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On The Cover: A motorhome tours through scenic Zion National Park in Utah (see feature on page 38). Photo by Dave Houser.



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IT'S DINGHY TIME



t's amazing how many motorhome owners are towing dinghy vehicles. Makes sense; you can't beat the versatility and convenience of having another vehicle for tooling around town. Call it sort of an on-the-road game, but I find it very interesting to check out what others are towing while I'm on trips.

The field is pretty extensive with the list of capable dinghy vehicles expanding each year. That becomes obvious after checking out our annual Guide to Dinghy Towing (packaged with this issue). You'll see 128 listings of vehicles of all configurations ready to be towed without making drivetrain modifications. Surely, there are others that can be towed on a dolly or trailer or by modifying the transaxle or driveshaft, but the Dinghy Guide is dedicated to those 2012-model-year vehicles that are ready to roll right off the assembly line. All you have to do is add a baseplate, wire it up for the turn signals and running lights and attach the tow bar. Of course, we also recommend some type of auxiliary braking device.

Dinghy vehicles are extensions of an owner's personality and lifestyle. For example, I tow a yellow Jeep Wrangler with a soft top. The yellow color and fun-to-drive factor make me feel younger than my age suggests. I can drop the top after settling in camp and tour the surrounding areas with the wind blowing through my (remaining) hair. I'm an off-road enthusiast, although the hard-core stuff has long been crossed off my bucket list. Now I just enjoy exploring backroads and negotiating dirt trails that are somewhat less technical.

On a trip last fall when our group of 13 rigs gathered on California's central coast for a jazz festival, I couldn't help but notice the variety of dinghy vehicles. Probably the most unique was a Chrysler PT Cruiser convertible. The owner searched aggressively to find a ragtop with a manual transmission and turbocharged engine. Rare find, but he managed to acquire one with very few miles

and in mint condition. It was the most fun dinghy vehicle in the group.

The more eccentric motorhome owners gravitate to dinghy vehicles with unique character. I often thought that a Volkswagen Thing would be a neat dinghy vehicle, albeit one that offers less-than-sterning comfort and luxury. Every time I see one behind a motorhome (a rare occurrence), I get the hots to have one, even though its Spartan attributes make it a vehicle that's far less than practical — and my wife, Lynne, gives me the "growing up" speech when I broach the subject.

There are many cool vehicles on the suitable dinghy list and the introduction of the Fiat 500 to the field this year will certainly turn some heads. The diminutive Fiat is a sporty car with just enough Italian flair to make it really fun to drive. It gets terrific gas mileage out of the feisty four-banger and only weighs 2,360 pounds, which makes it easy on just about any motorhome. For me, the convertible is the only way to go, and the car will work nicely until you try to shoehorn two additional passengers into the back seat. By now it's pretty apparent that I don't have much use for roofs that don't come off.

No longer are small cars, well, just small and boring to drive. Offerings from Ford and Chevy, for example, make excellent dinghy vehicles that exude a lot of pizzazz and decent performance. And, of course, on the more practical side, Honda's CR-V — especially in all-wheel drive — is one of the most versatile dinghy vehicles on the market.

Combine the great list of suitable vehicles for towing with baseplates that virtually disappear when not in use, high-tech braking systems and sophisticated tow bars, and a dinghy vehicle becomes the quintessential option.

Enjoy the guide and your ride. ♦

PUBLISHER: Bob Livingston
EDITOR-IN-CHIEF: Eileen Hubbard
MANAGING EDITOR: Tom Kaiser
ASSOCIATE EDITOR: Amanda Lepinski
ART DIRECTOR: Randy Kepner
PRODUCTION MANAGER: Angela Schmiege
SALES ADMINISTRATOR: Erica Thiel

Production Specialist Cheri Perschmann, Digital Advertising and Marketing Manager: Jeffrey Larson, Senior Marketing Manager: Kathryn Knudson, Administrative Assistant-Audience Development: Molly Sullivan, Digital Media Content Editor: Mike Davin, Digital Media Manager: Chris Soash, Digital Marketing Specialist: Kathryn Benson


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WHAT CAMPGROUND FACILITIES OR AMENITIES ARE MOST IMPORTANT FOR YOU TO SEE DEPICTED IN AN AD OR PHOTOS BEFORE YOU BOOK A SITE?

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

RESTROOM RESEARCH

The campground picture I'd like to see is what the restroom facilities look like. I've experienced several really bad facilities at some campgrounds. If I'd had known how bad they were before I registered I would have gone elsewhere, but sometimes a traveler is just tired of driving and wants to get off the road!

M. HANDSCHIEGEL | VIA EMAIL

GPSCAPING

I'd be happy if campground ads gave an address that could be programmed into my GPS.
CLAUDIA CRABTREE | WAVELAND, MISS.

SEEING THE SITES

I want photos of the campsites, a description of the size of the actual sites, interior roads and concrete pads or the availability of picnic tables. What I don't need are photos of swimming pools or children playing.

VIC KWAN | POTOSI, MO.

LOOKING FOR PULL-THROUGH SITES

When we're traveling, I rely on my husband to let me know when he's tired of driving and wants to stop for the night. At that point, I pull out our Trailer Life Directory and start looking for an appropriate RV park. The first thing I look for is easy access (not too far out of our way) and whether pull-through sites are available — if we're only staying overnight, we don't want to disconnect our toad. The next thing I check is whether they have full hookups (or at least water and electric and a convenient dump station), 30-50-amp service (50-amp is preferable), and then the perks such as cable TV and Wi-Fi.

JULIA MCKAY | DEWITT, MICH.

AMATEUR DIRECTORY SERVICE

I agree with David Musgrove ("Campground Ad Request," P.O. Box, December 2011), as to what I want to see. His comments about an aerial view, entrance to the park, campground store, etc., were right on. They should also show the actual campsites, the shower stalls and interior roads. Recently I stayed at a park in Virginia that had a beautiful entrance and many amenities, however, the campsite I was assigned was poor. The utility box cover was missing and required an extension cord to reach it, and yes I used a surge protector. The sewage was passenger side and near the street. Needless to say I did not hook up sewage!

Bathroom views do not reveal the actual shower stall. I think it's disgusting to find

MOTORHOME

CONSULTING EDITORS: Wes Caughlan, Ken Freund, Jeff Johnston

CONTRIBUTORS: Chuck Campbell, Bobbie Hasselbring, Fred Pausch, E. Don Smith, Richard and Ellen Thane, Gary and Monika Wescott, Mary Zalmanek

VICE PRESIDENT NATIONAL SALES: Terry Thompson

RV MARKETPLACE: Sue Seiditz
PO Box 8510, Ventura, CA 93002
Tel 805-667-4100 Fax 805-667-4379

Tacy Hendershot-Sargent (Southeast Region)
1010 SW Lighthouse Drive,
Palm City, FL 34990
Tel 772-288-0387 Fax 772-288-0085

Lou Cicirelli (Northeast Region)
1400 NW 108th Avenue, #266,
Plantation, FL 33322
Tel 954-297-9234

Scott Oakes, John Marciano (Seattle, WA)
1818 Westlake Avenue, N. #420
Seattle, WA 98109
Tel 206-283-9545 Fax 206-283-9571

Crompton Holdings Scott Crompton (Detroit, MI)
2031 Kings Highway, Shreveport, LA 71103
Tel 334-546-7243 Fax 334-356-7740
scottcrompton@mac.com

CHAIRMAN EMERITUS: Art Rouse
PUBLISHER EMERITUS: Bill Estes

GS MEDIA & EVENTS

PRESIDENT: Stephen M. Hedlund
SENIOR VICE PRESIDENT/ GROUP PUBLISHER: Bob Livingston
SENIOR VICE PRESIDENT/ DIGITAL MEDIA: Stacey Marmolejo
SENIOR VICE PRESIDENT/PRODUCTION: Barb Hammer
VICE PRESIDENT/ADVERTISING SALES: Terry Thompson
VICE PRESIDENT/AUDIENCE DEVELOPMENT: Jill Anderson

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CHAIRMAN & CFO: Marcus Lemonis
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P.O. BOX

an open area with no place to hang my clothing or bathing gear, or a divider curtain to prevent water from splashing onto these items. I have seen mothers struggle trying to bathe their young children with many tears and these moms are frazzled by time they exit the restrooms.

When campgrounds advertise gravel roads, there should be gravel on them. Driving through potholes or mud puddles especially during a rain is really a turn off.

Each year, when I buy my *Trailer Life* Directory, I pass the old book on to a new or wannabe camper. In the book I write in my own ratings: Great, Nice and Never Again are my main categories. I'd like to know more from other RVers as to how they rate a campground, as well as how RV park ratings are made in the publications that I read.

EILEEN DARDEN | MONROEVILLE, PA.

TRY BEFORE YOU BUY

I wholeheartedly agree with David Musgrave's letter. After two cross-country trips and more than 70 nights on the road, we have seen the good, the bad and the ugly.

We would have bypassed a number of places that had fairly high ratings had the ads been more accurate. Poorly stocked stores, uneven sites, inconvenient hookups, lack of proper pads, poor Wi-Fi service and crowded conditions, just to name a few, would have kept us driving to the next location.

One park had the slideouts so close we couldn't walk between the units, and had to keep our blinds closed. Another had sloping sites that required all of our blocks and boards just to get close to level on a grass site. Another had us parking on a lawn that would have been underwater if it had rained. Wi-Fi was miserable in more than half the places we stayed.

On the other hand there are some very nice parks that had everything we could ask for as well as friendly staff and more than ample space for our 26-foot motorhome. As we neared the end of our second cross-country trip, we decided to only make a reservation if we knew we were going to be arriving late to an area where space might not be available — high tourist areas, weekends, etc. Otherwise, we waited until we got a look at the place before we booked. I realize it's not possible to rate every possible nuance, but pictures would go a long way.

LAURENCE TRUE | NAPLES, FLA.



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BETTER (WEB)SITES

I make reservations while on the road to determine where to stay that night. Location is the most important information and printed directories are a start. Photos of people at a picnic table or campfire ring are a waste of space. After location, a website address is the next most important item in the ad. The website should have a graphic site-map showing the general layout. I look for posted rates on the website, and then look online for independent reviews of the campground to avoid operators with poor customer-relations skills.

JIM HAMILTON | CHAMPAIGN, ILL.

EASTER BUNNY ISN'T HELPING

Your question about what I want to see in a campground ad hit home with me because it is a pet peeve. I mostly research on the Internet and what I see are photos of kids in a pool or carving a pumpkin, pictures of the Easter Bunny, and yes, photos of people sitting under their awning having a great old time. All of which could have been taken anywhere and tell me nothing.

What I want are overall pictures of a bunch of sites taken on a typical Saturday in July so I can see how close are they, how big are they, how level are they, how shaded are they. I'd also like to see representative photos of the so-called big-rig sites, pictures of internal roads and photos of the showers (yes, I have a Class A, but I use campground showers). And how about pictures of amenities the park claims to have. These can be great selling points. Or not. That rusty bike is not "bike rentals." And OK, if I had kids, I'd probably want a photo of the pool.

