment door hardware, until now. A new retrofitted door-lift system, called Hatchlift, helps to keep compartment doors in place when accessing storage.

Our RV has a bedroom slide that had prevented the use of a baggage door catch, because the slide would not allow the compartment door to fully open. We needed a fail-proof system to keep those doors in place, and the Hatchlift was the perfect solution.

The simple design of the Hatchlift includes a gas prop (spring assembly), two brackets, a black nylon pull strap for tall doors, screws and a specialized mounting plate. Most baggage doors are made with a foam center with little or no wood to attach any type of a bracket with screws. Hatchlift's predrilled, square-mounting plate completely solves this problem.

Installing the kit should take place when the ambient temperature is 65 degrees Fahrenheit or higher, to ensure a proper bond with the aggressive adhesive tape that's used on the backside of the mounting plate. You'll need an assistant to get started, because the door must be held in place at the recommended 130-170 degrees so that reference markings can be made 6 inches from the top and 2 inches from the edge on the inside face of the door. Once that's done, the spring assembly with the upper and lower brackets in place is held in position to make sure it will clear any obstructions. If it doesn't, the gas prop can be installed on the opposite side of the door. Once clearance has been established, the bottom bracket is installed on the wall (or door jam, if necessary) using the supplied screws.

The top bracket is attached to a mounting plate, which provides a very strong foundation. The leading edge of the mounting plate is attached to the face of the door, 4 inches from the top, which should cover your reference marks. We recommend that you hold the gas prop assem-

CONTINUED ON PAGE 88

HOLD IT UP

HATCHLIFT BAGGAGE-DOOR GAS PROPS TAKE THE FRUSTRATION AND HEADACHE OUT OF EXTERIOR COMPARTMENT ACCESS

by BILL AND JENN GEHR



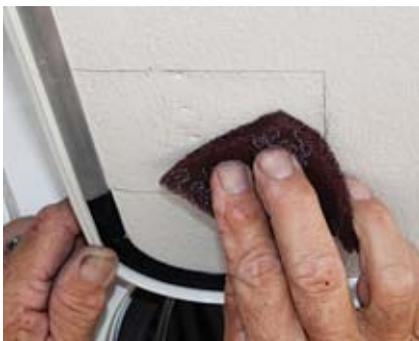
PHOTOS: BOB LIVINGSTON



1. Measure 4 inches from the top edge of the door for the leading edge of the mounting plate.



2. With the mounting plate held into position, pencil a line around the outside edge.



3. Using the scuff pad, rough up the outlined area for the first step of prep.



4. Next, follow the instructions provided and apply the primer to the scuffed, prepped area.



5. Peel off the protective film on the mounting plate.



6. Align the plate carefully, press and hold into place.



7. Using the provided self-tapping screws, drive the screws into place but do not tighten with a drill motor; you should hand tighten with a screwdriver to avoid stripping the screws or overtightening.



8. Install the upper bracket centered 6 inches from the top of the door.



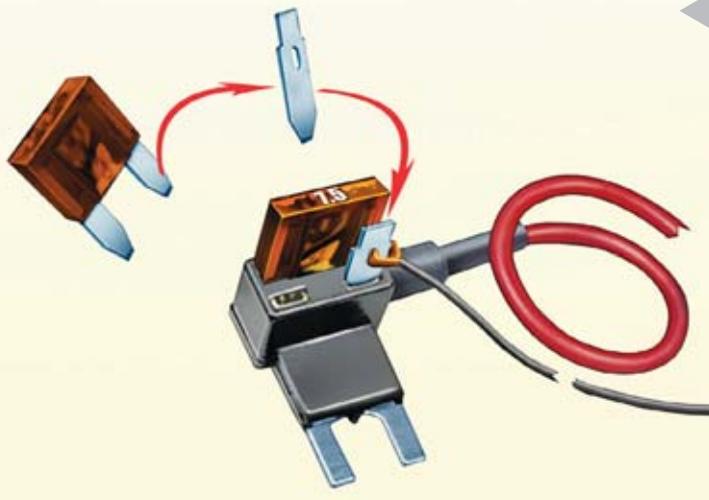
9. Remove and install the shock stud into one of four adjustment holes.



10. Install the lower bracket at the pre-determined position using the supplied self-tapping screws.



11. Remove the center screw from one of the baggage door locks and install the pull strap with the supplied screw.



◀ CR-V FLAT-TOWING FUSE FIX

The Honda CR-V is a popular dinghy vehicle for towing but most owners have trouble removing the 7.5-A accessory radio fuse when flat towing for long periods of time. I am in my mid-70s and I feel for anyone, young or old, who has to work on that fuse block.

When I outfitted my 2011 CR-V for flat towing I resolved this problem by replacing the designated fuse with a Mini-Fuse Tapa Circuit, available at auto parts stores and online. Then I revised its intended use by adding a fuse of the same rating to the second fuse slot (added circuit section) only, leaving the slots for the original fuse empty.

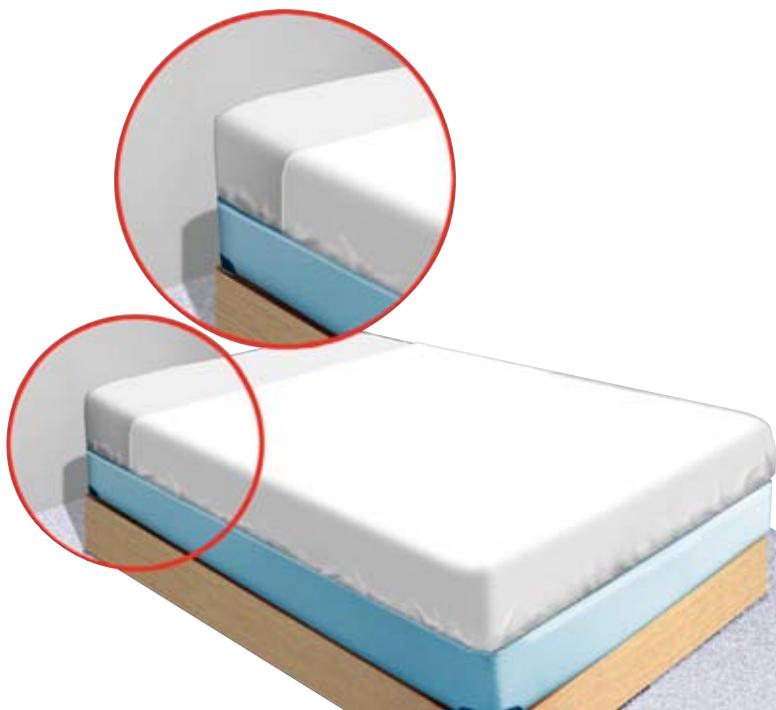
I then dissected a fuse of the same type that would fit in the dual fuse holder to retrieve one of the contact blades of the

fuse. I soldered a wire lead to the top of the blade at a right angle to the blade and covered the solder joint with shrink sleeve.

I placed the blade in the empty fuse holder slot where the original fuse would be located. I ran the two wires to a toggle switch that I mounted in an inconspicuous place under the dash that was easy to access.

Now with a flip of the switch the fuse is either in or out of the circuit.

JAMES GODDETT | VERGENNES, VT.



SLEEP TIGHT ▲

I've found an easier way to make the bed in our motorhome. I use two fitted sheets (both the correct size for the bed). One sheet goes on the bottom, as usual. The other one I use as a top sheet. I removed the elastic and stitching from one end and left the other end intact. That way I can use the fitted end at the foot of the bed and the unfitted, flat end at the top. Now the top sheet doesn't have to be constantly tucked in.

TINA LUKE | TUCSON, ARIZ. ♦

▼ HUSH LITTLE RANGE FAN



The exhaust fan in our motorhome range is so noisy you can't talk, so I searched for ways to replace the fan with no luck. One day in a marine supply store, I found a dimmer control for the dash lights on a boat. Next I cut the power line between the ON/OFF switch and the fan on the range hood and placed the dimmer control in that cut line. Then I drilled a hole in the range hood next to the ON/OFF switch to place the dimmer control. Now when I turn on the exhaust fan, the speed of the fan can be adjusted. The slower the fan runs the less noise the fan makes, but it still works. The dimmer control was about \$10.

DAVID L. DORSEY | NEWARK, DEL.

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

techsavvy

HANDS-ON | HOT LINE | COACH & POWERTRAIN



plastic vulcanizate (TPV), which is extremely rugged. On the ends are specially designed Clear-Vu swivel barrels, which are permanently connected to the hose and allow the user to monitor when the water is flowing clean. A twist-lock fitting attaches to the dump valve and on the other end is a special nozzle with an ON/OFF valve that controls flow and fits into

all sewer openings using a donut-type adapter. A built-in handle makes positioning the nozzle very convenient.

Since the hose is constructed sans the wire used for conventional sewer hoses, the interior is smooth, which prevents buildup that can restrict flow. The lack of wire also eliminates rust. The hose is virtually crush and puncture proof and fends off abrasion — and can be stretched to 16 feet.

While the price point may seem a bit high (\$149), consider the fact that you'll probably never have to buy another sewer hose or attachments. Also keep in mind that Polychute delivers amazing performance that requires such a small amount of effort to use, you'll likely forget about cost. Polychute is without a doubt the easiest, cleanest and most innovative sewer hose assembly we've seen or used to date, not to mention it's 100 percent American made and completely supported by the manufacturer. It comes stored in a sanitary storage container with a lid. A locking storage cap seals the twist-lock end and after closing the nozzle valve, storage is a leak-free affair. A 16-foot extension is available for \$120.

Polychute LLC, 714-840-8002, www.polychute.com.

HANDS-ON | by KEVIN LIVINGSTON

THE MAIN DRAIN

Polychute RV sewer hose makes dumping the holding tanks a simple and clean process

Ah ... the joys of motorhoming. While it is an amazing lifestyle, there are a few chores that are necessary but not very desirable. When it comes time to wrap things up and point toward another favorite campsite or home, the last item on the to-do list is usually dumping the holding tanks. Surely, with some time under your belt, you've experienced a routine that has gone bad due to an unruly — or even leaking — sewer hose. Even if your hose is in good shape, it's likely that you have spent some time wrestling with imprecise fittings.

In an impressive effort to completely raise the bar on sewer hose and drain system manufacturing, a company called Paradigm Solutions is marketing a "bulletproof" product under the Polychute name that is safer and cleaner to use, and committed to providing a greener motorhome way of life. Polychute is quite possibly the ultimate sewer hose assembly using an array of high quality materials with re-inventive ideas.

Typically, RV sewer hoses and fittings are constructed of a long spiral spring wrapped in plastic combined with various plastic straight and angled specialty couplers held on with hose clamps or screw-on fittings. Although the standard sewer hose system has been around as long as motorhomes, they routinely fail because of leaking coupler connections, hose abrasion, puncturing and potential crushing.

The Polychute hose is made of industrial-grade thermo-

PHOTOS: KEVIN LIVINGSTON

MOTORHOME | December 2011

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User Guide

Contents

Brake-Cleaning Battle

UNABLE TO OBTAIN A REFUND ON REPAIR WORK DONE AS PART OF A BRAKE RECALL, A READER ASKED HOT LINE TO INTERVENE. HE EXPLAINED:

I have a 2004 Fleetwood Southwind that was part of the Workhorse brake recall (campaign 50901-C); the rear brakes froze up while I was driving, the ABS light came on and smoke came out from the rear brakes. I took the motorhome to Craig Smith RV Center in Galion, Ohio, to have the brakes replaced by Workhorse. The replacement brakes have worked fine so far.

