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On The Cover: Winnebago's View 24M makes an ideal companion for exploring byways less traveled, near Southern California's Lockwood Valley (see test on page 44). Photo by Chuck Campbell.

TOURING THROUGH HISTORY

The first time I traveled through northeastern Arizona, I was mesmerized by the sheer beauty of the vast high-desert landscape. Going north on U.S. Highway 89 outside of Flagstaff and heading east on U.S. Highway 160 felt pretty lonely at times. But the solitude was a welcome departure from the hustle and bustle of Southern California. What really captured our attention was the rich history of the Native Americans who occupy this region in Arizona.

The tiny towns and pockets of rustic residences that dotted the highway allowed our minds to wander as we rolled up countless miles of two-lane blacktop. While modern conveniences have certainly been injected into the landscape, just wondering how life was in the early days of America got us hooked. From the first time we stopped to buy Navajo jewelry at a roadside stand, we became students of the history of this area, exploring as much territory as possible and eventually becoming collectors of Native American art.

We rarely made the trip in summer; our trips typically were in December and January with final destinations around Durango, Colo. But the payoffs in winter were the lack of crowds and the spectacular scenery, especially after the landscape was dusted by a recent snowfall. No doubt the best time of the year is in the spring when the weather is just about perfect.

I love traveling through towns with names like Tuba City, Cow Springs, Kayenta, Mexican Hat, and Teec Nos Pos. Of course, most of the towns along the highway have become commercialized, but it's interesting to unleash our imagination and visualize how Native Americans actually survived in this rugged area.

Our journeys through this region of the West always included a stop at Four Corners Monument where Arizona, Utah, New Mexico and Colorado converge (see page 26). We never tired of stretching our bodies to touch all four states at the



same time, and we have lots of pictures of our family members in silly poses that keep those memories alive.

There's so much more to explore in this part of the country. Beyond the fact that we're obsessed with stopping at the trading posts along with way — including our self-imposed mandatory visit to the Hubbell Trading Post in Ganado, Ariz., the oldest continuously operating facility of this type on the Navajo Nation. Hubbell Trading Post is now part of the National Park Service and is a wonderful historic site. We hardly ever leave empty-handed.

Must-sees in this area are Canyon de Chelly National Monument, which is not that far north of Ganado. I guarantee you'll enjoy the Jeep tour through the park. And, of course, Monument Valley is another great place to visit as you meander closer to the Utah border. The discoveries can be endless as you roam through the Navajo Nation and the Hopi Reservation.

From here, the possibilities are numerous. As previously mentioned, we like to spend time in Durango, where a ride on the Durango and Silverton Narrow Gauge Railway train is always on our to-do list. We've made this train trip many times, and the scenery is even more eye-popping in winter than during the summer, even though the round-trip is shorter because of the weather.

The areas surrounding these Native American lands are perfectly suited for motorhome travel. You can follow the snowbirds to Phoenix, Tucson and outlining areas, or take in the vistas of the Grand Canyon. You might consider continuing north and visiting Marble Canyon, spending a few nights at Lees Ferry — a near-perfect destination in spring. Accommodations are sans hookups but the scenery will surely compensate for "roughing it."

I think I just talked myself into another trip. ♦

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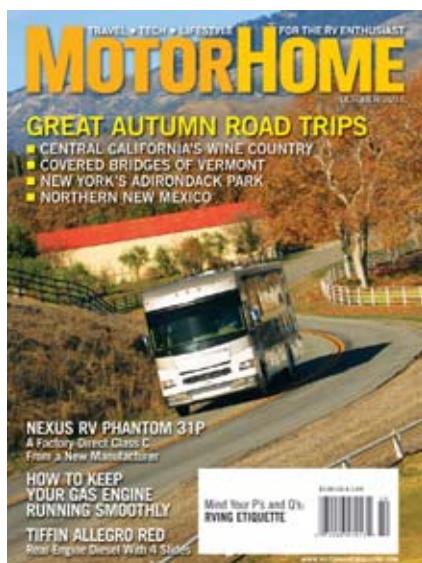
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“IF YOU’VE EVER EXPERIENCED A MECHANICAL BREAKDOWN WHILE ON THE ROAD, HOW DID YOU REMEDY THE SITUATION? DID ANY INDIVIDUALS OR COMPANIES COME TO YOUR RESCUE?”

That’s the question we asked in our October 2011 issue, and here are some of the replies we received.

MACGYVER TO THE RESCUE

We were on our first major trip out West in our Blue Bird Wanderlodge (pulling the long grade up Interstate 70 west of Denver) when I heard a noise. My wife looked out and said the step had just deployed; at the same time the “low air pressure” alarm sounded. We tightened our seat belts and, sweating bullets, drove to the first place we could stop.

We called Good Sam Emergency Road Service and the operator was very kind and helpful. Yes, we could get a tow back into Denver, but the only big tow truck available had just been dispatched and was towing another RV back to Denver.

I knew I couldn’t hear an air leak with the engine running, but I had an auxiliary air compressor on board. I started the generator and flipped on the 115-volt compressor; then told my wife to walk behind the bus and listen for an air leak. She shouted, “I hear it!” It turned out to be a chaffed plastic line running from a pressure reducer to the bulk oil sump. I got my duct tape, a couple of spare hose clamps (friends, if you don’t have a toolbox like a Dixie garage, stay home!) and MacGyvered my temporary repair.

We built up pressure and lumbered down the mountain. At the first exit I called Good Sam to wave off the tow. Then we unhooked the dinghy and drove to a NAPA store. I went in with the connectors and asked the guy if he had anything like them in stock. His answer, “How many and what size?” warmed my heart.

Lessons learned? I now carry enough air fittings and connectors to stock a truck stop; I also carry an additional air compressor and enough high-pressure hose to reach from one end of the bus to the other; I renew my policy with Good Sam faithfully (you won’t always be this lucky) and I never venture away from home without my wife.

BILL MCNEW | FAYETTEVILLE, GA.

MOBILE RV REPAIR

We bought our coach in November 2010 and set off on a snowbird adventure to Arizona. Being brand-new to a diesel motorhome, when our fuel gauge read one-eighth, we pulled into Flying J in Winnemucca, Nev., only to have the engine die less than 50 feet from the pump. Now knowing not to trust the gauge below a quarter tank, but not knowing the trick of trying to add 10-15 gallons before trying to restart the engine, we called our insurance company for road service. It recommended a shop that wanted to tow the coach. Meanwhile, my husband found Dave Schirrick, a mobile mechanic. While Schirrick was working, we exchanged stories of our families and became impressed with his service and work ethic. He stuck with us until he had the engine up and running.

JUDITH A. FARREY | VIA EMAIL



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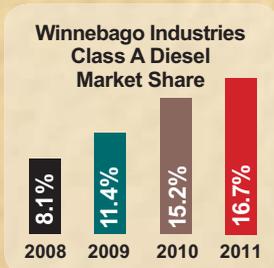
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ROAD ANGEL

While traveling north on Interstate 5, six miles north of Dunnigan, Calif., I experienced a loss of steering while driving our 2005 Newmar Kountry Star 35-foot motorhome. Luckily, I was able to drift to the shoulder and park the coach. The previous week, I bought OnStar FMV and installed it myself. I pushed the emergency button on the OnStar unit and explained my situation. Within a few minutes I received a call indicating a tow truck from Woodland, Calif., would be arriving within 60 minutes. During that time, OnStar called three times to ensure we were OK. Rich Johns from Citizens Towing & Impound arrived and he was able to get us on the road again without having to be towed back to Woodland. Johns is a road angel and a great guy!

PRESTON T. BROWN
COPPERPOLIS, CALIF.

PROFESSIONAL PROGRESSIVE

Returning home from Monterey, Calif., my wife was driving our 2004 Monaco Lapalma when we struck a construction barrel blowing across the highway. Moments later, an atomic-sized explosion erupted from the back. My wife's skillful driving brought us to a stop on the side of the highway. I got out to find the right rear inside tire gone along with all of the inside fender, most of the gray-water and black-water tanks, and a good chunk of the 12-volt wiring harness — what was left looked like a Phyllis Diller hairdo.

I called our insurance carrier, Progressive, and it sent out Reedley Tire Emergency Service. After they installed the tire, right there on the highway, we limped home. A very professional, understanding Gordon Jacopi from Progressive was at our house a few days later with a check to cover all the repairs. He supplied a list of repair facilities in our area that Progressive would guarantee. I chose Smooth As Glass in Riverbank, Calif. We are now back on the road good as new.

RICHARD AND ELMA HANHART
MADERA, CALIF.

MODEL-T FORDS AND HORSES

Seeing as how I am considerably older than R.J. Leger, I also know about the simple things in life ("The Simple Motor-

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home Life,” October 2011). Model-T Fords and horses worked well many years ago when there were few, if any, roads, but people also died very young from a worn out body in those days. I was self-employed most of my life, and I worked very hard for those dollars. Now at age 81 I have a nice diesel-pusher. When I stop and want to watch TV, I lean back in the recliner, relax and have a cool one with ice handy from the refrigerator. Leger’s van costs a lot less, but I’ll take the extra work to keep mine going any day of the week and there is plenty left for the kids.

RICHARD EVANOW
CRESCENT CITY, CALIF.

NEW LIFETIME SUBSCRIBER

Loved the comments by Audrey Maloon, “A Truly Faithful Subscriber,” October 2011. I just wanted to jump into the RV, drive to her house and take her to the nearest RV center. What a character she must be. Could you possibly give her a lifetime subscription to MotorHome?

SHIRLEY CLABAUGH | MACON, GA.

Consider it done, Shirley. It is our pleasure to give Mrs. Maloon a free lifetime subscription to MotorHome.

NO SHORTCUTS, PLEASE

I appreciated the comments made in Bob Livingston’s October 2011 On Ramp editorial as well as the column, “RVing Etiquette” by Joe and Vicki Kieva. I agree that we all need to be reminded of how to live in peace with our neighbors, no matter how long or short the relationship lasts. I was somewhat disappointed, however, that the Kievas didn’t list, as Livingston did, the problem with people cutting through campsites. As RVers who average 150 to 200 nights a year on the road, this has become one of our pet peeves.

Recently, we stayed in an upscale RV resort and paid premium prices for our site. We thoroughly enjoyed the ambiance and amenities of the RV park but were disappointed when, every day, at least four or more people walked through our site: walking on our patio, tripping over the satellite dish cable and disturbing us and our two small dogs. It’s disconcerting when strangers walk right through your site without even excusing themselves.

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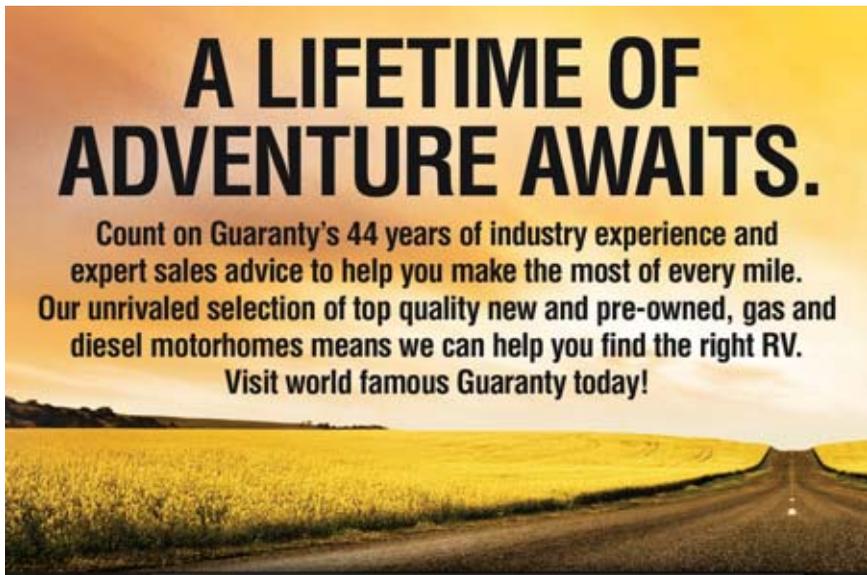


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P.O. BOX

I would like to see more comments and articles in the magazine to help educate (re-educate) both newcomers and old members of the RVing fraternity to the courtesies and etiquette that should be observed among RVers.

BILL COOPER | NAMPA, IDAHO

CUT-THROUGH CONUNDRUM

Campground etiquette was covered in the October 2011 issue and I agree with you on that subject. When people cut through our site I'd like to ask them not to cut through but I also want to get along with my fellow campers. It's a tough subject to straighten out and campground education is the only resolution to the issue.

**RANDALL A. ANDERSON
FAIRFIELD, CALIF.**

KIDS THESE DAYS

Joe and Vicki Kieva's column in the October 2011 issue ("RVing Etiquette") was right on. There are more people being rude at campgrounds and all of the Kievas' points hit the nail on the spot. However, they left out one important issue: children. Nothing raises the hair on the back of my neck like sitting down to dinner, watching the sunset, and hearing the child next door let out a shriek that would curl your toenails and boil your ice tea. When we raised our kids, they were taught to scream only if they were in trouble, and I'd come running.

How about the errant 10 year old who rides his bicycle up and down the street with one of those annoying little bells that he rings constantly. When you politely ask him to stop using the bell, he stares at you and rings the bell harder. And every time he passes your RV, he gives out an extra three rings, just for you.

I know not all kids are unruly, but it seems parents either do not instill or enforce proper campground etiquette. I am at the point of looking for adult-only parks or asking for the adult section when a lot of children are around. That's unfortunate, because we meet a lot of nice families on the road, but it just takes one to ruin your holiday.

DAVE ROGERS | SPRING VALLEY, CALIF.

GENERATOR STACKING

The October 2011 topic about RVing eti-

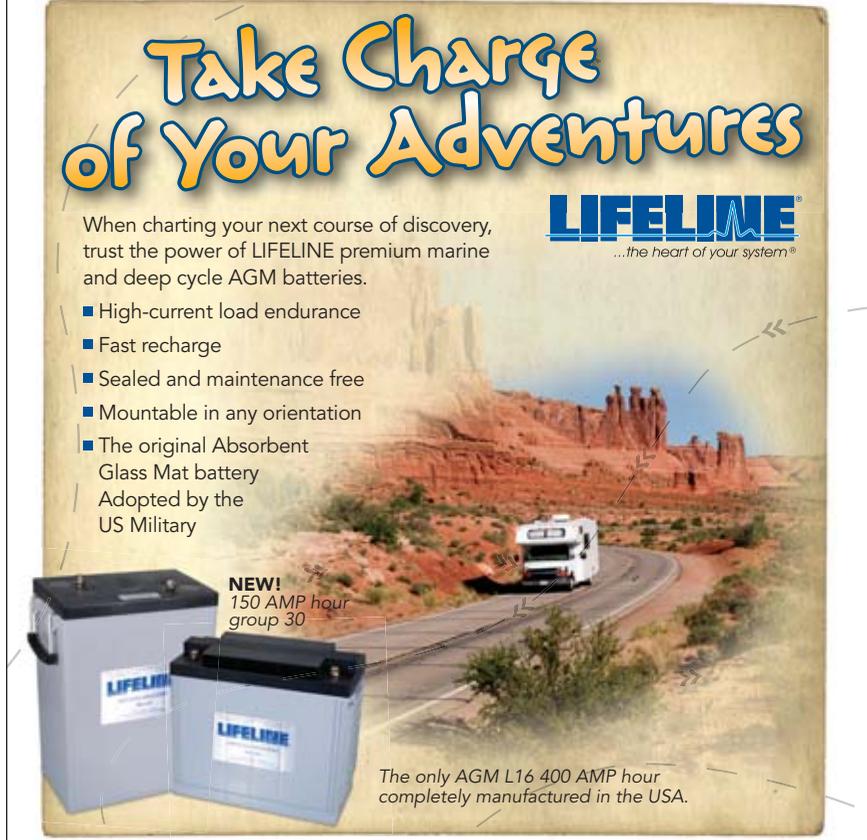
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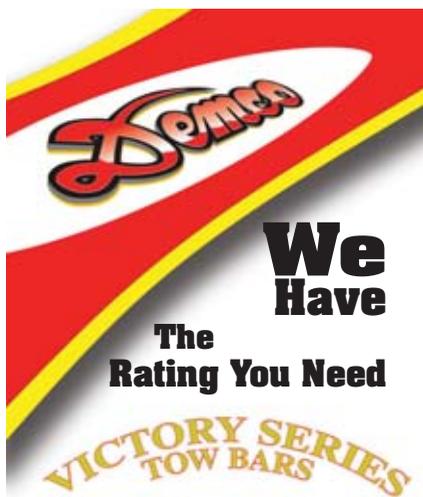
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P.O. BOX

quette was very good, but the part about generators didn't go far enough. People should always use a stack for their generator to put the fumes above the RV. Before we bought ours, we were camping, and running our generator, when the carbon monoxide detector went off. The same night, people beside our friends were running their generator and our friends' detector went off. They got sick from the fumes. Now we both use stacks. You can buy a generator exhaust system at Camping World for less than \$200.

**ED AND ELAINE LIPSCOMB
EGLON, W.VA.**

AUTUMN CAMPSITES MISSING

I just finished reading your October 2011 issue, which I enjoyed very much. When we took a trip in 2010 to see the fall colors in New England, we found out the hard way that a little advance planning is necessary.

Since traveling to New England in autumn appeared to be something done by millions of visitors, we expected the tourist industry to be in full bloom. What we found, however, is that most of the campgrounds were already closed for the season, along with many of the shops and attractions.

To our dismay, we found out about some of the campground closures after we drove down a narrow lane only to find a chain across the entrance. You would think there would be a notification sign on the highway that the campground was closed. We had a great deal of difficulty getting back out of some of these roads.

Part of the charm of taking trips like this for us is not planning ahead and just letting curiosity lead us where it will. Unfortunately, it doesn't always work out too well when you are traveling in an RV. We will know better next time!

ROBERT EVANS | VIA EMAIL

QUESTION:

When you're planning a trip, do you book all of your overnight sites in advance, let curiosity plot your course, or a combination of the two?

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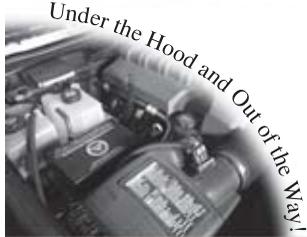
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January 2012 | **MOTORHOME**

COMFORT CONSIDERATIONS

Adventurous motorhome owners experience all kinds of weather and temperature conditions during their travels. So, when selecting a new motorhome, it only makes sense that their primary list of accessories and options should deal with keeping the interior of their rig as comfortable as possible.

Roof-mounted air conditioners probably top the list. It is just about impossible to avoid hot weather in the summertime. One or more roof-mounted air conditioners provide welcome relief when the outside temperature and humidity become unpleasant.

AC generator power is frequently used to operate the roof air conditioners when an electric hookup is not available, and not just while parked. Sometimes a motorhome's dash air just isn't adequate. So, it's not unusual for motorhome owners to operate their roof air conditioners on generator power while driving down the highway. A side benefit is that the refrigerator also operates on the electrical power produced by the generator.

Dual pane windows are an expensive option but they really do help insulate the interior of a motorhome from exterior temperatures. They are also effective in insulating against outside noise like traffic, trains and aircraft.

Awnings above all the motorhome's windows will help prevent the glass from radiating heat to the inside of the coach. Awnings also shade the windows and keep the sun's rays from

heating the interior. Here is a tip: Whenever possible, park so your streetside wall faces north or east. This will protect the streetside wall from the hot afternoon sun. Extending your patio awning will shade your curbside wall.

Windshield covers that block most of the sun's rays but still admit light and allow you to see what's going on outside are very popular. Consider the type that mounts inside the windshield. This keeps the cover clean and dry. On the other hand it also allows the outside of the windshield to receive the full brunt of the sun's rays.

High-volume roof vent fans are sometimes all you need to keep the interior of your motorhome comfortable.

DUAL PANE WINDOWS ARE AN EXPENSIVE OPTION BUT THEY REALLY DO HELP INSULATE THE INTERIOR OF A MOTORHOME FROM EXTERIOR TEMPERATURES. THEY ARE ALSO EFFECTIVE IN INSULATING AGAINST OUTSIDE NOISE LIKE TRAFFIC, TRAINS AND AIRCRAFT.



Here is a tip for warm summer evenings when you can't (or don't want to) sleep with the air conditioner on: Close all the windows in your RV. Open the windows on both sides of your bed 1 or 2 inches. Turn your roof vent fan to its highest exhaust setting. The fan will draw cool outside air through the bedroom windows and create a slight draft of cool air across your bed.

Roof vent fans can also be used to reduce the condensation that forms on the inside walls and windows of your motorhome during cold weather. Close all the windows. Now, open a window at each end of the coach about half an inch. Turn the roof vent fan located closest to the center of the motorhome to its lowest exhaust setting. The fan will draw dry outside air through the slightly open windows and exhaust the moist interior air through the roof vent. The moisture will be exhausted faster if the fan is set to a high speed. But it will also cool down the coach's interior. A low-speed setting will give the incoming air time to warm as it flows toward the exhaust fan.

Roof vent covers will allow you to open the vent lids and operate the roof vent fans during wet weather. You will also be able to drive down the highway with your roof vent open knowing the vent lid will still be there at the end of the day.

A portable 120-volt AC heater will augment your motorhome's space-heating system. During cold weather, use your RV's LP-gas furnace to warm up the interior of your coach. Then turn on a small portable electric heater in your living room area. The electric heater will keep you warm and cozy and, at the same time, minimize the operation of the LP-gas furnace.

Finally, a microwave/convection oven will do just about anything a gas oven will do, except heat up the interior of the RV — something the cook will appreciate on a hot day. A gas oven is nice, though, when you don't have electric hookups and don't want to disturb the peace and quiet with your generator.

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



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escapes

by MEAGHAN ALFIER

EVENTS | NOTEWORTHY | WHEELS & GEAR | CROSSROADS

The eastern Sierra Nevada in Northern California contains Mount Whitney, the highest peak in the continental United States at 14,505 feet. While hiking Mount Whitney is determined by a lottery system due to its popularity most of the year, there are several area campgrounds that provide access to recreation opportunities for the less ambitious hiker and RVer.

The Inyo National Forest is made up of 2 million acres of crystal blue lakes, mountain trails and panoramic views. No matter what season you visit, there are activities for the whole family including skiing in the winter, and camping, hiking, off-road-vehicle and equestrian use during the warmer months. Interagency Visitor Center in Lone Pine

offers a wealth of information about the area.

Mount Whitney Family Campground, open seasonally, has a small trout pond and is across from the Mount Whitney Portal Store that has supplies and serves a pancake breakfast and hamburgers that are favorites among campers. Lone Pine Campground is right at the base of Mount Whitney on a sagebrush flat, and offers slightly warmer temperatures than other parts of the area and also good creek fishing for trout. There are no hookups at either campground, but the unadulterated scenery and access to the wilderness make this a location that's worth making the advance preparations for boondocking.

For more information, call 760-876-6200 or visit www.fs.fed.us.

BOONDOCKER'S PARADISE

MOUNT WHITNEY RANGER DISTRICT IN INYO NATIONAL FOREST OFFERS DIRECT ACCESS TO THE WILDERNESS

PHOTO: CALIFORNIA TRAVEL AND TOURISM COMMISSION/ANDREAS HUB

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PHOTO: KAYLIN RODRIGUEZ

JAN. 20-22

Sample, taste, savor and delight in some of the finest chocolate from the Northwest and beyond at the seventh annual **ChocolateFest** at the Oregon Convention Center in downtown Portland, Ore. Enjoy chocolate and wine pairings and become a chocolate aficionado by attending presentations and demonstrations. The event benefits the local nonprofit World Forestry Center, which is dedicated to teaching about forests and trees of the world and environmental sustainability; 503-228-1367, www.chocolatefest.org.

ances include lion and dragon dancers, kung fu, folk dances, a lantern parade and Asian Story Theater. Cultural displays and educational crafts at the children's area make this a fun event for the entire family; 619-398-7025, <http://sdcny.weebly.com>.