ROBIN ANGSTADT | COLLEGEVILLE, PA.

SPACING IS EVERYTHING

The most important feature for us to see in campground ads is the spacing between RVs and the separation between the sites.

ALBIN AND GLENDA BRANDSTETTER | SPRINGFIELD, ORE.

SURFING AND LAUNDRY ENTHUSIAST

When looking for a site it's important to see a layout including pull-through spots and hookups. For more than an overnight I want to know if the Internet is available at my site. Laundry facilities need to be highlighted as well. Unless it's a destination location, the rest is just fluff.

ROGER EASTMAN | DES MOINES, IOWA

BIRD'S-EYE VIEW

I prefer a quiet environment when I want to get away from it all, so I'd like to see photos in campground ads that show the overall campground from a bird's-eye view and the details of the different types of sites (trees or not, proximity of neighbors, the real view, etc.); no need to see the pool, the shop, the playground or laundry room.

YVAN JEROME | MONTREAL, QUEBEC

CAMPGROUND REVIEW

We've been traveling in our RV for the past five years, and we tour extensively year-round so we have no shortage of stories about disappointing campgrounds. This is not one of those stories.

While traveling from Florida to the Oregon coast, we chanced upon a campground in Missouri that was one of the most pleasant camping experiences of our many miles of travel, Eagle Ridge RV Park in Eagleville, about 100 miles north of Kansas City. Though the campground is located about a mile from Interstate 35, its setting is like a little slice of country living. In a lot of campgrounds you're within spitting distance of your neighbor, but not here. Instead, we had peace and quiet and privacy surrounded by beautiful vistas from our ridge-top perch. Best of all was the hospitality of the new owners, the Harris family, a young couple putting everything they've got into making this once-neglected campground into a friendly, welcoming destination. Their down-to-earth style is the real deal and after a long day on the road, it put us right at home. The park is still a work in progress. Some of the sites need leveling and there's no cable, but we didn't miss it. We'll be back next time we're in that neck of the woods and we're betting that it will be even better than before.

DONALD AND BRANDA MANGUM | REEDSPORT, ORE.

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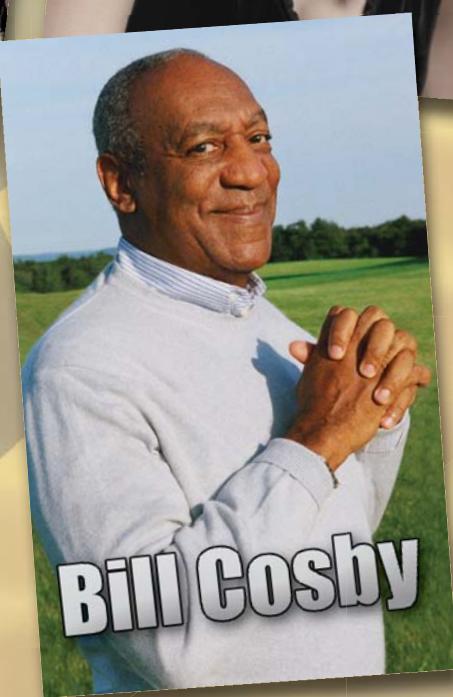
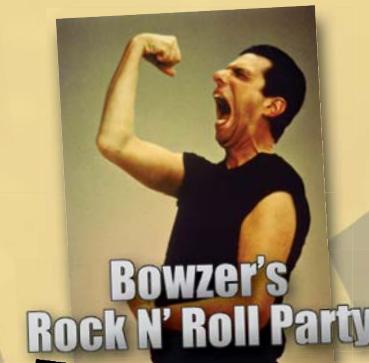
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For more information or to register visit TheRally.com or call the Rally hotline 800-701-1399

RV RALLIES

Rallies are popular way to meet other RVers while having a good time. A rally is simply a gathering of RVers at a particular destination.

It may be a small get-together of a local RV club, attending an event like the Albuquerque International Balloon Fiesta, or an assemblage of thousands of RVs like the Good Sam Rallies (March 22-25, Phoenix; June 21-24, Louisville, Ky.; November 2-4, Daytona Beach, Fla.) where participants attend educational seminars, take interesting tours and enjoy professional entertainment.

A large rally might include new RVs on display and vendor booths selling all manner of RV-related products and services. There might even be clowns, musicians and other forms of entertainment adding to the fun atmosphere.

Participating in a rally is easy. Once you have signed up, you will receive a packet of preliminary information with detailed instructions and directions. Look over the schedules of tours, seminars and entertainment to determine the ones you want to attend. This might also be a good time to make any tour reservations; the more popular ones fill up early.

When you arrive at the rally, pay close attention to the directions of your particular camping area. Don't blindly follow the RV in front of you. Their directions may be different than yours.

A rally's camping accommodations can be anything from a luxury RV resort to a fairground's parking lot, or simply an empty field. There are exceptions but camping at most rallies is usually accomplished without hookups. Here are a few tips to make dry camping at a rally just a little easier.

If your motorhome has a generator, you can ask to be parked in a generator area. You may be given your choice of camping in an area that permits 24-hour generator usage or one with limited generator usage (7 a.m. to 10 p.m., for example). Either way, be prepared for the noise and exhaust fumes of your neighbors' generators. Check and service your generator before leaving home so that it's in good operating condition.

If you do not have a generator or if you choose to camp in a non-generator area, you will be relying upon your coach battery(s) for electric power. Be sure to check and service all batteries before leaving home. Conserve your battery power at the rally by limiting your electrical usage. Use only the lights you absolutely need. Make coffee in a range-top percolator instead of turning on an inverter and using an electric cof-

feemaker. Watch TV in your neighbor's motorhome.

Arrive with your water tank full! You won't have a water hookup. You might even consider arriving with a few 2-gallon containers of drinking water. Be stingy with your motorhome's fresh water supply. Don't let the water run while showering. At the shower head, turn on the water to get wet, turn off the water while you soap, turn on the water to rinse off. Don't let the water run while washing your hands or brushing your teeth. Shave with a battery-operated razor. Wash dishes once a day. Use disposable plates, cups and eating utensils.

Arrive with your holding tanks empty! You will not have a sewer hookup and there may not be a dump station available. Whenever possible, use the public restrooms, showers and portable toilets at the rally. Conserving water will automatically conserve holding-tank space.

Some of the larger rallies may have water wagons circulating through the campgrounds. They will fill your water tank for a fee. There may also be honey wagons that will empty your holding tank(s) for a fee.

Experienced RVers will tell you that a great way to conserve battery power, drinking water and holding tank space is to eat out more often. And, before you leave the restaurant, be sure to use the restroom facilities.

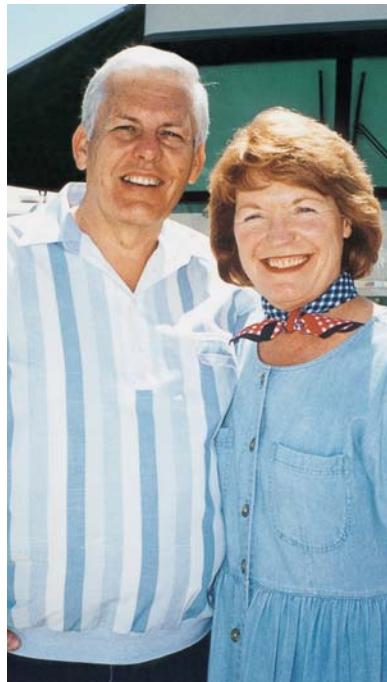
During the rally, in addition to comfortable walking shoes, wear layered clothing so you can adjust to any change in temperature. A tote bag or, better yet, a backpack is handy for carrying an umbrella, camera, sweater, bottles of drinking water, snacks and small purchases.

Read the rally program, and pay attention to the day's schedule of events. Look at the rally map, and plan your route through to the RV displays, vendors and events you especially wish to see.

Just remember — arrive at an RV rally with your motorhome's LP-gas and water tanks full and the holding tanks empty! And be prepared to meet a lot of friendly RVers while having a good time.

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

ARRIVE AT AN RV RALLY WITH YOUR MOTORHOME'S LP-GAS AND WATER TANKS FULL AND THE HOLDING TANKS EMPTY. AND BE PREPARED TO MEET A LOT OF FRIENDLY RVERS WHILE HAVING A GOOD TIME.





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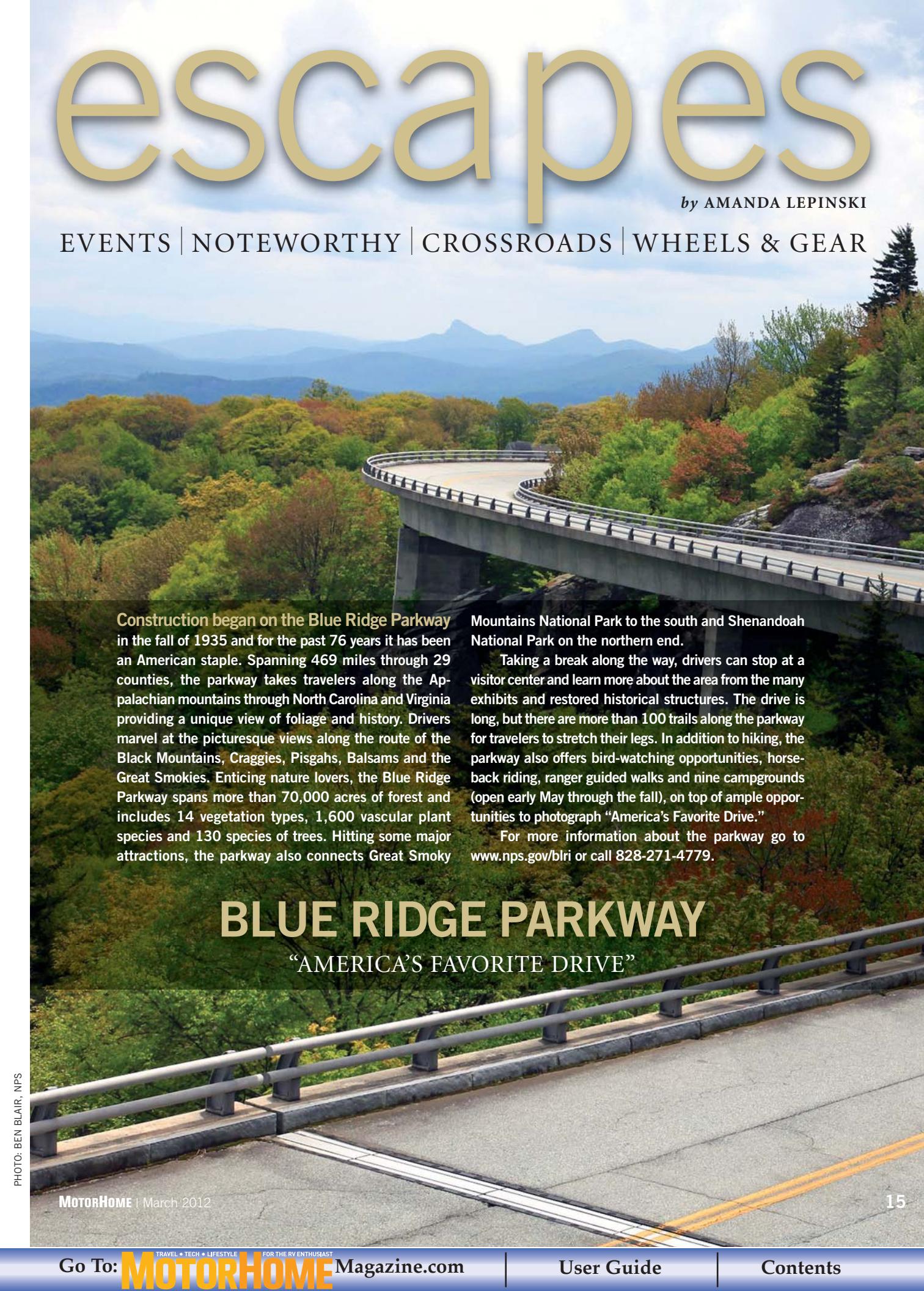
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escapes