My complaint is that Workhorse won't pay for all the work that needed to be done (cleaning the buildup on the rotors and brake pads). This work would not have been necessary if the brakes had not failed. I wouldn't have a problem with this if my motorhome had any miles on it, but it only had 9,059 miles when the brakes failed.

Workhorse has stated it will pay for any damage that overheating of the brakes may have caused. This is what I am asking for yet the company has turned me down twice.

DENNIS PETERSEN
MANSFIELD, OHIO

We contacted Workhorse Custom Chassis in an attempt to facilitate a positive resolution to Petersen's dilemma. Workhorse responded with the following letter:

Thank you for contacting Workhorse Custom Chassis and forwarding correspondence from Mr. Dennis Petersen. We appreciate the opportunity to have reviewed the situation regarding the interim repairs. Workhorse has authorized reimbursement in the amount of \$286.49 to Petersen regarding Craig Smith RV Center brake repair. The member should receive a reimbursement payment within three to four weeks. Again, thank you for the final opportunity to review this matter further. I sincerely appreciate your efforts in help-



ing us to resolve any Workhorse customer concerns.

DEBRA ANDERSON
REIMBURSEMENT COORDINATOR
WORKHORSE CUSTOM CHASSIS
TROY, MICH.

WHERE'S THE WARRANTY?

Needing assistance in working with a dealer on an extended service agreement and tire blowout protection system that he purchased, a reader sought Hot Line's help. He wrote:

I bought a 2004 Monaco Windsor coach from McMahon RV in Irvine, Calif., Oct. 31, 2010. Included in the sale was a four-year warranty from First Extended that they strongly recommended I buy (for \$4,995) and a blowout protection system from Tyron for \$2,500.

After numerous phone calls, I still don't have the warranty or the blowout protection. They have never said that they wouldn't get me the warranty or blowout protection but after seven months of excuses I have to wonder if they really have any intent to purchase the warranty and blow-out protection plan for me! If McMahon RV won't purchase my warranty and blowout protection I'd like my money back. This has been extremely frustrating. Any help you can extend would be appreciated.

DENNIS L. NOON | LAS VEGAS

Seven months was more than enough time to wait. We contacted McMahon RV to see if we could muster some attention to his case. Sometime later, we received the following missive from Noon:

Soon after I wrote to you about McMahon's not providing me with the vehicle warranty and Tyron blowout protection that I purchased last year, they finally sent me the vehicle warranty but I'm still waiting for the Tyron issue to be resolved. I still don't have the Tyron blowout protection installed!

D.N.

TIGHT FIT

Needing help with returning an ill-fitting RV cover that he bought online, a reader asked for Hot Line's assistance. He wrote:

I have a problem with an RV cover that I bought online at www.amazon.com. The cover was made by Camco Manufacturing. This cover doesn't fit my RV, even though it fits within the manufacturer's published dimensions per its website.

I contacted Camco and was told that it didn't fit because of the air conditioner on top of my RV. I said all RVs have roof A/C units and the website didn't mention anything about an allowance for the A/C. I asked to send it back to Camco for a refund.

The customer service representative I spoke with said that they only work through distributors and that I could send it back to Amazon or send it to Camco and they would measure it to make sure it was made properly. Amazon did not make nor engineer this cover, Camco did, and I feel they are responsible for it not fitting.

CRAIG RICKENBACH
ROCK HILL, S.C.

Our inquiry resulted in the following response from Camco Manufacturing Inc. to Rickenbach. It read:

We received your RV cover. After measuring it, it did in fact measure 3 inches too short. Unfortunately, we don't have a replacement to fit your RV so a refund for \$142.74 will be issued to you. On a separate note, we will be increasing the overall length on this particular style cover, but it is not yet available. We apologize for the inconvenience and appreciate your patience.

KIMBERLY OZMENT
CAMCO MANUFACTURING INC.
GREENSBORO, N.C.

ON ICE

Finding it difficult to work out a warranty issue with a manufacturer, two readers turned to Hot Line for help. They wrote:



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HOT LINE

We needed some warranty work done on our new 2010 Fleetwood Discovery Class A motorhome while we were snow-birding. We took the coach to Holiday World RV Supercenter in Houston and the repairs were completed except for the icemaker, which had to be ordered.

When the new icemaker arrived it also didn't work due to a pinched supply line, so Holiday World ordered a new water line. We told them we had travel plans and needed to move on and to please cancel the order.

When we returned home we took the motorhome to US Adventure RV in Davenport, Iowa, to have the water line replaced. The service technician there told us Dometic would not honor the claim, as it had already been paid to Holiday World. He then called Holiday World to see if they could locate the water line; they said they had never received it. Our service tech finally cajoled a new water line from Dometic, but the company refused to pay the \$180.40 to have it installed.

**HOWARD AND MARTI DEVRIEZE
ROCK ISLAND, ILL.**

We contacted Dometic Corp. on the Devriezes' behalf, to see if it could offer any assistance. The company responded as follows:

In regard to Howard Devrieze's issues with his Dometic refrigerator, we acknowledge his disappointment with the expense involved to repair his unit. Dometic endeavors to build quality products that will last for many years.

According to our records, we authorized payment of the water line replacement under warranty to US Adventure, but it has not yet filed a claim to collect that payment. We will delete that authorization and instead provide a check directly to Devrieze in the amount of \$180.40 for the out-of-pocket expense.

We appreciate the opportunity to address this situation, and hope his future travels are trouble free.

**KRISTY KENNEDY
DOMETIC CORP.
LAGRANGE, IND. ♦**

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

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Air Conditioning Repair

I bought a used 1992 Chevrolet Class C motorhome with a 7.4-L gas engine and the air conditioner doesn't work. I was told the compressor is shot and I should tear it out before the belt seizes up on me. I think that if I try to resell the coach without air it will be worthless. The guy I bought it from said he ran the overhead air with the generator instead. Should I rip it out or have it charged every year and find its leak, as well as other problems it may have?

JIM HARPER | DENVER

If the compressor is shot, recharging the system with refrigerant gas won't make it work. If it works when it is recharged, then the problem is simply a refrigerant leak somewhere. These are usually from hoses, fittings or the compressor seal, and shouldn't be very expensive to repair. Even if the compressor is seized, it won't cause a problem with the belt as long as the compressor clutch assembly is disengaged and the clutch bearings are in working condition to allow the clutch to freewheel. Simply unplug the wire that goes to the compressor clutch so it won't be activated. Rebuilt compressors are readily available and not too expensive either, if you do decide to replace it.

NO MORE DEAD DINGHY BATTERY — COMMENT

In response to Paul Thorpe's "No More Dead Dinghy Battery" letter in September Coach & Powertrain, I submit the following: The industry standard seven-contact trailer plug's wiring is as follows. Facing the plug, clockwise starting at 1 o'clock is for tail- and running lights, next left turn, then ground, brake controller, right turn,

finally +12 volts. The center contact is for reverse, not the "battery charging line" as he believes.

TIIDO TENNELO | WILMINGTON, VT.

Yes, good catch, Tiido. The number 4 black connection is for battery charging. The center yellow connection is for an auxiliary circuit. However, as long as he only uses this one dinghy vehicle, connected to that specific motorhome, it doesn't matter. It's only if you start swapping towed vehicles that a problem arises.

BATTERY REPLACEMENT

The batteries in my motorhome (three 8D size) are 4 years old. Should I replace them now, or wait until they start giving me trouble? Also, for \$10 extra I can get a battery with 1,400 cold cranking amps (CCA) in lieu of 1,100 CCA. Is this the way to go?

WAYNE VAUGHN | VIA EMAIL

THE PROBLEM WITH USING 12-VOLT BATTERIES IN PARALLEL IS THAT THE WEAKEST ONES "CANNIBALIZE" POWER FROM THE OTHERS. IT MAY MAKE MORE SENSE TO CHOOSE A PAIR OF 6-VOLT DEEP-CYCLE BATTERIES IN SERIES FOR HOUSE POWER.



Deep-cycle batteries can last quite a few years if well taken care of. Hydrometer test each cell to determine condition, and also load test them.

You should purchase batteries based on how you use them. If you dry camp a lot and draw them down to 50 percent or so, get the larger ones. You should mainly be concerned with CCA on engine-starting batteries. The amp-hour or reserve capacity ratings are what you should look for in "house" batteries.

I assume that you use one 8D for engine starting and the other two as the "house" batteries. An 8D battery is a very large commercial 12-volt unit that's designed more for starting than deep cycle. The problem with using 12-volt batteries in parallel is that the weakest ones "cannibalize" power from the others. It may make more sense when it comes time for replacement to choose a pair of 6-volt deep-cycle batteries in series for house power.

SHOTGUN REPAIR?

I have a 2006 Damon Daybreak with 15,000 miles. On a recent trip it had a performance issue — it could not get over 35 MPH. I got to a Ford dealer in Indiana and had the fuel tank pulled and cleaned, and the fuel pump and fuel filter changed. I also had the catalytic converter replaced. It all seemed to center around bad fuel. There was no warranty coverage due to a foreign substance in the tank and the catalyst is part of the exhaust. I thought I was careful about where I purchased my gasoline. Are there any other tips to help prevent this expensive repair in the future?

ROBERT JONES | PHOENIX

Typically, when you can't get above a low speed such as 35 MPH like this (but the engine runs smoothly) the catalytic converter is clogged internally because the substrate has melted. You'll usually hear a hissing sound from the restricted exhaust. In almost every case it does this because the engine was running very rich due to some malfunction in the fuel-injection system or its sensors; NOT due to "bad" fuel. Bad fuel

December 2011 | **MOTORHOME**

(depending on what was wrong with it) would typically cause misfiring, stalling and perhaps the engine to stop running completely.

It seems like the shop used a shotgun approach and replaced everything they could think of. Did they show you the contaminated fuel in the tank? Probably not. If you got a load of bad fuel from a gas station, you could have made a claim against them. The catalyst is considered part of the emissions system, not just the exhaust system. If the malfunction was caused by a defective component in the fuel injection or emissions system, you may have been able to claim it under the extended emissions warranty.

There's a very good chance that the real cause of the catalyst overheating and

meltdown is still there and may reoccur. You need to have a scan tool test and check the fuel trim and other readings related to fuel mixture.

OCTANE OVERKILL

I own a 1994 motorhome with a Ford 7.5-L gas engine. Can I run the engine on a lower-octane gasoline, rather than using 91 octane, which is what I have filled up with since I bought it in 1996? My neighbors have a 1996 Four Winds motorhome with the same Ford 460 engine and they fill up with whatever's cheapest, regardless of octane ratings.

I am concerned that using anything lower than 91 octane will cause engine pinging, poorer gas mileage (I average 8-8.5 MPG with 91 octane) and possibly other engine or performance issues. I appreciate any advice you can give me about this subject.

DAVID JACOBS | BOULDER, COLO.

These engines have relatively low compression and were designed to run on regular unleaded gas. At (or near) sea level that would be 87 octane. The mileage or performance should not be affected. The only time the engine might likely ping is if it's very hot, has a lot of carbon in it, or the EGR is inoperative. If you will be driving only at higher altitudes (above 5,000 feet or so) you may be able to use 85 octane (which is readily available in your region) because the thinner air creates less pressure and heat in the combustion chambers and thus requires less octane. Just to be safe, listen for pinging, particularly under heavy load. Drivers should always listen and pay attention to how their engine is running.