JAN. 29 | Get your fill of shellfish at the world's largest oyster festival, the 29th annual **Lowcountry Oyster Festival** in

Mount Pleasant, S.C. Named one of the "top 20 events in the Southeast" by the Southeastern Tourism Society, highlights of the event include oyster shucking and eating contests, live music, a variety of domestic and imported beer, a food court showcasing cuisine from local restaurants, and a children's area with pony rides and jump castles; 843-577-4030, www.charlestonrestaurantassociation.com.

JAN. 7-22 | You might feel like you're in the minority as a human being at Colorado's largest trade show, the **National Western Stock Show** in Denver. Also known as the Super Bowl of livestock shows, it boasts more than 30 breeds of cattle, horses, bison, yaks, sheep, goats, llamas, stock dogs, poultry and rabbits. Food, shopping, the world's only carload and pen cattle shows, dancing horses and show-jumping competitions round out the entertainment; 303-295-6124, www.nationalwestern.com.

JAN. 25-30 | Before the snow melts away, don't miss the chance to look at snow sculptures at one of the top snow-sculpting events in North America, **Zehnder's Snowfest** in Frankenmuth, Mich. Visitors can enjoy larger-than-life snow sculptures and beautifully detailed ice carvings by children, high school students and professionals, including the U.S. National Collegiate Ice Carving Competition. Then warm up in a tent with a variety of food and beverages, watch fireworks, visit the petting zoo and more. Area campgrounds

include the Frankenmuth Jellystone Park and Pine Ridge RV Campground; 800-863-7999, www.zehnders.com.

JAN. 27-29 | Experience the traditions and culture of the Native American people at the fifth annual **Sarasota Indian Festival** at the Sarasota Fairgrounds in Sarasota, Fla. Find handmade, one-of-a-kind fine arts and crafts, paintings, pottery, jewelry, sculpture, bead work, leather work, and feast on Native American food. Performances include traditional Native American drumming, singing and various styles of dance throughout the weekend; 941-924-2784, www.myspace.com/sarasotaindianfestival.

JAN. 28-29 | The San Diego Chinese Center (SDCC) hosts the 30th annual **San Diego Chinese New Year Food and Cultural Fair** in San Diego. The SDCC strives to meet the needs of the Chinese community within San Diego and serve as a cultural bridge between the Chinese and non-Chinese communities. Food and commercial booths provide great shopping, while continuous live perform-

RV SHOWS

JAN. 4-8
Ohio RV Supershow
Cleveland; 216-970-7500

JAN. 6-8
2nd Annual New Mexico RV, Boat & Travel Show
Albuquerque, N.M.; 800-736-5958

JAN. 6-8
23rd Annual North Carolina RV & Camping Show — Greensboro
Greensboro, N.C.; 804-425-6556

JAN. 6-8
Knoxville RV Super Show
Sevierville, Tenn.; 941-780-0538

JAN. 11-14
22nd Annual Colorado RV Adventure Travel Show
Denver; 800-848-6247, ext. 414

JAN. 11-15
Florida RV SuperShow
Tampa, Fla.; 813-741-0488

JAN. 12-16
Chicago Boat, Sports, & RV Show
Chicago; 800-985-2401

JAN. 13-15
26th Annual Washington Camping RV Expo
Chantilly, Va.; 804-425-6556

JAN. 13-15
RV & Campgrounds Show
Allentown, Pa.; 610-360-3253

JAN. 13-15
St. Louis Vacation & Travel Show
St. Louis; 314-355-1236

JAN. 13-16 & 20-22
Cincinnati-Dayton RV Supershow
Vandalia, Ohio; 941-780-0538

JAN. 14-22
The Original Pittsburgh RV Show
Pittsburgh; 304-864-5157

JAN. 19-22
Inland Northwest Show and Sale
Spokane, Wash.; 509-466-4256

JAN. 19-22
Kansas City Boat & Sportshow
Kansas City, Mo.; 314-821-5400

JAN. 19-22
Fort Myers RV Show
Fort Myers, Fla.; 239-482-6006

JAN. 20-22
27th Annual Central Gulf Coast Boat, Sport & RV Show
Lake Charles, La.; 888-948-1355

JAN. 20-22
North Carolina's RV Show
Raleigh, N.C.; 800-478-2324

JAN. 20-22
Rhode Island RV & Camping Show
Providence, R.I.; 800-441-0013

JAN. 20-22
New Jersey RV & Camping Show
Edison, N.J.; 804-425-6556

JAN. 21-29
29th Annual Sports, Vacation & RV Show
Quartzsite, Ariz.; 714-377-7940

JAN. 26-29
2012 Mid-America RV Show
Kansas City, Mo.; 800-848-6247

JAN. 26-29
Ocala RV Show
Ocala, Fla.; 813-714-0488

JAN. 27-29
Kalahari RV & Camper Show
Sandusky, Ohio; 941-780-0538

PHOTO: ERINN CHALENE COSBY



TOP ENTERTAINERS **BILL COSBY & MARTINA MCBRIDE** HEADLINING FIRST 2012 GOOD SAM RALLY

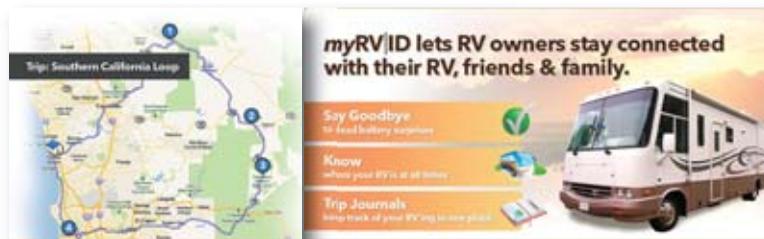
Meet fellow RV enthusiasts, see big-name entertainment, attend any of 120 seminars, stroll the trade show and check out the latest RVs and accessories at the first of three 2012 Good Sam Rallies, starting in Phoenix at the Phoenix International Raceway, March 22-25.

Country music superstar Martina McBride and stand-up comedian, actor and author Bill Cosby are both headlining the year's first Good Sam Rally, presented by DISH Network.

Registration for the four-day event is open at www.therally.com. Early Bird pricing is available, and Good Sam members save \$20. Thirty-amp electrical hookups are also available for attendees.

For more information or to register, call 877-749-7122 or visit www.therally.com. — *Tom Kaiser*

NEW REAL-TIME VEHICLE- INFORMATION TOOL



A company in California has introduced a new GPS-based wireless system that can be installed in a motorhome to provide consumer maintenance alerts, be used as a hub for an Internet-based social network and provide a "LoJack"-type service if the RV is stolen.

"If the unit is in storage mode, if your motorhome moves, you receive an alert and you can get online and see precisely where it is in real time," said Jon Corn, president of RV-ID Inc., Solana Beach, Calif.

Motorhome owners with RV|ID installed and who subscribe to the service can establish a Facebook-like network using a "myRV|ID" portal that allows trips to be recorded with personal notes attached and the location of an RV to be shared with invited family and friends, simplifying the task of finding a fellow camper at a busy rally.

Currently, RV|ID is being installed in several motorhome lines, including all Coachmen RV Class A motorhomes sold in California, Texas and Florida with plans to take the program nationwide. In addition, Coachmen includes a six-month subscription to myRV|ID, which costs \$14.99 per month.

While RV|ID currently is available only through installation by manufacturers, Corn said eventually the service will be sold directly to consumers or at the retail level through RV dealers. Consumers also can ask their unit's manufacturer to install RV|ID when ordering a new unit, he said. — *Bob Ashley*

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News Briefs

The **National Park Service (NPS)** has announced its Fee Free Days for 2012. To encourage Americans to explore America's natural beauty, rich history and culture, the NPS will waive admission fees on 17 days this year. The dates are Jan. 14 to 16 (Martin Luther King Jr. weekend), April 21 to 29 (National Park Week), June 9 (Get Outdoors Day), Sept. 29 (National Public Lands Day) and Nov. 10 to 12 (Veterans Day weekend). In addition, the Bureau of Land Management, the U.S. Fish and Wildlife Service, and the U.S. Forest Service will waive entrance and standard amenity fees Jan. 14 to 16, June 9, Sept. 29 and Nov. 10 to 12. The U.S. Fish and Wildlife Service will also have a fee free day on Oct. 14 in recognition of National Wildlife Refuge Week. The Bureau of Reclamation will waive standard amenity fees on Sept. 29 and Nov. 12. More information is available at www.nps.gov/findapark/feefreeparks.htm.

Fan-Tastic Vent Co. is introducing a line of upgrade kits that allow RVers to take any Fan-Tastic Vent or Create-A-Breeze high-powered ventilator and upgrade it with additional user-friendly features typically found on higher-end fans. The company says Fan-Tastic Vent upgrade kits can be installed in just a few minutes and do not disturb the exterior factory waterproof seal. For more information call 800-521-0298 or visit www.fantasticvent.com.

Newmar Corporation has introduced a new wheelchair-accessible floorplan for the Canyon Star 3911 gas motorhome for 2012 in response to customers' requests. It features a 48-inch-wide power wheelchair lift with a wired remote control; a 30-inch-wide path from the front of the coach to the bed when the unit is in travel mode; a large open floor area next to the bed; a roll-in shower with seat, grab handles and a medicine cabinet with low mirrors in the lav; a microwave that is situated below the cooktop; and switches that are located in a cabinet behind the passenger seat for easy access. Base MSRP for the Canyon Star 3911 is \$156,492.

To commemorate its 10-year anniversary, **Las Vegas Motorcoach Resort** has rebranded itself as **LVM Resort** and launched a new website, www.lvmresort.com. The resort grounds feature a 10,000-square-foot premium clubhouse, owners club, nine-hole putting course, two tennis courts, spa center, fitness center, bath houses, swimming pools, whirlpools and a laundry facility.





ROLLED CURB FIX

Rolled curbs can wreak havoc on your motorhome with the bone-jarring shock they produce when driven over. This shock can misalign wheels, cause extensive tire wear, increase fuel usage and damage steering components. **Bridjit Curb Ramps** — made in the USA of recycled tires — ease the transition from street to driveway by up to 80 percent and can be installed in just 15 minutes.

The three-piece ramp system is designed to provide coverage for a driveway up to 12 feet wide; additional 4-foot center sections can be added for a wider driveway. They will also not impede drainage and do not need to be anchored to the ground, according to the company. A standard three-section set retails for \$299.

Bridjit Curb Ramps, 877-522-6611, www.bridjit.com.



COMPACT SNOW SHOVEL

Just because snow is falling doesn't mean your travels need to come to an end. As long as you've made all the necessary preparations for cold-weather RVing, and have a handy snow shovel like the **True Temper AutoBoss** in your motorhome, you can enjoy the benefits of this chilly and peaceful season.

The AutoBoss is a lightweight, portable snow shovel that extends and locks into place securely and folds back up for easy storage. It provides 150 square inches of coverage capacity and has multiple hand placement options for comfort and control. It retails for \$12.99.

Ames True Temper, 800-393-1846, www.amestruetemper.com.

PRETTY AND POLISHED

With spring cleaning right around the corner, now is a good time to stock up on the cleaning products you'll need to get your rig ready for travel season. Keep your metal and chrome looking its best with Shurhold Industries' **Buff Magic** surface reconditioner and metal polish, safe for use on steel, aluminum, brass, bronze, copper, gold and other precious metals.

The compound can be applied by hand or with an electric buffer. Its formula contains proprietary abrasives that break down into smaller particles to transform a dull surface into a glossy one without having to switch products. It also removes oxidation, clear-coat staining, rust, tarnish and some scratches, according to the company. A 22-ounce can retails for \$28.98.

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





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- North Carolina RV & Camping Show
- Atlantic City RV & Camping Show
- Colorado RV, Sports, Boat & Travel Show
- Rhode Island RV & Camping Show
- Virginia RV Show
- Summer Boat & RV Super Sale
- North Carolina Fall RV Show & Sale
- Big East Powersports Show
- Rocky Mountain Snowmobile Expo
- Atlantic City Fall RV Show
- St. Paul Ice Fishing & Winter Sports Show

For dates, times and more information visit:

AffinityRVShows.com

escapes

CROSSROADS



POET OF THE PEOPLE'S SOUTHERN RETREAT

Three-time Pulitzer Prize-winning writer, Carl Sandburg, is best remembered for his books of poetry, which often focused on Chicago and his time spent in the Midwest, as well as his collection of whimsical stories for children, "Rootabaga Stories." Sandburg and his family moved to the Connemara estate in Flat Rock, N.C., in 1945 for the peace and solitude for writing, and enough pastureland for his wife to raise champion dairy goats. In 1974, seven years after Sandburg's death, the National Park Service opened the property to the public as Carl Sandburg Home National Historic Site.

Visitors can take a guided tour of the Sandburg residence, which is furnished with the original belongings of the Sandburgs to reflect what it was like when they lived there during the 1950s. The 264-acre property also offers a dairy goat farm, rolling pastures, five miles of hiking trails, lakes, ponds and a variety of flowers and gardens. The park amphitheater hosts live performances of Sandburg's works during the summer.

For more information, call 828-693-4178 or visit www.nps.gov/carl.

LOVE-LOCKED IN NEVADA

If you're looking for an unusual romantic spot to take your copilot this upcoming Valentine's Day, look no further than the town of Lovelock, Nev. Surrounded by beautiful country that recalls the Old West with caves and ghost towns, Lovelock is much more than a hokey tourist stop.

In 2006, Lovelock adopted the ancient Chinese custom of symbolically locking one's love on a never-ending chain. Throughout China, particularly in the Yellow Mountains and at the Great Wall, lock-laden chains are a common sight and this tradition has started to spread to other parts of the world. Visitors to Lovelock can pick up a lock at any of the participating businesses in town, attach their lock to the metal chains in Lovers Lock Plaza by the historic courthouse, and then throw away the key or keep it as a souvenir. Full hookups are available at Lazy K Campground & RV Park in town, or drive about 22 miles north to Rye Patch State Recreation Area for more primitive camping.

For more information, call 775-273-7213 or visit www.loverslock.com. ♦



PHOTO: CHRIS TALBOT

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LOST WILDERNESS OF THE SEMINOLES

NATIVE AMERICAN HISTORY IS ALIVE IN THE SWAMPS OF THE WITHLACOOCHEE STATE FOREST AREA IN WEST-CENTRAL FLORIDA

The 86-mile-long Withlacoochee River passes through a wonderland of swamps, marshes, springs and lakes before emptying into the Gulf of Mexico.

Travelers hunting for the true character of Florida need to look away from the touristy epicenters of Orlando or the jam-packed Gold Coast. Exit off the freeway toward the 110,000-acre Green Swamp near Dade City, northeast of Tampa, and discover the 86-mile-long Withlacoochee River — a native Muskogean name that means “little big water.”

While four rivers originate in the massive, stewing Green Swamp, the Withlacoochee begins in northern Polk County and snakes northwest and then west, before emptying into the Gulf of Mexico near Yankeetown. It is a wonderland of forests, swamps, marshes, springs and lakes that provide refuge for large alligators, the elusive Florida panther and a variety of other wildlife.

Out here, the tropical environment is saturated with moisture and teeming with plant and animal life. Human residents are friendly, but everything and everyone moves slower here — a time-honored, nature-backed coping mechanism for surviving with the sultry conditions. Away from the condo towers and sprawling resorts found elsewhere in the Sunshine State, these swampy grounds and swaying grasses are the heart of Florida.

A PAINFUL HISTORY ON DISPLAY

The 1823 Treaty of Moultrie Creek provided a 4 million-acre reservation in the central portion of the state for various groups of Native Americans collectively called the Seminoles. This area included most of the Withlacoochee River and the Seminole stronghold known as Cove of the Withlacoochee, located near present-day Inverness.

In this scenic wilderness, the Seminoles were supposed to live under the protection of the federal government. But the treaty did not last. The result was the 1834 Treaty of Payne’s Landing



Beautifully costumed Seminole warriors provided plenty of opportunities for photos after the battle re-enactment. Riverside Lodge & RV Park offers several sites overlooking the Withlacoochee River.



Clockwise from top left: A reproduction of the log breastworks marks the site where most of the soldiers of the Dade Command met their fate at the hands of several hundred Seminole warriors. The beautiful waterfalls in Rainbow Springs State Park are man-made and remain from the days when the spring was a private attraction. The Old Citrus County Courthouse sits on the north end of Main Street in Inverness. It has been beautifully restored and is today the site of the Heritage Museum.

An annual re-enactment of the battle is held in late December or early January. The next re-enactment will be held Jan. 7-8, 2012. The park has six nice picnic pavilions and there is daytime parking for RVs.

THE FLORIDA LESS TRAVELED

We packed up and headed for Inverness and our site on the Withlacoochee River, at the Riverside Lodge & RV Resort. The park is located five miles east of Inverness on state Road 44. On the way, we decided to go to Sumterville for lunch at Catfish Johnny's Restaurant. The fresh catfish are a real treat and a variety of other fresh seafood, including gator, is served up every day but Sunday.

This route also took us by Lake Panasoffkee, part of the Withlacoochee watershed. The lake is a popular spot for sportsmen looking for trophy largemouth bass and good catches of crappie. After arriving at Riverside Lodge we spent the rest of the day enjoying the scenery from our campsite overlooking the river.

The next day we traveled to the Old Citrus County Courthouse Heritage Museum in downtown Inverness. On the way we passed over a portion of Lake Tsala Apopka, the sprawling 19,000-acre chain of lakes that is part of the Cove of the Withlacoochee. Here, the elusive Seminoles sought to escape from the government that wanted them forcibly moved west.

Before entering the courthouse, we couldn't resist an enjoyable stroll on the nearby boardwalk overlooking scenic Cooter Pond Park. A variety of birds including storks, egrets and herons inhabit the pond along with several good-size alligators and many Cooter turtles that are abundant in the lakes and rivers in the area.

Museum volunteer Joan Knapp greeted us in the first-floor museum of the old courthouse and provided an excellent overview of the exhibits. Constructed in 1912, it was the center of Citrus County government for more than 80 years. It has been beautifully restored and opened as a museum in 2000. There are a number of exhibits that explain the history of the area.

From Inverness, Citrus County stretches west 20 miles to the Gulf of Mexico and includes scenic Crystal River and Homosassa Springs.

TRACING THE WITHLACOOCHEE STATE TRAIL

The courthouse overlooks the small but interesting downtown,

and the forced relocation of the Seminoles to reservations in the Oklahoma Territories. Legendary Seminole chiefs and leaders including Micanopy, Alligator, Jumper and Osceola refused to sign the treaty or be relocated. The Cove of the Withlacoochee became the battleground of the Second Seminole War, the longest and costliest Native American war in U.S. history. It remains one of the ugliest wounds on our national history.

We began our trip 20 miles southeast of the Cove in Bushnell at the site of the event that ignited the war, the Dade Massacre. We checked in at the ultra-modern NASCAR RV Resort at Blueberry Hill. This resort is one of several quality RV parks in the immediate area, including the Red Oaks RV Resort and Paradise Oaks RV and Golf Resort. The Dade Battlefield Historic State Park is located just south of Bushnell.

Here, in December 1835, a large force of Seminoles led by their chief, Micanopy, attacked a column of 108 U.S. troops under the command of Maj. Francis Dade. After several hours of desperate fighting, the Seminoles finally overwhelmed the soldiers. Only three men survived in what was the second-worst massacre of U.S. soldiers by Native Americans.

The 80-acre park features a nature trail through 40 acres of pine flatwoods along with an abundance of native coontie and stunning live oaks, including one that's more than 400 years old. The visitor center is small but has an excellent exhibit with battlefield artifacts and a video about the battle. Just outside the center is the short battlefield trail that follows the historic Fort King Military Road. A replica of the log barricade, hastily thrown together by the soldiers, marks the spot on the road where most of the command met its fate.

with many buildings as old as the courthouse. We strolled Main Street before driving south two miles on U.S. Highway 41 for a visit to Fort Cooper State Park. On the way, we passed over the 46-mile-long Withlacoochee State Trail, the longest paved rail trail in Florida. The trail begins in Citrus Springs and runs south through small towns, ranches and natural areas to Trilby. The Inverness trailhead is just north of the city on Highway 41.

Located on crystal-clear Lake Holathlikaha, on the western fringe of the Cove of the Withlacoochee, Fort Cooper State Park is named for Maj. Mark Anthony Cooper. It was here in April 1836 that he built a field fortification on the western bluff of the lake to protect sick and wounded soldiers. The men had to be left behind by Gen. Winfield Scott as Scott and his command continued their march south to Fort Brooke in Tampa. Cooper was ordered to hold this position and wait for relief troops that would come in nine days.

Seminoles, led by Osceola, discovered the fort and attacked it almost daily.

At one point, they attempted to storm it with a force of 500 warriors. It was 16 days before Gen. Scott returned with badly needed supplies and troops. Cooper's command was saved with only one man lost.

The park offers more than five miles of self-guided trails with an abundance of birds and other wildlife. A trail extension connects the park with Withlacoochee State Trail. When the water level permits, the 160-acre lake is popular for fishing and swimming. One of the trails led us to the site of Fort Cooper. Signs describe the action at the fort and a reconstruction of a small portion of the rough log stockade marks the spot where it stood. The annual Fort Cooper Days events are held every year in March, featuring re-enactments of the skirmishes fought here during the Second Seminole War.

RAINBOW COUNTRY LOWLANDS

Our final must-see destination on this trip was Rainbow Springs State Park. We traveled north of Inverness on Highway 41 for 21 miles through the pristine low country

west of Lake Tsala Apopka along the Cove of the Withlacoochee to Dunnellon. Here the Withlacoochee River bends and makes a final run to the Gulf of Mexico.

The fourth-largest spring in Florida, Rainbow Springs forms the headwaters of the stunningly beautiful Rainbow River that flows south and merges with the Withlacoochee River. It is believed that humans began using the spring at least 10,000 years ago. During the Second Seminole War, Seminole war parties and U.S. troops moved through the area. In March 1836 the Battle of Camp Izard was fought at a crossing on the Withlacoochee only a few miles away.

Today, the 1,472-acre park is a wonder of natural beauty. Magnificent azaleas bloom in early spring in numerous gardens, some with waterfalls that remain from the days when the spring was a private attraction. The river is teeming with wildlife, including otters, alligators, turtles, many species of fish and a variety of water birds.

Osprey, hawks and swallowtail kites soar over the river and the uplands



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surrounding the springs provide cover for the endangered gopher tortoise, deer and beautiful indigo snakes. Three trails begin outside the visitor center and lead through the gardens along the river corridor. The park has a swimming area and the river offers canoeing, snorkeling and tubing.

Rainbow Springs Campground is an eight mile drive from the headsprings and about a mile and a half downstream, on the east side of the river. There is river access and the sites have full hookups.

LEGEND OF THE SEMINOLES

By the middle of 1842, the Second Seminole War was over. After being chased by the U.S. Army and state militia throughout the cove for seven years, many of the proud Seminoles finally agreed to move to the western reservations. The fierce warrior Osceola had been captured through deceit and died in captivity. Chief Micanopy had been taken prisoner, while under a flag of truce, and sent to an Oklahoma reservation. Alligator and Chief Jumper had reluctantly surrendered and were also sent west.