by AMANDA LEPINSKI

EVENTS | NOTEWORTHY | CROSSROADS | WHEELS & GEAR



Construction began on the Blue Ridge Parkway in the fall of 1935 and for the past 76 years it has been an American staple. Spanning 469 miles through 29 counties, the parkway takes travelers along the Appalachian mountains through North Carolina and Virginia providing a unique view of foliage and history. Drivers marvel at the picturesque views along the route of the Black Mountains, Craggins, Pisgahs, Balsams and the Great Smokies. Enticing nature lovers, the Blue Ridge Parkway spans more than 70,000 acres of forest and includes 14 vegetation types, 1,600 vascular plant species and 130 species of trees. Hitting some major attractions, the parkway also connects Great Smoky

Mountains National Park to the south and Shenandoah National Park on the northern end.

Taking a break along the way, drivers can stop at a visitor center and learn more about the area from the many exhibits and restored historical structures. The drive is long, but there are more than 100 trails along the parkway for travelers to stretch their legs. In addition to hiking, the parkway also offers bird-watching opportunities, horse-back riding, ranger guided walks and nine campgrounds (open early May through the fall), on top of ample opportunities to photograph "America's Favorite Drive."

For more information about the parkway go to www.nps.gov/blri or call 828-271-4779.

BLUE RIDGE PARKWAY

"AMERICA'S FAVORITE DRIVE"

MARCH 2-3 | Located in lush Shell Beach, Calif., visitors heading to the **12th Annual World of Pinot Noir** event will not only marvel at the exquisite natural beauty of the West Coast, they will also enjoy wine from more than 180 winery participants as well as dine with famous central coast chefs. Take an evening stroll on the beach and enjoy the live music and campfire; 805-489-1346, www.worldofpinotnoir.com.

MARCH 3-4 | Come one, come all to the **22nd Annual Klondike Days** two-day event in Eagle River, Wis. Nearly 10,000 people head out each year to explore the culture of Native Americans, enjoy plentiful amounts of authentic cultural food or watch dog and horse pull and sleigh rides. The event features live bluegrass and local music, plus the only competitive winter lumberjack event in the Midwest.

The craft show also features more than 100 exhibitors and booths selling food such as buffalo burgers, Paul Bunyan brownies and wild rice soup; 800-359-6315, www.klondikedays.org.

MARCH 16-17 | See what the flutter is about at the **Hummingbird Festival** in Woodford, S.C. Entertainment includes a car, motorcycle and tractor show, beauty pageant, rides for the kids, arts and crafts vendors as well as food vendors. Saturday visitors will also enjoy live music; 800-568-3550, www.woodford-sc.com.

MARCH 21-25 | Rev your engine with the latest in domestic and import vehicles at the **2012 Denver Auto Show** including cars, vans, crossovers, hybrids, light trucks and SUVs. Manufacturers in attendance include Lexus, Mercedes-Benz, BMW and Volvo. Also, check out the latest in aftermarket



MARCH 23-25

Since Charleston, S.C., has a rich history dating back to 1670, it's no surprise the city offers beautiful antiques. You'll experience a hearty mix of Continental, European and Asian-influenced antiques at the **Charleston International Antiques Show**. The event includes everything from tapestries, vintage jewelry, silver and architectural elements. The Mount Pleasant/Charleston KOA is just a few miles down the road from the event; 843-722-3405, www.historiccharleston.org.

car accessories and fuel-efficient technologies; 303-759-8989, www.paragonexpo.com.

MARCH 23-25 | Save your appetite for **California's Artisan Cheese Festival**. Participants can sign up for a brewery tour,

beer and cheese seminars or head to a local dairy farm to look behind-the-scenes at how cheese is made. Parking is available on-site and the San Francisco North/Petaluma KOA is just down the road; www.artisancheesefestival.com.

RV SHOWS

MARCH 1-4

Greater Philadelphia RV Show
Oaks, Pa.; 412-798-8661

MARCH 1-4

Toronto International Centre — RV Show
Toronto, Ontario; 888-331-8885

MARCH 1-5

Red Deer RV Show
Red Deer, Alberta;
403-343-1464

MARCH 1-4

Red River Valley Sportsmen's Boat, Camping & Vacation Show
Fargo, N.D.; 763-755-8111

MARCH 1-4

Destin Spring RV Show
Destin, Fla.; 813-741-0488

MARCH 1-4

55th Annual Colorado RV, Boat, Sports & Travel Show
Denver; 800-848-6247,
ext. 414

MARCH 2-4

Rhode Island RV & Camping Show

Providence, R.I.; 800-441-0013

MARCH 2-4

Moncton RV Show
Moncton, New Brunswick;
888-454-7469

MARCH 2-4

Windsor RV Show
Windsor, Ontario; 888-331-8885

MARCH 8-11

Central Alberta RV Show & Sale
Red Deer, Alberta;
403-356-9399

MARCH 8-11

Manitoba RV Show and Sale
Winnipeg, Manitoba;
204-452-1227

MARCH 8-11

Montreal RV Show
Montreal, Quebec;
514-338-1471

MARCH 8-11

45th Annual Sioux Empire Sportsmen's Show
Sioux Falls, S.D.; 763-755-8111

MARCH 8-11

West Palm Beach RV Show

West Palm Beach, Fla.;
813-741-0488

MARCH 9-11

Virginia RV Show
Hampton, Va.; 800-441-0013

MARCH 9-11

16th Annual North Carolina's RV Show at Greensboro
Greensboro, N.C.;
800-478-2324

MARCH 9-11

Columbus RV Super Show
Columbus, Ohio; 941-780-0538

MARCH 15-18

Tampa Bay Spring RV Show
Tampa, Fla.; 813-741-0488

MARCH 15-18

67th Annual Ultimate Sport Show
Grand Rapids, Mich.;
800-328-6550

MARCH 16-18

23rd Annual North Carolina RV & Camping Show — Raleigh
Raleigh, N.C.; 800-441-0013

MARCH 16-18

South Carolina RV Super Show
Columbia, S.C.; 941-780-0538

MARCH 16-18

25th Annual Acadiana RV & Camping Show
LaFayette, La.; 888-948-1355

MARCH 22-25

The Good Sam Rally — Phoenix — Presented by DISH Network
Phoenix; 800-701-1399

MARCH 23-25

Rockford RV Show
Rockford, Ill.; 815-877-8043

MARCH 28-APRIL 1

80th Northwest Sportshow
Minneapolis
800-777-4766

MARCH 29-APRIL 1

Quebec City RV Show
Quebec, Quebec; 514-338-1471

MARCH 30-APRIL 1

Kitchener RV Show
Kitchener, Ontario;
888-331-8885



POWERFUL INVERTER/CHARGER

Xantrex's second-generation Freedom SW inverter/charger, rated at 2,000 watts, has been redesigned to include many features from its higher-power counterpart. The new iteration now offers stacking capability, allowing two units to work in tandem and produce rated current and charging output, so owners can operate higher-power accessories and appliances — and change larger battery banks.

According to the company, additional enhancements include Generator Support Mode that enables the device to automatically supplement a generator when the AC loads exceed the auxiliary powerplant's capacity, improved AC transfer/input detection time, higher efficiency and full output at higher temperatures. Retail price is \$1,700.

Xantrex, 800-670-0707, www.xantrex.com

FULL SIZE AND FULL FEATURED

Itasca's top-of-the-line Ellipse 42JD is now offered with a spacious new floorplan packed with luxurious interior amenities. The tag-axle-equipped coach has three slideouts — including a full-wall streetside slide — that allow plenty of room for a large master bedroom and rear bathroom with his-and-hers sinks and a roomy shower with a skylight. A guest bath is positioned mid-



coach. The living area has two TVs, including a 40-inch LCD, the galley features Corian countertops and the dining area offers a buffet with extendable dining table and chairs.

The motorhome's Maxum chassis has a gross vehicle weight rating (GVWR) of 44,600 pounds and is powered by a 450-HP Cummins ISL 8.9-L turbocharged engine and Allison 3000MH six-speed electronic transmission. Pricing begins at \$351,098.

Itasca, 641-585-3535, www.goitasca.com



BATTERY MAINTENANCE AND MULTIPLICATION

Billed as a technological breakthrough in battery maintenance, the QuadLink's charge splitter turns any brand's battery charger into a four-station distribution station. The new device automatically splits and distributes the output of the charger into 10-minute sequencing segments. This allows multiple charging of up to four AGM, gel-cell, or deep-cycle batteries, according to the company.

The QuadLink is designed to charge individual batteries or those connected in parallel or series. It is not capable of enhancing the rating of any maintenance charge. Listed retail price is \$99.95.

Specialized Products Co., 800-866-5353, www.specialized.net

RVING WITH A CAUSE

With a weak economy and a

growing number of families in need, more and more RVers are finding ways to help while they're on the road. By traveling the country, they are able to help people wherever their travels take them.

Many notable charities work with RV enthusiasts such as Habitat for Humanity's RV program called Care-A-Vanner, which enables RVers to build homes for those in need. Appealing to nature lovers, the National Park Service and U.S. Department of Agriculture Forest Service have volunteer programs to clean up parks and forests. A low-key approach to helping out can be found with the U.S. Fish and Wildlife Service, which is always looking for volunteers to conduct fish and wildlife surveys, assist in lab research, photograph natural and cultural resources and lead tours for schools and group visitors. With so many opportunities available to lend a hand, just about anyone's interests are complemented by a cause that needs volunteers.

2012 GOOD SAM RALLY – PHOENIX INTERNATIONAL RACEWAY

RVers will swarm the Phoenix International Raceway March 22-25 for the first Good Sam Rally Presented by DISH Network of 2012. The entertainment lineup includes two Platinum recording artists, Bill Cosby and Martina McBride. In the 1960s, Cosby's cosmic stand-up routines earned him eight Gold Records, five Platinum records and five Grammy awards. Contemporary country music singer, McBride, achieved fame in the '90s with her traditionalist approach to country music and has since entered into the pop genre. And Sha Na Na's Bowzer will provide the opening night's entertainment, setting the stage for Ticket to Ride, a Beatles tribute band performing covers of the legendary hits.