FLICKERING LIGHTS

I have a 2003 Class A motorhome and have experienced a problem with the 12-volt lights. The lights sometimes get brighter than normal, then dim. It doesn't seem to matter which lights or appliances are on at the time, and there is no pattern as to when this happens. I've had the battery checked (even replaced), checked and tightened the battery connections, had the inverter checked, and had the campsite

CONTINUED ON PAGE 84



PHOENIX BRAKE BLEEDER

Phoenix Systems offers a brake-bleeder kit designed to give do-it-yourselfers professional brake bleeding at an affordable price (MSRP \$169.99). According to the company, the Phoenix V-12 Reverse Brake Bleeder features patented reverse-bleeding technology that removes trapped air to create a firmer pedal, increased braking power and responsiveness, and reduced vehicle stopping distance. It can also provide a combination bleed including reverse, pressure, vacuum or bench to easily bleed ABS systems and hydraulic clutches.

Lightweight and portable, the system requires no electricity or air and works well on today's vehicles. It is designed for one user to achieve a successful brake bleed in less than 10 minutes and each kit comes with an instructional DVD. Phoenix Systems, 888-749-7977, www.brakebleeder.com.

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NOW \$4,995 SAVE \$2,000 (877) 450-7415 Island Lake, IL STK #CRV5514A



USED 1988 Monaco MONACO R-600
NOW \$7,500 (888) 844-1758 New Braunfels, TX STK #SW605201C



USED 1998 Georgia Boy CRUISE MASTER 3410 **NOW \$17,900** (888) 844-1758 New Braunfels, TX STK #SWC9635A



USED 1997 Fleetwood SOUTHWIND STORM 34LS WAS **NOW \$17,995** SAVE (888) 668-6715 Katy, TX STK #KAT9894



USED 1996 Winnebago BRAVE 30RQ WAS \$24,875 **NOW \$19,225** SAVE \$5,650 (888) 315-7967 Tucson, AZ STK #TUC15684



USED 1999 Damon CHALLENGER 335CH
NOW \$24,777 (888) 727-2952 North Little Rock, AR STK #LIT16297



USED 2000 Fleetwood PACE ARROW 33V WAS \$43,997 **NOW \$24,997** SAVE \$19,000 (888) 463-3995 Colorado Springs, CO STK #KC2CS888B



USED 2001 Georgia Boy PURSUIT 3512DS WAS \$40,790 **NOW \$26,995** SAVE \$13,795 (866) 610-5049 Akron, OH STK #SRV18824



USED 2002 Tiffin ALLEGRO 30-DA WAS \$45,499 **NOW \$29,985** SAVE \$15,514 (888) 484-3906 Spartanburg, SC STK #GR124165



USED 2004 Four Winds CHATEAU 31P
NOW \$29,995 (888) 617-5406 Oakwood, GA STK #ORV15974



USED 1998 Fleetwood PACE ARROW 36 WAS \$47,894 **NOW \$31,496** SAVE \$16,398 (877) 450-7415 Island Lake, IL STK #CRV5706



USED 2010 Winnebago CHALET 224VR
NOW \$33,995 (888) 905-0490 Anthony, TX STK #LC15725



USED 2001 Damon INTRUDER 359 WAS \$57,995 **NOW \$33,995** SAVE \$24,000 (888) 682-3036 Churchville, NY STK #CHU69243



USED 2001 Damon INTRUDER 37 WAS \$44,697 **NOW \$33,998** SAVE \$10,699 (888) 672-5049 Syracuse, NY STK #SYU67490



USED 2005 Fleetwood TERRA 31H WAS \$43,777 **NOW \$34,895** SAVE \$8,882 (888) 454-1707 Kissimmee, FL STK #KS7999A



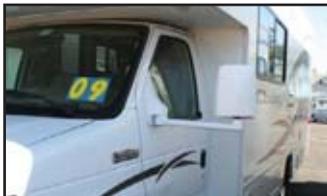
USED 2009 Winnebago CHALET 24VR WAS \$58,950 **NOW \$34,995** SAVE \$23,955 (888) 315-7967 Tucson, AZ STK #TUC14331



USED 2009 Winnebago CHALET 224VR WAS \$54,900 **NOW \$34,999** SAVE \$19,901 (866) 289-0113 Chattanooga, TN STK #CH5936



USED 2009 Winnebago CHALET 24VR WAS \$58,950 **NOW \$34,995** SAVE \$23,955 (888) 315-7967 Tucson, AZ STK #TUC14358



USED 2009 Winnebago CHALET 24V WAS \$58,530 **NOW \$34,995** SAVE \$23,535 (888) 315-7967 Tucson, AZ STK #TUC14367



USED 2010 Four Winds CHATEAU 21C LIST PRICE \$48,444 **NOW \$37,943** SAVE \$10,501 (888) 480-3175 Sacramento, CA STK #SAC13506 VIN #A58669



USED 2010 Four Winds CHATEAU 21C **NOW \$36,995** (888) 641-0925 Kaysville, UT STK #KY37607



USED 1999 Newmar MOUNTAINEER 3797 WAS \$59,995 **NOW \$36,995** SAVE \$23,000 (888) 682-3036 Churchville, NY STK #CHU69039



USED 2009 Winnebago CHALET 229TR WAS \$64,900 **NOW \$37,999** SAVE \$26,901 (866) 289-0113 Chattanooga, TN STK #CH6865



USED 2001 Itasca SUNFLYER M-35U **NOW \$38,997** (888) 668-6715 Katy, TX STK #KATC9339D



USED 1999 Tiffin ALLEGRO BUS 37DSL **NOW \$39,540** (888) 668-6715 Katy, TX STK #KAT9307A



USED 2004 Fleetwood FLAIR 34F WAS \$56,250 **NOW \$39,585** SAVE \$16,665 (888) 484-3906 Spartanburg, SC STK #GR125633



USED 2010 Four Winds CHATEAU 21C WAS \$59,995 **NOW \$39,897** SAVE \$20,098 (888) 903-6787 Harrisburg, PA STK #HAR69226



USED 2010 Four Winds CHATEAU 23A **NOW \$39,900** (888) 844-1758 New Braunfels, TX STK #SW9756



USED 2008 Winnebago CHALET 30BR WAS \$56,814 **NOW \$39,950** SAVE \$16,864 (888) 850-5575 Wood Village, OR STK #POR36785



USED 2010 Four Winds CHATEAU 28A WAS \$64,910 **NOW \$39,988** SAVE \$24,922 (888) 896-2801 Albuquerque, NM STK #ARV15717



USED 2008 Winnebago CHALET 30BR
 WAS \$77,520 **NOW \$39,995** SAVE
 \$37,525 (888) 542-3819 Mesa, AZ STK
 #MES14357



USED 2010 Four Winds CHATEAU
28A WAS \$61,984
NOW \$39,995 SAVE
 \$21,989 (877) 450-
 7415 Island Lake, IL
 STK #CRV5831



USED 2010 Four Winds CHATEAU
23A WAS \$59,995 **NOW \$39,995** SAVE
 \$20,000 (866) 502-8238 Bath, NY STK
 #BAT69225



USED 2009 Winnebago ACCESS 29T WAS \$54,995
NOW \$39,995 SAVE \$15,000 (866) 415-9726 Wheat
 Ridge, CO STK #KC511425



USED 2010 Four Winds CHATEAU
28A WAS \$54,888 **NOW \$39,995** SAVE
 \$14,893 (888) 568-2177 Burlington, WA
 STK #FRV10276



USED 1997 Itasca SUNCRUISER 37RW
 WAS \$50,000 **NOW \$39,995** SAVE
 \$10,005 (888) 242-0293 Madison, WI STK
 #MAD14692A



USED 2010 Four Winds
CHATEAU 28A **NOW**
\$39,998 (888) 801-
 3226 Byron, GA STK
 #MAC15654



USED 2009 Winnebago
CHALET 31C WAS
 \$82,000 **NOW \$41,995**
 SAVE \$40,005 (866)
 754-7302 Greenwood,
 IN STK #GRW326001



USED 2008 Winnebago CHALET 30BR
 WAS \$69,900 **NOW \$41,999** SAVE
 \$27,901 (866) 289-0113 Chattanooga, TN
 STK #CH6846



USED 2007 Coachmen FREELANDER
2600S0 WAS \$57,900 **NOW \$42,812**
 SAVE \$15,088 (866) 289-0113 Chatta-
 nooga, TN STK #CH6334



USED 2009 Winnebago VISTA 30B **NOW**
\$42,964 (888) 614-5201 Draper, UT STK
 #ABRV37470



USED 2009 Winnebago
VISTA 30B **NOW**
\$43,867 (888) 614-
 5201 Draper, UT STK
 #ABRV37358



USED 2010 Four Winds CHATEAU 28A
NOW \$43,956 (888) 905-0490 Anthony,
 TX STK #LC15722



USED 2010 Four Winds CHATEAU
28A WAS \$70,355 **NOW \$44,995** SAVE
 \$25,360 (866) 820-0335 Council Bluffs, IA
 STK #CBI14838



USED 2009 Winnebago CHALET 31C
 WAS \$69,900 **NOW \$44,995** SAVE
 \$24,905 (888) 315-7967 Tucson, AZ STK
 #TUC16216



USED 2010 Four Winds CHATEAU
31P WAS \$64,995 **NOW \$44,995** SAVE
 \$20,000 (866) 754-7302 Greenwood, IN
 STK #GRW326002



USED 2000 Pace Arrow VISION 36B
NOW \$44,997 (888) 668-6715 Katy, TX
 STK #KATC9410A



USED 2008 Forest River SUNSEEKER 3100 WAS \$62,900 **NOW \$47,602** SAVE \$15,298 (866) 289-0113 Chattanooga, TN STK #CH6869



USED 2006 Forest River FORESTER 3101 WAS \$59,995 **NOW \$47,858** SAVE \$12,137 (888) 254-9145 Meridian, ID STK #MER12771B



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$69,156 **NOW \$48,700** SAVE \$20,456 (888) 674-0275 Gulf Breeze, FL STK #GB37965



USED 1999 Winnebago CHIEFTAIN 36L WAS \$59,995 **NOW \$47,895** SAVE \$12,100 (888) 474-1330 Bartow, FL STK #DCW7848B



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



USED 2009 Damon DAYBREAK SPORT 3211 WAS \$62,995 **NOW \$48,999** SAVE \$13,996 (866) 415-9726 Wheat Ridge, CO STK #KC511791



USED 2009 Winnebago CHALET 30B LIST PRICE \$65,877 **NOW \$49,252** SAVE \$16,625 (888) 479-3568 Vacaville, CA STK #VAC13158 VIN #A02623



USED 2010 Four Winds CHATEAU 31R WAS \$69,998 **NOW \$49,858** SAVE \$20,140 (888) 484-3906 Spartanburg, SC STK #GR125576



USED 2007 Jayco GREYHAWK 31SS 2/SLIDE WAS \$64,900 **NOW \$49,858** SAVE \$15,042 (866) 648-5288 St. Augustine, FL STK #JAC38693



USED 2007 Forest River LEXINGTON 300SS WAS \$74,950 **NOW \$49,900** SAVE \$25,050 (888) 850-5575 Wood Village, OR STK #POR37422



NEW 2011 Four Winds FREEDOM ELITE 21C MSRP \$74,376 **NOW \$49,968** SAVE \$24,408 (888) 905-0490 Anthony, TX STK #LC15487



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



USED 2008 Fleetwood TIOGA RANGER 31 WAS \$68,670 **NOW \$49,985** SAVE \$18,685 (888) 692-9016 Myrtle Beach, SC STK #MB125288