The remaining Seminoles sought refuge in the vast Everglades and on an informal reservation in southwest Florida. But there would be no peace, and a third Seminole War was fought from 1855 to 1858. When it ended, it is estimated that fewer than 100 Seminoles remained in Florida.

Today, archaeologists continue to excavate sites in the cove where the Native Americans built their villages. The Seminoles had proudly and fiercely resisted giving up their lands until there was no longer any hope. The wilderness of the Cove of the Withlacoochee was lost to them forever. ♦

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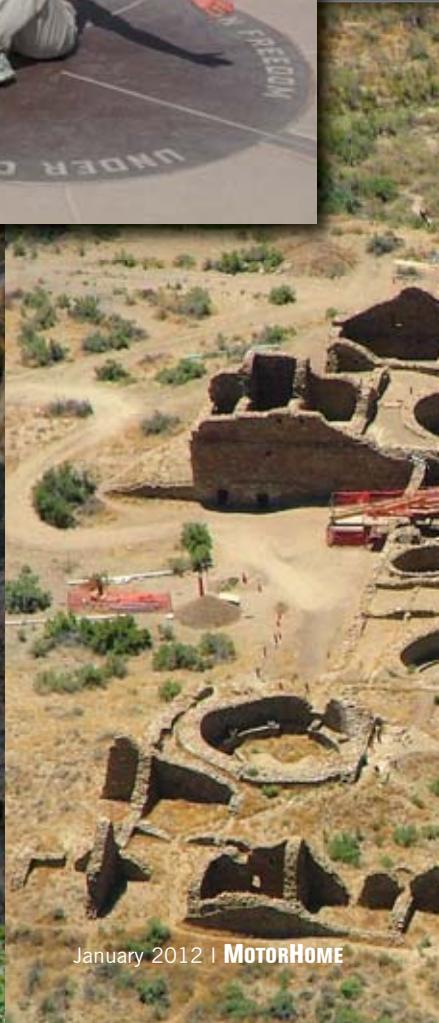
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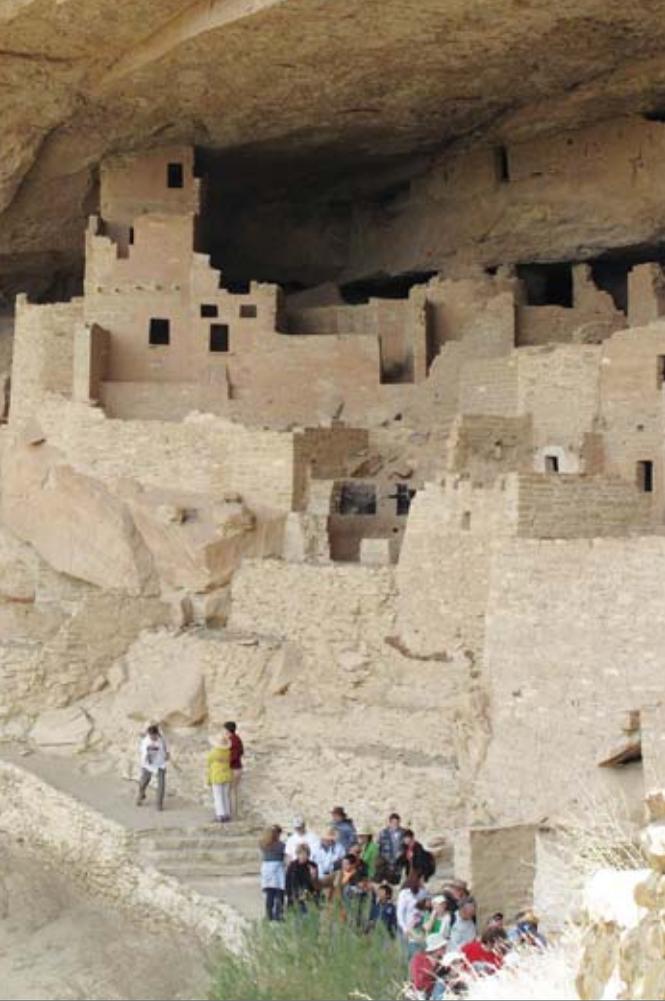
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PHOTOS: GARY & MONIKA WESCOTT

MEETING UP AT FOUR CORNERS MONUMENT

DISCOVER THE ART AND DWELLINGS OF ANCIENT NATIVE AMERICAN CULTURE WHERE ARIZONA, NEW MEXICO, UTAH AND COLORADO CONVERGE

by GARY WESCOTT

If you're traveling through the American Southwest, U.S. Highway 160 passes by an interesting point on the map. Four Corners Monument is the only place in the United States where four states (Arizona, New Mexico, Utah and Colorado) come together, and you can even stand in all four at the same time! That's kind of fun, but Four Corners is more than a photo op. It's a starting point for some of the most spectacular scenery in the world, and with today's fuel prices to consider, we set a coffee cup in the middle of Four Corners on the map to see what was within a day's drive or less.

First we headed southeast to Chaco Culture National Historical Park. Chaco is not the easiest park to reach. The southern access is complicated and not suggested for RVs. Recommended access is from the north via U.S. Highway 550, County Road

Clockwise from top left: Spider Rock, an 800-foot sandstone spire, is best seen from the view area at the end of the South Rim Drive in Canyon de Chelly National Monument. Hovenweep National Monument is famous for its remarkable stonework. These ruins are part of more than 150 great houses that were built throughout the Chaco Canyon region. Streams have cut two deep canyons and three massive bridges in the sandstone, formed from what was once the shore of an ancient sea, in aptly named Natural Bridges National Monument. Four Corners Monument is just a starting point on the map (center). Top: The author's free campsite on the cliff overlooking Monument Valley had a postcard-like view.

PHOTO: RUSS BODNAR, NPS

7900 and CR 7950 (a 13-mile-long rough dirt road). Come prepared for an adventure. There is no lodging, fuel, repair service or food available in the park, and the nearest town is 60 miles away.

Gallo Campground, a mile from the visitor center, has 49 sites with picnic tables and fire pits. The campground has non-potable water and flush toilets, but no hookups or showers. Drinking water is available 24 hours a day in the visitor center parking lot. At an elevation of 6,200 feet, winters can be cold and summers hot.

For stargazers, there is an observatory with a 25-inch Dobsonian telescope. It's open on Tuesday, Friday and Saturday nights from April through October.

The peak of the Chacoan culture began in the mid 800s and lasted more than 300 years. They developed unique masonry techniques and constructed massive stone buildings with multiple stories, some with hundreds of rooms. The precision and skill of the Chacoan masons is still evident in the walls and doors. More than 150 great houses throughout the Chaco Canyon region were connected by hundreds of miles of carefully constructed and maintained roads. The Chaco region was declared a Chaco Culture National Historic Park in 1980 and a World Heritage Site in 1987.

Backtracking north into Colorado, we swung around into Mesa Verde National Park. About 1,400 years ago, long before Europeans claim to have "discovered" the New World, Ancestral Puebloans (sometimes called Anasazi) lived at Mesa Verde. For more than 600 years, these people farmed and hunted, created intricately woven baskets, and developed beautifully designed



Top to bottom: Climbing 1,100 feet in 2.8 miles with a 10 percent grade is a very exciting drive on the Moki Dugway. Part of the Monument Valley Navajo Tribal Park tour that the authors went on with a Goulding's Lodge guide provided an inside look at a Navajo Hogan. A ranger-led hike revealed the amazing Canyon De Chelly cliff formations up close. Valley of the Gods may be one of the most overlooked areas in Utah.

pottery while living on the mesa. About A.D. 1200, they began to build elaborate stone communities sheltered under the alcoves of canyon walls. Then, in the space of a generation or two, they left. Archaeologists may never know all the reasons why, but by 1300 the Ancestral Puebloans had migrated south. Their descendants are today's contemporary Pueblo people from

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Hopi, Zuni and the Rio Grande Pueblos.

Ranger-led tours into the Cliff Palace and Balcony House require tickets available at the Far View Visitor Center, and are the only way to see these amazing dwellings up close. Other areas can be explored without a tour.

The Morefield Campground, four miles past the park entrance, is available by reservation or on a first-come, first-served basis. They offer hookups, a dump station, showers and other amenities. Commercial RV parks are located near the park entrance.

From Mesa Verde we wandered west toward Utah. County Road G out of Cortez is paved and very scenic, and it gave us an excuse to stop at Hovenweep National Monument, famous for its remarkable stonework.

While our general path was leading us toward Monument Valley, we knew we had to spend a night in Valley of the Gods. This may be one of the most overlooked and spectacular drives in the four states region. A well-graded 17-mile gravel road winds through postcard-perfect rock formations. There were several turnouts big enough for larger vehicles, but we had our favorite campsite already picked out from previous trips, just beneath the imposing Castle Butte. The valley can be accessed from U.S. Highway 163 or state Route 261.

Having a little extra time, we took Route 261 north for a quick look at Natural Bridges National Monument. The route up the Moki Dugway is not recommended for large motorhomes, but if you're brave, it's a marvel of road engineering. Climbing 1,100 feet in 2.8 miles with a 10 percent grade and numerous switchbacks, it

sounds scary, but it's really not that bad. Fasten your seat belt, bring your seats to a full-upright position, and don't look at the view of the Valley of the Gods below while you're driving. There's an overflow area for large RVs at the intersection of Highway 95 and Highway 261. It doesn't have any services, but it's free.

High up on Cedar Mesa, Natural Bridges National Monument sits 6,500 feet above sea level. Streams have cut two deep canyons and three massive bridges in sandstone formed from what was once the shore of an ancient sea. Sipapu Bridge is the second-largest natural bridge in the world (Rainbow Bridge in Glen Canyon is bigger). In Hopi mythology, a "sipapu" is a gateway through which souls may pass to the spirit world. The trail to the canyon bottom below Sipapu is the steepest in the park. A staircase and three wooden ladders aid the descent.

The road to viewpoints around the rim of the canyon is narrow. Bigger RVs can park and unhook their dinghies at the Ranger Station. The 13-site campground is open year-round on a first-come, first-served basis, but there is a 26-foot length limit. It was full, so we returned toward Monument Valley and found a side road the Ranger had recommended to camp for the night.

Heading south now, the turnoff to Monument Valley Navajo Tribal Park is actually in Utah, but crosses into Arizona in less than a mile. Paying our entrance fee gave us access to the lodge and the Valley Drive, a 17-mile dirt road that starts at the visitor center and heads southeast among towering cliffs and mesas. The road is dusty and steep in a couple of places, and rather uneven, but does not need four-wheel drive

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User Guide

Contents

and is suitable for the majority of small-to-medium-sized RVs unless there has been heavy rain. As an alternative, there are many Navajo guides and four-wheel-drive Jeep rental outfits that can bring you into more remote areas of the park.

Monument Valley provides perhaps the most enduring and definitive images of the American West. The isolated red mesas and buttes surrounded by empty, sandy desert have been filmed and photographed countless times over the years for movies. We couldn't help feeling that we had seen it all before. We had!

Wondering where to camp for the night, we saw several RVs parked on a large flat area near the lodge, overlooking Left Mitten, Right Mitten and Sentinel Mesa. There were outhouses but no other facilities, which may be the reason no one came around to collect the \$5 overnight parking fee. What a view we had in the morning!

For a little more comfort, the next evening we checked into the modern Goulding's Lodge and Campground just across the highway from the entrance to Monu-

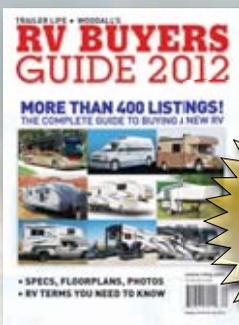
ment Valley Navajo Tribal Park. Full hook-ups and pull-through spaces were a plus. We poked our heads into Goulding's Trading Post Museum and didn't leave for more than an hour. It held a treasure trove of Anasazi artifacts, movie memorabilia, historical photographs and John Wayne's cabin from the original set of "She Wore a Yellow Ribbon." We signed up for an early half-day tour at the Goulding's store the next morning for the best light, and our guide, Joe Nelson, educated and entertained us with many details of formations we had not seen on the 17-mile Valley Drive.

Back on the road, our next stop had to be Canyon de Chelly National Monument, perhaps the highlight of this Four Corners loop. We made ourselves at home in the clean Cottonwood Campground near the canyon entrance and the visitors center. The campground was free when we were there. We signed up for a walking tour the next day with a park ranger. Ranger-led activities are offered at the park on weekends from Memorial Day to Labor Day. Slushing up the Chinle Wash in and out of

the water was a kick, but we wanted to see more of this incredible scenery. We found that the best way was to take a guided tour from Thunderbird Lodge. Seated in an open-air, ex-Korean War six-wheel-drive truck, we motored straight up the river, stopping frequently to admire ancient dwellings built into seemingly inaccessible caves and vertical sandstone cliffs that sliced into a turquoise sky. These big trucks almost never get stuck, but that big winch on the front is not just for looks.

There are North Rim and South Rim drives that gave us a bird's-eye view of the canyon where Navajo families still live and farm. Spider Rock, an 800-foot sandstone spire that rises from the canyon floor, is best seen from the view area at the end of the South Rim Drive.

While we managed to stay mostly within our imaginary "coffee cup" ring, we were impressed by how much history, art, culture and stupendous scenery there was in such a relatively small section of our country. Clearly, Four Corners Monument is just a starting point on the map. ♦



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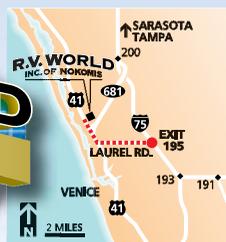
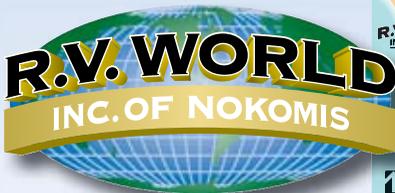


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OLD-WORLD NOVA SCOTIA



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Whales make a sound so unique that when you hear it up-close, you don't need anyone to tell you what it is. That, at any rate, was the way it was for us when we heard a whale expelling an immense amount of air through its blow-hole. Immediately, we knew the source, for there is absolutely nothing else that makes a similar sound. Whoompf. Whoompf.

We heard the unmistakable sound while on a whale-watching tour out of Pleasant Bay, Nova Scotia, and just as the captain had guaranteed, we found pilot whales. Because the species exhibits such curiosity, we not only heard these large mammals but saw them over and over again. So far, however, the sightings had been too brief to photograph, and I wondered if our captain could deliver on his promise for photographic opportunities.

Such compelling prospects resulted from our travels along the Cabot Trail, a 185-mile road that scales mountain peaks to peer over ocean vistas and magnificent bays and then descends — almost plummets! — down into small fishing villages where at times you may be introduced to languages with exotic images and romantic sounds.

But that wasn't all. As we wandered past these features we discovered the trail also provided proximity to an imposing and most influential fort; to a campground that doubled



PHOTO: NOVASCOTIA.COM

THE OFT-OVERLOOKED EXPLORER JOHN CABOT LANDED ON **CAPE BRETON ISLAND**, WHERE WHALES FROLIC ALONG SWEEPING BEACHES — AND TODAY, A CAMPGROUND SELLS FRESH OYSTERS

by BERT GILDART



Clockwise from center: Margaree Harbour is very photogenic, with fishing boats along the shores and the traditional white Calvin Church. Jacqueline Burton helps to interpret Acadian history at Les Trois Pignons Interpretive Center in Chéticamp. A living history interpreter portrays the role of a young soldier at Fortress of Louisbourg National Historic Site of Canada. A moose meanders along Cape Breton Highlands National Park's Bog Walk, an interpretive boardwalk. A whale fin breaks the surface of the water.



as an oyster farm; to the home of Alexander Graham Bell, who proclaimed to have searched the world for beauty, but could find nothing more appealing than Cape Breton. Now we wanted to see what this land of endless possibilities could offer two dedicated RV travelers who had driven more than 2,500 miles from their home in Montana.

The Cabot Trail is named for John Cabot, a man who attempted to discover a new travel route to India and in doing so became the first explorer to actually set foot in the New World. Remember, in 1492 Columbus never got beyond the West Indies, but five years later John Cabot landed near what is now the little town of South Harbor, a spot along the northeastern shore of Cape Breton Island that now comprises part of the Cabot Trail. Historically, there's not much to see, but if you love long sweeping beaches, you'll want to include a stop along the eastern portion of the trail, and then pay homage to Cabot — perhaps the most underrated of Old World explorers.

Chronologically, we began our explorations near Chéticamp, a small fishing village that is also the gateway to Cape Breton Highlands National Park, a Canadian park of lofty peaks and vast seashores that provides a beautiful campground at its western entrance.

Today, the romantic sounds of French-speaking peoples surface constantly in the town

PHOTOS: BERT AND JANE GILDART



Top to bottom: This panoramic view of the Cabot Trail in Cape Breton Highlands National Park is from one of the many lookout points between the communities of Chéticamp and Pleasant Bay. Cyclists enjoy the sunset at Broad Cove near Inverness on the Ceilidh Trail.



MAP ILLUSTRATION: BILL TIPTON



PHOTOS: NOVASCOTIA.COM

of Chéticamp, helping to recall harsh times in the mid-1750s when the English expelled all Acadians, a specific group of Frenchmen and women who settled in Nova Scotia. As well, the town features Les Trois Pignons Interpretive Center, and it focuses on Acadian history.

On the day of our visit, Jacqueline Burton was providing a tour of the complex and explained that the English had expelled Acadians because they wanted to remain neutral in the ongoing conflict between England and France.

“We call it the Great Expulsion, and it was inhumane,” said Burton. “It tore families apart, relocating members to such distant points as New Orleans, where they survive today as the well-known Cajuns.” Continuing, she said that in 1765 the British relaxed their ruling, allowing her family and other Acadians to return to Chéticamp, where they had settled in the early 1700s. Separation from

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other ethnic groups was easy then because of the constraints imposed by the virtue of vast mountains and huge lakes. In other words, although Chéticamp became French Acadian, it remained an isolated ethnic group, surrounded by Celtic influences, easily accessed now by the Cabot Trail.

About 30 miles south, for instance, is the village of Inverness, noted for the Ceilidh Trail and the Celtic Music Interpretive Center in Judique, which we visited. While there, Andrea Beaton was performing and her fiddle playing coupled with the stomping of her bare feet created a unique sound that later came to fill our rig (following the purchase of several of her CDs).

Other villages surrounded our Cape Breton campground, and as a guide we used the DVDs of Russell Daigl; another Acadian descendent whose photo studio we visited, and whose travel suggestions we followed. One day we drove to South Harbor and Capstick, which became our favorite of his suggestions — until we drove to Meat Cove, the most isolated and most northern and eastern of all villages in Nova Scotia. Here, from a precipitous bluff, we peered down on the ocean and saw a lone whale, though in the distance — where it tantalized us with unrealized photographic possibilities — recalling the captain's promise.

On another day we made the relatively short drive south to Margaree and considered it to be one of the most photogenic of all the harbors. That day, it was our favorite Daigl suggestion. We saw a fishing boat rolling easily in the soft waves, back-dropped by a quaint church with a steeple that rose into a dark-blue sky. In turn, it was complemented by the turquoise waters of the Atlantic Ocean, held tight here by Margaree Harbour.

We were discovering that because of the Cabot Trail's steepness, our interests were best served by remaining at one campground and then making several excursions in our dinghy vehicle. One day we drove to the highest point in Cape Breton National Park and found a hiking trail that many campers had been telling us about, explaining that the boardwalk often provided great moose sightings. With that thought in mind, we made the drive and entered a land of muskeg. Moose tracks abounded and then, peering at us



A worker separates oysters into various categories for sale, further growth and development, and sometimes for discarding.

from the brush, we saw a cow with calf. Discretely we backed away, and watched the pair as they turned away to be swallowed by the boreal forest.

That night we returned to our camp, realizing we'd been in Cape Breton National Park (adjacent to Chéticamp) for almost a week — we could linger no longer. The next day, we headed 75 miles north to Hideaway Campground & Oyster Market, located in South Harbor on Asby Bay. As we drove, we passed an interpretative display describing the various species of whales common to this part of the Atlantic. Peering through binoculars, we searched for whales and seals but saw nothing. How, I was beginning to wonder, would we ever see whales up close?

Continuing, we descended one of the steepest passes I'd ever negotiated, and dropped the transmission into a lower gear, glad for the recent mechanical examination of our brakes. That afternoon we pulled into the Hideaway RV park and, as luck would have it, arrived the same evening as a group from Holland. The group of about 30 had rented motorhomes and, appropriately, campground owners Alex and Susan Dunphy had planned a night of music in their recreation hall, drawing on the talents of local dancers and fiddlers. The Dutch visitors were ecstatic and I couldn't resist asking a retired doctor why his group had chosen RV travel.

His response was classic and echoed my own belief. "Because of the freedom,"

he said, adding that no other form of travel could serve their needs so well.

That night as we walked back to our rig, the wind was kicking up waves on the shores of nearby Asby Bay — where we kayaked earlier that day. Though the sight of 6-foot-high waves illuminated by moonlight was a delight to watch, it wasn't that way for all people, certainly not for Alex Dunphy, who leads a double life. One life is, of course, the owner of Hideaway Campground, while the other is a man who can claim to own one of the more unique businesses in Nova Scotia.

As well as being campground owners, the Dunphys also run an oyster business, and Alex had invited us out for a very early morning examination of his "farm." Powering away in his Johnboat from the small harbor, we soon arrived at one of the immense lines containing the man's oyster trays. But what a mess the wind had made.

"Just part of the business of growing oysters," insisted Dunphy, who then began the hour-long project of untying the mess.

Dunphy said that it takes about five years to produce a mature oyster, meaning not just one oyster but the 70,000 oysters he produces annually for diverse markets, mostly in the Cape Breton area. Susan separates the oysters and, depending on size, some will be sold to the cocktail market, others to restaurants that purchase them for entrées. And, of course, campers can buy all they want.

By now we had been traveling the Cabot Trail for almost 10 days and we decided it was time to drive 50 more miles to the eastern terminus of the trail, where we pulled into St. Ann's Bay Campground (just across the harbor from Englishtown). The campground placed us close to the Alexander Graham Bell Interpretative Center, where we were introduced to all the other inventions this genius had created besides the telephone.

The campground also provided easy access to Fortress of Louisbourg National Historic Site of Canada, and although the fort is actually an hour-long drive from the Cabot Trail, it is an attraction all provincial literature includes when discussing the Cabot Trail. After two day-trips to the site, we now contend the fortress may provide one of the best of North America's Living History programs. Regardless,

make the drive, and we promise you'll be glad you did.

Essentially, Louisbourg owes its early-day existence to the fishing industry and the Catholic religion. Because of its location, Louisbourg not only became a trading post for fishermen (particularly cod), but also a fortress, for whoever controlled this entrance also controlled much of the interior of North America. As a result, the British and French fought over its possession twice, once in 1745 and then again in 1758. Finally, to prevent Louisbourg from falling yet a third time, British soldiers bombarded and burned the fortress until most of it was rendered unusable.

And so it remained until 1950, when more than one-third of the fortress was restored to its original condition in a massive multi-million dollar project intended to provide the area's out-of-work coal miners with employment. Their work was first-rate, for everything was meticulously restored down to the square handmade nails holding the buildings fast.