Rally-goers will also enjoy daily trade shows featuring the latest and greatest RVs on display (including a few to test-drive around the track!) and hundreds of exhibitors revealing the accessories necessary to making RV travel spectacular. Pooches are welcome at the 9th Annual Rally Dog Show where dogs can compete for prizes. The competition doesn't end there — Camping World is sponsoring a Match N Win game with winners being eligible for thousands of dollars in merchandise. Good Sam is hosting two other 2012 Rallies Presented by DISH Network: June 21-24 in Louisville, Ky., and Nov. 2-4 in Daytona Beach, Fla. For more information visit www.therally.com, or call 877-749-7122.



PHOTO: HABITAT FOR HUMANITY

Notable RV companies and associations did their part to help in 2011: Key-stone RV Company donated \$140,000 for the United Way campaign last fall, and Go RVing Canada partnered with the Make-A-Wish Foundation to grant a 10-year-old boy his dream RV vacation by donating a Class C motorhome fully stocked with food, gas and reservations at campsites throughout Alberta.

For more information on volunteering, contact the U.S. Fish and Wildlife Service at www.fws.gov/volunteers; Habit for Humanity's RV Care-A-Vanner program at www.habitat.org/rv; and the National Park Service at www.nps.gov/getinvolved/volunteer.htm.



News Briefs

MVP RV, the first company to introduce an all-electric Class A coach, has unveiled a pre-production E Tahoe — the first Class C zero-emission motorhome solely powered by electricity produced from life source rare earth lithium-ion batteries. The E Tahoe is fitted with a drivetrain, charger and battery system developed by Balqon Corp., a manufacturer of zero-emission heavy-duty electric trucks, lithium battery packs and electric vehicle drive systems. MVP RV expects that the production models will feature higher capacity batteries that will increase the range between charges and reduce charging time.

Spartan Chassis Inc. introduced two chassis concepts last December at the 49th Annual **National RV Trade Show** in Louisville, Ky. The concept chassis, one is a platform designed for a 32-foot diesel-pushover and the other is a cutaway designed for a 25-foot Class C and targeted at buyers who are looking for smaller, more lightweight and fuel-efficient motorhomes. The Class A chassis has a 22,000-pound gross vehicle weight rating (GVWR) and is powered by a Navistar MaxxForce 7 turbodiesel engine tied to an Allison 1000MH electronic-controlled transmission. Spartan addresses the special needs of disabled RVers with its concept Class C chassis by incorporating a low-floor platform that offers ease of entry and egress with an optional ADA-compliant ramp. The chassis also incorporates front and rear self-leveling air suspensions with four-corner kneeling, which reduces entry step height at the touch of a switch.

Another introduction at the **National RV Trade Show** was **Fleetwood RV**'s Power Bridge II Class A diesel chassis. The chassis is the result of collaborative efforts between Fleetwood RV, its parent company, **Allied Specialty Vehicles Inc.** and **Freightliner Custom Chassis**. Going forward, Fleetwood RV's new Class A diesel motorhomes will be on the Power Bridge II chassis.

Almost 40 million Americans participated in camping during 2010, according to a new study released by **The Outdoor Foundation**, **The Coleman Co.** and **Kampgrounds of America (KOA)**. The findings are part of the 2011 Special Report on Camping.

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CROSSROADS



PHOTO: TIM HURSLEY

COUNTRY MUSIC HALL OF FAME AND MUSEUM

In 1961, the Country Music Association announced the first inductees, Jimmie Rodgers, Hank Williams and Fred Rose, into the Country Music Hall of Fame for their outstanding contribution to country music. Inductee plaques were displayed at the Tennessee State Museum until 1967 when the Country Music Hall of Fame opened a building on Music Row in Nashville, Tenn. For 33 years, the establishment expanded to include music education programs, the Country Music Foundation Library (1968) and historical sites

such as RCA Studio B (1977) and the Hatch Show Print (1986). In 2001, the museum opened a new structure featuring a Hall of Fame Rotunda.

Visitors should plan to spend about two hours viewing current exhibits such as American Letterpress: The Art of Hatch Show Print, Family Tradition: the Williams Family Legacy, and Sing Me Back Home: A Journey Through Country Music, and taking a stroll through the famous Hall of Fame Rotunda to see bronzed plaques honoring legendary country music-makers. The museum is open daily and the Nashville KOA, which is big-rig friendly, is only a few miles away.

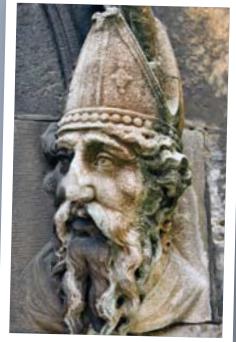
For more information, call 615-416-2001 or go to www.countrymusichalloffame.org.

DID YOU KNOW? ST. PATRICK'S DAY

No matter where your travels take you in mid-March, you're bound to stumble into a city painted green for St. Patrick's Day. But what is the significance of shamrocks, the color green, and who is St. Patrick? Around A.D. 390, Patrick was born in Britain where he lived until age 16 when he was kidnapped and shipped to Ireland where he was used for slave labor. While in Ireland, Patrick developed a strong connection to God and subsequently became an ordained priest. Long after his death on March 17, 461, mythology swirled about Patrick deeming him the patron saint of Ireland.

Today on March 17th, or St. Patrick's Day, people all over the world honor St. Patrick with celebratory shamrocks and

anything colored green — including pints of beer. According to the legend, Patrick used the three leaves of a shamrock to explain the Holy Trinity (Father, Son and Holy Spirit) to followers. Nicknamed the "Emerald Isle," Ireland is often associated with the color green mostly due to the lush vegetation flourishing in the region year-round. Some believe the color green symbolizes luck, especially when worn on St. Patrick's Day. So grab your favorite green outfit and head out to a St. Patrick's Day celebration near you! Visit www.st-patricks-day.com for a full listing of St. Patrick's Day parades by country, state and city. ♦





WEEKEND ESCAPE IN OREGON'S JOHN DAY COUNTRY

Perched on the John Day River in eastern Oregon and a stone's throw from the undulating Painted Hills of the John Day Fossil Beds, the John Day area is perfect for a quiet and relaxing motorhome getaway.

It's nearly 9 p.m. on Friday when we head east on U.S. Highway 26 toward Mount Hood, a picturesque route that's part of the Mount Hood Scenic Byway. Many people think of Oregon as rainy and green, and it is, at least the western third of the state. The other two-thirds, east of the towering Cascade Mountains, is high-desert country with miles of sagebrush and juniper-covered



Top: The Painted Hills Unit of the John Day Fossil Beds National Monument is a popular destination for RVers. Above: The overlook at the Painted Hills Unit of the John Day Fossil Beds allows visitors to see the results of millions of years of geologic change. Above right: U.S. Highway 26 cuts through the basalt columns of Picture Gorge.



PHOTOS: ANNE WEAVER

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hills, deep gorges, trout-filled rivers and views that go on forever.

The good news about leaving Portland late is that traffic is almost nonexistent. The bad news is that we are already tired. So we head for Madras, a small high-desert town about 2½ hours from Portland, giving us a good start on our journey to John Day Country.

Despite our midsummer timing, the air is cool and becomes even cooler as we climb higher through the Mount Hood National Forest. We pass through little mountain towns like Welches and Rhododendron (named for the pink rhodies that grow wild in the forest here). We're blessed with a full moon and as we round a bend in the highway a ghostly Mount Hood appears through the windshield, its craggy flanks still dressed in winter white. This 11,245-foot sleeping volcano, called Wy'East by local Native Americans, is one of the few places that offer year-round skiing. In fact, the U.S. Olympic Ski Team often practices here during the summer months.

Our motorhome churns up the steep grade, finally reaching the summit at Government Camp with an elevation of 3,888 feet. As we descend, we pass the turnoff for state Highway 35 that angles down to the verdant Hood River Valley. The valley's "fruit loop" is a favorite destination for motorhome travelers in the fall, but that's another trip. Tonight, our goal is the high desert.

On the mountain's east flank, the forest changes. Cedars and Douglas firs are replaced by lofty pines. The forest floor is thick with ferns, Oregon grape and vine maples on the wetter western side. The area becomes more open, populated by less-thirsty plants like manzanita, elderberry and snowberry. Then the dense forest disappears all together, replaced by plateaus dotted with juniper and sagebrush. It has showered here recently so the air is filled with a clean, almost minty scent of sage.

It's late when we pass through Madras in the primarily agricultural heart of central Oregon. We head south a few miles to one of our favorite RV parks, the Central Oregon KOA (formerly Madras/Culver KOA), where they offer terrific pancake breakfasts. Alas, when we pull in we're disappointed to see a No Vacancy sign. We later learn that several events attractive to RVers, including

the Good Sam Rally in Redmond and the Prineville Rodeo are happening. We could drive out to Lake Simtustus RV Park or Cove Palisades in Culver. However, both are popular and often full during the summer, and fatigue is setting in. Instead, we pull into the Madras Truck Stop at the Madras Shell station, snug the rig up against growling 18-wheelers, and fall asleep to the sound of raindrops on the roof.

ONTO FOSSILS

Next morning, the sun greets us as we pass through Prineville, a quaint town that's quickly becoming the Silicon Valley of central Oregon with employers like Facebook liking the area's low cost of living and great climate. We stop at the Crook County RV Park, run by the County Parks and Recreation Department, to check out its 81 shady, pull-through sites. Located right next to the county fairgrounds, the place is loaded with cowboy RVers getting ready for the horse racing event that'll take place in a couple of hours.

At the corner of Main Street and Lynn Boulevard, colorful flowers and the Elkins Gem Stones sign grabs our attention. Central and eastern Oregon are a rock hunter's paradise. For more than 20 years, Judy Elkins, rock expert and flower gardener has been selling gems and rocks and directing people where to find their own rock treasures.

Back on Highway 26, we stop at Ochoco Lake and the Ochoco County Park and RV Camp. This spot, snuggled under pines, doesn't have hookups, but it does offer showers, water spigots and a boat launch. At the end of the lake where Mill Creek comes in, we're delighted to find dozens of white pelicans, Canada geese and blue herons splashing in the grassy waterway.

We climb to an elevation of 4,720, passing through the Ochoco National Forest filled with stately ponderosa pine and white-barked aspen, and then down into the high-desert national grassland. We spot the sign for the John Day Fossil Beds National Monument Painted Hills Unit and turn onto Burnt Ranch Road, a paved two-laner with broad turns that are great for motorhomes. We come around a corner and the sight of exposed hillsides striped with rusty red, caulk white and charcoal gray against a brilliant blue sky filled with billowing thunderheads makes us suck in



Depot RV Park in Prairie City is on the grounds of the DeWitt Museum and Prairie City Depot. The campground has 20 hookup sites, a dump station and restrooms with showers.

our collective breaths. We scramble out of the rig to take a closer look. The only sound that breaks the deep silence is the wind and the occasional call of a meadowlark.