USED 2006 Fleetwood FLAIR 31A WAS \$75,790 **NOW \$49,988** SAVE \$25,802 (888) 386-5187 Houghton Lake, MI STK #HL5896



USED 2010 Four Winds FREEDOM ELITE 21C WAS \$72,075 **NOW \$49,988** SAVE \$22,087 (888) 386-5187 Houghton Lake, MI STK #HL6171



USED 2008 Coachmen FREEDOM EXPRESS 2650 **NOW \$49,995** (888) 815-7523 Woodstock, GA STK #WDS15618



USED 2004 Forest River GEORGETOWN 359 WAS \$87,500 **NOW \$49,995** SAVE \$37,505 (888) 242-0293 Madison, WI STK #MAD15029A



USED 1998 Gulf Stream TOURMASTER 8404 WAS \$84,995 **NOW \$49,995** SAVE \$35,000 (888) 254-9145 Meridian, ID STK #MER12639A



USED 2010 Four Winds CHATEAU 31R WAS \$79,855 **NOW \$49,995** SAVE \$29,860 (877) 289-0812 Las Vegas, NV STK #LVN37073



USED 2009 Winnebago CHALET 30BR LIST PRICE \$75,865 **NOW \$49,995** SAVE \$25,870 (888) 331-1595 Santa Clarita, CA STK #AMRV21880 VIN #A02661



USED 2009 Itasca IMPULSE 31CR LIST PRICE \$75,865 **NOW \$49,995** SAVE \$25,870 (888) 331-1595 Santa Clarita, CA STK #AMRV21882 VIN #B22880



USED 2007 Coachmen MIRADA 31DS 2/SLIDE WAS \$72,228 **NOW \$49,995** SAVE \$22,233 (888) 674-0275 Gulf Breeze, FL STK #GB38690



USED 2006 Winnebago VIEW 23H LIST PRICE \$64,995 **NOW \$49,995** SAVE \$15,000 (877) 834-0429 Bakersfield, CA STK #SLV22110 VIN #846845



USED 2005 Coachmen LEPRECHAUN 307KS WAS \$64,245 **NOW \$49,995** SAVE \$14,250 (888) 454-1707 Kissimmee, FL STK #KS8114B



USED 2007 Four Winds HURRICANE 31H WAS \$62,995 **NOW \$49,995** SAVE \$13,000 (888) 902-8565 Tallahassee, FL STK #TAL39573



USED 2009 Winnebago VISTA 30B LIST PRICE \$74,994 **NOW \$49,999** SAVE \$24,995 (888) 479-3568 Vacaville, CA STK #VAC17472 VIN #A02626



USED 2010 Four Winds CHATEAU 31B WAS \$69,989 **NOW \$49,999** SAVE \$19,990 (877) 554-3516 Lakewood, NJ STK #LAK8631



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 WAS \$73,718 **NOW \$51,995** SAVE \$21,723 (866) 502-8238 Bath, NY STK #BAT67361



NEW 2011 Four Winds FREEDOM ELITE 21C MSRP \$75,020 **NOW \$52,987** SAVE \$22,033 (888) 641-0925 Kaysville, UT STK #KY37582



USED 2006 Forest River GEORGETOWN 370TSF **NOW \$53,782** (888) 905-0490 Anthony, TX STK #LC15299AA



USED 2010 Winnebago CHALET 24JR WAS \$69,995 **NOW \$53,999** SAVE \$15,996 (866) 415-9726 Wheat Ridge, CO STK #KC511792



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 2009 Gulf Stream YELLOWSTONE 6237 WAS \$68,790 **NOW \$54,988** SAVE \$13,802 (888) 386-5187 Houghton Lake, MI STK #HL5636A



USED 2009 Winnebago CHALET 30B WAS \$69,975 **NOW \$54,995** SAVE \$14,980 (888) 542-3819 Mesa, AZ STK #MES14073



USED 2004 Winnebago ADVENTURER 33V LIST PRICE \$74,817 **NOW \$59,620** SAVE \$15,197 (888) 480-3175 Sacramento, CA STK #SAC13301 VIN #390253



USED 2005 Fleetwood FLAIR 33R LIST PRICE \$72,801 **NOW \$55,060** SAVE \$17,741 (888) 480-3175 Sacramento, CA STK #SAC13303 VIN #399521



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$76,007 **NOW \$59,000** SAVE \$17,007 (888) 568-2177 Burlington, VA STK #FRV10141



USED 1998 Holiday Rambler IMPERIAL 40WDS WAS \$84,995 **NOW \$59,858** SAVE \$25,137 (866) 648-5288 St. Augustine, FL STK #JAC38679



USED 2008 Coachmen CONCORD 275DS WAS \$125,881 **NOW \$59,995** SAVE \$65,886 (866) 755-9604 Charleston, SC STK #CHN124687



USED 2008 Jayco GREYHAWK GREY-HAWK WAS \$79,995 **NOW \$59,995** SAVE \$20,000 (888) 450-7060 Dothan, AL STK #DOT39930



**USED 2010 Thor FREE-
DOM ELITE 26E** WAS \$79,995 **NOW \$59,995** SAVE \$20,000 (888) 903-6787 Harrisburg, PA STK #HAR70682



NEW 2011 Four Winds FREEDOM ELITE 26E MSRP \$86,621 **NOW \$62,995** SAVE \$23,626 (888) 668-6715 Katy, TX STK #KAT9364



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



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$92,024 **NOW \$63,999** SAVE \$28,025 (877) 554-3516 Lakewood, NJ STK #LAK8580



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$90,837 **NOW \$64,775** SAVE \$26,062 (888) 860-8684 Strafford, MO STK #STR13708



NEW 2011 Four Winds FREEDOM ELITE 31R MSRP \$95,810 **NOW \$64,877** SAVE \$30,933 (888) 801-3226 Byron, GA STK #MAC15414



NEW 2011 Four Winds FOUR WINDS 25C MSRP \$93,053 **NOW \$64,900** SAVE \$28,153 (888) 844-1758 New Braunfels, TX STK #SW9565



USED 2006 Georgie Boy CRUISEMASTER 3775DS **NOW \$64,986** (888) 641-0925 Kaysville, UT STK #KY36704



USED 2010 Four Winds HURRICANE 30Q WAS \$110,598 **NOW \$64,995** SAVE \$45,603 (866) 755-9604 Charleston, SC STK #CHN125289



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$94,139 **NOW \$64,995** SAVE \$29,144 (888) 696-2165 Savannah, GA STK #SAV15571



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$90,764 **NOW \$64,995** SAVE \$25,769 (888) 450-7060 Dothan, AL STK #DOT38652



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$89,657 **NOW \$64,995** SAVE \$24,662 (866) 754-7302 Greenwood, IN STK #GRW325876



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$91,107 **NOW \$64,997** SAVE \$26,110 (877) 450-7415 Island Lake, IL STK #CRV5800



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$87,330 **NOW \$64,999** SAVE \$22,331 (877) 554-3516 Lakewood, NJ STK #LAK8526



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$94,864 **NOW \$65,117** SAVE \$29,747 (888) 674-0275 Gulf Breeze, FL STK #GB40158



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$91,099 **NOW \$65,877** SAVE \$25,222 (888) 801-3226 Byron, GA STK #MAC15569



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$95,290 **NOW \$65,995** SAVE \$29,295 (888) 617-5406 Oakwood, GA STK #ORV15570



NEW 2011 Winnebago ACCESS 26Q MSRP \$87,547 **NOW \$65,995** SAVE \$21,552 (888) 696-2165 Savannah, GA STK #SAV15128



USED 2006 Damon CHALLENGER 372F WAS \$86,999 **NOW \$66,900** SAVE \$20,099 (866) 648-5288 St. Augustine, FL STK #JAC39756



NEW 2011 Jayco GREYHAWK 31FK WAS \$95,914 **NOW \$67,995** SAVE \$27,919 (888) 819-7952 Longmont, CO STK #KC111252



NEW 2011 Four Winds FREEDOM ELITE 23S MSRP \$101,574 **NOW \$68,898** SAVE \$32,676 (888) 696-2165 Savannah, GA STK #SAV14902



NEW 2011 Four Winds FOUR WINDS SI-ESTA 26BE WAS \$101,606 **NOW \$68,995** SAVE \$32,611 (888) 896-2801 Albuquerque, NM STK #ARV15622



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$91,011 **NOW \$69,713** SAVE \$21,298 (866) 673-0250 Statesville, NC STK #STA125109



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$93,958 **NOW \$69,777** SAVE \$24,181 (888) 727-2952 North Little Rock, AR STK #LIT13709



USED 2007 Damon DAYBREAK 3276 WAS \$89,995 **NOW \$69,795** SAVE \$20,200 (888) 242-0293 Madison, WI STK #MAD14583A



USED 2010 Forest River LEXINGTON GTS30 WAS \$91,950 **NOW \$69,950** SAVE \$22,000 (888) 859-6653 Hillsboro, OR STK #HIL38043



NEW 2011 Jayco GREYHAWK 31FK MSRP \$96,048 **NOW \$69,983** SAVE \$26,065 (888) 614-5201 Draper, UT STK #ABRV35940



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 23S WAS \$101,836 **NOW \$69,995** SAVE \$31,841 (866) 610-5049 Akron, OH STK #SRV18135



USED 2005 National SEA BREEZE 8311 WORKHORSE WAS \$100,000 **NOW \$69,995** SAVE \$30,005 (866) 820-0335 Council Bluffs, IA STK #CBI16602



NEW 2011 Jayco GREYHAWK 31FS WAS \$97,983 **NOW \$69,995** SAVE \$27,988 (866) 754-7302 Greenwood, IN STK #GRW325921



NEW 2011 Four Winds FREEDOM ELITE 31R MSRP \$93,427 **NOW \$69,995** SAVE \$23,432 (888) 542-3819 Mesa, AZ STK #MES12776



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$92,697 **NOW \$69,995** SAVE \$22,702 (888) 682-3036 Churchville, NY STK #CHU69089



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 28U WAS \$91,613 **NOW \$69,995** SAVE \$21,618 (888) 242-0293 Madison, WI STK #MAD15124



USED 2008 Forest River GEORGETOWN 340TS WAS \$89,995 **NOW \$69,995** SAVE \$20,000 (888) 450-7060 Dothan, AL STK #DOT39931



USED 2009 Fleetwood FIESTA 34FT WAS \$89,995 **NOW \$69,995** SAVE \$20,000 (888) 484-3906 Spartanburg, SC STK #GR125172



USED 2005 Chinook CHINOOK GLACIER LE **NOW \$69,998** (888) 815-7523 Woodstock, GA STK #WDS15765



NEW 2011 Jayco GREYHAWK 31DS WAS \$108,836 **NOW \$69,999** SAVE \$38,837 (877) 554-3516 Lakewood, NJ STK #LAK8377



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$93,393 **NOW \$69,999** SAVE \$23,394 (888) 568-2177 Burlington, WA STK #FRV9978



NEW 2011 Itasca IMPULSE SILVER 31CP LIST PRICE \$93,633 **NOW \$71,887** SAVE \$21,746 (888) 479-3568 Vacaville, CA STK #VAC11429 VIN #A68055



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$92,697 **NOW \$72,985** SAVE \$19,712 (888) 471-3546 Chichester, NH STK #GRV507597



NEW 2011 Four Winds CHATEAU CITATION 29BG WAS \$105,880 **NOW \$72,995** SAVE \$32,885 (866) 610-5049 Akron, OH STK #SRV18897



NEW 2011 Four Winds CHATEAU CITATION 28BK WAS \$103,593 **NOW \$72,995** SAVE \$30,598 (866) 610-5049 Akron, OH STK #SRV18035