Though we took in the old church, ate

period food, and watched the firing of cannons and guns, one of most engaging of the living history interpreters was a man called Sylvere Samson. Samson personified the old fort's executioner, and his story was engaging because he was actually following in the footsteps of one his ancestors. Samson said he was related to the first beheader who arrived in North America. "He worked near Quebec City," said Samson, "and even though no Samsons worked here, Louisbourg did have an executioner, and, here, that's my role."

In our continued search to photograph whales and to learn more about these leviathans, we visited a whale museum in Pleasant Bay and talked to local boat captains. All guaranteed sightings and some promised photo opportunities, but eventually we settled on Captain Mark's Whale and Seal Cruise, for the captain promised to place us close to whales. He also offered some photography tips and had an intense interest in the species' biology.

"Whales," said Captain Mark Timmons, "often leap from the water to rid

themselves of barnacles in behavior biologists call 'breaching.' They also 'spy hop,' attempting to survey their surroundings. And they swim together in small pods, the way you're most likely to see them."

Though I watched for all these activities, there was no spy hopping or breaching, but suddenly a pod appeared near the boat, diving around us, and once again I heard their characteristic sound of air being expelled from the blowhole.

Whoompf. Whoompf.

Though I had several chances, each was brief, requiring that in the one fleeting instant when several surfaced I had to focus, adjust for exposure and frame the picture.

"It's not easy," said Timmons, "and you won't know until you load them onto your computer and examine your results."

That night back in our rig, I studied the images, and, yes, I was satisfied. But as I looked at other images, I realized the Cabot Trail had fulfilled all its promises to a couple who had traveled a long, long way from their Montana home. ♦

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Barbecuing is a big part of the impromptu RV community that springs up at the Lake Charles Civic Center.



Crowds line the streets in downtown Lake Charles, eager for folks on the floats to toss them beads and other treasures.

Many RVers head to Lake Charles in South-west Louisiana for the gaming. After all, this community of more than 70,000 boasts three casinos. Others come to cruise the scenic 180-mile-long Creole Nature Trail, a designated All-American Road that leads travelers through prairies and bayou country and skirts the Gulf of Mexico. However, if you go during Mardi Gras season, you can have all that and one of the largest, most colorful and family-friendly Mardi Gras celebrations in the country.

“Throw me something, mister!” is frequently heard as crowds line the streets in downtown Lake Charles to catch shiny beads, doubloons, souvenir cups and other treasures tossed from floats blasting out foot-stomping music. The party officially gets started with the nighttime Merchants’ Parade, one of seven parades held during the city’s weeklong Mardi Gras celebration.

While there are plenty of RV parks, casinos and state parks where you can park your motorhome, those who want to be right in the middle of the Mardi Gras action pull

SET YOUR RV ON KREWES CONTROL

HEAD TO LOUISIANA’S LAKE CHARLES, WHERE THE MARDI GRAS CELEBRATIONS ARE FIT FOR KINGS AND QUEENS

by BOBBIE HASSELBRING

Elaborately costumed members of Mardi Gras krewes, or clubs, parade before the Royal Court and the public at the Royal Gala.



PHOTOS: BOBBIE HASSELBRING



Top to bottom: Sam Houston State Park offers plenty of space for RVs in a natural, wooded environment. The Southwest Louisiana Convention and Visitors Bureau's alligator float is ready to launch in the Merchants' Parade. Fishing is a favorite pastime for RVers at Intracoastal Park.

EVEN MORE TO DO

Whether you visit Lake Charles during Mardi Gras or other times of the year, there's plenty to do:

GO GAMING

You can try your luck at several casinos including L'Auberge du Lac Casino Resort (it also has a small RV park with hookups), 866-580-7444, www.lalcasino.com; and Isle of Capri Casino/Hotel (it offers a handful of 35-foot by 9-foot sites with electricity; free RV parking in the gravel lot behind the casino), 800-843-4753, www.isleofcapri.com.

CRUISE THE CREOLE NATURE TRAIL

View alligators and plenty of birds in Louisiana's wetlands on this 180-mile All-American Road. The Lake Charles/Southwest Louisiana Visitors Bureau has free GPS video tours to take along. Stop at Cameron Prairie National Wildlife Refuge Visitor's Center for information on area flora and fauna. www.creolenaturetrail.org.

EXPLORE HISTORIC LAKE CHARLES

The Charpentier Historic District is listed in the National Register of Historic Places. It includes 40 blocks of homes and buildings dating from the late 1800s to the early 1900s. The district features extravagant homes and mansions and the Central School Arts & Humanities Center with the Mardi Gras Museum. Explore by horse-drawn carriage. J & R Carriage, 337-842-0778, www.jandrcarriage.com.

EAT ON THE BOUDIN TRAIL

Boudin is a Cajun sausage made with pork or beef, rice and spices. The visitors center offers the Southwest Louisiana Boudin Trail, a list of local boudin masters who make homemade boudin.

their motorhomes into the parking lot of the Civic Center for a bird's-eye view of parade preparations. It's also just a quick stroll to the carnival rides and games next door. The Civic Center allows RVers to park for free and, while there's no electricity or water, generators do the trick and portable toilets are readily available. For several days, a vibrant RV community springs up with old and new friends alike firing

up barbecues and sharing big pots of Cajun gumbo, jambalaya, grilled local fish and sausage.

After parking our motorhome, we met area locals who'd driven their RVs from surrounding towns and states such as Texas and Mississippi, as well as snowbirds from as far away as Minnesota and Québec. All of them are enjoying the Louisiana motto, "we all here together," spending hours in

PHOTOS: SOUTHWEST LOUISIANA CONVENTION AND VISITORS BUREAU (RV PARK, FISHING)

the comfort of camp chairs swapping stories, sharing food and drink, watching the festivities, and getting into the Mardi Gras spirit of *“laissez les bon temps rouler”* (let the good times roll).

We stroll the street where the more than 60 floats are getting ready to move out. I'd always wanted to ride in a Mardi Gras parade and try my hand at bead throwing. I'd arranged with the Southwest Louisiana Convention and Visitors Bureau to hop a ride on its entry, a 40-foot alligator complete with Gator Gumbeaux, an energetic young man in a green alligator costume who's become a Louisiana symbol.

You can't visit Lake Charles without being inundated by Cajun culture, including flavorful food, fast-paced dance music and down-home friendliness. The Cajuns, also known as Acadians, are descendants of French Canadians who came from Canada and settled in the state's prairies and watery bayous and marshlands. The French influence is evident everywhere, from French phrases and names of landmarks and businesses to Mardi Gras celebrations.

Mardi Gras, the festive season between Jan. 12 and Easter, is believed to have been brought to America by French trappers, but its origins are ancient. Most historians believe many Mardi Gras traditions can be traced to the early Roman celebration of Lupercalia, a circus-like revelry honoring Lupercus, the god of fertility and agriculture. When the French came to the New World, they brought their Mardi Gras traditions along with them. Today, Mardi Gras is a huge party before the fasting season of Lent.

We scramble up a steep ladder onto the alligator float. Along the walls are large hooks hung with strands of sparkly beads in purple, green, red, gold, silver, blue and pink. There are also bags of coins, or doubloons, and plastic cups emblazoned with “Happy Mardi Gras” and “Let the good times roll.” This is our “ammunition” — the goodies we'll toss to the crowds.

“There's a technique to the toss,” says Monte Hurby, a local volunteer and lifelong resident of Lake Charles. “You don't want to throw too close to the float or people jump into the street and it's dangerous. The best way is to catch someone's eye and try to toss right to them. And toss it high enough because the game is to catch it.”

Hurby is wearing a selection of his own favorite beads from previous Mardi Gras celebrations. When I admire a colorful strand that's decorated with lifelike plastic alligator heads, he immediately takes it off and puts it around my neck. “That's for you,” he says with a generosity we encounter over and over.

Dozens of floats line up in front and behind us. Some are decorated like pirate ships or circus acts. All pump out Cajun music from giant speakers and the air pulses with the competing strains and beats.

Shiny convertibles carry the Mardi Gras court — young girls, some only 5 or 6 years old, others teenagers — who wear big smiles for the crowds and even bigger tiaras and crowns that wink in the sunlight. It's an honor to be chosen for the Royal Court and, throughout the coming year, these young women will represent Lake Charles at Mardi Gras celebrations in other states and at local and regional fairs and festivals like the crawfish and rice festivals.

Suddenly, we're moving. We pass our new friends from the Civic Center's impromptu RV park. They've gathered their camp chairs under shady trees. They wave and we toss them beads. Joe, a full-timer originally from Maine, catches one of my first tosses and flashes me a thumbs up. Hey, this is fun.

We pull onto the main thoroughfare and into the throngs lining both sides of the street. “Toss me something,” they shout, waving their arms, swaying to the pulsing music. Black, white, young, old, everybody wants beads. Some carry big umbrellas upside down and encourage us to toss goodies into them. Others, especially young boys, leap athletically into the air to snag treasures. Still others take a more sedate approach, sitting in chairs and waiting for the occasional string of beads to fly by. Several seniors use their canes to scoop up colorful strands that land on the ground nearby.

We toss beads and our other goodies out to the cheering crowd as quickly as we can. No matter how many we toss, the crowd waves and shouts, encouraging us to throw more. By the time we reach the end of the parade, many in the crowd are weighted down with thick collars of beads. Still they shout, dance and leap for more.

Between parades, we visit the Mardi Gras Museum, an impressive collection of

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costumes from past celebrations. Each year, more than 60 area krewes, or clubs, choose a theme and construct elaborate costumes. Some may choose an old-Hollywood theme celebrating film stars of the past. Others might select a pirate or music theme. One year, a krewe chose "White Knights" and their costumes — all white satin, white feathers and shiny silver sequins — occupy a special corner in the museum. Complicated costumes are often designed and constructed by professionals and can cost as much as \$10,000 each. Some incorporate "mantels," 10- to 15-foot-high pieces weighing as much as 60 pounds that are worn on the shoulders.

One evening, we join the crowds at the Royal Gala, a celebration held in the Civic Center auditorium that allows the public (for the bargain price of \$5) to watch the krewes strut in their costumes as they pay homage to the Mardi Gras queens and princesses. It's a festive affair, with many groups reserving private tables and bringing in plenty of food and drink. The gala starts with the Krewe of the 12th Night in glittery red, yellow and green jester costumes dancing and twirling umbrellas. As they pass the Royal Court, each member bows or curtsies politely. The groups also elect their own king and queen or duchess and duke and they're appropriately attired with crowns and elaborate capes with long trains befitting their royal stations.

During the show, the krewes parade and dance, thoroughly entertaining the cheering crowd. There's a couple in Fred and Wilma Flintstone costumes. Another krewe has opted for a Western-wear theme. There's a krewe whose costumes are all red, white and blue stars and stripes, celebrating our armed forces. The Krewe of Illusions, whose theme is fairy tales, sport colorful feathered costumes with giant mantles, including Jack in the Beanstalk, Snow White and Robin Hood. By the time the final krewes parade by, we're thoroughly dazzled.

On Fat Tuesday, the final day of Mardi Gras, we join some of our new friends in their tent along the parade route for some food and fun. A hot zydeco band churns out dance music and band member Harold Guillory gives us a zydeco dance lesson. (Zydeco is a blend of rhythm and blues and Afro-Caribbean sounds.)

"Dancing the zydeco is like making gumbo," he tells us. "It's water, seasoning, meat and roux. So it's water (step out one foot left), seasoning (step back in), meat (step to the back with the opposite leg) and roux (bring it back)."

He demonstrates the basic side-back steps and we stumble along trying to follow. Then he throws in some flourish. "Everybody makes gumbo differently," he says, as he smiles, twirls, shakes his hips and moves to the side. "So you can add your own style to the basic ingredients."

Men, women, kids, old and young — everybody dances to the infectious beat until we're light-headed and dripping with sweat. We're relieved when police sirens announce the start of the Krewe of Krewes parade and we hustle out to join the crowd. As the floats cruise by, they throw out beads, moon pies, Frisbees, coins and cups. Soon we're leaping and shouting, "Throw me something, mister!" ♦

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January 6-8 | Greensboro, NC

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January 11-14 | Denver, CO

Chicago Boat, Sports & RV Show
January 12-16 | Chicago, IL

Washington Camping RV Expo
January 13-15 | Chantilly, VA

New Jersey RV & Camping Show
January 20-22 | Edison, NJ

Mid-America RV Show
January 26-29 | Kansas City, MO

Minneapolis/St. Paul RV, Vacation & Camping Show
February 9-12 | Minneapolis, MN

Richmond Camping RV Expo
February 10-12 | Richmond, VA

Kansas Sports, Boat & Travel Show
February 16-19 | Valley Center, KS

North Carolina RV & Camping Show
February 17-19 | Charlotte, NC

Atlantic City RV Show
February 17-19 | Atlantic City, NJ

South Carolina RV & Camping Show
February 24-26 | Greenville, SC

Colorado RV, Sports, Boat & Travel Show
March 1-4 | Denver, CO

Rhode Island RV & Camping Show
March 2-4 | Providence, RI

Virginia RV Show
March 9-11 | Hampton, VA

North Carolina RV & Camping Show
March 16-18 | Raleigh, NC

The Good Sam Rally
March 22-25 | Phoenix, AZ



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Winnebago Industries has the diesel-powered, Mercedes-Benz Sprinter chassis pretty well figured out when it comes to developing successful motorhome floorplans for its compact frame. And just when you thought there was little else it could do in the way of new layouts for this lightweight, fuel-efficient platform, the company has come up with yet another take on the whole thing with its new 2012 View 24M, which offers a full-wall, street-side slideout.

The full-wall slide adds a bit more than 17 square feet of useable floor space to the 24M's primary living zone, which includes a forward lounge and midcoach galley and dinette area. And lacking a dedicated bedroom, the floorplan uses a 60-inch by 78-inch streetside convertible sofa with inflatable airbed in the lounge as its primary sleeping fixture, while a cabover bunk is included for an extra guest or two. Rounding things out rearward, the motorhome sports a private bathroom complete with porcelain toilet, washstand and shower stall.

Construction of the View reflects Winnebago's high-quality coachbuilding standards, with good fit and finish overall. Side wall and crowned roof panels are thermo-bonded composites of fiberglass exterior sheeting and high-density polystyrene block-foam insulation, supported by sturdy aluminum substructures. Steel



WINNEBAGO VIEW 24M

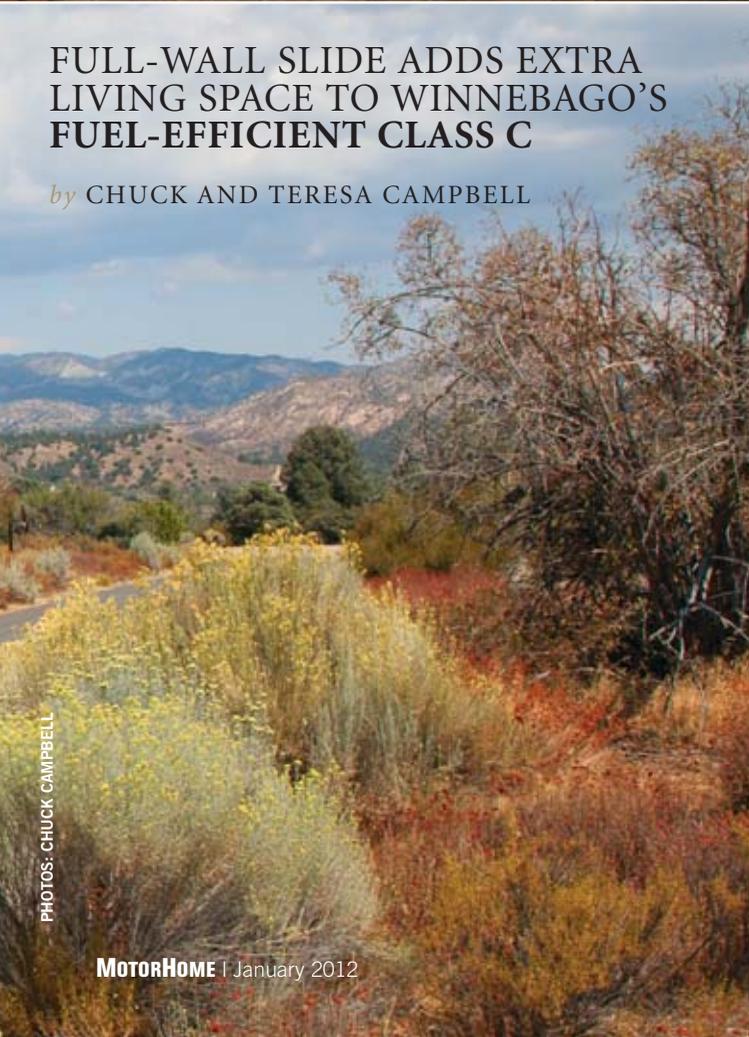




FULL-WALL SLIDE ADDS EXTRA LIVING SPACE TO WINNEBAGO'S FUEL-EFFICIENT CLASS C

by CHUCK AND TERESA CAMPBELL

Clockwise from top left: A full-wall slide adds valuable space to the View's main living area. The dinette and couch are upholstered in Ultraleather and complement the cherry cabinetry with contoured overhead cabinet doors and brushed nickel handles. A 48-inch by 19-inch by 33-inch curbside closet in the rear lav is a convenient spot for hanging clothes and storing essentials. The 6.5-inch LCD touch screen in the middle of the reasonably laid out dash is used for controlling the radio, rear camera and other features.



PHOTOS: CHUCK CAMPBELL



2012 WINNEBAGO VIEW 24M

WHAT'S HOT

Full-wall streetside slideout, front captain's chairs swivel rearward for added lounge seating, aerodynamic profile, full-body paint, double the fuel mileage of Class A and C motorhomes

WHAT'S NOT

Ladder access to cabover bed restricted when inflatable airbed is in place, scant aisle space at foot of inflatable bed, side entry door needs rubber bumper cushion to prevent metal-to-metal contact with awning arm

MOTORHOME | January 2012

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User Guide

Contents



The streetside Comfort Sofa Sleeper converts to the View's main sleeping fixture, a 60-inch by 78-inch electrically inflatable air mattress. A portable, 19-inch by 31-inch pedestal table easily sets up in the forward lounge by the captain's seats to supplement the dinette for entertaining space. The tabletop and metal pedestal store in a galley cabinet.

and aluminum cross members are also used to anchor cabinets and appliances for extra strength and durability, while specially engineered interlocking joints connect floor, side wall and roof segments into one cohesive unit.

Our test coach, at a spare 24 feet, 6 inches in length, had a full range of amenities as standard equipment. Added to this was a substantial list of nice-to-have options that classed things up even more. Some of these included automotive-type, full-body paint with contemporary graphics (Blackstone — \$6,006), stylized aluminum wheels (\$2,135) and an Onan 3.6-kW generator (\$3,143) for a bit of off-the-grid dry camping if desired.

For those who have priced anything built on a Sprinter chassis, you know these coaches don't come cheaply. Our test unit carried a base price of \$98,696. After adding optional equipment plus delivery and handling, the suggested final retail price totaled \$115,557.

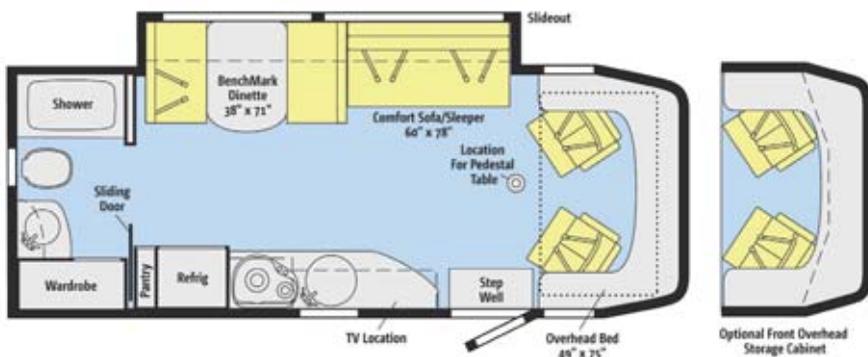
MARICOPA HIGHWAY

Our intended test route north from Ventu-

ra, Calif., on state Route 33 was planned to seriously challenge the View's powertrain performance and handling abilities, both on freeways as well as two-lane secondary roads. Initially sliding into the well-sorted-out cab of the unit with its adjustable Ultraleather captain's seats, we immediately felt comfortable within this snug, well-designed environment.

The Sprinter's windshield is wide and seamless, and affords a broad view of things ahead to the driver and passengers. Its aerodynamic, rakish hood line likewise enhances forward visibility, as there is nothing sticking out in front to restrict the driver's line of sight. Inside the cockpit, the dashboard and instrument clusters are reasonably laid out and quite readable under most circumstances. Of note is a 6.5-inch LCD radio/rear camera touch screen in the center of the dash, which controls the AM/FM/CD stereo radio and other features.

We've been behind the wheels of Sprinter-based motorhomes before, and the same van-like feel and positive, predictable handling was essentially the



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40-60 MPH: 12.0 SEC

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LEAF SPRING WITH STABILIZER BAR

FUEL CAP: 26.4 GAL

WARRANTY: 3 YRS/36,000 MILES

COACH

EXT LENGTH: 24' 6"

EXT WIDTH: 7' 6"

EXT HEIGHT: 11' 3"

INT WIDTH: 7' 3"

INT HEIGHT: 6' 8"

CONSTRUCTION: ALUMINUM/STEEL

FRAMING, FIBERGLASS SKIN AND ROOF,

POLYSTYRENE BLOCK FOAM INSULATION

FRESHWATER CAP: 38 GAL

BLACK-WATER CAP: 32 GAL

GRAY-WATER CAP: 36 GAL

WATER-HEATER CAP: 6 GAL

LP-GAS CAP: 13 GAL

AIR CONDITIONER (1): 13,500 BTU

FURNACE: 20,000 BTU

REFRIGERATOR: 6 CU-FT

CONVERTER: 45 AMP

BATTERY (3): 1 12-VOLT CHASSIS,

2 12-VOLT COACH

AC GENERATOR: 3.6 KW

MSRP: \$98,696

MSRP AS TESTED: \$115,557

WARRANTY: 1 YR/15,000 MILES

WET WEIGHT

(WATER & HEATER, FUEL, LP-GAS TANKS FULL;

NO SUPPLIES OR PASSENGERS)

FRONT AXLE: 3,620 LBS

REAR AXLE: 6,260 LBS

TOTAL: 9,880 LBS

CHASSIS RATINGS

GAWR, F/R: 4,410/7,720 LBS

GVWR/GCWR: 11,030/15,250 LBS

ROCC: 1,150 LBS

(DEDUCT WEIGHT OF PASSENGERS FOR

NET CARGO CAPACITY)

GAWR: GROSS AXLE WEIGHT RATING

GVWR: GROSS VEHICLE WEIGHT RATING

GCWR: GROSS COMBINATION WEIGHT RATING

ROCC: REALISTIC OCCUPANT & CARGO CARRYING CAPACITY (FULL WATER, NO PASSENGERS)

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same here. And for those who may be put off driving motorhomes of larger dimensions, they should feel quite at ease in this tightly configured, easy-to-drive vehicle.

Pulling away from the curb, the unit smoothly accelerates into traffic with a reasonable amount of power thanks to its 188-hp, turbodiesel V-6 engine, while the five-speed overdrive transmission shifts fluidly and unobtrusively in the background. In timed speed runs performed earlier, the motorhome weighing in with a wet weight of 9,880 pounds was able to achieve 0-to-60 MPH in 23 seconds, with 40-to-60 MPH intervals of 12 seconds.