In a short distance, the pavement becomes well-maintained gravel and you can choose to drive up to the observation point or a rest stop complete with green grass, picnic tables and restrooms. We drive up the hill to the overlook approaching and an easy, half-mile walk to a spot that looks down on 33-million-year-old ash and pumice layers of red (iron), gold (oxidized magnesium/iron) and metamorphic clay-stone minerals) and black (manganese).

We're mesmerized by the beauty and the sense of time past.

Back on Highway 26, we meander through steep canyons along Rock Creek to the turnoff for the Thomas Condon Paleontology Center. This modern building houses fascinating exhibits about the area's rich fossilized history, dating back millions of years to when the area was a tropical swamp filled with dinosaurs. Researchers and paleontologists work out of this building and large windows allow us to see into their laboratories and watch as they examine fossils they've recovered from nearby hills.



Elkins Gem Stones in Prineville is a magnet for rockhounds.

PHOTO: BOBBIE HASSELRING

PHOTO: ANNE WEAVER

Following the John Day River along Highway 26, we pass through Picture Gorge where its basalt columns and uplifts of segmented rock tower above us. The gorge spills out into agricultural fields, their borders ringed with slender cattails and grasses still green from late-spring and early-summer rains.

A few miles farther, we pull into Clyde Holliday State Recreation Site and claim a spot for our motorhome under the shady cottonwoods. The park is large and perched right on the John Day River with plenty of shade, green grass and full hookups. It's a cool, popular retreat for RVers, especially in the summer months when temperatures can soar into the high 90s. Fortunately for us, the weather stays cool and a bit cloudy as my dog and I enjoy an early evening stroll along the park's riverside trail.

CHINESE AND RAILS

The next morning, it's off to the town of John Day, home to Kam Wah Chung State Heritage Site, which is one of the most interesting museums in the West. In 1887, Doc Ing Hay, a Chinese physician, came to the Wild West town of John Day in response to an ad for a doctor. A year later, businessman Lung On joined the doctor and ran a store out of the same building. The place became a doctor's office, general store and center of the community. However, not everyone in John Day embraced the Chinese men, as evidenced by the building's steel-reinforced front door that's



Above: The Thomas Condon Paleontology Center, located at the Sheep Rock Unit, allows visitors to watch paleontologists and other scientists work on fossils. **Below:** The Kam Wah Chung State Heritage Site contains thousands of items Doc Ing Hay used to treat patients.

punctured by bullet holes.

When Doc Hay died in 1952, the building was simply closed up and sat untouched like a time capsule for more than 30 years. Today, the museum contains thousands of objects such as old tins, wooden boxes, foodstuffs, tobacco and more than 500 herbs Hay used in his practice. There's even an altar that contains dried-out fruit the doctor placed there more than 60 years ago. The museum is free and open to the public for docent-led tours.

Right on Main Street, amidst false-fronted Western-style buildings, John Day also offers the Grant County Ranch and Rodeo Museum. This is still cowboy country and the museum is worth a stop to check out old photos, lariats and saddles that are icons of the area's world-class ranching and rodeo reputation.

Another gem just a few miles up the road in Prairie City is the DeWitt Museum and Prairie City Depot of the Supter Valley Railway. The museum is housed in the former station of the narrow gauge rail line that ran between Prairie City and Baker City and maintains a historic look at life back at the turn of the century. The ground floor contains the station's original waiting room, station agent's office and baggage and freight room. Upstairs, the former station agent's home is filled with furniture, clothing and domestic goods from the early 1900s.

Interestingly, there's an RV park right on the museum property, appropriately



PHOTOS: ANNE WEAVER

called Depot RV Park. It offers 20 gravel sites with full hookups, picnic tables, barbecues and a big outdoor pavilion.

It's getting late when we turn west and head toward home. It's about five hours to Portland but we can't resist a last look at Picture Gorge. We turn at the Mascall Formation Overlook sign and head up the half-mile of paved road. We're rewarded with a spectacular sunset that illuminates the rocks of the gorge and turns the valley grasses golden. Ah, now we're ready to face another work week. ♦

FOR MORE INFORMATION

CENTRAL OREGON KOA

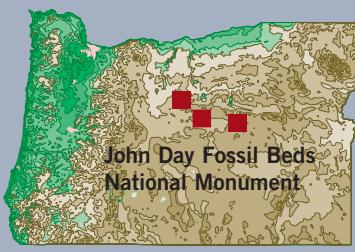
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FLORIDA KEYS

VACATION IN A TROPICAL ARCHIPELAGO WITHOUT LEAVING THE UNITED STATES

by MARY ZALMANEK

From the instant I picked out our campsite on Florida State Park's website, I had a good feeling about this spur-of-the-moment trip to the Florida Keys. Brochures claimed the beaches on Bahia Honda Key were some of the best in the nation, and we lucked into a waterfront campsite.

The Keys are a group of subtropical islands off the southeastern tip of the Florida peninsula. Of the approximately 1,700 islands, about 30 of them are inhabited. The inhabited islands are accessed via U.S. Highway 1, the Overseas Highway, which gradually runs southwest curving to Key West, the last inhabited island. The Keys

lie along the Florida Straits, splitting into the Atlantic Ocean from the southern tip of Florida jutting east of the Gulf of Mexico. The islands were formed from exposed portions of an ancient coral reef.

In the Keys, all location references start with the Mile Marker number on the Overseas Highway, counting down from



106 in Key Largo to 0 in Key West. At Mile Marker 37, we turned into Bahia Honda State Park and were greeted by two of the friendliest rangers I'd ever met. They were efficient, too, even when they took time out to hug returning guests. Mona McCauley, senior clerk, has been making friends at this park for 25 years.

McCauley shared a bit of Keys history with us. Henry Flagler, a wealthy oil tycoon and real estate developer, was the founder of the Florida East Coast Railway. By 1904, the railway ran from St. Augustine to Homestead, south of Miami. When the construction of the Panama Canal was announced in 1905, Flagler decided to extend the railway to Key West, the closest deep-water port to the canal. Seven years and \$50 million later, Flagler, at the age of 82, rode the first train on the Overseas Railway into Key West. Unfortunately, a hurricane in 1935 destroyed much of the railroad in the Middle Keys.

McCauley also told us how lucky we were to get our campsite. People book these sites 11 months in advance. Appreciating our stroke of serendipity, I was even more excited as we pulled into our large campsite. I felt that childlike, first-day-of-vacation anticipation. While my husband hooked up to electricity and turned on the air conditioner, I changed into a swimsuit and slathered sunscreen on my Colorado-winter-white thighs.

We drove a short distance to Sandspur Beach. Reality seldom matches expectation, but this time there was no disappointment in experiencing the real thing. It was a natural, healthy beach — uncrowded and peaceful. A wrack line consisting of dead algae, sea grass and tiny critters called amphipods marked high tide along the shore. No one served umbrella drinks or sold tamales on the manicured beach. A couple walked along the shore; several children played in the water. We followed suit, settling into this laid-back lifestyle.

Silver Palm Nature Trail lies at the northeast end of the park-

PHOTOS: MARY ZALMANEK



Opposite: Make your reservations well in advance if you want one of the waterfront sites at Bahia Honda State Park. Above: The quiet waters around Bahia Honda are ideal for kayaking. Top right: Calusa Beach, at the south end of Bahia Honda Key, has a picturesque swimming area and sandy shore. Right: Cares of the world are miles away for sun worshipers at Fort Taylor beach.



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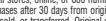
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SUPER COUPON!	 12 VOLT MAGNETIC TOWING LIGHT KIT HaulMaster LOT NO. 96933/67455	LOW-PROFILE CREEPER LOT NO. 2745
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SUPER COUPON!	 30 AMP FEMALE TO 15 AMP MALE RV PIGTAIL POWER ADAPTER HaulMaster LOT NO. 65942	300 LB. CAPACITY \$18.49 <small>REG. PRICE \$34.99</small>
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SUPER COUPON!	 2000 WATT CONTINUOUS/ 4000 WATT PEAK POWER INVERTER CHICAGO POWER ELECTRIC SYSTEMS LOT NO. 95596	1000 LB. CAPACITY \$7.99 <small>REG. PRICE \$14.99</small>
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WHEEL CHOCK
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35536682

SUPER COUPON!**HIGH SPEED METAL SAW****CENTRAL
PNEUMATIC**Item 91753
shownLOT NO.
91753/113**SAVE
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3 GALLON, 100 PSI
OILLESS PANCAKE
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41825564

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45187010

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ALUMINUM CARGO
CARRIER**

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51063415

SUPER COUPON!**800 RATED WATTS/
900 MAX. WATTS
PORTABLE GENERATOR**CHICAGO
Electric Generators

LOT NO. 66619



593175567

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SUPER COUPON!**TWO BIKE HITCH MOUNT
BIKE RACK**

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50% \$39.99 REG. PRICE \$79.99**

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WHEEL CHOCK
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PRICE
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WRENCH****CENTRAL PNEUMATIC
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COMBINATION WRENCH SETS
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DRIVEWAY
ALERT SYSTEM****Bunker Hill Security****Requires one 9 volt and three C batteries (sold separately).****\$13.99 REG. PRICE \$29.99****HARBOR FREIGHT TOOLS - LIMIT 3**

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66633727

ing lot on Sandspur Beach. We took a self-guided walking tour through the hammock (tropical hardwood forest), mangrove area and dunes. We chuckled at the Gumbo-limbo tree's nickname. It's known as the tourist tree because of its red and peeling bark, like the skin of sunburnt tourists.

Calusa Beach, at the south end of Bahia Honda Key, has a picturesque swimming area and sandy shore. The Old Bahia Honda Bridge, once part of the Overseas Railway, provides a scenic overlook of Calusa Beach. And the Sand and Sea Nature Center has an interesting collection of local sea life.

Key West is a 45-minute drive from Bahia Honda. We began our exploration of the area at Fort Zachary Taylor Historic State Park, home of America's southernmost Civil War fortress. From this location, the Union Navy prevented supply ships from reaching Confederate ports. At one time the fort held 140 cannons and housed up to 600 soldiers. Some cannons are displayed in casemates, fortified rooms from which the cannons were fired. The brochure for the self-guided tour reminded us of the hardships endured during that time. In 1863, the fort commander reported he was losing 15 men a day to yellow fever.

The only hardship at Fort Taylor today is deciding which of the many activities you want to enjoy. The beach is popular with snorkelers, beachcombers and kayakers. Birdwatchers will enjoy the many species of native and migratory birds that frequent the area.

Not far from Fort Taylor is the southernmost point in the continental U.S. Tourists line up to have their pictures taken by this marker, which is only 90 miles from Cuba.

After working up our appetites while in Key West, we walked along the Historic Seaport Boardwalk until we found a restaurant we couldn't resist. We tried three different restaurants with open air dining. The fresh seafood, especially the oysters, was delicious.