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$93,025 **NOW \$73,950** SAVE \$19,075 (888) 641-0925 Kaysville, UT STK #KY37157



USED 2007 Winnebago SIGHTSEER 35J WAS \$145,098 **NOW \$74,859** SAVE \$70,239 (866) 755-9604 Charleston, SC STK #CHN125872



NEW 2011 Four Winds HURRICANE 30Q WAS \$100,619 **NOW \$74,985** SAVE \$25,634 (888) 860-8684 Strafford, MO STK #STR13223



NEW 2011 Four Winds CHATEAU CITATION 28BK WAS \$108,510 **NOW \$74,995** SAVE \$33,515 (866) 754-7302 Greenwood, IN STK #GRW325452



USED 2007 Fleetwood BOUNDER 35E WAS \$99,995 **NOW \$74,995** SAVE \$25,000 (888) 450-7060 Dothan, AL STK #DOT39497



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 WINDSPORT 31J WAS \$119,388 **NOW \$75,995** SAVE \$43,393 (866) 610-5049 Akron, OH STK #SRV18110



USED 2003 Fleetwood EXCURSION 39S WAS \$99,995 **NOW \$76,893** SAVE \$23,102 (888) 474-1330 Bartow, FL STK #DCW8208A



NEW 2011 Four Winds CHATEAU CITATION 26BE WAS \$99,995 **NOW \$77,555** SAVE \$22,440 (866) 673-0250 Statesville, NC STK #STA123853



NEW 2011 Winnebago ACCESS PREMIER 31J WAS \$118,040 **NOW \$78,995** SAVE \$39,045 (877) 554-3516 Lakewood, NJ STK #LAK8420



NEW 2011 Damon DAYBREAK 27PD WAS \$116,155 **NOW \$79,589** SAVE \$36,566 (866) 755-9604 Charleston, SC STK #CHN125802



NEW 2011 Itasca IMPULSE 31J WAS \$100,393 **NOW \$79,777** SAVE \$20,616 (877) 289-0812 Las Vegas, NV STK #LVN36776



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



NEW 2011 Damon DAYBREAK 3211 WAS \$118,417 **NOW \$79,940** SAVE \$38,477 (888) 896-2801 Albuquerque, NM STK #ARV15577



NEW 2011 Winnebago ACCESS 31N WAS \$100,524 **NOW \$79,950** SAVE \$20,574 (888) 859-6653 Hillsboro, OR STK #HIL35768



NEW 2011 Damon DAYBREAK 34SS WAS \$115,762 **NOW \$79,995** SAVE \$35,767 (888) 682-3036 Churchville, NY STK #CHU70115



NEW 2011 Four Winds HURRICANE 31J WAS \$116,611 **NOW \$79,980** SAVE \$36,631 (888) 860-8684 Strafford, MO STK #STR13222



USED 2009 Forest River GEORGETOWN GTX 3600 WAS \$119,877 **NOW \$79,995** SAVE \$39,882 (888) 860-8684 Strafford, MO STK #STR15316A



NEW 2011 Four Winds FREEDOM ELITE 23S LIST PRICE \$105,495 **NOW \$79,995** SAVE \$25,500 (888) 331-1595 Santa Clarita, CA STK #AMRV21301 VIN #449747



USED 2006 Damon ASTORIA 3773 WAS \$99,988 **NOW \$79,995** SAVE \$19,993 (888) 475-5918 Robertsedale, AL STK #RD38554



USED 2004 Damon ESCAPER 4076 WAS \$99,800 **NOW \$79,995** SAVE \$19,805 (888) 542-3819 Mesa, AZ STK #MES15312



NEW 2011 Four Winds HURRICANE 31J WAS \$106,357 **NOW \$79,999** SAVE \$26,358 (866) 648-5288 St. Augustine, FL STK #JAC37613



NEW 2011 Itasca IMPULSE SILVER 31NP LIST PRICE \$107,130 **NOW \$82,929** SAVE \$24,201 (888) 480-3175 Sacramento, CA STK #SAC11425 VIN #A97201



NEW 2011 Four Winds WINDSPORT 33T WAS \$125,299 **NOW \$83,995** SAVE \$41,304 (866) 610-5049 Akron, OH STK #SRV17669



NEW 2011 Winnebago VISTA 30W WAS \$132,926 **NOW \$83,999** SAVE \$48,927 (866) 755-9604 Charleston, SC STK #CHN124789



NEW 2011 Damon DAYBREAK 36SD MSRP \$119,808 **NOW \$84,983** SAVE \$34,825 (888) 905-0490 Anthony, TX STK #LC15197



USED 2004 Winnebago VECTRA 40QD WAS \$129,895 **NOW \$84,985** SAVE \$44,910 (888) 692-9016 Myrtle Beach, SC STK #MB124731



NEW 2011 Damon DAYBREAK 36SD WAS \$121,352 **NOW \$84,995** SAVE \$36,357 (888) 819-7952 Longmont, CO STK #KC111018



USED 2002 Monaco DYNASTY 40 WAS \$119,995 **NOW \$84,999** SAVE \$34,996 (866) 415-9726 Wheat Ridge, CO STK #KC511146B



NEW 2011 Itasca CAMBRIA 30C LIST PRICE \$115,769 **NOW \$85,022** SAVE \$30,747 (888) 479-3568 Vacaville, CA STK #VAC11434 VIN #A68046



NEW 2011 Four Winds HURRICANE 34U WAS \$124,621 **NOW \$86,895** SAVE \$37,726 (888) 474-1330 Bartow, FL STK #DCW7855



USED 2007 Holiday Rambler VACATIONER 36WBD WAS \$118,995 **NOW \$86,995** SAVE \$32,000 (888) 896-2801 Albuquerque, NM STK #ARV15556P



NEW 2011 Winnebago VIEW 24K WAS \$110,321 **NOW \$87,995** SAVE \$22,326 (888) 672-5049 Syracuse, NY STK #SYU66161



NEW 2011 Damon DAYBREAK 35BD WAS \$123,623 **NOW \$88,777** SAVE \$34,846 (877) 289-0812 Las Vegas, NV STK #LVN38702



USED 2008 Endura Max GLADIATOR 6371 WAS \$129,854 **NOW \$89,700** SAVE \$40,154 (866) 775-0682 Roanoke, VA STK #ROA17432



USED 2009 Four Winds WINDSPORT 36R WAS \$129,877 **NOW \$89,768** SAVE \$40,109 (888) 474-1330 Bartow, FL STK #DCW7738A

USED 2009 Four Winds WINDSPORT 36R WAS \$129,877 **NOW \$89,768** SAVE \$40,109 (888) 474-1330 Bartow, FL STK #DCW7738A



NEW 2011 Four Winds HURRICANE 32A WAS \$113,126 **NOW \$89,995** SAVE \$23,131 (888) 902-8565 Tallahassee, FL STK #TAL37602

NEW 2011 Four Winds HURRICANE 32A WAS \$113,126 **NOW \$89,995** SAVE \$23,131 (888) 902-8565 Tallahassee, FL STK #TAL37602



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



NEW 2011 Winnebago VISTA 30W WAS \$112,610 **NOW \$89,997** SAVE \$22,613 (877) 450-7415 Island Lake, IL STK #CRV5947



NEW 2011 Four Winds WINDSPORT 32V MSRP \$128,686 **NOW \$93,995** SAVE \$34,691 (888) 815-7523 Woodstock, GA STK #WDS15140



NEW 2011 Itasca SUNOVA 31E MSRP \$133,699 **NOW \$94,582** SAVE \$39,117 (888) 614-5201 Draper, UT STK #ABRV35783

NEW 2011 Itasca SUNOVA 31E MSRP \$133,699 **NOW \$94,582** SAVE \$39,117 (888) 614-5201 Draper, UT STK #ABRV35783



NEW 2011 Four Winds WINDSPORT 32V WAS \$147,061 **NOW \$95,999** SAVE \$51,062 (866) 415-9726 Wheat Ridge, CO STK #KC511344



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



NEW 2011 Damon CHALLENGER 32VS WAS \$128,683 **NOW \$99,995** SAVE \$28,688 (888) 457-4801 Colfax, NC STK #CFX4080



NEW 2011 Winnebago SIGHTSEER 31E WAS \$126,542 **NOW \$99,995** SAVE \$26,547 (888) 463-3995 Colorado Springs, CO STK #KC211063



NEW 2011 Winnebago VIA 25R WAS \$142,003 **NOW \$104,995** SAVE \$37,008 (888) 463-3995 Colorado Springs, CO STK #KC210685



NEW 2011 Four Winds SERRANO 31Z
LIST PRICE \$157,005 **NOW \$107,995**
SAVE \$49,010 (888) 331-1595 Santa
Clarita, CA STK #AMRV21125 VIN #440281



NEW 2010 Itasca REYO 25R MSRP
\$142,666 **NOW \$108,995** SAVE \$33,671
(888) 668-6715 Katy, TX STK #KAT9388



NEW 2011 Winnebago VIA 25R WAS \$170,002
NOW \$109,895 SAVE \$60,107 (866) 755-9604
Charleston, SC STK #CHN123378



NEW 2011 Four Winds SERRANO 31X
WAS \$155,683 **NOW \$109,777** SAVE
\$45,906 (877) 289-0812 Las Vegas, NV
STK #LVN36095



NEW 2011 Itasca REYO 25Q MSRP
\$141,678 **NOW \$109,780** SAVE \$31,898
(888) 617-5406 Oakwood, GA STK
#ORV15969



NEW 2011 Four Winds WINDSPORT 34U WAS
\$152,710 **NOW \$109,935** SAVE \$42,775 (888) 625-
5187 Ft. Myers, FL STK #FTM12515



NEW 2011 Itasca REYO 25Q WAS
\$137,687 **NOW \$109,950** SAVE \$27,737
(888) 859-6653 Hillsboro, OR STK
#HIL36064



NEW 2011 Winnebago VIA 25R MSRP
\$139,518 **NOW \$109,960** SAVE \$29,558
(888) 696-2165 Savannah, GA STK
#SAV14765



**USED 2002 Beaver PA-
TRIOT 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 \$156,650 **NOW \$109,995** SAVE
\$46,655 (888) 682-3036 Churchillville, NY
STK #CHU66685



NEW 2011 Winnebago VIA 25Q WAS
\$142,453 **NOW \$109,995** SAVE \$32,458
(888) 672-5049 Syracuse, NY STK
#SYU66160



NEW 2011 Damon AVANTI 2806 WAS
\$153,891 **NOW \$109,996** SAVE \$43,895
(888) 903-6787 Harrisburg, PA STK
#HAR69334



NEW 2011 Four Winds SERRANO 31Z
MSRP \$149,141 **NOW \$111,856** SAVE
\$37,285 (888) 348-5909 Avondale, AZ STK
#AVO10470



NEW 2011 Four Winds WINDSPORT 36F
WAS \$165,413 **NOW \$111,995** SAVE
\$53,418 (888) 674-0275 Gulf Breeze, FL
STK #GB38688



**NEW 2011 Four
Winds SERRANO
31X** MSRP \$164,437
NOW \$111,995 SAVE
\$52,442 (888) 542-
3819 Mesa, AZ STK
#MES11775



NEW 2011 Four Winds SERRANO 31X
MSRP \$159,878 **NOW \$113,980** SAVE
\$45,898 (888) 905-0490 Anthony, TX STK
#LC15344