You really begin to appreciate the Sprinter's powertrain when pulling in to take on fuel (which doesn't seem all that often), as attested to by our mileage results of 16.9 MPG freeway and 14.2 MPG overall. In this day of \$4 gallons of diesel — at best — this motorhome's miserly, fuel-sipping habits can be considered a significant benefit.

Leaving an overnight campsite at Lake Casitas near Ojai, we pointed the View northward on Route 33, also known as Maricopa Highway. This two-lane ribbon of steep, winding and often precipitous asphalt is a challenge for most vehicles larger than a motorcycle.

Instead of letting the transmission lug when we hit the steep stuff, we found that lightly tapping the dash-mounted shift lever to one side was a convenient way of downshifting to the gear best suited to the immediate situation. The motorhome had no problem climbing the steepest of inclines either, though progress was decidedly slower when we encountered stretches that appeared to be in the 8 to 10 percent range.

As an example, the View easily maintained 60 MPH at 2,600 RPM in second gear on a 7 percent grade earlier in the trip. Heading down the same stretch at the end of our test, it also exhibited very good holdback, maintaining 55 MPH in third gear at 3,800 RPM without having to hit the brakes.

Whether cutting a sharp angle on a banked curve, threading our way through narrow mountain tunnels or pulling the many steep grades and switchbacks we traversed, the View was a strong and nimble performer in all instances. The View reas-

suringly soldiered on as we passed through Lockwood Valley and up into the higher elevations of pine-studded Frasier Park. On our homeward leg, we connected with Interstate 5 and finished the test covering a variety of suburban and urban freeways.

Considering the varied terrain, diversity of highway configurations and range of elevations driven, it is safe to say that this motorhome is a flexible, reliable, well-mannered performer under nearly all circumstances. About the only negative we noted is that it was susceptible to wandering when encountering abrupt crosswinds, or larger passing vehicles such as 18-wheelers.

LIVABILITY

Though the 24M's living space is snug in comparison to larger floorplans, its full-wall slide adds extra inches to the coach's main living environment, where it's needed the most. Contributing further to available features, the front captain's seats can be swiveled rearward to become very useful seating alternatives for the lounge. Despite its limited dimensions, the interior has been appointed with all the necessary amenities needed for comfortable camping and extended touring.

Our test coach's interior reflected Euro-style design cues, and was accessorized with Winnebago's Redwood décor package. Among other stylish elements, this included Sunset Cherry cabinetry with contoured overhead cabinet doors, brushed nickel handles and brightwork. Easily cleanable, tile-patterned brown vinyl is used on most floor areas, with the exception of gold-toned carpeting found in the cockpit and beneath the dinette.

All counter and table surfaces are laminate, while buttery Ultraleather is used to upholster dinette, couch and captain's seats. Most windows have padded valances and are appointed with handy MCD American Duo Solar blackout shades that offer one roll-up panel for conveniently filtering light, and the other that shuts out sunlight completely. Finishing things off overhead is a soft vinyl headliner that is appealing to the eye and helps reduce interior noises.

Multiple storage areas are available inside and out, though they are proportionally smaller due to the unit's size. Inside

there are overhead cabinets, lower cupboards, drawers, a small pullout pantry and even storage beneath dinette seats to stash food, utensils and other goods. Places to stuff clothing items, however, are in short supply and owners will have to make some hard choices when loading this motorhome.

The one bright spot for hanging clothes, and maybe loading a duffel or two, is a 48-inch by 19-inch by 33-inch curbside closet in the rear bathroom, which ended up being a catchall for us.

Overall, the 24M has a wet weight of 9,880 pounds, and allows the loading of 1,150 pounds of passengers and cargo before exceeding its gross vehicle weight rating (GVWR) of 11,030 pounds.

When our first day of travel was completed, we pulled into Lake Casitas for an overnight stay, where the motorhome easily backed into a full-service spot. As the sun was still up, we extended the optional electric patio awning (\$805) for a spot of shade, pulled out two collapsible chairs

CONTINUED ON PAGE 50

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from a modest streetside cargo bay and spent the waning hours of the day enjoying our delightfully rustic setting.

This floorplan comes equipped with a microwave/convection oven that makes cooking meals much quicker and easier, and we took full advantage of this convenience over the next several days. When dinnertime rolled around, we began gathering the makings from overhead galley cabinets, the pullout pantry and adjacent 6-cubic-foot refrigerator. Aided by the galley countertop's two-burner stovetop and roughly 11 square feet of useable counterspace (factoring in a smoked glass stove cover and wood sink insert), we were able to make short work of the evening's meal preparation.

The 38-inch by 71-inch dinette is designed for two adults, and eating our first meal at the snugly proportioned table confirmed this fact. Nevertheless, added passengers or guests can still be entertained, thanks to a portable, 19-inch by 31-inch pedestal table that easily sets up in the forward lounge adjacent to the captain's seats. When no longer needed, the tabletop and its metal pedestal store conveniently out of the way in a nearby galley cabinet.

Once dinner was over, we sprawled out on the sofa for a little reading and planned our test course for the next day. We'd also brought along a couple of DVDs for our evening entertainment, and decided there was still enough time left for a movie.

To make things more enjoyable, we pulled the 26-inch LCD TV away from its normal resting place against the curbside galley wall using its swing-out arm, popped the DVD into an AM/FM/DVD player located in the main galley cabinet and sat back to watch the feature. For the next few hours, one of us nestled up comfortably on the sofa with a pillow and blanket, while the other lolled in one of the inviting, inward-facing captain's seats and enjoyed the show.

Bedtime finally rolled around, and we

set about converting the streetside Comfort Sofa Sleeper from a couch to a bed. This involved electrically inflating a 60-inch by 78-inch air mattress. In addition to this location, a 49-inch by 75-inch cabover bunk is also available for a single adult or pair of smaller kids.

We both initially agreed to give the queen-size airbed a try, rolled out our sleeping bag and tentatively crawled aboard. Early on however, the distaff member of our team decided that she didn't much care for this arrangement as it seemed

too "squishy" to her, and instead opted for the more traditional mattress in the cabover bunk.

The only issue encountered here was that once ensconced in the overhead berth, you are pretty much stuck there for the night; unless you want to experience something akin to a kid's "moon bounce" in stepping on the air mattress to get to the

floor. This is caused by the fact that the airbed and bunk ladder cannot be deployed simultaneously, as they require the same floor space to function properly.

Before shoving off the next morning, we both freshened up in the compact but fully functional rear bathroom with 20-inch by 34-inch shower stall and mini-washbasin. Despite the cramped quarters of this essential zone, the private room still affords a porcelain toilet with 12 inches of foot space and 78 inches of overhead clearance in the shower.

Winnebago's 2012 View 24M with full-wall slideout appears to be an agile, compact Class C that possesses a little more room than some other models in its class. If you don't mind an air mattress as your primary sleeper, the unit's extra residential space can prove quite handy. With its reliable Mercedes-Benz Sprinter diesel chassis and remarkable fuel mileage also considered, this efficiently arranged coach should make an excellent camper as well as an agile, trustworthy touring vehicle. ♦

**WINNEBAGO'S
2012 VIEW 24M
WITH FULL-WALL
SLIDEOUT
APPEARS TO BE
AN AGILE,
COMPACT CLASS C
THAT POSSESSES
A LITTLE MORE
ROOM THAN SOME
OTHER MODELS
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DON'T FEAR THE JUICE

BE PREPARED FOR ELECTRICAL PROBLEMS ON THE ROAD WITH A WELL-STOCKED **ELECTRICAL REPAIR KIT**

by GARY WESCOTT



It was a typical hot, humid night in Florida. We had parked on one of those funny arms that runs along the coast, thinking it would be cooler and close to the beach for a nice stroll in the morning. It was so hot and sticky you could drink the air. To move was to sweat. Sitting outside was an open invitation to every blood-sucking insect for miles around. No problem, we thought. We just turned on the generator and flipped the A/C to high. It's part of the luxury of traveling in a motorhome, right? Everything was about as comfortable as it could get, and then I pushed the switch to raise the electric step.

Poof! Darkness! No fans, no lights, no music, no TV, no water. We had no clue what had caused a total electrical failure. All the LED lights on our foolproof sophisticated breaker panel were dead, but we knew our bank of Odyssey deep-cycle batteries was fully charged.

This was one of those electrical nightmares that motorhome owners dread. In fact, electrical problems, aside from health or total mechanical failure, are just about the worst thing that can happen. Back in the days when vehicles relied on fuses you could count on one hand, there was no auxiliary

fuse panel buried in the engine compartment. No super fuses or mini fuses. Just little round AGC fuses in a block under the dash. That's over.

So many electrical circuits control today's high-tech motorhomes, it's a miracle we can drive down the road without something going wrong, and when it does, you need to be prepared. We have assembled a comprehensive electrical repair box for those exciting occasions. It started with a roll of electrical tape and a \$1.99 test light, and grew out of experience and paranoia. Like our first-aid kit, we hope we never need to use it, but experience tells a different story.

The first step in organizing an emergency electrical repair kit is to know your vehicle. As we dissected our own travel kit recently, we realized how many items we had that only applied to previous vehicles. They had no black boxes and still used incandescent bulbs. Today's trend toward LED, halogen and fluorescent lights presents new problems.

Pulling out a fuse and replacing it is about the easiest electrical repair you can make. Finding which fuse has blown can be considerably more difficult in the dark. We have found the Smart Glow Fuse, which actually glows when it

PHOTOS: GARY WESCOTT

TOOLS



Using the correct tools can make the job easier and less likely to be a problem down the road.

blows, makes the identification of the dead fuse much easier.

A blown fuse usually means a short or an overload. Now it's getting more complicated, but there are tools that can isolate the problem.

The least complicated but still useful is a simple test light. The basic test probe just tells you if there are 12 volts between a ground and a source. The Innova 3420 Smart Test Light (MSRP \$27.45) does about the same thing, but with internal LED lights. It will also tell you the relative power of the positive or ground you are testing. Sometimes a short pair of alligator clips can help reach a terminal or extend a wire you need to test. It's easy to make your own.

A digital multimeter can be invaluable. A small one like the Equus 4320 (MSRP \$17.96) can handle many tests. The more advanced Innova 3340 (MSRP \$147.86) has additional features, including a temperature sensor and an inductive pickup clamp, though it is more complicated for the non-electrician to understand. (If you have a more sophisticated tester, chances are one of your RV neighbors will know how to take advantage of it.) A resettable fuse can be useful while you are searching for the short or overload without depleting all your replacement fuses. If a fuse does blow, putting in the next size up is not a safe solution.

A good tool for troubleshooting is the Innova 3347 DMM Inductive Amp Probe (MSRP \$135.86). By simply clipping the

PARTS



QuickCable has a full line of virtually everything needed for a basic or professional repair kit. The company's Guardian Heat-Shrink connectors have a built-in heat-shrink sleeve.



When warmed with a heat-gun, propane torch, or any flame, Quick Cable Guardian Heat-Shrink connectors shrink around the wire crimped to the terminal.



The Smart Glow Fuse actually glows when it blows, making troubleshooting easier.



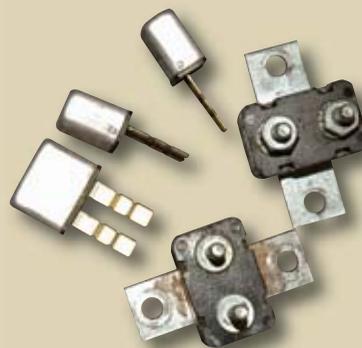
Wire ties, small wire clamps, and a selection of heat-shrink tubing can make a clean job and prevent future problems.



ATC (spade) and AGC (barrel) fuses come in different sizes and amp ratings, so it pays to know your vehicle.



Does your vehicle use incandescent or LED bulbs? You may need to carry both.



A couple of circuit breaker and resettable fuses can help when you are testing for a short, or fixing one.



Electrical tape or Rescue Tape can make quick and permanent repairs.

SCANNERS/TESTERS



A digital multimeter like the Innova 3340 has a temperature sensor and an inductive pickup clamp.



The Innova 3347 DMM Inductive Amp Probe can read the amount of current passing through a wire when plugged into a compatible multimeter.



A simple test light can help to identify power and ground sources.



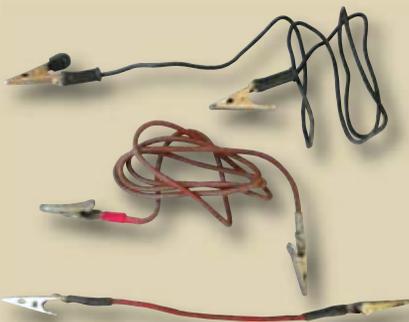
The Innova 3420 Smart Test Light uses internal LED lights to indicate the relative power of the positive or ground you are testing.



Innova 3100 CanOBD2 Diagnostic Tool



The Innova 3100 CanOBD2 Diagnostic Tool will identify trouble codes and turn off CHECK ENGINE lights. The more advanced Innova 3150 will also diagnose codes.



A short pair of alligator clips can help reach or extend a wire you need to test. It's easy to make your own.



An AC power line monitor and a plug-in battery monitor like the Innova 3721 are both valuable testing tools.



In order to fix a problem, you first have to identify it. The OBD2 code reader quickly performs this job.

probe around the wire in question, and plugging the leads into any digital multimeter, you can read the amount of current passing through that wire. This can be ideal for testing alternator output, starter and battery current draw, and other mysterious drains on your system without disconnecting them.

If a faulty alternator or battery drain is

suspected, an inexpensive plug-in battery monitor like the Innova 3721 (MSRP \$26.85) can give you a quick idea of what's going on. It plugs into any cigarette lighter socket. On the AC side, you never know what's coming out of an RV campground's 120-volt AC receptacle, so before you blame your own system, use a plug-in AC power-line monitor, available at RV/camping stores, to see if it's

a ground or a low-voltage problem.

We can't forget the ultimate electrical troubleshooter. Virtually all our vehicles are controlled by computers and their related black boxes, and the only way to access their information is with an OBD2 scanner and code reader. The Innova 3100 CanOBD2 (MSRP \$199.99) will identify trouble codes and turn off CHECK ENGINE



A professionally wired Blue Sea distribution panel is a work of art.



By eliminating all fuses, the Blue Sea distribution gives us an instant view of what's on and what's off.

lights. The more advanced Innova 3150 (MSRP \$357.13) will also diagnose codes.

With these or similar testing devices, you can usually identify an electrical problem. Repairing it can be another story, but surprisingly, when you get this far, the fix is often obvious and elementary. Electrical current is like water. It flows in predictable ways. Having the proper tools and parts can make the job go much faster.

Our repair kit has a small selection of 2- or 3-foot pieces of red and black wire in a few different gauge sizes. If it's a frayed wire, you will need to splice in a new piece or tape the damaged area. Splicing is best done with quality butt connectors. We highly recommend the QuickCable Guardian Heat-Shrink connectors. These are unique in that they have a built-in heat-shrink sleeve. When warmed with a heat-gun, propane torch, or any flame, they shrink around the wire being crimped and glue the ends shut for a moisture-proof permanent bond. We have never had one fail, come apart, or corrode. QuickCable has a full line of virtually everything needed for a basic or professional repair kit.

Speaking of connectors, probably half of the simple electrical failures we have had over the years have been the result of sloppy work and the use of poor-quality crimp sleeve connectors that tap into the wire. They are dangerously easy to use, and designed for temporary noncritical inside connections. We call them "crud-locks." When installed correctly, at best, they only touch two or three wires in a strand of many, and they are open pathways to moisture and corrosion. This is not the kind of connection you want on your brakelights or anything that's subject to weather.

Properly preparing a wire for crimping to any connector requires stripping the insu-

lating off the end. There are many ways to do this, but by far the easiest is to use a wire stripper (a knife or diagonal cutters risks cutting wires at the same time). One of the most important tools you can add to your kit is a pair of high-quality crimping pliers. A poorly crimped connector often pulls apart, and you're back where you started.

A roll of electrical tape also is a must. We carry both black and red to identify positive and negative wires. A product called Rescue Tape can also be very useful for a multitude of repairs. Some short pieces of heat-shrink tubing can make a clean protective cover on a splice or terminal connection.

Once the problem has been isolated and fixed, small clamps and wire ties help to isolate wires, organize them into bundles and prevent movement. Wire is made of copper, and if you flex it enough, it will eventually break. A couple of wire ties and a 2-inch piece of split heater hose can keep groups of wires from rubbing on sharp edges.

Back in Florida, in the light of day, we found the interesting cause for our total power failure. Despite the fact that our motorhome had been carefully engineered with a 120-volt AC and 12-volt DC distribution center using quality Blue Sea marine circuit breakers to avoid the use of fuses, someone had installed a 30-amp fuse in the primary power wire leading to the bank of Blue Sea circuit breakers. Raising the electric step was just enough to overload and blow it.

All this points to a few primary preventative measures that can save time and frustration down the road. Corrosion is a major problem, especially in humid, salty climates. If you're replacing a bulb or some other plug-in connection, a little dab of dielectric grease will prevent future corrosion. It's available in small tubes at automotive

stores. When installing accessories in your motorhome, do the work yourself if possible, so you know where to look if there is a problem. If that's not practical, at least watch and ask questions. Use the correct-size wire for an application. Never mix insulation colors, and standardize for ground and positive wires. Use quality connectors. Tape or heat-shrink every connection. Isolate all wires from sharp edges or hot engine components. Install an auxiliary fuse box if necessary, like those made by Painless Performance or Blue Sea to avoid overloading any single circuit.

Electrical problems can be aggravating at best, and even catastrophic in some cases. Fortunately, most are preventable or repairable if you have the basic tools and parts. ♦

FOR MORE INFORMATION

BLUE SEA SYSTEMS

800-222-7617,
www.blueseasystems.com.

EQUUS PRODUCTS/INNOVA

800-544-4124,
www.iequus.com.

LITTELFUSE

Smart Glow Fuse
www.littelfuse.com/smartglow.

ODYSSEY

800-538-3627,
www.odysseybattery.com.

PAINLESS PERFORMANCE

888-350-6588,
www.painlessperformance.com.

QUICKCABLE CORP.

800-558-8667,
www.quickcable.com.

RESCUE TAPE

877-847-2628,
www.rescuetape.com.

LIFE OF THE PARTY

DISH TAILGATER PORTABLE ANTENNA OFFERS AN INEXPENSIVE AND SIMPLE WAY TO ENJOY SATELLITE TV PROGRAMMING WITH AN AUTOMATIC SEARCH AND LOCK FEATURE

by BILL AND JENN GEHR

In this day and age, we are bombarded with myriad impressive technological advances that make our lives more comfortable on the road. Entertainment is high on most of our lists, with a strong desire to have a decent channel lineup available to watch the TV of our choice, regardless of where we are. Satellite TV is very common in motorhomes today, and the entry cost can be expensive, but it's the answer to watching what we want, when we want.

DISH Network, teaming up with King Controls, offers its subscribers a unique, portable HDTV experience, called the Tailgater. The Tailgater is a must-have accessory for anyone looking for the ultimate in TV entertainment versatility. Good-looking and weighing in at only 10 pounds, the Tailgater is thoughtfully designed with an ergonomic carrying handle as well as a location to affix a security cable and padlock.

Complete set up for use takes only five to 10 minutes, making it perfect for easy campsite positioning, especially in areas where trees block the use of dishes fixed to the roof. But the Tailgater can also be used for tailgate parties at your favorite game, and even at a backyard barbecue.

The Tailgater system contains a free-standing, portable automatic cube, an HD Solo receiver with remote control (batteries included), 50 feet of RG6 coax cable, an HDMI cable, RCA audio/video cable, a Quick Reference Guide and User Guide. The instructions also provide additional FAQs and troubleshooting information.



The Tailgater Portable Satellite Antenna with DISH Network's HD Receiver offers its users endless possibilities for their TV adventures.

MOTORHOME | January 2012

55

PHOTOS: JENN GEHR



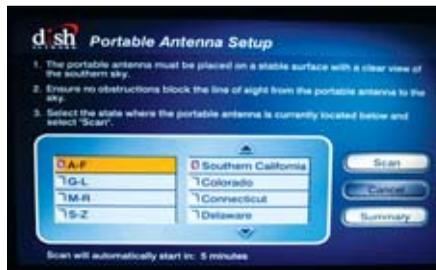
Most current-model motorhomes come standard with satellite input ports that make for a quick setup.



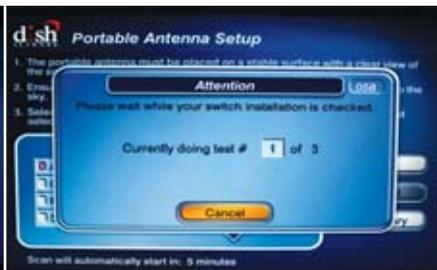
By using a single coax lead to the Tailgater cube you eliminate the need for a separate power cord.



King Controls added a locking point for peace of mind.



The setup on the Tailgater is so simple; just select your state or region to begin an automatic satellite search.



The system clearly walks the user through the setup process, thus eliminating any guesswork.



Within a matter of minutes, the Tailgater will locate a signal.



Although the download can take up to 10 minutes, the total process only took us about five minutes and was very uncomplicated.

All you need to supply in order to enjoy the outdoor HD TV experience are a TV and 120-volt AC power from the campground hookup, an inverter or a small portable generator — no other tools are needed. Of course, you may want to bring along a few extra lawn chairs for outside viewing.

Following seven simple steps in the very intuitive and clearly illustrated reference guide will get you set up and watching TV in a matter of minutes. The first step is to find a good spot to place the Tailgater cube. While it has an automatic search-and-lock feature, it's best to find a location that has a clear view to the southern sky. You can zero in on spots that may have restricted views of the sky by using a locator guide found in certain apps that can be used on a smartphone. The Tailgater case is designed to allow positioning on the ground, even if it's raining.

Once the cube is securely in place, the single coax cable is attached to the antenna port located on the side of the Tailgater. The other end is connected to the satellite-input coaxial port on the back of the Dish Network HD Solo Receiver. Then plug in the receiver to a 120-volt AC power source, which illuminates the green power light located on the front panel. The Tailgater, which gets its power through the single cable, will then automatically search and detect the Dish

Network Satellite. When you're ready to head home or to the next venue, simply disconnect the cable and pack it away in a storage compartment.

The Tailgater portable HDTV satellite system will operate in 48 states and will support HD as well as SD programming. If you're a current Dish Network subscriber and you have a VIP 211K receiver (the only one that works with the system at this time) you can buy just the Tailgater cube. The Tailgater and receiver combo system retails for \$499. The cube alone sells for \$350.

If you decide that you want to record your favorite programs, for a one-time activation fee of \$40, you can add a hard drive to the receiver using the USB port in the back of the unit. For information and activation of the recording capability, log on to www.dishnetwork.com/support/section/dvrconversion.

After setting up the system for the first time, you'll need to sign up for a programming package. Dish allows users to activate the service as needed, so there's no cost during periods of time when the receiver is not being used. ♦

FOR MORE INFORMATION

DISH NETWORK
800-333-3474,
www.dishnetwork.com/tailgater.

LEISURE TRAVEL VANS UNITY U24IB

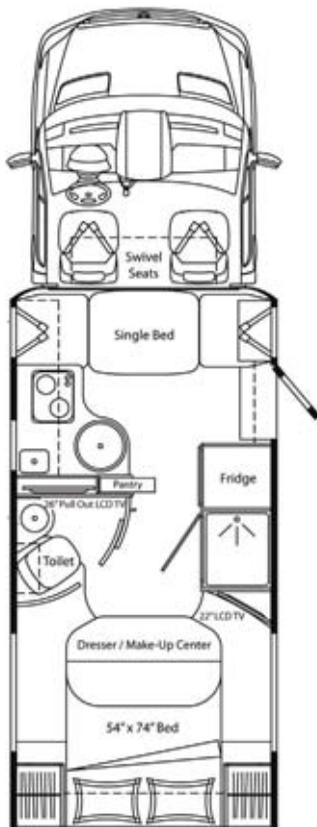
IS BIGGER BETTER? OR DO GOOD THINGS COME IN SMALL PACKAGES?