Key West's colorful history comes to life with tours of former residences of two of the city's most famous celebrities, Ernest Hemingway and Harry Truman. Hemingway, a Nobel Prize-winning author, lived and wrote in Key West in the 1930s.



Above: The beach at Fort Taylor is popular with snorkelers, beachcombers, kayakers and birdwatchers. **Below:** The Turtle Hospital, the only state-certified veterinary hospital in the world for sea turtles, helps these protected reptiles survive. Guests feed turtles that are permanent residents at the end of the guided educational tour.



It was here he penned "A Farewell to Arms," fished for giant tuna and marlin, and drank in Sloppy Joe's Bar. Every July, Sloppy Joe's keeps Hemingway's memory alive with a Hemingway Look-Alike Contest. At the Ernest Hemingway Home and Museum, approximately 60 cats roam the grounds. About half of the cats are polydactyl, meaning they have extra toes. Some of them are descendants of a six-toed cat given to Hemingway as a gift.

Built in 1890 as a two-family residence to house officers assigned to the Key West Naval Station, the Truman Little White House has welcomed six U.S. presidents from William Taft to Bill Clinton. Taft stayed only one day, but Harry Truman used the facility as his winter White House for 175 days during 11 visits. The only place Truman liked more than Key West was his hometown of Independence, Mo. On the Little White House Tour, knowl-

edgeable tour guides tell visitors about the personal side of the Truman presidency. Visitors can take a self-guided botanical tour of the gardens for free.

Year-round, toward day's end, the crowds head to Mallory Square for the Sunset Celebration. Street performers juggle, sing, walk tightropes and eat fire for tips. Jewelers, painters and photographers sell their creations. The star of the show is the sun as it sinks into the Gulf of Mexico.

Our next stop was the town of Marathon and we set up camp at the Jolly Roger Travel Park at Mile Marker 59. This is conveniently located near the Turtle Hospital and the Dolphin Research Center.

The Turtle Hospital, the only state-certified veterinary hospital in the world for sea turtles, helps these protected reptiles survive. The hospital's primary goal is to rescue sick or injured sea turtles, rehabilitate them, and release them back into the

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wild whenever possible. Sea turtles sometimes get tangled in fishing line, ropes or nets, get hit by boat propellers, or develop intestinal impaction from ingesting plastic bags that look to them like jellyfish. Sick or injured turtles float on the surface, unable to dive for food. In a typical year as many as 70 sea turtles are rescued. To date, more than 1,000 have been released into the wild. If you see one floating, call the Florida Fish and Wildlife Conservation Commission at 888-404-3922. You could have a handsome 300-pound loggerhead named after you since the rescued turtles get named by the people who find them.

The goal of the Dolphin Research Center is to promote peaceful coexistence between marine mammals and humans. If success is measured by human laughter

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and dolphin squeaks, it's easy to hear how well it's working. You can stand back and watch trainers work with the dolphin, or you can get involved in one of the center's interactive programs.

Key Colony Beach Golf Course, a short par-3 course, was another pleasant surprise. Located near Mile Marker 53.5 in the Middle Keys, it was uncrowded and affordable, just \$21 for 18 holes. Not only were we able to play at our own pace, I had time to photograph the flowering Royal Poincianas trees on the golf course without holding anyone up. These trees are noted for their fern-like leaves and flamboyant display of flowers.

We couldn't leave the Keys without spending some time on and in the water. We rented a canoe to paddle the Long Key Lakes Canoe Trail. We followed a self-guided tour through a shallow-water lagoon. Because the water is so shallow, canoes can only be taken out at high tide. We saw egrets, herons and warblers during our hour on the lake.

Long Key State Park has 60 campsites with electric and water hookups that face the Atlantic Ocean. Ocean breezes keep you cool and keep bugs away. If this sounds like your idea of paradise, call Reserve America (800-326-3521) to make campground reservations. ◆



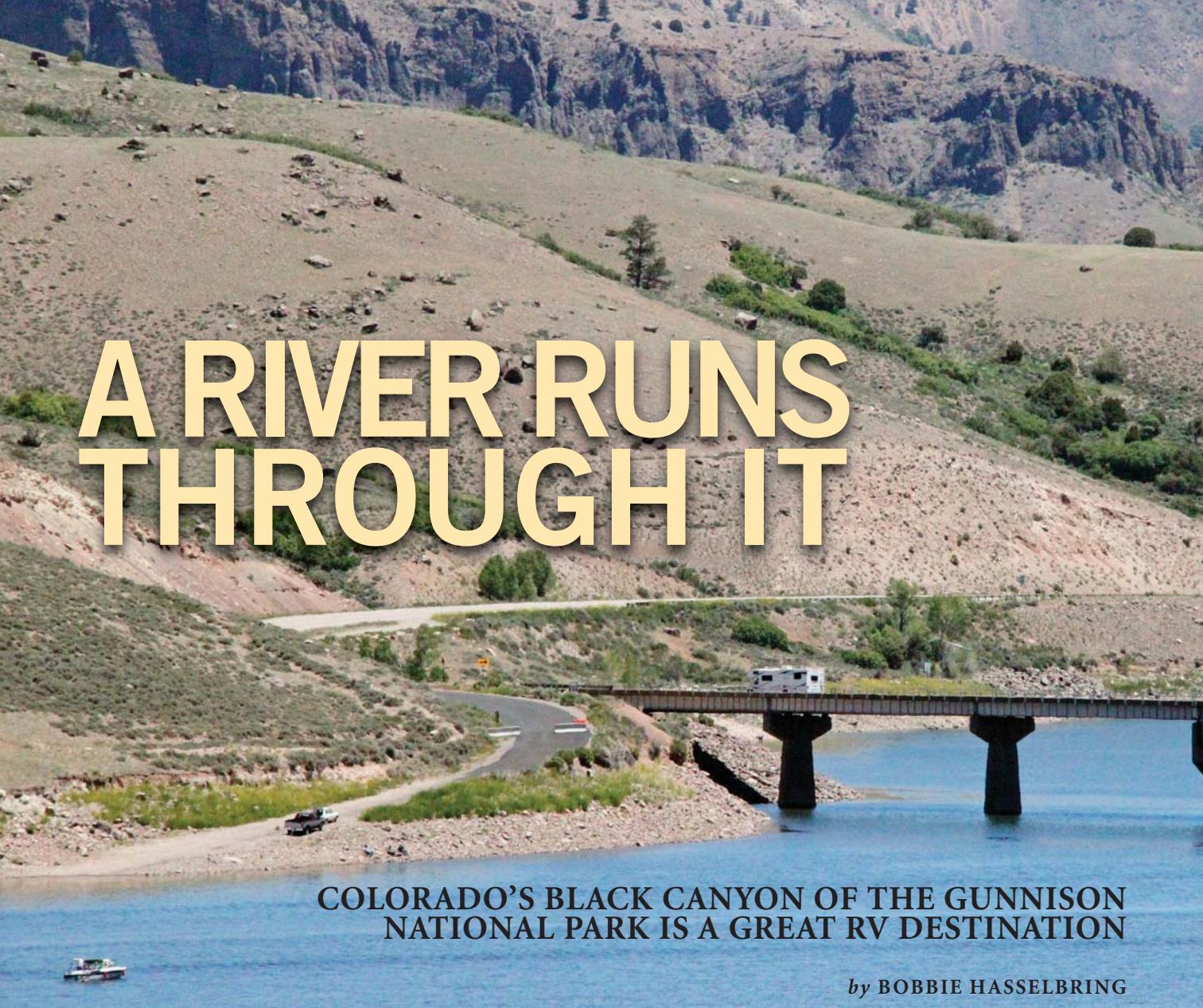
Royal Poincianas trees on the Key Colony Beach Golf Course are noted for their fern-like leaves and flamboyant display of flowers.

Our last hurrah in the Keys was a snorkeling trip to John Pennekamp Coral Reef State Park in Key Largo, America's first underwater park. We took a boat out to the living, shallow-water coral reefs of the Florida Keys National Marine Sanctuary. These reefs are home to more than 260 species of tropical fish and about 80 species of coral. We saw multicolored parrotfish and huge globes of brain coral. In my imagination, the undulating sea fans were waving goodbye, and I'd like to think, also waving us back for another visit to this beautiful area. ◆



Visitors take a dip with dolphins at the Dolphin Research Center in Marathon.

A RIVER RUNS THROUGH IT



COLORADO'S BLACK CANYON OF THE GUNNISON NATIONAL PARK IS A GREAT RV DESTINATION

by BOBBIE HASSELBRING

The roar is audible even before we see the river. The overlook goes right to the Black Canyon's edge, a dizzying 2,700-foot drop down to the torrential Gunnison River. We stand mesmerized and a little terrified by the unfathomable depth of the steep black granite walls and the green ribbon of water tumbling below. We are truly standing on the edge of time.

The 48-mile long Black Canyon in southwestern Colorado is one of the most spectacular natural wonders in the country and a must-see on many RVers bucket lists. It certainly was on mine when we drove five hours west from Denver over the Rocky Mountains to explore this geologic marvel.

We arrive in Montrose, a pretty community of 19,000, road-weary and ready for a break. A quick search finds two good camp-

ing choices: the Montrose KOA and Cedar Creek RV Park. The temperature is hovering in the low 90s and both parks offer shady cottonwoods, the KOA even has a tempting pool. However, my traveling companion is smitten by Cedar Creek's free 18-hole mini-golf course so we pull the motorhome into the park's dappled shade and hook up.

I'm keen to get a feel for Montrose and, every Thursday in the summer, Main in Motion provides the perfect opportunity. The Main Street party fills several blocks of downtown with food, live music, and vendors selling baked goods, handmade jewelry, and fresh fruits and veggies. Kids get their faces painted and climb the rock wall. Stores and galleries like Around the Corner Gallery stay open late. Residents and visitors stroll along with snacks and

cold drinks greeting friends and neighbors. We spend a couple of hours poking into booths and shops before we retreat to Simmer, a favorite local eatery, where we enjoy delicious ruby red trout. By the time we return to the RV park, mini-golf is forgotten and we tumble into bed.

INTO THE CANYON

We hit the road early the next morning, eager to explore the Black Canyon of the Gunnison National Park. Along U.S. Highway 50, 11 miles from Montrose, you can't miss the park's state Highway 347 turnoff. At the junction, we stop at Black Canyon Corner where they sell jewelry, pottery, fossils, groceries and sundries. I buy a copper bracelet and some excellent Colorado beef for tonight's supper.



This is high-desert country where distances are long, so keep your fuel and water tanks filled.

PHOTOS: BOBBIE HASSELBRING

South Rim Drive, an eight-mile, two-lane paved road with easy turnouts at 12 viewpoints, offers the best perspectives of the Black Canyon. Our first stop is the visitor center where we learn that 2 million years ago the Gunnison River began to expose hard, ancient basement rocks from deep within the earth. Trapped, the river carved the canyon at the rate of 1 inch every 100 years or the width of a human hair each year.