NEW 2011 Winnebago VIA 25Q WAS \$151,902 **NOW \$118,763** SAVE \$33,139 (866) 775-0682 Roanoke, VA STK #ROA13986



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 31X WAS \$153,407 **NOW \$119,995** SAVE \$33,412 (888) 242-0293 Madison, WI STK #MAD15290



USED 2005 Winnebago VECTRA 40FD **NOW \$129,500** (888) 727-2952 North Little Rock, AR STK #LIT13354



USED 2007 Fleetwood DISCOVERY 39V WAS \$176,310 **NOW \$129,858** SAVE \$46,452 (866) 673-0250 Statesville, NC STK #STA125979



USED 2006 Tiffin ALLEGRO BUS 40QDP **NOW \$129,995** (888) 617-5406 Oakwood, GA STK #ORV15748



USED 2007 Fleetwood DISCOVERY 39L WAS \$169,997 **NOW \$134,452** SAVE \$35,545 (888) 463-3995 Colorado Springs, CO STK #KC211438B



USED 2008 Fleetwood EXPEDITION 38F WAS \$179,995 **NOW \$138,958** SAVE \$41,037 (866) 673-0250 Statesville, NC STK #STA125434



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



NEW 2011 Winnebago ADVENTURER 35P WAS \$180,805 **NOW \$139,987** SAVE \$40,818 (866) 775-0682 Roanoke, VA STK #ROA13990



NEW 2011 Winnebago ADVENTURER 37F WAS \$175,274 **NOW \$139,995** SAVE \$35,279 (866) 754-7302 Greenwood, IN STK #GRW325833



USED 2006 Country Coach INSPIRE 360 **NOW \$144,500** (888) 727-2952 North Little Rock, AR STK #LIT14321



USED 2008 Newmar VENTANA 3936 WAS \$188,180 **NOW \$145,988** SAVE \$42,192 (888) 896-2801 Albuquerque, NM STK #ARV14981B



USED 2007 Gulf Stream FRIENDSHIP G8 8412 **NOW \$148,994** (888) 815-7523 Woodstock, GA STK #WDS16168



USED 2006 Holiday Rambler SCEPTER 40PDQ WAS \$194,155 **NOW \$149,995** SAVE \$44,160 (888) 896-2801 Albuquerque, NM STK #ARV15579



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



USED 2008 Itasca ELLIPSE 40FD
 WAS \$209,995 **NOW \$159,858** SAVE
 \$50,137 (888) 254-9145 Meridian, ID STK
 #MER12012A



**USED 2008 Holiday Rambler ENDEAVOR
 40SKQ** WAS \$211,528 **NOW \$159,985**
 SAVE \$51,543 (888) 848-7312 Columbia,
 SC STK #COL18320



NEW 2011 Damon TUSCANY 3680 WAS \$241,956
NOW \$173,919 SAVE \$68,037 (888) 625-5187 Ft.
 Myers, FL STK #FTM14579



**NEW 2011 Itasca MERIDIAN V CLASS
 34Y** WAS \$220,249 **NOW \$164,950** SAVE
 \$55,299 (888) 859-6653 Hillsboro, OR STK
 #HIL34193



NEW 2011 Damon TUSCANY 4078 WAS
 \$262,889 **NOW \$169,995** SAVE \$92,894
 (877) 450-7415 Island Lake, IL STK
 #CRV5696



NEW 2011 Itasca MERIDIAN V CLASS 34Y MSRP
 \$240,539 **NOW \$177,977** SAVE \$62,562 (888) 801-
 3226 Byron, GA STK #MAC15486



**NEW 2011 Itasca MERIDIAN V CLASS
 34Y** LIST PRICE \$230,954 **NOW \$177,995**
 SAVE \$52,959 (888) 331-1595 Santa
 Clarita, CA STK #AMRV21753 VIN #AU2971



NEW 2011 Damon TUSCANY 4078
 WAS \$249,627 **NOW \$179,915** SAVE
 \$69,712 (888) 625-5187 Ft. Myers, FL STK
 #FTM14572



**NEW 2011 Damon
 TUSCANY 4051** WAS
 \$251,859 **NOW**
\$179,995 SAVE \$71,864
 (888) 819-7952 Long-
 mont, CO STK #KC111239



NEW 2011 Damon TUSCANY 4051 WAS
 \$242,387 **NOW \$179,995** SAVE \$62,392
 (888) 674-0275 Gulf Breeze, FL STK
 #GB40150



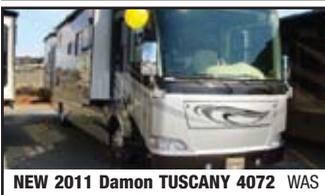
**NEW 2011 Winnebago JOURNEY EX-
 PRESS 34Y** WAS \$237,617 **NOW**
\$179,995 SAVE \$57,622 (888) 450-7060
 Dothan, AL STK #DOT38593



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



NEW 2011 Damon TUSCANY 42RQ WAS
 \$272,416 **NOW \$185,999** SAVE \$86,417
 (866) 415-9726 Wheat Ridge, CO STK
 #KC511225



NEW 2011 Damon TUSCANY 4072 WAS
 \$253,888 **NOW \$189,789** SAVE \$64,099
 (866) 673-0250 Statesville, NC STK
 #STA125726



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



NEW 2011 Damon TUSCANY 42RQ MSRP
 \$294,076 **NOW \$189,900** SAVE \$104,176
 (888) 844-1758 New Braunfels, TX STK
 #SW9179



NEW 2011 Damon TUSCANY 4072 WAS \$254,311 **NOW \$189,993** SAVE \$64,318 (888) 903-6787 Harrisburg, PA STK #HAR70909



NEW 2011 Itasca MERIDIAN V CLASS 39N LIST PRICE \$276,536 **NOW \$189,999** SAVE \$86,537 (888) 479-3568 Vacaville, CA STK #VAC11441 VIN #AZ6240



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



NEW 2011 Damon TUSCANY 42RQ WAS \$294,755 **NOW \$198,999** SAVE \$95,756 (888) 860-8684 Strafford, MO STK #STR13524



NEW 2011 Damon TUSCANY 4051 WAS \$277,201 **NOW \$199,494** SAVE \$77,707 (888) 903-6787 Harrisburg, PA STK #HAR68821



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 \$265,180 **NOW \$199,995** SAVE \$65,185 (888) 692-9016 Myrtle Beach, SC STK #MB125175



NEW 2011 Itasca MERIDIAN 40L WAS \$255,224 **NOW \$199,997** SAVE \$55,227 (888) 471-3546 Chichester, NH STK #GRV507380



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



NEW 2011 Itasca MERIDIAN 40U LIST PRICE \$307,554 **NOW \$201,550** SAVE \$106,004 (888) 479-3568 Vacaville, CA STK #VAC11440 VIN #AU2313



NEW 2011 Damon TUSCANY 42RQ WAS \$307,453 **NOW \$207,995** SAVE \$99,458 (888) 819-7952 Longmont, CO STK #KC111333



USED 2009 Fleetwood REVOLUTION LE 42K WAS \$305,278 **NOW \$209,985** SAVE \$95,293 (888) 848-7312 Columbia, SC STK #COL17215



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



NEW 2011 Winnebago JOURNEY 40U WAS \$285,582 **NOW \$223,995** SAVE \$61,587 (888) 484-3906 Spartanburg, SC STK #GR124004



NEW 2011 Itasca ELLIPSE 40CD MSRP \$337,560 **NOW \$247,995** SAVE \$89,565 (888) 617-5406 Oakwood, GA STK #ORV15489



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



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

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USED CLASS C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2005 Coachmen FREELANDER 2600SO	MB125392	\$46,871	\$37,977	(888) 692-9016
2010 Four Winds CHATEAU 28A	GRV507696	\$52,987	\$44,995	(888) 471-3546
2010 Four Winds CHATEAU 28A	CFX3726	\$57,699	\$46,988	(888) 457-4801
2006 Winnebago ASPECT 26A	AMRV22101	\$60,970	\$48,995	(888) 331-1595
2010 Winnebago CHALET 31CR	TUC17979	\$53,999	\$49,995	(888) 315-7967
2008 Coachmen FREEDOM EXPRESS 31IS	RD38718	\$69,988	\$57,988	(888) 475-5918
2010 Coachmen FREELANDER 32BH	CB118323	\$67,995	\$58,844	(866) 820-0335
2010 Four Winds CHATEAU 31B	GRV507549	\$68,955	\$64,999	(888) 471-3546
2008 Gulf Stream ULTRA 6319	SYU66720	\$79,998	\$69,999	(888) 672-5049
2008 Itasca NAVION 24J	POR38106	\$79,950	\$72,950	(888) 850-5575
2010 Coachmen FREELANDER 2100CB	TAL40217	\$89,995	\$74,995	(888) 902-8565
2009 Fleetwood ICON 24A	SLV22323	\$87,897	\$79,897	(877) 834-0429

NEW CLASS C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Four Winds CHATEAU 28A	CFX4062	\$85,779	\$71,998	(888) 457-4801
2011 Four Winds FREEDOM ELITE 28U	HL5796	\$86,286	\$74,988	(888) 386-5187
2011 Winnebago ACCESS 26Q	DOT38603	\$88,306	\$74,995	(888) 450-7060
2011 Four Winds FREEDOM ELITE 28U	SAC13704	\$86,657	\$76,395	(888) 480-3175
2011 Four Winds FREEDOM ELITE 28U	BAT69083	\$92,697	\$77,995	(866) 502-8238
2011 Four Winds FREEDOM ELITE 28U	COL125119	\$84,696	\$77,999	(888) 848-7312
2011 Four Winds FREEDOM ELITE 28U	MER13703	\$94,995	\$78,858	(888) 254-9145
2011 Itasca IMPULSE 26Q	MAC15475	\$88,813	\$79,995	(888) 801-3226
2011 Four Winds FREEDOM ELITE 31R	RD38646	\$91,653	\$82,995	(888) 475-5918
2011 Four Winds FREEDOM ELITE 23S	LTI13830	\$103,498	\$84,777	(888) 727-2952
2011 Winnebago ACCESS 31J	POR35759	\$100,538	\$84,988	(888) 850-5575
2011 Four Winds FREEDOM ELITE 31R	MAD15123	\$96,413	\$84,995	(888) 242-0293
2011 Four Winds FREEDOM ELITE 23S	COL15148	\$97,691	\$86,999	(888) 848-7312
2011 Winnebago ACCESS 31N	SLV21219	\$99,636	\$87,528	(877) 834-0429
2011 Four Winds FREEDOM ELITE 23S	ROA13831	\$106,129	\$89,995	(866) 775-0682
2011 Jayco GREYHAWK 31FK	KY37246	\$96,716	\$93,875	(888) 641-0925
2011 Itasca IMPULSE SILVER 31NP	RD38625	\$107,455	\$93,985	(888) 475-5918
2011 Jayco GREYHAWK 31FS	KY37245	\$99,788	\$96,857	(888) 641-0925
2011 Itasca NAVION 24J	TAL38306	\$115,645	\$96,995	(888) 902-8565

USED CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1996 Fleetwood SOUTHWIND STORM 30	HL5916B	\$15,790	\$12,988	(888) 386-5187
1997 Fleetwood BOUNDER 34FT	GR125596	\$21,995	\$19,995	(888) 484-3906
2005 Damon CHALLENGER 335	KC2P10793	\$54,997	\$49,997	(888) 463-3995
2009 Winnebago CHALET 30BR	SLV22353	\$64,540	\$54,995	(877) 834-0429
2009 Damon DAYBREAK SPORT 3204	AVO14351	\$79,888	\$64,888	(888) 348-5909
2007 Four Winds HURRICANE 33H	JAC38620	\$79,995	\$67,900	(866) 648-5288
2010 Four Winds HURRICANE 31D	DCW8455	\$82,057	\$69,499	(888) 474-1330
2007 Damon CHALLENGER 37TS	MES17992	\$84,555	\$69,995	(888) 542-3819
2006 Rexhall REXAIR 340GT	AVO14356	\$89,998	\$79,995	(888) 348-5909