“The new normal.” It’s a term many of us have grown accustomed to over the last couple of years, as economists and politicians have attempted to gently remind us that the current conditions will not change anytime soon. That, in fact, our new way of life may become permanent.

The same can be said for the RV industry. As fuel prices continue to climb, manufacturers are finding innovative ways to pack appealing, Class A-style features into smaller, lighter motorhomes that not only get better fuel economy, but also can double as a second family vehicle and even be parked in the driveway. Are we witnessing the beginning of the “new normal” for motorhomes?

We can’t say for sure — but we’d be willing to bet that motorhome manufacturers such as Triple E wouldn’t mind if that were the case. For more than 45 years, Manitoba-based Triple E has been a household name in the Canadian RV market, and its Leisure Travel Vans brand now consists of five Class B and



SPECIFICATIONS

CHASSIS: MERCEDES-BENZ SPRINTER	WHEELBASE: 170"
ENGINE: 3.0-L V-6 DIESEL 188 HP	FRESHWATER CAP: 30 GAL
FUEL: 26.4 GAL	GRAY-WATER CAP: 37 GAL
GVWR: 11,030 LBS	BLACK-WATER CAP: 29 GAL
EXTERIOR LENGTH: 24' 7"	LP-GAS CAP: 12.7 GAL
EXTERIOR WIDTH: 7' 8.5"	BASE MSRP: \$112,970
EXTERIOR HEIGHT WITH A/C: 10' 5.5"	

LEISURE TRAVEL VANS, LTD.
877-992-9906, WWW.LEISUREVANS.COM.

compact Class C products. Its latest offering is the Unity U24IB, a 24-foot, non-slide motorhome built on the exceedingly popular Mercedes-Benz Sprinter platform. This floorplan's unique feature is a full walk-around, residential-quality 54-inch by 74-inch bed, a first in North America on a non-slide 24-foot Sprinter, according to the company. The bedroom also boasts big-coach features like his-and-hers wardrobes, a convenient flip-up dresser and makeup center at the foot of the bed, and a private two-piece lavatory and residential-style shower.

As you move your way forward in the motorhome, the Unity's luxury intentions become even more evident. The compact galley boasts Corian countertops, as well as a Euro flush-mount cooktop and sink with hinged glass covers. There's also a combination convection microwave oven, European-styled curved wood cabinetry, and a handy slide-out pantry for cooking essentials.

When it's time to relax, pull out the



26-inch LCD TV that can be easily viewed from the forward dining area or the swiveling Ultraleather driver and front passenger seats. To make the best use of the limited space, the multi-position dining table can also serve duty as a single bed.

One of the limiting factors in a small motorhome has traditionally been storage space, but that's not the case on the U24IB. There's 60 cubic feet of exterior storage as well as a lighted, pass-through baggage compartment at the rear of the motorhome. And if you like to entertain outside, you'll appreciate the standard power patio box awning and the optional Entertainment Package, which features a removable bedroom TV that easily mounts on an exterior swing-out arm, complete with exterior stereo.

Elsewhere, standard features on the U24IB include full-body paint with clear coat and matching bumper, 13,500-Btu ducted roof air conditioning with heat pump, a new 7-inch touch-screen GPS and backup camera, and optional side-turn cameras. ♦

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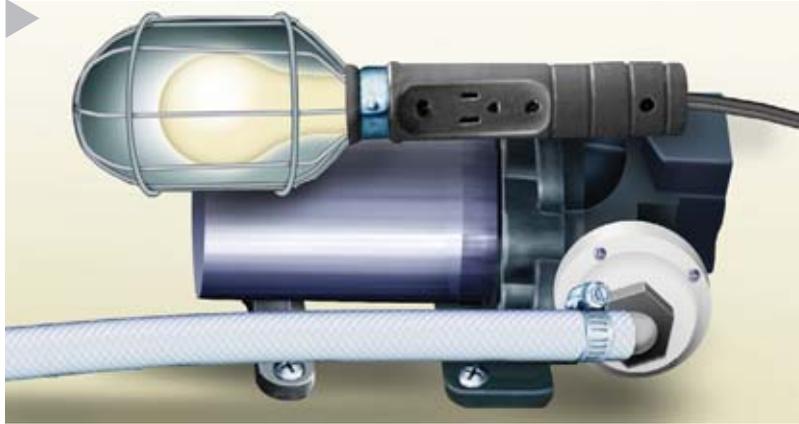
Danko, Circle 128 on Reader Service Card

PREVENTING WATER PUMP FREEZE-UPS

We use our motorhome throughout the year and often find ourselves in subfreezing, winter weather. We learned that the most vulnerable place in our system is at the water pump. To prevent freezing and allow us to continue water use while preventing possible damage to the pump, we installed a work (or trouble) light in the compartment.

When the temperature threatens to drop, we turn the light on. We use a 60-watt bulb and the system has never frozen, even with single-digit outside temperatures.

RAY MCCALMENT | DEPEW, OKLA.



▼ RATTLE-FREE STOVE COVER



Tired of hearing the metal folding cover on top of our stove rattle as we drove down the highway, my wife came up with a good solution. She bought a wooden chopping board that fits over the metal cover on the stove, then she attached rubberized shelf material on the

underside of the board. The rubberized material sticks to the board, but not the stove's metal cover. The cutting board is heavy enough to stop all the rattling.

WAYNE BRADLEY | ATWATER, CALIF.

SMART BATHROOM SCALE SPOT

Being full-timers we needed a convenient place to store our bathroom scale. We searched and found a magazine rack that fit the size of our scale. Then we mounted the rack on the wall beside our toilet. Now the scale doesn't take up valuable space on a closet floor and it doesn't move while traveling.

**BONNIE AND VANCE CLEGG
GREEN COVE SPRINGS, FLA. ♦**



HITCH YOUR POOCH HERE ▼



I installed a new power awning to replace my old manual awning. Unfortunately this left four holes that needed to be filled and the area repainted. Instead I chose a different approach and had two stainless steel cover plates fabricated to match the hole patterns. I had a loop welded to each plate and now use these loops to attach my dog's leash when I need two hands for other things. It could be used for anything else that needs a solid, easily reached anchor.

DANNY LINDSTROM | SALINAS, CALIF.

WE WANT TO HEAR FROM YOU!

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

ILLUSTRATIONS: BILL TIPTON

techsavvy

HANDS-ON | HOT LINE | COACH & POWERTRAIN



HANDS-ON | by BOB LIVINGSTON

PORTABLE VACUUM SEALING

ZipVac rechargeable pump and storage bags make food preservation fast and easy

Years ago we purchased a vacuum sealer to keep food fresh and prevent freezer burn. The system uses plastic bags that are sealed after the food is loaded. Then the air is sucked out of the bag. While the system works great, it's pretty bulky for use in a motorhome. Using the same concept, but employing specially designed plastic bags and valves, ZipVac offers a system that's perfectly at home inside a motorhome.

"Portability" is the operative word here. Rather than storing a base unit that requires 120-volt AC power, the ZipVac system uses a rechargeable hand-held pump to suck the air out of the bags. Once charged, the pump is said to evacuate the air out of 150 bags. While that might be a little optimistic, our testing showed that the charge lasted long enough to handle our needs while on the road. To recharge, the plug retracts from the pump handle and is inserted into a standard wall socket. A manual pump that comes with the system can be used if necessary.

The process for storing food can't get any easier. Simply load the appropriate bag with the food, seal the bag by pinching the corner and running your fingers over the mated closure tracks — similar to the way popular food-storage bags work.

Once sealed, the round valve molded into the bag is twisted to the open position and the pump is placed over the valve. A push of a button starts the vacuum pump that quickly sucks the air out of the bag. You can easily see that the bag conforms to the food and the pump makes a different sound when the job is done. The valve is then twisted to the closed position and the food is ready for storage.

Most of our food fit in the quart- or gallon-size bags. A jumbo bag is designed to handle larger cuts of meats, and there's even a bag configured for fresh caught (or bought) fish. Prices range from \$9.99 for 15 quart-size bags to \$19.99 for 20 of the jumbo or fillet bags. The bags, which are three layers thick, are cleanable and reusable. They are also puncture resistant.

We found almost unlimited uses for the bags. The obvious one is to store leftovers — whether in the refrigerator or freezer — but meals can also be prepared at home and stored in the bags, freeing up valuable storage space. When ready for use, we simply defrosted the food and popped the bags in the microwave. The bags are also boilable.

Thinking out of the box, the ZipVac bags can be used to waterproof valuables when on the water, protect gear that's tossed in a day pack, or even seal unused adhesives that tend to be messy and harden quickly when exposed to the air. The possibilities are limitless.

A starter kit comes with the rechargeable pump, a light-weight manual pump, three quart-size bags and two gallon-size bags. It retails for \$40, but can be found online for around \$35. ZipVac is made in the USA.

This easy-to-handle, vacuum-sealing system is fun and practical to use, and will easily pay for itself in a very short time. ♦
CTI Industries Corp., 866-382-1707, www.zipvac.net.

Going Nowhere Fast

UNSUCCESSFUL IN HIS ATTEMPT TO SECURE COMPENSATION FROM A SERVICE-CONTRACT PROVIDER FOR A FAILED COMPONENT ON HIS MOTORHOME, A READER ASKED HOT LINE FOR HELP. HE EXPLAINED:

I have a 2006 Fleetwood Southwind 32V on a Ford chassis and a 6 year/60,000 mile extended warranty (service contract) from Western General.

Last June, the motorhome developed an acceleration problem that limited the speed to 15 MPH and a rough idle. An engine code reader indicated codes P2107 and P2110 as the source of the problems. A mechanic told me that was indicative of a throttle position control module problem and he replaced the throttle assembly.

When that didn't fix the problem he suggested I take it to a Ford dealer. I was near Flagstaff, Ariz., and the only Ford dealer in the area didn't work on motorhomes so I took the coach to Flagstaff Service Center Inc.

After an extensive inspection, a technician from the service center determined the power control module (PCM) and throttle body were bad and needed to be replaced. I contacted Western General, advised them of the breakdown and was instructed to have the mechanic contact Western General for repair approval.

When the mechanic called Western General he was told that the repairs were not covered by my service contract. He then called Ford Motor Company and was informed that the parts were not under warranty.

I called Western General and was told that neither part was covered by their warranty but that the PCM was part of the emissions control system and covered under an 8 year/80,000-mile federally mandated manufacturer's warranty. They suggested I contact Ford. A representative from Ford said that both parts were part of the fuel

system with a 3 year/36,000 mile warranty and therefore no longer covered.

I authorized the repair and paid \$2,723.88. This was in addition to the \$450 I initially paid for the replacement of the throttle assembly.

I'm wondering if the PCM is part of the emissions control, and therefore covered by a Ford warranty, or part of the fuel system. If they're both part of the fuel system shouldn't they be covered by Western General's service contract? Can Hot Line please help me?

**ED ARAMBULA
SANTA CLARITA, CALIF.**

Hot Line contacted Western General Warranty Services in an attempt to work out a resolution to Arambula's complaint. Arambula filled us in on the results of our inquiry. He wrote:

Last August, I requested Hot Line's help in resolving an extended service contract issue I had with Western General. The issue involved a broken PCM that Ford said was part of the ignition system; Western General claimed the module was part of the emissions system and refused to pay for the repair. I am happy to report that as a result of Hot Line's intervention, I received a check from Western General for the cost of replacing the broken module. Thank you for being there for me and my fellow RVers.

E.A.

WIRING-HARNES HEADACHE

Finding it difficult to work out a warranty issue with a manufacturer, a reader turned to Hot Line for assistance. He wrote:

As my wife and I set out on a recent trip, the cluster package on the dash-

board of our 2008 Fleetwood Bounder diesel-pusher (with only 5,000 miles on it) started to go crazy. We got CHECK ENGINE, CHECK TRANSMISSION and ABS warning lights and alarms. The digital readout on the Allison transmission went black, the tach bounced between zero and 2,500 RPM, and the speedometer went from zero to 70.

We took the motorhome to a local Freightliner dealer in Hagerstown, Md., for repairs. The service manager said that our unit was still covered by Freightliner's 5 year/50,000-mile warranty. Several days later we received a call stating our coach was ready and the balance due was \$2,000.

The service manager told us the problem was the main wiring harness, which had been pulled too tight where it crossed the frame to the main hub connection. The wiring harness had rubbed on the frame until it went to bare wire, which caused our problem. We were told by Freightliner's warranty department that this was not covered under warranty.

I paid the bill in order to get our coach back, but I'd like Hot Line's help in getting a refund of our \$2,000 — or at least, split the cost of the repair with Freightliner. Thank you.

**JIM GALANTINO
HAGERSTOWN, MD.**

Freightliner Custom Chassis was contacted to see if it would reconsider its position in Galantino's situation. Some time later, Galantino filled us in on the outcome. He wrote:

Thank you for helping me with my request to Freightliner. I received a call from Freightliner with an apology for the confusion and a full refund for the repair of the main wiring harness on our coach. I think it's great that MotorHome takes an interest in helping consumers with manufacturer disputes and warranty misunderstandings.

J.G. ♦

TO CONTRIBUTE TO HOT LINE, please refer to Contact MotorHome, on page 12.



Batteries Go Dead

I bought a new 2009 Gulf Stream Country Club motorhome. Prior to the purchase the salesman tried to start the engine (a 360-HP Cummins) and the batteries were dead (that was my first red flag). After buying the coach I had further problems with the starting batteries going dead.

On the first trip I had to stop at a Freightliner repair shop in Florida to have both batteries replaced. Once I returned home I put the unit in storage for a month. When I went to start it I found that the batteries were again dead. I recharged the batteries and a month later they were dead.

I called Freightliner and arranged to have it checked at a Freightliner repair shop. There, they did a draw check on the batteries and said that there was no problem. They told me the batteries were bad and they replaced them. The new batteries that had been replaced 13 months prior were no longer under warranty. The cost of this service was more than \$600.

Two months later the batteries were dead again. The techs at the shop told me that they had checked for any draw on the batteries and results were negative. They also mentioned that if there was any draw that it would be because of something that Gulf Stream had connected to the circuits. I don't understand how they could check the batteries for any draw and find none, if in fact Gulf Stream had tied anything to them.

BRIAN EVANS | SALT LAKE CITY

You need to find a new, competent shop that can solve your problem. There's no way all of those batteries were defective (although they do get ruined if left discharged). Virtually all modern motorhomes (and other vehicles for that matter) have parasitic battery draws when the engine is off.

These are from items such as clocks, radio and computer memories, etc.

There may also be other draws that need to be found. Disconnect a battery cable (when the battery isn't dead) and touch it to the battery post. If you see a small spark, there is a draw. You can measure that current with a digital multimeter with a 10-amp setting. It's common to find draws of around 0.05 amperes. If it's significantly higher, the draw needs to be tracked down.

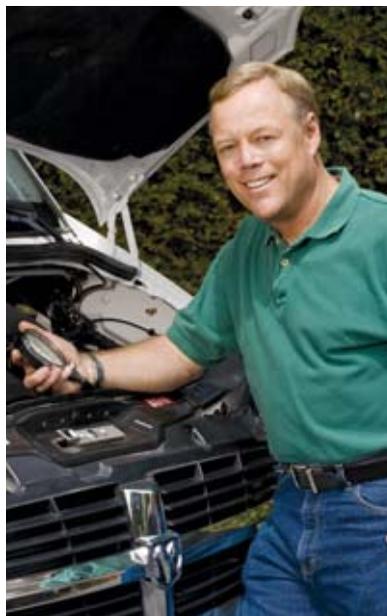
Until the problem is resolved, you need to disconnect the batteries when the coach sits idle, even for a few days. I would install a battery disconnect switch.

OWNER'S MANUAL TIP

In the October 2011 issue of MotorHome, Ryan Belonga of Phoenix wrote asking about an owner's manual for his Georgie Boy on a Dodge chassis. I sug-

VIRTUALLY ALL MODERN MOTORHOMES (AND OTHER VEHICLES FOR THAT MATTER) HAVE PARASITIC BATTERY DRAWS WHEN THE ENGINE IS OFF.

THESE ARE FROM ITEMS SUCH AS CLOCKS, RADIO AND COMPUTER MEMORIES, ETC.



gest Cooters Auto Manuals. At first, I was put off by the name, but found "Cooter" to be professional, and my manual, with all other material and leather zippered portfolio, arrived in excellent condition by priority mail as promised the next day with no additional charge for that service. I hope it helps Belonga and other readers with the same problem. Cooters Auto Manuals (owner's manuals for cars, trucks and motorhomes), www.cootersautomanuals.com.

**JOE SHERRILL
MINERAL SPRINGS, N.C.**

Thanks, Joe. We get a lot of requests for manuals and I haven't heard of this company before.

CHEVROLET REPLACEMENT PARTS

I'm having trouble finding a replacement coolant overflow tank for my 1992 Fleetwood Southwind on a Chevy P-chassis. I have been in contact with Fleetwood and have checked all the local automotive supply stores and have been unable to find a bottle as large as the one that I originally had. I've been to numerous salvage operations and have looked on the Internet. My Chevrolet dealer says the part is no longer available from them. Do you have any suggestions? Thanks for any information you might supply.

MIKE NICHOLS | TAMPA, FLA.

You should be able to get one from a Workhorse chassis service center. Workhorse bought the P-chassis product line from GM in the late 1990s.

STICKING STEPS

I have a 2000 Gulf Stream Yellowstone Capri Class C 24-foot motorhome. It has an electric step with one step coming out. It seems tight and last time I had to assist it to retract. What is the best remedy at this point; lubricate with something or change the motor? Or is there some other way to keep the step working? It is very tight and the motor strains to get the job done. I have sprayed it with lube before. The make is Kwikiee Products, and it's 24 inches

CONTINUED ON PAGE 80

One motorhome owner does a lot of dry camping and operates the AC generator frequently, while a fellow owner prefers to stay in RV parks most of the time and operates the genset rarely, if ever.

Which generator is more vulnerable to mechanical problems?

Surprise: It's the owner who always hooks up to electric, and keeps the generator idle most of the time.

Unless special precautions are taken, infrequent use often causes fuel problems in gasoline generators, which can lead to surging and erratic electrical output. Gasoline deteriorates during relatively short periods when exposed to air inside the fuel



bowl of the small carburetor on a generator, creating a gummy substance described as varnish. The fix may be expensive: carburetor replacement.

To prevent such problems, Onan recommends “exercise” — running the generator at a maximum of 50 percent of its electrical output capacity for two hours every four weeks, which circulates fuel, lubricates seals and other parts and expels moisture from the crankcase.

Late-model gasoline generators equipped with electronic fuel injection are not as vulnerable to fuel deterioration, but still require exercise, as do diesel generators, even though diesel fuel deteriorates much more slowly than gasoline.

When gasoline generators are used infrequently, a fuel preservative such as Onan's OnaFresh or Sta-Bil, available in



auto parts stores, should be added to the motorhome's fuel tank, from which the generator's fuel supply is drawn. The preservative should be added if the generator will not be exercised for 30 days during summer, when fuel deterioration is most rapid, or before

storage for longer periods at any time of year. The motorhome should be driven for a short distance to mix the preservative, and the generator should be operated under load for at least 30 minutes to draw in the treated fuel.

No preservatives are recommended for diesel or LP-gas generators, but regular exercise is specified.

Most owner's manuals for AC generators are specific, calling for recommended maintenance at intervals related to hours of usage on the generator's hour meter as well as elapsed time — i.e. an oil and filter change is recommended every 150 hours or one year.



Other service points include:

1. Every eight hours: check engine oil, inspect for damage or leakage.
2. Air filter inspection or change.



3. Muffler/spark arrester cleanout, as specified in owner's manual.

4. Inspect for loose, corroded or broken cables at the generator as well as the batteries.

5. Fuel filter change at specified intervals (the chassis engine fuel filter does not protect the generator).

6. The exhaust should be checked frequently for damage, loose clamps and leaks. The tailpipe must extend outward beyond the body of the coach. Integrity of the exhaust system is critical, as is operational status of carbon monoxide detectors inside the motorhome.