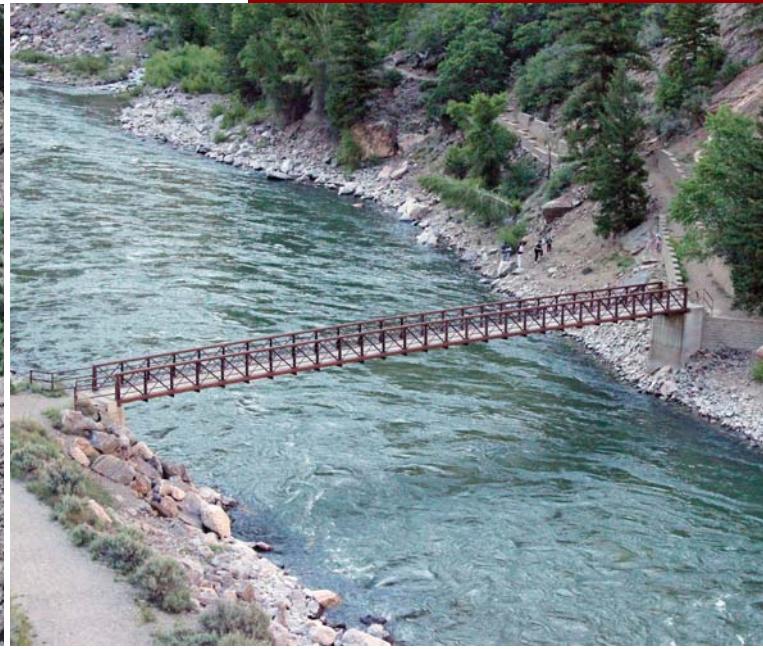
At the Gunnison Point Visitor Center, we get our first glimpse of the magnitude of the canyon and hear the river's relentless roar. Early explorers who tried unsuccessfully to float the canyon reported the pounding water practically drove them insane. Despite the fact that the Gunnison River is now harnessed by three dams, its voice is still powerful.

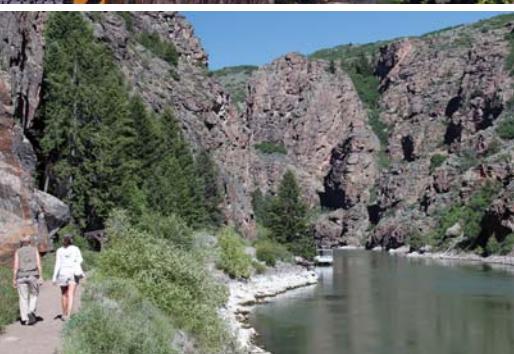
A few stops down Rim Drive at Fis-sures Trail, the vertical view is more dizzying and I can't tell if the view or the 8,826-foot elevation is making my heart pound. Between Pulpit Rock and The Narrows, the canyon slims to less than 40 feet rim-to-rim and, at Chasm View, you can peer into this skinny channel. At the Painted Wall, giant magma intrusions paint the dark rock with pink stripes and we watch a pair of peregrine falcons effortlessly soar and dive into the steep canyon, suddenly disappearing, then reappearing. Everywhere we look the hillsides are a riot of flowers; mariposa, lupine, sunflower, wild rose, Indian paint-brush and prickly pear.

The last viewpoint, Sunset High Point,



Above: Waterfalls such as this one are some of the sights you'll see on the Morrow Point Boat Tour into the Black Canyon. Below left: This view of the Black Canyon of the Gunnison is from the North Rim, a gravel road open only in the summer. Below: This trail on the Gunnison River just below the Morrow Point Dam, a favorite fishing spot, allows you to experience what it's like to be in the Black Canyon.





Top: The Ute Council Tree, a cottonwood that's more than 200 years old, was where bands of local Native Americans met to make important decisions. **Center:** Visitors to the Morrow Point Boat Tour walk 232 steps down to the river and then along the original narrow gauge railbed to get to the pontoon boat. **Above:** The Morrow Point Boat Tour offers an up-close-and-personal encounter with the Black Canyon and the Gunnison River.

an easy circle turnaround for motorhomes, offers picnic tables, bathrooms, and sweeping views of the canyon and surrounding valleys. Here the 1.4-mile Warner Point Nature Trail is also a great place to stretch our legs and get a look at native plants like gnarly 800-year-old pinyon pines.

By the time we reach the park entrance, the sun is low in the west. We tour the park's campground (one loop with electricity), but decide the abundance of brush makes the sites too narrow for our taste. Instead, a few miles down Highway 50, we camp at Pleasant Valley RV Park, where they offer shady sites along the Little Cimarron River and a tiny café that sells "world famous" pie.

The next morning, along Highway 50, we turn in at the Museum of the West, a ramshackle gaggle of Western-style buildings, and we're rewarded with an incredible collection of Western artifacts. Archaeologist Richard Fike has been collecting for more than 70 years and has amassed more than 500,000 pieces of authentic Western life, including entire buildings that he's moved from nearby towns. During the two-hour, docent-led tour, we're invited into the town's doctor's office, millinery shop, post office, general store and saloon to play an antique piano, pull the handle on an old slot machine and crank up the sad sweet strains of the Violano Virtuoso music machine.

A few miles south, we turn off at Cimarron, an interesting exhibit of early railroading in the canyon and site of Morrow Point Dam. This is the first place we get a sense of what it's like to be in the Black Canyon and we feel small as we drive down the narrow road. The engine that normally sits on a rail spur over the Gunnison River has been removed for renovations. At one time, a narrow gauge rail ran through much of the canyon, zig-zagging across the river. We are able to get up close to the Morrow Point Dam, a 720-foot long, 700,000-ton concrete monolith that creates Morrow Point Lake. The river below the dam offers one of several Gold Medal places to fish, but its roaring voice here sings a softer tune.

ON THE WATER

The Morrow Point Boat Tour (on Highway 50 at Milepost 130) offers us a chance to get on the Gunnison. During the summer, the Park Service offers twice daily pontoon boat tours narrated by a park ranger. Visitors walk 232 steps down to the river and

a short distance along the old narrow gauge rail bed for a leisurely 90-minute tour through the canyon's steep walls, learning about the geology, wildlife, early inhabitants and how dams and reservoirs shape the river and fortunes of the area's people.

We drive southeast of Black Canyon along the Gunnison to Curecanti National Recreation Area as well as the reservoirs created by the three dams. There are plenty of places to park a motorhome, many overlooking the water. However, we hold out for Elk Creek Campground on Blue Mesa Reservoir, the largest body of water in Colorado, because it's one of the few that offers electricity. Once we're settled amid the sagebrush, we wish we'd brought the boat, but content ourselves with enjoying the view.

The following day, we double back on Highway 50 and turn at the Blue Mesa Dam overlook onto state Highway 92, part of the West Elk Scenic Byway. A favorite of motorcyclists, this twisty byway is filled with Gambel's scrub oak and stately stands of aspen, their white trunks marshalling up the green hillsides like ghostly soldiers. The road continues to angle up some more at Hermit's Rest viewpoint, offers sweeping, top-of-the-world perspectives.

FARM AND RANCH COUNTRY

The road descends sharply and widens into ranch country. It's drier here with fewer trees. A group of cows idling on the highway reminds us that this is open range. We pass Crawford State Park and note that its campground has electricity and a boat launch, but the lack of shade convinces us to press

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onto quaint, Western-style Crawford. This little town, population 360, has been made famous by legendary rocker Joe Cocker, who came here with his wife, Pam, and fell in love. They opened the Black Canyon Café, a surprisingly sophisticated dining establishment decorated with brilliant blue blown glass and copper hammered by local artists. While the restaurant is no longer owned by Cocker, it still serves one of the best burgers we've ever eaten.

We're in Delta County now, a largely agricultural area filled with fruit stands and wineries. We stop at Sparky's Fruit Stand and pick up a few Colorado Bing cherries to snack on. It's getting late when we pull into Delicious Orchards Farm Market. We're drawn in by the smell of barbecue and the strains of live music. Owner-farmer Jeff Schwartz says they hold these barbecues often during the summer and, when he spots our motorhome, offers us camping in his orchard for \$5. We accept.

In the morning, we pass through the town of Delta, also known as the City of Murals. Nearly every building is painted with colorful historic scenes. We're nearly out of town when we see the sign for Fort Uncompahgre, one of the only trading forts in the West. Historian and docent Ken Reyer leads us through low adobe buildings filled with trade goods and printed cloth that Mexicans traded local Ute Native Americans for furs. By the time our tour is complete, our heads are buzzing with images of life 150 years ago.

On Reyer's advice, we stop by the Ute Council Tree, a 200-year-old cottonwood that marks the place local Native Americans met to make decisions. We also tour the Ute Indian Museum, a modern building brimming with clothing and other artifacts. The museum's 8 acres also offer shady picnic tables by the river where we pause for a bit of refreshment and consider our next stop.

We decide it's back to Montrose. After all, our time in Black Canyon country is nearly over and mini-golf still awaits. ♦

Below left: Colorful beads were a favorite item to trade for furs with the local Ute Indians. **Below right:** Montrose, a pretty little town of 1,600, offers plenty of interesting shops and galleries.



Above: The snowcapped San Juan Mountains, part of the Rockies, make a picturesque backdrop in southwestern Colorado. **Below:** Encountering cattle on the road in Delta County reminded us to slow down as this is open range.



CEDAR CITY UTAH: THE GATEWAY TO THE GREAT CANYONS

EXPLORING SOME OF AMERICA'S MOST AMAZING TERRAIN

by DAVE G. HOUSER



PHOTOS: DAVE G. HOUSER

Bryce Canyon National Park is best known for its strange and unusual rock formations.

March 2012 | **MOTORHOME**

You've heard it time and again. Location, location, location. It's an old mantra most often used in business but it applies just as well to Cedar City, Utah, and RVers looking to explore the most spectacular canyon complex in the nation, if not the world.

Nestled among the foothills of scenic southwest Utah, this charming little city sits smack on the doorstep of two premier national parks and a pair of national monuments.

This collection of sensational sandstone cliffs, canyons, castles and spires is a grand conspiracy of nature. It all began millions of years ago in a volcanic fury, later cooled by ocean waters. Then the landscape was uplifted and shifted about by underground forces until finally settling down to be more softly shaped through recent centuries by the ongoing effects of erosion. We are talking about Zion and Bryce Canyon national parks and equally eye-popping Cedar Breaks National Monument.

Clearly, this patch of Mother Earth has undergone a fair bit of torture through the ages. However, driving and hiking this vast expanse of rocky wonderland, fringed by forest and desert is actually quite pleasurable.

RVers will find this network of parks and monuments not only inviting and exciting, but surprisingly easy to negotiate. You'll encounter some tight, twisting turns, especially in Zion, but there's nothing a rig or combo of 50 feet or less can't handle.