NEW CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Four Winds HURRICANE 31D	HIL36319	\$104,811	\$84,950	(888) 859-6653
2011 Winnebago VISTA 26P	FTM12485	\$100,795	\$84,955	(888) 625-5187
2011 Winnebago VISTA 26P	FTM11894	\$100,641	\$84,995	(888) 625-5187
2011 Damon DAYBREAK 36SD	BAT68815	\$111,261	\$89,995	(866) 502-8238
2011 Itasca SUNSTAR 30W	SAC12730	\$109,793	\$91,464	(888) 480-3175
2011 Winnebago VISTA 35F	FTM12486	\$126,744	\$105,589	(888) 625-5187
2011 Damon CHALLENGER 37KT	AVO13014	\$145,943	\$116,988	(888) 348-5909
2011 Four Winds WINDSPORT 36F	HAR68297	\$146,758	\$119,995	(888) 903-6787
2011 Itasca SUNSTAR 35F	MER16325	\$130,995	\$121,858	(888) 254-9145
2011 Winnebago ADVENTURER 35P	MER16316	\$165,180	\$135,858	(888) 254-9145
2011 Itasca SUNCRUISER 37F	WDS15854	\$180,400	\$161,850	(888) 815-7523

USED CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2001 Newmar KOUNTRY STAR DP3669	JAC38536	\$79,999	\$69,999	(866) 648-5288
2001 Monaco DIPLOMAT LE 40PBD	TAL40279	\$89,995	\$74,995	(888) 902-8565
2000 Monaco EXECUTIVE 40	AVO15719	\$98,988	\$89,777	(888) 348-5909
2003 Safari SAHARA 3753	DCW8444A	\$94,995	\$89,995	(888) 474-1330
2006 Fleetwood BOUNDER 38N	GB38746	\$119,900	\$97,995	(888) 674-0275
2003 Travel Sup. TRAVEL SUPREME 40R DSL	CB118633	\$112,775	\$106,450	(866) 820-0335
2008 Coachmen CROSS COUNTRY 382DS	CFX3452	\$129,495	\$107,988	(888) 457-4801
2005 Alfa SEE YA GOLD 40	KC1P10779	\$134,995	\$109,995	(888) 819-7952
2007 Damon ASTORIA PACIFICA 3774	CB116301	\$134,995	\$114,995	(866) 820-0335
2006 Fleetwood DISCOVERY 39	KS8389A	\$129,995	\$122,995	(888) 454-1707
2004 Tiffin ALLEGRO 38TGP	COL18539	\$131,798	\$124,995	(888) 848-7312
2008 Itasca LATITUDE 39W	POR37781	\$159,950	\$134,950	(888) 850-5575
2003 Fleetwood AMERICAN EAGLE 40T	RD40282	\$159,988	\$134,988	(888) 475-5918
2008 Winnebago DESTINATION 39W	FRV10268	\$159,995	\$139,995	(888) 568-2177
2011 Forest River BERKSHIRE 360FWS-50	KS7992A	\$188,675	\$169,995	(888) 454-1707
2003 Country Coach MAGNA RESORT	FRV1048A	\$195,995	\$189,995	(888) 568-2177
2008 Gulf Stream TOURMASTER 40B	KS8448A	\$209,995	\$194,995	(888) 454-1707

NEW CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Itasca REYO 25Q	GRV507290	\$128,465	\$109,999	(888) 471-3546
2011 Itasca REYO 25R	LWN36782	\$135,047	\$114,790	(877) 289-0812
2011 Itasca REYO 25Q	ABRV36387	\$138,827	\$114,827	(888) 614-5201
2011 Itasca REYO 25T	SYU66936	\$140,037	\$114,995	(888) 672-5049
2011 Four Winds SERRANO 31V	SW9713	\$157,821	\$126,900	(888) 844-1758
2011 Itasca REYO 25Q	SLV21736	\$138,482	\$128,995	(877) 834-0429
2012 Thor Motor Coach SERRANO 33A	POR38465	\$180,244	\$149,950	(888) 850-5575
2011 Itasca MERIDIAN V CLASS 34Y	ORV15855	\$179,995	\$178,995	(888) 617-5406
2011 Itasca MERIDIAN 40U	GRV507245	\$285,053	\$231,855	(888) 471-3546
2011 Winnebago JOURNEY 40L	ROA13987	\$299,059	\$265,448	(866) 775-0682
2011 Winnebago TOUR 42QD	SAV15505	\$358,696	\$299,995	(888) 696-2165

*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 12/31/11. FR015550-0911

power checked by a local RV service tech. Everything seems to be OK. What else can I do to solve this problem?

JOHN TRACY | ALBANY, N.Y.

First, you have to determine if the varying brightness is caused by voltage fluctuations on the shorepower grid, or a problem with the onboard converter. Get a voltage monitor and plug it into a 120-volt AC outlet in your coach. You are probably getting surges from the power grid through your converter. When you are plugged in to shorepower this gauge will show whether that's true. The voltage swings should coincide with the changes in light brightness. If no voltage swings are noted when the 12-volt lights dim and brighten, then connect a DC voltage meter to monitor the voltage coming from the converter to the 12-volt lights and outlets. If voltage fluctuates here in correlation to the light brightness, but the 120-volt meter doesn't move, then the voltage regulation circuit in the converter is faulty.

WORKHORSE WON'T WORK

I would like to share a problem and cure for a 2007 Winnebago Access 31-foot motorhome on a Workhorse chassis with a GM gas engine. The morning I was getting ready to leave for a trip, I found the motorhome would not start because the chassis battery was dead. After charging the battery, the engine backfired and would not start. The dome lights and radio were also not working. I used my Actron scanner and read the code P1626, which is an anti-theft code that shuts off the fuel pump. I discovered that the body control module (BCM) controls the dome lights, radio, fuel pump, anti-theft, etc. I removed the BCM and jumped the lead to the dome lights, which came on. I went to my local Chevrolet dealer and ordered a new BCM. The parts man told me the motorhome would not start after I installed the BCM, as it needed to be programmed by a mechanic at the dealer. I made an appointment and had the coach towed to the dealer. After an hour I was driving home. I disconnected the negative side of the chassis battery while I was changing the BCM and left it off so the mechanic at Chevy could reconnect and program it with no problems. The BCM cost me \$300



PLASTIC HOLDERS KEEP EVERYTHING IN PLACE

In motorhomes, it's convenient to have a safe place to hold beverages, maps, cellphones and other necessities. Beckson Manufacturing's Soft Can and Equipment Holders are made of soft, flexible PVC to prevent injury and are available in several sizes and shapes. The Soft Can Holder HH-6 is designed to securely hold beverage bottles and cans, and similar objects. A two-step model, the HH-61 has an outer step for larger items. The Soft Radio Holder HH-8 is perfect for handheld scanners and radios, while the HH-81 secures handheld GPSs, cellphones and eyeglass cases. Beckson equipment holders come in black or white. They can be mounted with the included screws or suction cup mounts can be purchased separately. Beckson Manufacturing, 203-366-3644, www.becksonmfg.com.

and Chevrolet charged \$97 for labor. I hope this helps someone else.

STEVE GLANCY | BOOTHWYN, PA.

Thanks for sharing your problem and solution. Many owners are not aware that this system, if faulty, can leave you very stranded!

FUSE KEEPS POPPING — FEEDBACK

August Coach & Powertrain had a letter ("Fuse Keeps Popping") pertaining to the brakelight circuit of a 2001 Newmar Mountain Aire on a Workhorse chassis. As stated, this circuit also controls the hazard warning lights, cruise control and brakelights. I had the same problem with my 2003 Winnebago Brave, also on the Workhorse chassis. With all these problems happening at once I thought I had a multifunction switch problem, and I bought and installed a new switch to the tune of

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RS # ADVERTISERS PAGE #

101	Aqua-Hot.....	10
102	Born Free Motorcoach	27
128	Camping World	50-51
	Classifieds.....	64-65
	Coach House Inc.....	42
104	Coach- Net.....	22
129	DISH Network	20-21
106	Dave & LJ RV Interiors	63
	Dealers & Destinations	87
107	Dethmers Manufacturing	46
108	Essex Credit Corporation.....	9
114	Fleetwood RV.....	CV2
	Go RVing	91
130	Good Sam Extended Service Plan	26
131	Good Sam VIP Provided by GMAC Insurance.....	89
109	Guaranty RV	14
111	Holland Motor Homes.....	67
	Lazy Daze.....	37
132	Magellan	33
117	Mercedes-Benz USA, LLC.....	5
118	Miller Insurance.....	43
112	nVision.....	32
119	Newell Coach Corporation	CV4
113	Nomad Glass	63
105	Onan Corporation	CV3
120	Phoenix USA Inc.....	8
121	Pleasure Way	31
	RV Marketplace	87
123	RV Roofing Solutions.....	63
127	RV World of Nokomis.....	19
122	Rand McNally.....	25
115	SMI Marketing.....	38
110	The Rally.....	86
124	Thetford Corporation	7
125	Tiffin MotorHomes	11
126	Winnebago Industries	13

RS # EDITORIAL PAGE #

140	Renegade	44
141	Thor Motor Coach	56

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

Out of sight, out of mind is an old saying that may apply to motorhome rooftops. They're easy to neglect, but inspection is important to prevent water leakage into the coach — a serious problem. Also, more frequent cleaning is recommended if the roof is EPDM rubber.

Cleaning an EPDM roof and coating it with protectant is recommended at least four times a year. TPO (thermoplastic



PHOTO: BRUCE HAMPSON

polyolefin, a durable form of plastic used on many motorhomes) and fiberglass roofs require little maintenance other than an occasional washing.

With all roof types, it's important to make a detailed inspection to check for damage and deterioration that could permit water leaks, which are potentially one of the most damaging and expensive problems that can occur in a motorhome. A leak may be insidious, with water seeping into the roof, side walls and even the floor without any evidence of a leak inside the motorhome. The result can be dry rot and structural disintegration.

Closely inspect all areas of the roof surface; in particular, check where the roof material may have been penetrated, paying close attention around vents, antennas, cables, racks or other



PHOTO: BRAD CLAYTON

hardware. Use a soft plastic kitchen utensil to see if any caulk can be easily lifted away from the roof material. Take care while walking, as roofs can be slippery, especially when wet.

If any area or seam is suspect, clean it with a rubber roof



PHOTO: JEFF JOHNSTON

cleaner or a household cleaner for a TPO or fiberglass roof, let the area dry and re-caulk using lap sealant designed for the roof material, available in RV supply stores. Also check for cracked vent covers and skylights.

EPDM rubber roofing membrane has proven resistant to the sun's rays and is said to last 20 years or more. Although it's somewhat vulnerable to tears from low-hanging branches and stains from tree sap, it is easy to repair (patch kits are readily available).

The material has UV/ozone protection built in, but is subject to gradual oxidation and sloughs off a powdery substance that causes unsightly streaks down the sides of the motorhome when combined with water runoff. Effective rain gutters are the only defense. If streaks occur, they should be washed away frequently.

Manufacturers of rubber roofs caution against the use of any cleaning product or treatment that contains petroleum distillates or citrus compounds.