Operating conditions change with location (altitude) and ambient temperature, and it's necessary to keep in mind that engine power decreases when the generator is operated in altitude. Onan, for example, specifies a 3.5 percent reduction in rated power output for each 1,000 feet above 500 feet elevation. Power also decreases 1 percent for every 10 degrees higher than 85 degrees Fahrenheit. ♦

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USED 1993 Newmar DUTCHSTAR 35 WAS \$30,790 **NOW \$14,995** SAVE \$15,795 (888) 674-0275 Akron, OH STK# SRV18174



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



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



USED 1998 Fleetwood TRACKER 24 FT CLASS C WAS \$27,500 **NOW \$17,995** SAVE \$9,505 (877) 834-0429 Strafford, MO STK# STR17015A



USED 1999 Damon CHALLENGER 335CH WAS \$38,798 **NOW \$19,777** SAVE \$19,021 (888) 727-2952 Little Rock, AR STK# LIT16297



USED 1995 Fleetwood TIOGA 31T WAS \$27,995 **NOW \$19,995** SAVE \$8,000 (888) 848-7312 Columbia, SC STK# COL16452



USED 1998 Fleetwood BOUNDER 34-J WAS \$69,500 **NOW \$19,999** SAVE \$49,501 (866) 755-9604 Charleston, SC STK# CHN126553



USED 1999 Fleetwood BOUNDER 36S **NOW \$27,655** (888) 905-0490 Anthony, TX STK# LC15929C



USED 1998 Fleetwood PACE ARROW 36 WAS \$110,589 **NOW \$27,895** SAVE \$82,694 (866) 755-9604 Charleston, SC STK# CHN126684



USED 1998 Georgie Boy CRUISE AIR 36FT WAS \$36,890 **NOW \$27,900** SAVE \$8,990 (888) 674-0275 Gulf Breeze, FL STK# GB38760



USED 1998 Newmar MOUNTAINEER 3758 WAS \$39,999 **NOW \$28,999** SAVE \$11,000 (877) 554-3516 Lakewood, NJ STK# LAK8802



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



USED 2001 Damon INTRUDER 359 WAS \$57,995 **NOW \$29,995** SAVE \$28,000 (888) 682-3036 Churchville, NY STK# CHU69243



USED 2000 Fleetwood PACE ARROW 33V WAS \$43,997 **NOW \$29,997** SAVE \$14,000 (888) 463-3995 Colorado Springs, CO STK# KC2CS888B



USED 1998 Fleetwood PACE ARROW 36 WAS \$47,894 **NOW \$30,977** SAVE \$16,917 (877) 450-7415 Island Lake, IL STK# CRV5706



USED 2009 Winnebago CHALET 29T WAS \$49,815 **NOW \$34,950** SAVE \$14,865 (888) 859-6653 Hillsboro, OR STK# HIL37471



USED 1999 Newmar MOUNTAINEIRA 3797 WAS \$59,995 **NOW \$33,995** SAVE \$26,000 (888) 682-3036 Churchville, NY STK# CHU69039



USED 2005 Four Winds SIESTA 28BD WAS \$48,930 **NOW \$34,777** SAVE \$14,153 (888) 727-2952 Little Rock, AR STK# LIT18549



USED 2010 Four Winds CHATEAU 28A WAS \$64,910 **NOW \$34,980** SAVE \$29,930 (888) 896-2801 Albuquerque, NM STK# ARV15719



USED 2009 Winnebago CHALET 24VR WAS \$58,950 **NOW \$34,988** SAVE \$23,962 (888) 348-5909 Avondale, AZ STK# AV014340



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



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



USED 1997 Itasca SUNCRUISER 37RW WAS \$50,000 **NOW \$34,995** SAVE \$15,005 (888) 242-0293 Madison, WI STK# MAD14692A



USED 2005 Coachmen FREELANDER 3100 WAS \$49,995 **NOW \$34,995** SAVE \$15,000 (888) 474-1330 Bartow, FL STK# DCWC2115A



USED 2002 National RV DOLPHIN 5355 WH **NOW \$34,999** (888) 668-6715 Katy, TX STK# KATC9550A



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 224VR WAS \$54,900 **NOW \$34,999** SAVE \$19,901 (866) 289-0113 Chattanooga, TN STK# CH6009



USED 2010 Four Winds CHATEAU 21C WAS \$59,995 **NOW \$35,897** SAVE \$24,098 (888) 903-6787 Harrisburg, PA STK# HAR69226



USED 2010 Winnebago CHALET 24VR
NOW \$36,900 (888) 844-1758 New Braunfels, TX STK# SW9779



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



USED 2010 Four Winds CHATEAU 21C
LIST PRICE \$48,444 **NOW \$37,943** SAVE \$10,501 (888) 480-3175 Sacramento, CA STK# SAC13506 VIN# A58699



USED 2010 Four Winds CHATEAU 23A WAS \$59,995 **NOW \$38,995** SAVE \$21,000 (866) 502-8238 Bath, NY STK# BAT69225



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 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 2009 Winnebago ACCESS 29T
WAS \$49,988 **NOW \$39,988** SAVE \$10,000 (888) 475-5918 Robertsdale, AL STK# RD39289



USED 2005 Gulf Stream ULTRA LTD 6316B **NOW \$39,995** (888) 641-0925 Kaysville, UT STK# KY38485



USED 2009 Winnebago CHALET 31C
WAS \$82,000 **NOW \$39,995** SAVE \$42,005 (866) 754-7302 Greenwood, IN STK# GRW326001



USED 2010 Four Winds CHATEAU 23A WAS \$74,855 **NOW \$39,995** SAVE \$34,860 (877) 289-0812 Las Vegas, NV STK# LVN37609



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
NOW \$39,998 (888) 801-3226 Byron, GA STK# MAC15654



USED 2008 Winnebago CHALET 30BR
WAS \$69,900 **NOW \$39,999** SAVE \$29,901 (866) 289-0113 Chattanooga, TN STK# CH6846



USED 2008 Winnebago CHALET 30BR
WAS \$69,900 **NOW \$39,999** SAVE \$29,901 (866) 289-0113 Chattanooga, TN STK# CH5995



USED 2009 Winnebago VISTA 30B **NOW \$41,982** (888) 614-5201 Draper, UT STK# ABRV37470



USED 2004 Coachmen CONCORD 235SO
NOW \$41,995 (888) 641-0925 Kaysville,
UT STK# KY38486



USED 2009 Winnebago VISTA 30B NOW
\$42,482 (888) 614-5201 Draper, UT
STK# ABRV37358



USED 2010 Four Winds CHATEAU 31P WAS
\$62,720 NOW \$43,984 SAVE \$18,736 (888) 474-
1330 Bartow, FL STK# DCW8220



USED 2004 Winnebago MINNIE WINNIE
27P WAS \$55,999 NOW \$42,995 SAVE
\$13,004 (866) 502-8238 Bath, NY STK#
BAT69756



USED 2009 Winnebago CHALET 29T
LIST PRICE \$55,860 NOW \$42,995 SAVE
\$12,865 (877) 834-0429 Bakersfield, CA
STK# SLV22319 VIN# B09338



USED 2010 Four Winds CHATEAU 31R WAS
\$79,855 NOW \$44,777 SAVE \$35,078 (877) 289-
0812 Las Vegas, NV STK# LVN37073



USED 2004 Georgie Boy PURSUIT
35 WAS \$63,771 NOW \$44,777 SAVE
\$18,994 (888) 727-2952 Little Rock, AR
STK# LIT18335



USED 2006 Holiday Rambler ATLANTIS
31PBS WAS \$63,750 NOW \$44,900 SAVE
\$18,850 (888) 727-2952 Little Rock, AR
STK# LIT17291



**USED 2004 Itasca SU-
NOVA 35N WAS \$59,950**
NOW \$44,950 SAVE
\$15,000 (888) 850-5575
Wood Village, OR STK#
POR37746



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



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



USED 2005 Coachmen LEPRECHAUN
307KS WAS \$64,245 NOW \$47,995
SAVE \$16,250 (888) 454-1707 Kissimmee,
FL STK# KS8114B



USED 2004 Damon CHALLENGER 348
WAS \$59,995 NOW \$47,995 SAVE
\$12,000 (888) 474-1330 Bartow, FL STK#
DCW8322



USED 2010 Four Winds CHATEAU 31P
LIST PRICE \$63,122 NOW \$48,531 SAVE
\$14,591 (888) 480-3175 Sacramento, CA
STK# SAC14840 VIN# B58878



NEW 2011 Four Winds
FREEDOM ELITE 21C
MSRP \$73,626 NOW
\$48,995 SAVE \$24,631
(888) 617-5406 Oak-
wood, GA STK#
ORV16041



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



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



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



NEW 2011 Four Winds FREEDOM ELITE 21C LIST PRICE \$74,148 **NOW \$49,995** SAVE \$24,153 (888) 331-1595 Santa Clarita, CA STK# AMRV21253 VIN# A61442



USED 2009 Winnebago CHALET 30B LIST PRICE \$71,900 **NOW \$49,995** SAVE \$21,905 (888) 331-1595 Santa Clarita, CA STK# AMRV22313 VIN# A02350



USED 2009 Coachmen FREEDOM EXPRESS 2650 WAS \$72,900 **NOW \$49,997** SAVE \$22,903 (866) 289-0113 Chattanooga, TN STK# CH5485



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



USED 2011 Freedom Elite FREEDOM ELITE 21C WAS \$75,000 **NOW \$51,995** SAVE \$23,005 (877) 834-0429 Strafford, MO STK# STR13708A



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$73,718 **NOW \$51,995** SAVE \$21,723 (866) 502-8238 Bath, NY STK# BAT67361



USED 2009 Winnebago CHALET 30B LIST PRICE \$79,888 **NOW \$52,628** SAVE \$27,260 (888) 480-3175 Sacramento, CA STK# SAC14088 VIN# A02636



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



USED 2009 Winnebago CHALET 30B WAS \$69,995 **NOW \$54,858** SAVE \$15,137 (888) 254-9145 Meridian, ID STK# MER18150



USED 2004 Coachmen AURORA SELECT M3380 WAS \$67,900 **NOW \$54,900** SAVE \$13,000 (888) 674-0275 Gulf Breeze, FL STK# GB38893



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$70,746 **NOW \$54,988** SAVE \$15,758 (888) 902-8565 Houghton Lake, MI STK# HL6013



USED 2009 Winnebago CHALET 30B WAS \$69,944 **NOW \$54,988** SAVE \$14,956 (888) 348-5909 Avondale, AZ STK# AV013155



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



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$72,896 **NOW \$54,995** SAVE \$17,901 (888) 902-8565 Tallahassee, FL STK# TAL38930



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



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



USED 2010 Winnebago CHALET 24JR WAS \$71,898 **NOW \$54,999** SAVE \$16,899 (877) 554-3516 Lakewood, NJ STK# LAK8627



USED 2008 Dutchmen DUTCHMEN 31F **NOW \$55,742** (888) 641-0925 Kaysville, UT STK# KY37985



USED 2008 Winnebago SIGHTSEER 30B WAS \$81,676 **NOW \$55,985** SAVE \$25,691 (866) 673-0250 Statesville, NC STK# STA125977



USED 2010 Damon DAYBREAK 3211 WAS \$74,995 **NOW \$56,858** SAVE \$18,137 (888) 254-9145 Meridian, ID STK# MER18152



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$77,177 **NOW \$57,177** SAVE \$20,000 (888) 568-2177 Burlington, WA STK# FRV10141



USED 2007 Monaco MONARCH 30PDD WAS \$79,995 **NOW \$57,995** SAVE \$22,000 (888) 819-7952 Longmont, CO STK# KC1CG1002A



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$77,166 **NOW \$57,995** SAVE \$19,171 (888) 463-3995 Colorado Springs, CO STK# KC211533



USED 2010 Damon DAYBREAK SPORT 3211 WAS \$76,995 **NOW \$58,858** SAVE \$18,137 (888) 254-9145 Meridian, ID STK# MER18153



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



USED 2007 Coachmen MIRADA 350DS WAS \$78,000 **NOW \$59,950** SAVE \$18,050 (877) 834-0429 Strafford, MO STK# STR17436



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



USED 2008 Coachmen FREELANDER 32
 WAS \$64,995 **NOW \$59,995** SAVE \$5,000
 (888) 819-7952 Longmont, CO STK#
 KC1CN01098A



USED 2005 Gulf Stream SUN VOYAGER
8351 WAS \$79,999
NOW \$59,995 SAVE
 \$20,004 (888) 454-
 1707 Kissimmee, FL
 STK# KSC2167



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



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP
 \$95,290 **NOW \$61,550** SAVE \$33,740 (888) 617-
 5406 Oakwood, GA STK# ORV15570



NEW 2011 Four Winds FREEDOM ELITE
28U WAS \$92,607 **NOW \$63,995** SAVE
 \$28,612 (888) 819-7952 Longmont, CO
 STK# KC111268



NEW 2011 Four Winds FREEDOM ELITE
28U WAS \$91,560 **NOW \$63,995** SAVE
 \$27,565 (888) 674-0275 Akron, OH STK#
 SRV18532



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



NEW 2011 Winnebago
ACCESS 26Q MSRP
 \$87,547 **NOW \$64,395**
 SAVE \$23,152 (888)
 696-2165 Savannah, GA
 STK# SAV15128



NEW 2011 Jayco GREYHAWK 26DS
 MSRP \$93,036 **NOW \$64,873** SAVE
 \$28,163 (888) 614-5201 Draper, UT STK#
 ABRV37273



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 FREEDOM ELITE
28U MSRP \$91,374 **NOW \$64,900** SAVE
 \$26,474 (888) 844-1758 New Braunfels, TX
 STK# SW9640



NEW 2011 Jayco
GREYHAWK 31FK
 MSRP \$96,048 **NOW**
\$64,927 SAVE \$31,121
 (888) 614-5201 Draper,
 UT STK# ABRV35940



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



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 MSRP \$91,099 **NOW \$65,877** SAVE
 \$25,222 (888) 801-3226 Byron, GA STK#
 MAC15569



NEW 2011 Four Winds FREEDOM ELITE
23S MSRP \$101,574 **NOW \$67,982** SAVE
 \$33,592 (888) 696-2165 Savannah, GA
 STK# SAV14902



USED 2008 Gulf Stream BT CRUISER
5272B **NOW \$67,995** (888) 815-7523
 Woodstock, GA STK# WDS16274



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$88,713 **NOW \$67,999** SAVE \$20,714 (888) 905-0490 Anthony, TX STK# LC15642



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$96,152 **NOW \$68,977** SAVE \$27,175 (888) 348-5909 Avondale, AZ STK# AV016170



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



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



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



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



NEW 2011 Four Winds FOUR WINDS SIESTA 26BE WAS \$100,197 **NOW \$69,995** SAVE \$30,202 (888) 625-5187 Fort Myers, FL STK# FTM12433



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



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



NEW 2011 Four Winds FOUR WINDS SIESTA 26BE WAS \$96,259 **NOW \$69,995** SAVE \$26,264 (888) 568-2177 Burlington, WA STK# FRV9551



NEW 2011 Four Winds FOUR WINDS 25C MSRP \$95,139 **NOW \$69,995** SAVE \$25,144 (888) 542-3819 Mesa, AZ STK# MES12640



NEW 2011 Four Winds WINDSPORT 30Q WAS \$91,903 **NOW \$69,995** SAVE \$21,908 (888) 454-1707 Kissimmee, FL STK# KS8459



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$91,613 **NOW \$69,995** SAVE \$21,618 (888) 242-0293 Madison, WI STK# MAD15124



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



USED 2011 Coachmen LEPRECHAUN 311 WAS \$105,000 **NOW \$69,999** SAVE \$35,001 (866) 755-9604 Charleston, SC STK# CHN126216



NEW 2011 Jayco GREYHAWK 31FK WAS \$96,071 **NOW \$69,999** SAVE \$26,072 (888) 463-3995 Colorado Springs, CO STK# KC211204

NEW 2011 Jayco GREYHAWK 31FK WAS \$96,071 **NOW \$69,999** SAVE \$26,072 (888) 463-3995 Colorado Springs, CO STK# KC211204



NEW 2011 Jayco GREYHAWK 31FK WAS \$96,071 **NOW \$69,999** SAVE \$26,072 (866) 415-9726 Wheat Ridge, CO STK# KC511081



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 Four Winds FREEDOM ELITE 26BE WAS \$88,724 **NOW \$69,999** SAVE \$18,725 (877) 554-3516 Lakewood, NJ STK# LAK8691



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 Jayco GREYHAWK 31DS MSRP \$104,110 **NOW \$72,983** SAVE \$31,127 (888) 614-5201 Draper, UT STK# ABRV37272

NEW 2011 Jayco GREYHAWK 31DS MSRP \$104,110 **NOW \$72,983** SAVE \$31,127 (888) 614-5201 Draper, UT STK# ABRV37272



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



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$90,666 **NOW \$72,988** SAVE \$17,678 (888) 457-4801 Colfax, NC STK# CFX3634



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



NEW 2011 Four Winds FREEDOM ELITE 23S WAS \$105,203 **NOW \$74,889** SAVE \$30,314 (888) 672-5049 Syracuse, NY STK# SYU67278



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

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



USED 2003 Newmar DUTCHSTAR 4004 WAS \$105,000 **NOW \$74,995** SAVE \$30,005 (866) 415-9726 Wheat Ridge, CO STK# KC5CG0996A



NEW 2011 Four Winds FREEDOM ELITE 28U LIST PRICE \$99,122 **NOW \$74,995** SAVE \$24,127 (888) 331-1595 Santa Clarita, CA STK# AMRV21831 VIN# A16759



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$96,413 **NOW \$74,995** SAVE \$21,418 (888) 242-0293 Madison, WI STK# MAD15123



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



NEW 2011 Damon DAYBREAK 27PD WAS \$116,155 **NOW \$76,589** SAVE \$39,566 (866) 755-9604 Charleston, SC STK# CHN125802



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 Four Winds FREEDOM ELITE 26BE WAS \$103,393 **NOW \$77,995** SAVE \$25,398 (877) 289-0812 Las Vegas, NV STK# LVN38476



USED 2009 Forest River GEORGETOWN GTX 360 WAS \$119,877 **NOW \$78,995** SAVE \$40,882 (877) 834-0429 Strafford, MO STK# STR15316A



USED 2007 Dynamax ISATA 254SL **NOW \$79,858** (888) 696-2165 Savannah, GA STK# SAV16409



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



NEW 2010 Winnebago ERA 170XL WAS \$119,258 **NOW \$79,995** SAVE \$39,263 (888) 902-8565 Tallahassee, FL STK# TAL38560



NEW 2011 Four Winds HURRICANE 31J WAS \$116,611 **NOW \$79,980** SAVE \$36,631 (877) 834-0429 Strafford, MO STK# STR13222



NEW 2011 Four Winds WINDSPORT 33T WAS \$125,299 **NOW \$79,995** SAVE \$45,304 (866) 610-5049 Akron, OH STK# SRV17669



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



NEW 2011 Four Winds CHATEAU CITATION 26BE WAS \$101,021 **NOW \$79,995** SAVE \$21,026 (866) 610-5049 Akron, OH STK# SRV18002



NEW 2011 Winnebago VISTA 26P WAS \$100,641 **NOW \$79,995** SAVE \$20,646 (888) 625-5187 Fort Myers, FL STK# FTM11894



NEW 2011 Four Winds CHATEAU CITATION 28BK WAS \$100,440 **NOW \$79,995** SAVE \$20,445 (888) 902-8565 Tallahassee, FL STK# TAL37954



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



NEW 2011 Four Winds CHATEAU CITATION 28BK WAS \$99,333 **NOW \$79,998** SAVE \$19,335 (888) 457-4801 Colfax, NC STK# CFX3297



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



USED 2007 Winnebago ADVENTURER 35A NOW \$84,960 (888) 696-2165 Savannah, GA STK# SAV15539



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



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



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 Damon DAYBREAK 36SD WAS \$118,145 **NOW \$86,995** SAVE \$31,150 (888) 625-5187 Fort Myers, FL STK# FTM14611



NEW 2011 Itasca SUNSTAR 26P LIST PRICE \$117,054 **NOW \$87,071** SAVE \$29,983 (888) 479-3568 Vacaville, CA STK# VAC12729 VIN# 0A03916



NEW 2011 Four Winds HURRICANE 31G MSRP \$118,306 **NOW \$87,777** SAVE \$30,529 (888) 727-2952 Little Rock, AR STK# LIT14976



NEW 2011 Itasca NAVION 24J LIST PRICE \$114,938 **NOW \$87,852** SAVE \$27,086 (888) 479-3568 Vacaville, CA STK# VAC11431 VIN# 451871



NEW 2011 Damon DAYBREAK 36SD WAS \$121,187 **NOW \$87,988** SAVE \$33,199 (888) 896-2801 Albuquerque, NM STK# ARV15440



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



NEW 2011 Itasca SUNSTAR 30W MSRP \$112,989 **NOW \$88,998** SAVE \$23,991 (888) 815-7523 Woodstock, GA STK# WDS16017



NEW 2011 Damon DAYBREAK 3211 WAS \$112,020 **NOW \$89,955** SAVE \$22,065 (888) 471-3546 Chichester, NH STK# GRV507408



NEW 2011 Jayco MELBOURNE 28F MSRP \$119,527 **NOW \$89,976** SAVE \$29,551 (888) 905-0490 Anthony, TX STK# LC15822



NEW 2011 Damon DAYBREAK 36SD WAS \$111,261 **NOW \$89,995** SAVE \$21,266 (866) 502-8238 Bath, NY STK# BAT68815



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 WAS \$129,734 **NOW \$97,850** SAVE \$31,884 (866) 820-0335 Council Bluffs, IA STK# CBI11291



NEW 2011 Damon DAYBREAK 34SS MSRP \$129,754 **NOW \$93,995** SAVE \$35,759 (888) 542-3819 Mesa, AZ STK# MES13018



NEW 2012 Thor Motor Coach WINDSPORT 34T WAS \$130,109 **NOW \$97,655** SAVE \$32,454 (866) 820-0335 Council Bluffs, IA STK# CBI16839



NEW 2011 Winnebago VIA 25R WAS \$142,003 **NOW \$99,995** SAVE \$42,008 (888) 463-3995 Colorado Springs, CO STK# KC210685



NEW 2010 Winnebago VIA 25R WAS \$139,816 **NOW \$99,995** SAVE \$39,821 (888) 682-3036 Churchville, NY STK# CHU64956



NEW 2011 Damon CHALLENGER 36FD WAS \$138,289 **NOW \$99,995** SAVE \$38,294 (888) 625-5187 Fort Myers, FL STK# FTM14609



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



NEW 2011 Itasca SUNSTAR 35F LIST PRICE \$140,410 **NOW \$105,143** SAVE \$35,267 (888) 479-3568 Vacaville, CA STK# VAC12731 VIN# A03747



NEW 2011 Winnebago VIA 25R MSRP \$139,518 **NOW \$105,995** SAVE \$33,523 (888) 696-2165 Savannah, GA STK# SAV14765



NEW 2011 Winnebago VIA 25Q WAS \$151,902 **NOW \$108,559** SAVE \$43,343 (866) 775-0682 Roanoke, VA STK# ROA13986



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



NEW 2011 Itasca REYO 25T WAS \$140,037 **NOW \$109,899** SAVE \$30,138 (888) 672-5049 Syracuse, NY STK# SYU66936



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



NEW 2011 Four Winds SERRANO 31Z WAS \$156,650 **NOW \$109,995** SAVE \$46,655 (888) 682-3036 Churchville, 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 Winnebago VIA 25Q WAS \$140,841 **NOW \$109,995** SAVE \$30,846 (877) 450-7415 Island Lake, IL STK# CRV6042



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



USED 2008 Fleetwood EXPEDITION 38S **NOW \$116,480** (888) 696-2165 Savannah, GA STK# SAV15789



NEW 2011 Four Winds SERRANO 31V WAS \$159,371 **NOW \$118,674** SAVE \$40,697 (877) 450-7415 Island Lake, IL STK# CRV5825



NEW 2011 Four Winds SERRANO 31V MSRP \$157,821 **NOW \$119,900** SAVE \$37,921 (888) 844-1758 New Braunfels, TX STK# SW9713



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



NEW 2011 Four Winds SERRANO 31X WAS \$163,436 **NOW \$124,995** SAVE \$38,441 (877) 450-7415 Island Lake, IL STK# CRV5826



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



USED 2008 Newmar VENTANA 3936 WAS \$188,180 **NOW \$129,995** SAVE \$58,185 (888) 896-2801 Albuquerque, NM STK# ARV14981B



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



USED 2007 Fleetwood PROVIDENCE 39L **NOW \$133,996** (888) 815-7523 Woodstock, GA STK# WDS15677



USED 2007 Damon TUSCANY 4072 **NOW \$134,659** (888) 905-0490 Anthony, TX STK# LC15980C



USED 2008 Winnebago DESTINATION 39W WAS \$180,009 **NOW \$135,000** SAVE \$45,009 (866) 755-9604 Charleston, SC STK# CHN126521



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



USED 2006 Winnebago HORIZON 40FD **NOW \$139,995** SAVE (888) 617-5406 Oakwood, GA STK# ORV16107



NEW 2011 Itasca SUNCRUISER 37F LIST PRICE \$179,577 **NOW \$139,995** SAVE \$39,582 (888) 331-1595 Santa Clarita, CA STK# AMRV21735 VIN# A02980



USED 2007 Gulf Stream FRIENDSHIP 88412 **NOW \$139,995** SAVE (888) 815-7523 Woodstock, GA STK# WDS16168



USED 2006 Holiday Rambler SCEPTER 40PDC WAS \$194,155 **NOW \$139,995** SAVE \$54,160 (888) 896-2801 Albuquerque, NM STK# ARV15579



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



USED 2007 Fleetwood REVOLUTION LE 40L **NOW \$148,996** (888) 815-7523 Woodstock, GA STK# WDS16208



USED 2002 Beaver MARQUIS EMERALD 42 WAS \$199,995 **NOW \$159,858** SAVE \$40,137 (888) 254-9145 Meridian, ID STK# MER13129



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



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



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



NEW 2011 Damon TUSCANY 4051 WAS \$251,859 **NOW \$174,995** SAVE \$76,864 (888) 819-7952 Longmont, CO STK# KC111239



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 MSRP \$231,771 **NOW \$178,995** SAVE \$52,776 (888) 617-5406 Oakwood, GA STK# ORV15855



NEW 2011 Damon TUSCANY 42RQ MSRP \$294,076 **NOW \$179,900** SAVE \$114,176 (888) 844-1758 New Braunfels, TX STK# SW9179



NEW 2011 Damon TUSCANY 3680 WAS \$247,870 **NOW \$179,995** SAVE \$67,875 (888) 450-7060 Dothan, AL STK# DOT40838



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 \$179,999** SAVE \$92,417 (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 4072 WAS \$254,311 **NOW \$189,993** SAVE \$64,318 (888) 903-6787 Harrisburg, PA STK# HAR70909



NEW 2011 Damon ASTORIA 40KT MSRP \$257,442 **NOW \$189,995** SAVE \$67,447 (888) 542-3819 Mesa, AZ STK# MES16305



NEW 2011 Itasca MERIDIAN V CLASS 34Y MSRP \$241,810 **NOW \$189,998** SAVE \$51,812 (888) 905-0490 Anthony, TX STK# LC15857



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 MSRP \$280,457 **NOW \$203,995** SAVE \$76,462 (888) 617-5406 Oakwood, GA STK# ORV15487



NEW 2011 Damon TUSCANY 42RQ WAS \$307,453 **NOW \$204,995** SAVE \$102,458 (888) 819-7952 Longmont, CO STK# KC111333



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 Damon TUSCANY 42RQ WAS \$309,466 **NOW \$229,955** SAVE \$79,511 (866) 820-0335 Council Bluffs, IA STK# CB117260



NEW 2011 Winnebago TOUR 40CD WAS \$331,829 **NOW \$239,995** SAVE \$91,834 (888) 625-5187 Fort Myers, FL STK# FTM12478



USED 2009 Monaco DYNASTY STAFFORD 45 WAS \$387,785 **NOW \$288,895** SAVE \$98,890 (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
2007 Forest River SUNSEEKER 2860	POR37629	\$44,950	\$39,950	(888) 850-5575
2009 Winnebago CHALET 22BR	AV018383	\$49,340	\$39,998	(888) 348-5909
2005 Fleetwood JAMBOREE 31M	KC111973	\$49,995	\$42,995	(888) 819-7952
2010 Four Winds CHATEAU 28A	CFX3726	\$57,699	\$46,988	(888) 457-4801
2007 Winnebago OUTLOOK 31C	SLV22033	\$59,130	\$49,995	(877) 834-0429
2010 Four Winds CHATEAU 31P	SLV21994	\$58,747	\$49,995	(877) 834-0429
2010 Winnebago CHALET 31CR	TUC17979	\$53,999	\$49,995	(888) 315-7967
2006 Jayco GREYHAWK 31SS	MES18049	\$64,998	\$57,480	(888) 542-3819
2008 Coachmen FREEDOM EXPRESS 31IS	RD38718	\$69,988	\$57,988	(888) 475-5918
2008 Gulf Stream ULTRA 6319	SYU66720	\$79,998	\$64,989	(888) 672-5049
2007 Winnebago VIEW 23H	LAK8817	\$78,599	\$64,995	(877) 554-3516
2010 Four Winds CHATEAU 31B	GRV507549	\$68,955	\$64,999	(888) 471-3546
2008 Itasca NAVION 24J	POR38106	\$79,950	\$72,950	(888) 850-5575
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 FREEDOM ELITE 21C	GB38933	\$69,156	\$55,995	(888) 674-0275
2011 Four Winds FREEDOM ELITE 21C	COL16354	\$69,156	\$57,995	(888) 848-7312
2012 Thor Motor Coach FREEDOM ELITE 21C	STR18238	\$67,111	\$59,995	(877) 834-0429
2011 Four Winds FREEDOM ELITE 21C	LVN38430	\$72,627	\$61,733	(877) 289-0812
2011 Four Winds FREEDOM ELITE 21C	SLV22153	\$75,968	\$64,995	(877) 834-0429
2011 Four Winds FREEDOM ELITE 28U	HL5796	\$86,286	\$69,988	(888) 386-5187
2012 Thor Motor Coach CHATEAU 28Z	COL18970	\$85,185	\$69,995	(888) 848-7312
2011 Four Winds CHATEAU 28A	CFX4062	\$85,779	\$71,998	(888) 457-4801
2011 Winnebago ACCESS 26Q	DOT38603	\$88,306	\$74,995	(888) 450-7060
2011 Four Winds FREEDOM ELITE 28U	BAT69083	\$92,697	\$77,995	(866) 502-8238
2011 Four Winds FREEDOM ELITE 28U	GR125106	\$90,790	\$77,999	(888) 484-3906
2011 Four Winds FREEDOM ELITE 28U	CBI18222	\$95,197	\$78,555	(866) 820-0335
2011 Four Winds FOUR WINDS 31K	AVO16786	\$92,985	\$79,887	(888) 348-5909
2011 Itasca IMPULSE 26Q	MAC15475	\$88,813	\$79,993	(888) 801-3226
2011 Itasca IMPULSE 26Q	GRV507420	\$90,325	\$79,999	(888) 471-3546
2011 Four Winds FREEDOM ELITE 31R	RD38646	\$91,653	\$82,995	(888) 475-5918
2011 Four Winds CHATEAU CITATION 24SA	DCW8281	\$103,912	\$84,895	(888) 474-1330
2011 Jayco GREYHAWK 31SS	ABRV37274	\$94,616	\$84,961	(888) 614-5201
2011 Jayco GREYHAWK 31FK	LC15955	\$102,965	\$84,995	(888) 905-0490
2011 Four Winds FREEDOM ELITE 23S	KS8201	\$104,970	\$86,999	(888) 454-1707
2011 Four Winds FREEDOM ELITE 23S	GR125132	\$103,406	\$86,999	(888) 484-3906
2011 Four Winds FREEDOM ELITE 23S	COL15148	\$97,691	\$86,999	(888) 848-7312
2011 Four Winds FREEDOM ELITE 23S	ROA13831	\$106,129	\$89,995	(866) 775-0682
2011 Four Winds FREEDOM ELITE 28U	SLV21830	\$93,985	\$89,995	(877) 834-0429

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
2000 Forest River GEORGETOWN 325	HL5986A	\$32,790	\$30,988	(888) 386-5187
2001 Fleetwood SOUTHWIND 32V	FTM1101D	\$39,995	\$34,995	(888) 625-5187
2002 Itasca SUNCRUISER 35U	KC111972	\$49,995	\$42,995	(888) 819-7952
2003 Forest River WINDSONG 353DS	JAC38936	\$59,999	\$49,858	(866) 648-5288
2009 Winnebago CHALET 30B	MER18155	\$57,995	\$49,858	(888) 254-9145
2003 Georgie Boy CRUISE MASTER 3640TS	TUC16850	\$59,575	\$54,240	(888) 315-7967
2007 Four Winds HURRICANE 34S	DCW8151A	\$66,670	\$57,680	(888) 474-1330
2006 Holiday Rambler ADMIRAL SE 30PBD	ROA15577	\$69,995	\$58,900	(866) 775-0682
2007 Itasca SUNSTAR 30B	SAC15652A	\$69,767	\$58,994	(888) 480-3175
2007 Coachmen MIRADA 31DS 2/SLIDE	GB38690	\$72,228	\$59,995	(888) 674-0275
2007 Four Winds HURRICANE 33H	JAC38620	\$79,995	\$67,900	(866) 648-5288
2006 Four Winds MAGELLEN 38G	KS7850B	\$84,995	\$69,995	(888) 454-1707
2007 Damon CHALLENGER 37TS	MES17992	\$84,555	\$69,995	(888) 542-3819
2008 Tiffin ALLEGRO 32LA	FRV10227	\$79,995	\$72,469	(888) 568-2177
2007 Damon DAYBREAK 3276	MER13007	\$84,995	\$77,858	(888) 254-9145
2009 Coachmen FREEDOM VISION 315	POR38139	\$89,950	\$82,950	(888) 850-5575

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 Itasca SUNSTAR 26P	TAL39153	\$100,867	\$86,995	(888) 902-8565
2011 Four Winds WINDSPORT 31J	KS8460	\$109,851	\$89,995	(888) 454-1707
2011 Winnebago VISTA 26P	DOT39716	\$111,197	\$89,995	(888) 450-7060
2011 Itasca SUNSTAR 30W	TAL39252	\$107,567	\$92,995	(888) 902-8565
2011 Damon DAYBREAK 27PD	AVO14598	\$122,552	\$99,888	(888) 348-5909
2011 Winnebago VISTA 32K	HIL37724	\$124,631	\$115,950	(888) 859-6653
2011 Four Winds WINDSPORT 36F	HAR68297	\$146,758	\$119,995	(888) 903-6787

USED CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1996 Country Coach INTRIGUE 36	FRV10200	\$69,995	\$67,950	(888) 568-2177
2001 Newmar KOUNTRY STAR DP3669	JAC38536	\$79,999	\$69,999	(866) 648-5288
2005 Coachmen CROSS COUNTRY 376DS	POR37151	\$89,950	\$79,950	(888) 850-5575
2005 Alfa SEE YA 36FD	CBI18643	\$89,995	\$84,350	(866) 820-0335
2006 Coachmen CROSS COUNTRY 382DS	GR125686	\$99,599	\$89,995	(888) 484-3906
2006 Fleetwood BOUNDER 38N	GB38746	\$119,900	\$97,995	(888) 674-0275
2005 Coachmen SPORTSCOACH 38-DS	CHN126603	\$124,460	\$105,900	(866) 755-9604
2008 Monaco LA PALMA 36XL	HIL38345	\$122,950	\$109,950	(888) 859-6653
2004 Itasca HORIZON 40AD 350HP	LVN37139A	\$147,855	\$119,995	(877) 289-0812
2003 Monaco DYNASTY 38 EARL	ROA15540	\$149,995	\$138,880	(866) 775-0682
2008 Fleetwood EXCURSION 39R	STA124905	\$169,677	\$149,900	(866) 673-0250

*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 01/01/12.

FR015797-0911

wide. The company does not come up in my research. I'd appreciate your help.
FRANK TODD | SOUTHMONT, N.C.

The company's website is www.kwikee.com. Many times the steps are bent or twisted, or the joints are rusted. Lube all joints with spray-on white grease. Disconnect the motor drive and work it by hand. You'll find any bad parts that are binding that way. Sometimes you can straighten them, saving the cost of new parts.

OBSOLETE GAS TANK

I am restoring my 1978 Dodge 23-foot Class C motorhome, and have not been able to locate a gas tank for it through the usual methods (parts companies, Dodge dealership, etc.). I hope that you might have the answer, or be able to steer me in the right direction. Thank you for any



PROLONG HEAVY-DUTY OIL STABILIZER

Prolong Super Lubricants' Super Heavy Duty Oil Stabilizer is available to help solve lubrication-related problems such as engine noise and oil burning. According to the manufacturer, the Oil Stabilizer works by slowing down exhaust blowby and reducing exhaust smoke emissions by creating a seal around the piston rings to restore compression. Reducing friction and heat allows this product to provide cooler-running engines and maintain its viscosity in hot and cold weather. Super Heavy Duty Oil Stabilizer will not void engine warranties and helps prevent sludge and varnish deposits; it's effective with gas and diesel engines and is compatible with petroleum or synthetic oils, according to the company. For more information, call 800-540-5823 or visit www.prolong.com.

assistance you may be able to provide.
TIM HARRIS | ALBUQUERQUE, N.M.

The commercial high-cube cargo vans from this era should have the same tank. Very often you can find these in salvage yards. If you can't find one in your phone book, use an Internet search engine to check for auto salvage yards, or try these vendors: www.rv.net/obsolete/index.cfm?action=group&groupid=1.

WORKHORSE INSTRUMENT CLUSTER PROBLEM

I have a 2004 Winnebago motorhome on a Workhorse chassis and have lost all readouts except total mileage, and now that is starting to fade. How do I go about getting my Actia-LCD repaired so that it won't cost me an arm and a leg? I have emailed Workhorse and Actia with no reply. I would think the department of motor vehicles would not be happy if the mileage cannot be verified. I would also think there would be a recall on this. I know my unit is 6 years old, but trying to get these people to acknowledge the problem is next to impossible. Please help!

JEROME DESPRES | LITCHFIELD, MAINE

Yes, we've heard of this problem and are sorry to hear you're affected. It sounds like it may be the power supply within the cluster is failing. I've generally found that I'm more likely to get a response by phone than by email with companies, so in the future you may want to keep that in mind and try calling. Here are some URLs for companies that repair dash clusters. These companies should be able to help you find a solution for far less than a new unit:

- Cluster Repair, 682-365-3236, <http://gm-cluster-repair.weebly.com>.*
- Circuit Board Medics, 800-547-2049, http://circuitboardmedics.com/gm-instrument-cluster-repair/?gclid=C1mbj_af9qoCFRdsgwodYBc45Q.*

TOW DOLLIES

My wife and I bought a used Class A motorhome that is in very good condition. The previous owner flat-towed a car, however we have to buy a dolly to pull our 2009 Dodge Caliber. It has lights, but do dollies need brakes? What about the car we are going to pull? The person we bought the

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

Be sure to visit
 MOTORHOME's website:
www.motorhomemagazine.com

dolly from said he didn't need them going from Michigan to Florida. I called various departments in my state and could not get an answer. U-Haul said they don't have any on any they rent. Michigan might not require them, but do other states require brakes on dollies? If so, are there retro kits to update the dolly we purchased?

JIM WILLIAMS | KALKASKA, MICH.

Each state has its own motor vehicle laws and they can change at any time. Here's a URL that should answer most of your questions: www.woodalls.com/article/details.aspx?articleID=2799181. A car on a dolly is considered to be a trailer, so you need to look up brake requirements, which are usually based on weight. Some dolly manufacturers offer brake retrofit kits; you didn't mention what brand you have, but they are probably offered. We recommend brakes regardless of whether they are required or not. Regarding lights, again it's up to each state. Regulations may call for taillights to be within a certain distance of the rear edge of the vehicle. You could either connect to the lights in the stock Caliber light housings using isolation diodes to prevent back-feeding voltage, or install magnetic tow lights on the back.

OVERHEATING DIESEL

I have a 2001 Damon Ultrasport diesel-pusher that has overheated since I got it. I have pressure-washed the radiator, but I now suspect that I will have to have the radiator removed and properly cleaned. I believe the oil crankcase breather was in a bad position and I have repositioned it to prevent further blowback of oil into the radiator. What do you suggest?

MARTIN WYLER | ATLANTA

You didn't mention if you bought it new. If it overheated since the day it was new, it should have been brought in for warranty repair, and the radiator would not have been coated with dirt then. If it started to overheat later on, then it could very well be crankcase fumes mixed with road dirt; this is a known problem. If the radiator is squeaky clean on the outside, but it still overheats, then the fan may not be working properly, there might be a buildup of crud inside the radiator, or some other problem that needs to be diagnosed prop-

erly. I would have a good radiator shop check it and decide if the core needs to be cleaned and rodded out.

CRACKED BRAKE ROTORS

I own a 2006 Winnebago 31C on a Ford chassis with 26,000 miles. I took the motorhome to a local tire dealer and when the tech removed the front wheel he noticed that the brake rotor was cracked. Then, he found the second front rotor was identically cracked. The tech told me this was a dangerous condition, so I had both rotors replaced (the rear rotors looked fine). I tow either a Dodge Durango or a 23-foot Malibu boat almost every trip. The Durango has a pneumatic auxiliary braking system and the Malibu has a surge-braking system. Both towed-vehicle braking systems seem to apply more than their share during braking. Were the cracks truly a danger? Is this a common condition? Is there anything I can do to prevent this from happening again? And last, is it worth my time to see if Ford will do anything to offset our costs for a vehicle with 26,000 miles?

JIM DILBECK | THOUSAND OAKS, CALIF.

Yes, based on the photos you sent me those are bad cracks and the rotors needed replacement. Rotors usually crack due to excessive heat. Make sure when you descend long grades that you reduce speed as you crest the summit before starting down, and downshift to reduce braking need. If you have a noncontact digital thermometer, check the temperatures of the rotors front and rear to see if the rears are doing their job too. You might as well contact Ford, it could be worth your while, but don't count on getting reimbursed. Typically it won't do anything for you unless a Ford dealer does the work and the chassis is still within warranty.

MOLDY MOTORHOME

The front cap on my 2000 model-year motorhome started leaking and the rug on the passenger side got wet. I dried it out as soon as possible, and then stored the coach for the winter. This year there was an odor in the coach on the passenger side though there was no visible sign of mold. I used a mold kit, and sent it in to be tested but

haven't received the results back yet. What's the best way to get rid of mold?

FRANK MAYER | TORONTO

Hopefully you caught the leak in time and there's no mold or mildew. If the test comes back positive, you may have to remove any affected paneling, moldy carpet, padding, insulation, etc. Bleach will kill mold, or you can get a commercial mold-remover product. There are also companies that specialize in mold remediation in most metropolitan areas.

BATTERY LIGHT

I have a 1995 Holiday Rambler Imperial on a Spartan chassis. While the engine is running, I start the generator as I am driving down the road. The battery indicator on the dash turns red, showing a discharge. I stop the coach and turn off the ignition. The battery light goes off and the generator is still running. The indicator no longer shows a discharge, so I turn off the generator and start the ignition to go on my way. Every time I start the generator while the coach is running, I have this problem. What causes the battery light to turn red and show a discharge?

J.C. BOWSMAN | VIA EMAIL

Without having the coach to test, I can't diagnose the problem. You are probably getting feedback from the genset's output into the engine's alternator charging circuit. A Spartan shop should be able to help.

YELLOWING FIBERGLASS SIDE WALLS

I have a 2004 motorhome and noticed that the outside fiberglass walls have a yellow tint. Comparing the white trim in the sunlight, the fiberglass walls are discoloring. Do you know of any product or process on the market to get the white fiberglass side wall white again?

JAKE TYSON | TUCSON, ARIZ.

You can brighten it with various cleaning products and buffing. However, about the only way to make it white again is to paint it. You could also try using Ventglas from Ventfabrics. ♦

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MO: Willkommen, Missouri!
(Hermann Wine Trail) _____ 8/42
MT: Dam Happy (Fort Peck) _____ 3/32
NE: Bygone Byway
(Loup Rivers Scenic Byway) _____ 9/31
NE: Staying Awhile in the
Cornhusker State _____ 7/30
NE: Unexplored Frontier
(Sandhills Journey Scenic Byway) _____ 5/28
NM: Inspiration, Fascination, Relaxation _____ 10/34
NY: Forever Wild (Adirondack Park) _____ 10/28
NY: Trailblazing in New York State _____ 11/40
OR: Land of Fire
(Volcanic Legacy Scenic Byway) _____ 7/35
SC: Lazy Lowcountry Drive (Edisto Island) _____ 3/37
TX: Following Feathered Friends' Trail
(World Birding Center sites) _____ 1/24
TX: Texas Hill Country Bucket List Achieved _____ 2/25
UT: Land of the Navajo (Monument Valley) _____ 4/31

UT: Magnificent Moab _____ 5/32
UT: Pioneers, Oh Pioneers (Bear Lake) _____ 9/36
VT: Dresses of Scarlet and Gold _____ 10/42
WA: Happy as Clams
(Long Beach Peninsula) _____ 11/33
WA: Land of Shining Waters
(Kitsap Peninsula) _____ 1/28

TRAVEL: GETAWAYS **MO/PAGE**

AZ: Making Memories in Jerome,
Prescott and Sedona _____ 9/21
AZ: A Real Gem in the Desert (Quartzsite) _____ 1/19
AZ: Way Down South In ... Yuma? _____ 12/23
CA: There's Nothing Like a Dane (Solvang) _____ 10/21
FL: The Fountain of Youth (St. Augustine) _____ 7/21
FL: Step Right Up! (Ringling Museum of Art) _____ 11/23
GA: Wild Island (Cumberland Island) _____ 6/21
LA: Louisiana Battlefield (Port Hudson) _____ 8/23
SC: Way Above Par (Hilton Head) _____ 4/27
UT: Playing in the Pink Sandbox
(Coral Pink Sand Dunes State Park) _____ 3/21
WA: Friendly Forts (Puget Sound) _____ 8/31

TRAVEL: INTERNATIONAL **MO/PAGE**

Canada: 'Bay of Quiet Waters' and Diverse
Activities (Nakusp, British Columbia) _____ 2/19
Canada: Catching Gold Fever in
the Yukon (Yukon Territory) _____ 1/32
Canada: Whales, Wings and
Nature's Things (Nova Scotia) _____ 5/23
Tibet: Pilgrimage to the Top of the World
(RVing to Mount Everest) _____ 6/30 ♦

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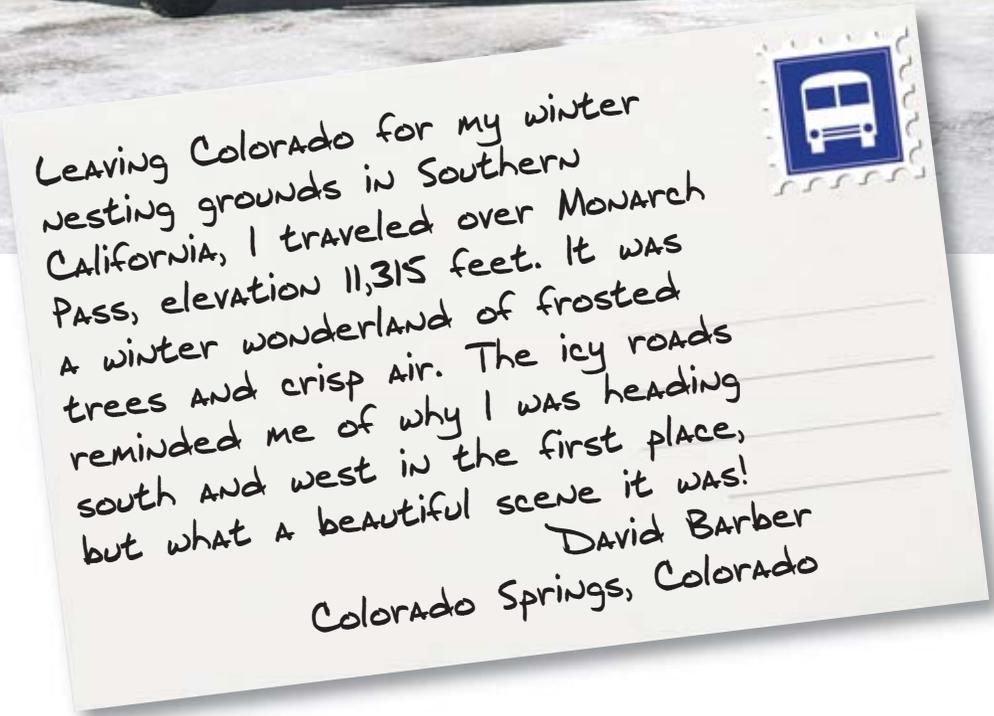
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Fig. 1 Saturn



Fig. 3 Asteroid Gaspra



Fig. 5 Mercury



Fig. 7 Jupiter



Fig. 9 Neptune



Fig. 4 Phases of the Moon

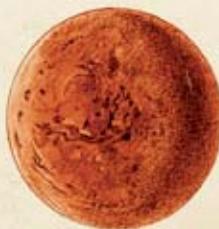


Fig. 6 Mars

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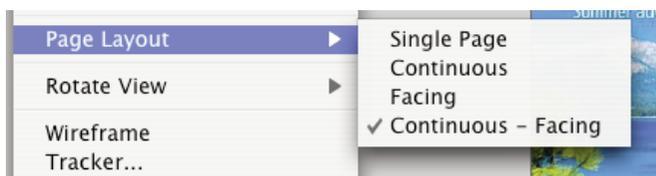


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