PHOTO: E. DON SMITH

To clean an EPDM roof, use a cleaner labeled for that purpose and a medium brush, concentrating on limited areas (3 feet by 3 feet) so the cleaner does not run down the sides of the coach, creating streaks that can be difficult to remove. Rinse the area using a sponge and clean water in a bucket before proceeding to the next area. For tough stains, apply the cleaner and scrub repeatedly. When the roof is clean, apply a rubber-roof protectant.

TPO plastic roof material also has built-in UV protection, and requires no maintenance other than washing with a mild soap such as an RV wash. Fiberglass roofs should be treated with an appropriate wax or similar type of protectant. In all cases, take care to flush anything that streaks down the sides of the motorhome with lots of water. ♦

\$205, which didn't solve the problem. A week later, I discovered that the brake switch controls three circuits: the cruise control shut off, the brakelights, and the third circuit goes to the center-mounted brakelight. Yes! There is a separate circuit to the third brakelight!

Needless to say after finding the wire to the third brakelight on the brakelight switch and literally cutting it out of the system, my problem was solved. I have not had a problem with fuses since. This wire is apparently getting pinched and shorted somewhere. I figured that getting the main brakelights working was safer and more important than that third brakelight. I hope this will prevent others from having this frustrating experience.

ROBERT DILLON | BROOKFIELD, OHIO

Thank you for taking the time to write about this, Robert. For those readers who might have the same trouble, this will certainly help them. While an inoperative center high-mounted stop light (CHMSL) isn't that important, it could possibly get

you a ticket from an officer who's a stickler on details. It might also give an errant motorist who runs into the back of you an excuse, since this light is required to work in most states if the vehicle came equipped with it.

WANDERING WORKHORSE

I purchased a new Tiffin Allegro 35 QBA last year that's on a Workhorse W-22 chassis. Can I improve the ride with an air-bag system? The coach has a serious tail-wagging problem. Do I need anti-sway bars or track bars or a steering control?

SLOAN TRIGG | RICHTON, MISS.

Since you asked about air bags, I assume a hard ride is one of your complaints. There are several air-bag systems that you could use, but they are expensive and while they may smooth the ride, they don't do much for swaying or tail-wagging problems.

First take a look at tire pressures. To do this correctly, weigh the coach's front and rear axles separately on a truck scale.

Then go to the tire manufacturer's website and find your tire model and size. Read the chart for the weight you have, then you may go to the minimum pressure required (plus a few PSI to offset slow leakage). Your tires may say 105 PSI for the maximum load, but you may not have enough weight on them to require that much pressure. If you still want a softer ride after trying that, install a set of premium shocks such as Koni FSD; they will give you a better ride and handling.

As far as better steering and sway control, I recommend installing a Davis TruTrac bar in back, the same in the front, a Roadmaster auxiliary rear sway bar and front sway bar, in that order. They are all available from Roadmaster (800-669-9690, www.roadmasterinc.com). Maybe try one at a time if your budget is tight. With all that done you will have a very-good-handling coach that's fun and safe to drive.

TOWING ON THE EDGE

I tow a 2008 Ford Edge, front-wheel drive, automatic transmission, behind my Win-

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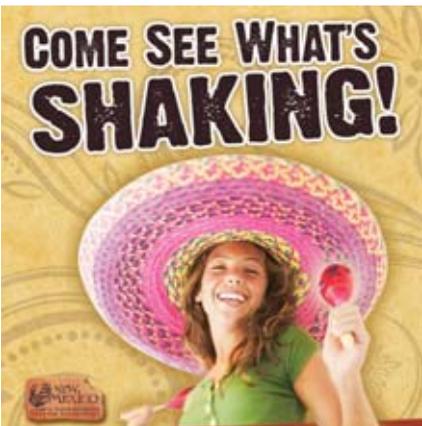
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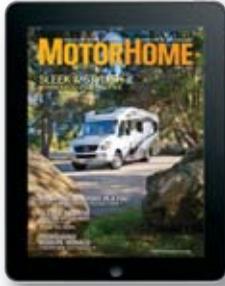
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- Dec. 10: Holiday Lights, Rockhound State Park
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nebago. The Ford owner's manual states that towing is allowed. I've read the towing requirements numerous times to double check what I'm doing. My problem is a strong, hot transmission odor when I unhook and drive the car. It takes up to a half hour for it to go away when driving it. When I stop for fuel or in a rest area I check for the smell and it is nonexistent. It's not the brakes; it's coming from the transaxle. The transmission fluid is hot on the dipstick after driving, but not burned. I think I might be damaging the transmission. I would appreciate any help you can give me.

SCOTT PETERS | OKLAHOMA CITY

We've been hearing of problems like this with several Ford models. Remco (800-228-2481, www.remcotowing.com) has a lube kit that seems to solve this. Give Remco a call. ♦

TO CONTRIBUTE TO COACH & POWERTRAIN, refer to Contact MotorHome, on page 10.

ply in place once again to be certain it has complete clearance, top and bottom. Using the supplied pad, scuff the area where the plate is to be mounted, then clean it with rubbing alcohol and allow it to dry. The next step is to crush the tube of primer at the small black dot and apply the entire contents to the location of the scuffed, prepped area. It takes about 10 minutes for the primer to completely dry.

The exact placement of the mounting plate is critical, as you will only have one chance for proper installation. Hold the plate firmly against the door for a full minute. The next step is to install the ½-inch self-tapping screws through the mounting plate's predrilled holes. Be sure to hand tighten only. The screws help hold the plate in position while the adhesives cure over the requisite 48-72 hours. Once that's done, it's time to install the curved mounting bracket, predrilling the mounting plate with a ½-inch drill bit, which is not included. Then, attach the gas prop to the upper and lower brackets, being certain both ends are engaged firmly on the ball studs. To be sure the newly installed Hatchlift is working properly, open and close the baggage door only once or twice. Then remove the gas prop and allow the Hatchlift mounting plate to fully cure without being under a load. If needed, install the hatch strap to the backside of the baggage door lock with the provided screw. In some cases you may need to install shims, blocks or alternate brackets to best accommodate the lower bracket location.

The installation of the first Hatchlift spring assembly to a baggage door takes about an hour, but once you've become familiar with the process, installation time will reduce by about 15 minutes. A second mounting stud is included with the kit so that the doors will operate under slideouts. Also, the aforementioned shims are now part of the kit, as are alcohol wipes for cleaning the door face.

Hatchlift carries a 12-month warranty and an MSRP ranging from \$31.95 to \$41.95, depending on the size of the door. ♦

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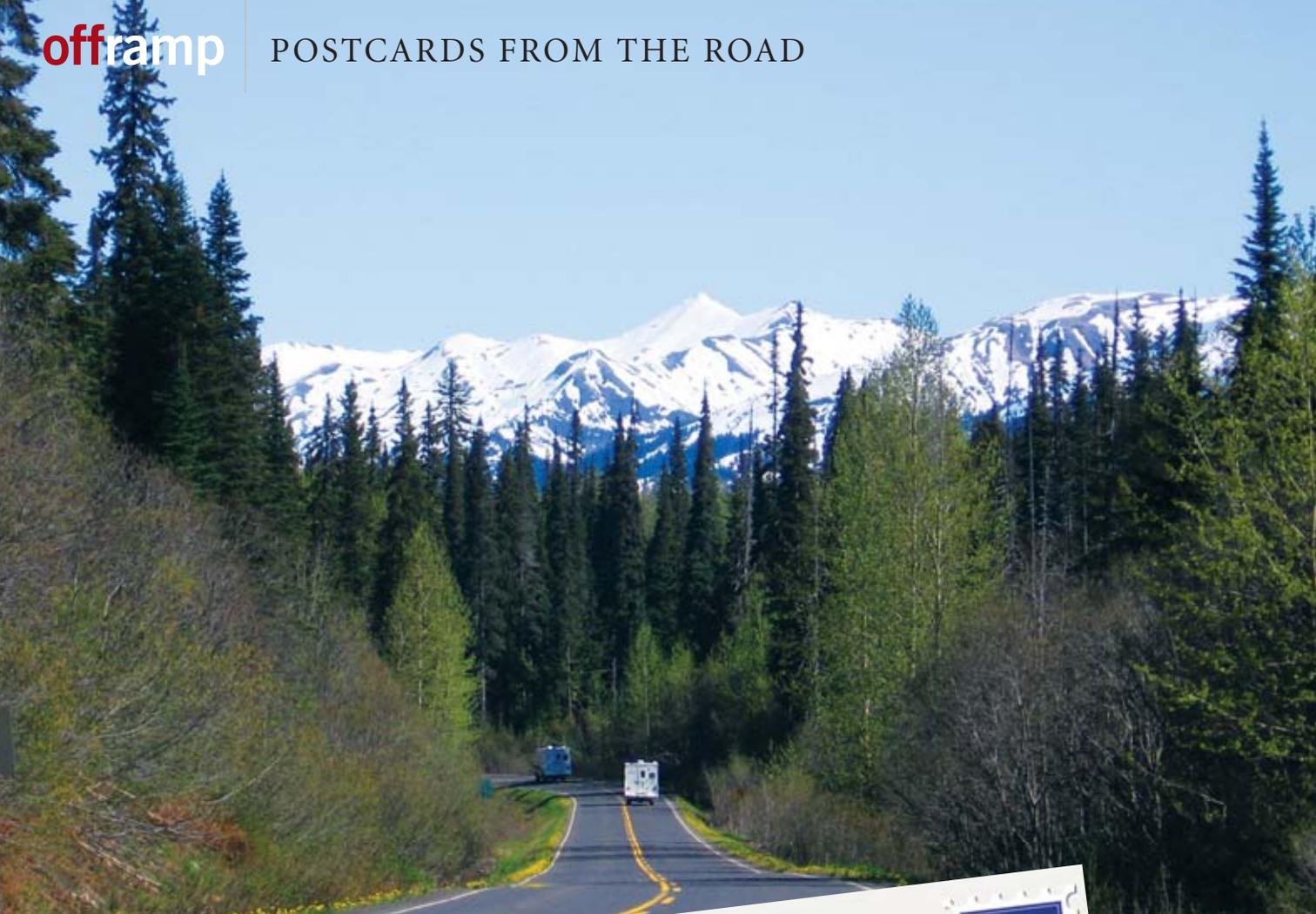
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User Guide

Contents



Last year we took the RV dream trip — driving from Florida to Alaska. What spectacular scenery with snowcapped mountains, rushing streams, wildlife viewing and the vastness of the landscape. This photo is the Cassiar Highway, near Bell 2 Lodge in British Columbia. What a trip it was! We toured 16,455 miles through 26 states and three Canadian provinces.

Bill and Ruth Stoll
Hudson, Florida



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PHOTO: BILL AND RUTH STOLL

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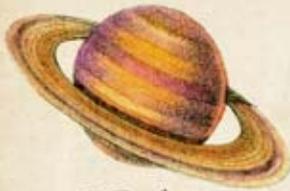


Fig. 1 Saturn



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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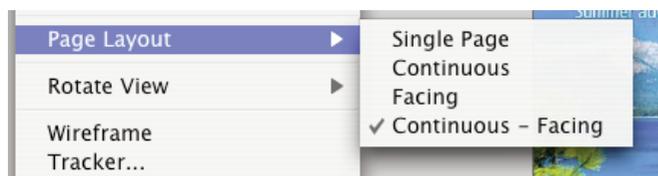


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- Click and drag using the Dynamic Zoom  tool to infinitely control the zoom.



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