There is one real pinch-point — a 1920s vintage tunnel — that affects most larger motorhomes entering or exiting Zion's east entrance on the Zion-Mount Carmel Highway (Route 9). Vehicles at least 11 feet 4 inches tall or 7 feet 10 inches wide require one-lane traffic control through the tunnel. This will add \$15 to your \$25 park admission fee. Vehicles at least 13 feet 1 inch tall are prohibited. The control fee thoughtfully provides for two passes.

We kicked off our trip in Cedar City and with a population of about 29,000, is more town than city, but is charming, attractive and hospitable. It is home to Southern Utah University (SUU), which adds some zest with the presence of 7,500 matriculating youngsters. Plus, it brings in a number of sports and cultural events benefiting residents and visitors alike. Our June visit happily coincided with several annual summer events and activities that

kept us hopping.

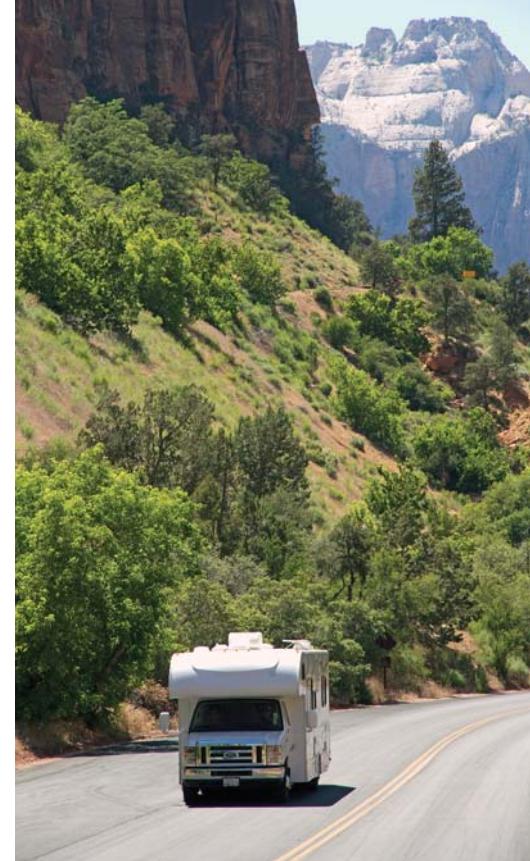
The main attraction here is the nationally regarded Utah Shakespeare Festival, staged at an impressive theater complex adjoining the SUU campus. The festival was just getting underway with its 50th anniversary season, featuring an energetic eight-play schedule running from June through October. We attended a hilarious and very well acted rehearsal performance of "A Midsummer Night's Dream" at the Adams Shakespearean Theatre. Equally entertaining was the so-called Greenshow, which was a bit of Elizabethan fun and frolic that precedes each play and is performed on an outdoor stage on the lawn behind the Globe-like theater. Admission is free to the public, making these Greenshows the best deal in town.

Major sports festival, the Utah Summer Games, was underway as well bringing together 9,600 athletes from every corner of the state to engage in an Olympic-style competition comprised of several dozen events, ranging from archery to weightlifting. As host city of the festival for 27 years, Cedar City is well prepared for the games. University athletic facilities serve as venues for most of the activity with local parks and recreation facilities taking up the slack.

We watched a couple of innings of action at the city's pro-caliber baseball complex and paused for a while at a soccer match at SUU. We also looked in on the city's new world-class Aquatic Center, situated in an upscale residential area southwest of downtown known as The Hills. It features a variety of pools, inside and out, for both competition and leisure use.

The Games are a big deal here in the "Festival City USA," swelling the population by a third but we didn't find it to be all that crowded. We moved about town with ease, checking out the Historic District along Main Street and strolling the leafy SUU campus. The District's old-fashioned storefronts reflect back on Cedar City's history, which dates to 1850 when Latter Day Saints (Mormon) leader, Brigham Young, called for volunteers to colonize the area in order to exploit iron deposits nearby. A blast furnace/foundry was established and the place became a beehive of activity.

The beehive, incidentally, is iconic here. You'll see it everywhere because it was an early Mormon symbol of industry that soon became the centerpiece of the Utah



Top: A motorhome tours through Zion National Park, Utah. **Above:** Visitors at Bryce Canyon National Park can stroll along the rim or hike a canyon trail to view the stunning rock castles, spires and hoodoos formed by the forces of nature during millions of years.

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CEDAR CITY, UTAH: THE GATEWAY TO THE GREAT CANYONS

state flag and state seal. So it's no surprise that Utah is nicknamed The Beehive State.

Industrious though it may have been, the colony suffered a downturn in the late 1850s that forced closure of the iron operations. Cedar City survived by turning to agriculture — and eventually to tourism, thanks to its close proximity to the spectacular landscapes embodying the national parks and monument mentioned earlier.

History buffs can learn about the area's iron mining heritage at the Frontier Homestead State Park Museum, on Main Street near downtown, by viewing a large collection of pioneer artifacts, including a trove of horse-drawn vehicles. Out back there's an assemblage of historic structures, among them Cedar City's oldest house. There are similar displays at the Daughters of the Utah Pioneers Museum located in the Iron County Visitor Center, just a few blocks south.

Visiting RVers will find a pair of full-service campgrounds — a KOA and Country Aire RV Park, a Good Sam affiliate, on Main Street a few miles north of downtown. We stumbled across another park tucked behind a Best Western motel just steps from the downtown Historic District called Town & Country RV Park. The park is small with only 10 spaces but is ideally situated next door to the best restaurant in town, the Depot Grill which is housed in a vintage train station.

While we initially came to visit the great canyons, we were pleasantly surprised by all of the things to see and do in Cedar City. Before heading out to the canyons, we encountered yet another annual summer event that we couldn't pass up, called Groovefest. Lasting for one week, the event at Cedar City Main Street Park celebrates music, art and food. We joined the fun, stuffing our faces with Polish sausage and pizza, and sitting on the lawn for hours watching some pretty darned groovy music.

Our first foray into the wonderlands to the east led us about 15 minutes south of Cedar City on

Interstate 15 to Exit 40 for a look at the Kolob Canyons sector of Zion National Park. This is the least visited part of Zion and some say it's the most spectacular. Kolob Canyon Road twists up the western edge of the massive Colorado Plateau for six miles to Timber Creek Overlook for a breathtaking view of multihued Kolob Terrace. On the way back down we stopped at the Lee Pass viewpoint to stretch our legs on a short hike along La Verkin Creek Trail, which leads



Top: In the tradition of England's old Globe Theatre, each performance of Cedar City's Shakespeare Festival leads off with an outdoor Greenshow that's free to the public. **Center:** Ever-popular Ruby's Inn RV Park & Campground, just minutes from Bryce Canyon National Park, offers camping under the pines and loads of amenities. **Above:** Cedar City is known as "Festival City USA," and is home to one of the nation's premier Shakespeare Festivals.

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CEDAR CITY, UTAH: THE GATEWAY TO THE GREAT CANYONS

seven miles to one of the world's largest freestanding arches, Kolob Arch.

It was still early morning so we decided to take in Cedar Breaks National Monument and, if we had time, Bryce Canyon as well. Following Route 14 east out of Cedar City, we climbed about 20 miles to Route 148 (the Cedar Breaks Scenic Byway), then headed north five miles to the Cedar Breaks Visitor Center. We learned that the monument is the high point in the region elevation wise and noted as we stopped at several viewpoints along the five-mile route that they all were more than 10,000 feet. We felt as though we were peering down from the heavens as we viewed the striated sandstone walls of the Cedar Breaks amphitheater. Closed during the winter due to

heavy snow accumulation, Cedar Breaks is open early June through mid-October. The monument gets excellent reviews for its fall colors, which suggests that September and October might be an ideal time for a visit.

Continuing north, we wound through a dense forest of spruce and fir for several miles to have a look at Brian Head ski area. Although the area was still fringed with snow, summer activities such as mountain biking, ATVs and scenic lift rides were underway. Brian Head is quite popular with Cedar City skiers for its proximity, pricing and low-key atmosphere.

Backtracking to the junction of Routes 148 and 143, we drove east on the latter (another National Scenic Byway) toward the town of Panguitch destined for Bryce

Canyon. Along the way we stopped for lunch at Panguitch Lake, the scene of a first-rate RV resort, Panguitch Lake Adventure Resort. On the way to the restaurant, we passed a string of motorhomes that had great views over the water. At lunch we learned the lake is a nationally acclaimed fishing spot. We watched a couple fish from the shore, hoping they might net a nice one for the camera — but you know how trout are.

Passing through Panguitch, we turned south on U.S. Highway 89, and drove a short distance to Route 12 (yet another National Scenic Byway) leading to Bryce Canyon National Park. The beauty of Bryce is complemented by the towering spires of Red Canyon, which flank the roadway and appear as a welcoming gateway to the national park.

We noticed a flurry of activity as we drove into Bryce Canyon City, a bustling commercial enclave just outside the park entrance. Most of the action centered on Ruby's Inn, a sprawling motel, restaurant and RV park. Checking out the place, we learned that it's a local landmark, founded by rancher Reuben (Ruby) Syrett as the Tourist Rest in 1919, just a few years before Bryce Canyon became a national park. Set in a patch of forest, the RV park looks to be tip-top and it is the closest campground to Bryce. There's a pair of campgrounds inside the park as well.

With 14 viewpoints strategically located along Bryce Canyon's 18-mile scenic one-way drive, this park is an easy one to visit. It attracts fewer visitors than Zion so it's generally not that crowded. You can view the very best of the park's scenery within a five- to six-mile stretch from the entrance, the Bryce Amphitheater Region, that takes in Fairyland, Sunrise, Sunset, Inspiration and Bryce points. There's ample parking at each viewpoint, or you can park your rig and take advantage of the free shuttle service that makes the rounds daily from 8 a.m. to 7:40 p.m., stopping at each of the Amphitheater viewpoints.

To keep pace with our whirlwind schedule for the day, we elected to drive, stopping at each Amphitheater to enjoy the sights and take photos. These overlooks are well-placed and the perspective from each of them is quite different. The geology at Bryce varies from that of Zion and Cedar Breaks and is noted for its wildly shaped, multicolored limestone hoodoos rising up from the canyon floor. So limestone, more



Above: Zion Park Scenic Byway (Route 9) follows the path of the Virgin River and winds through towering cliffs and scenic towns before dipping into Zion National Park. Below: Brian Head Ski Area, only 45 minutes from Cedar City, offers summer activities such as hiking and mountain biking.



than sandstone, is the star attraction here. You'll see a mix of white, gray and pink formations that aren't very common elsewhere in the region.

With the late afternoon light casting a soft glow on the colossal canyon named in the 1870s after pioneer settler Ebenezer Bryce, we settled in for a fine dinner at Bryce Canyon Lodge, relishing the comfy mountain lodge atmosphere of this 1925 landmark. In little more than an hour and a half, and well before dark, we were back in Cedar City (via U.S. 89/Route 14), concluding one of the most incredible days of sightseeing in our mutual memories.

Since we'd explored the attractions along Route 9 during our drive through Zion National Park on the way to Cedar City, we devoted our final morning in Utah to joining a shuttle tour along Zion Canyon Scenic Drive.

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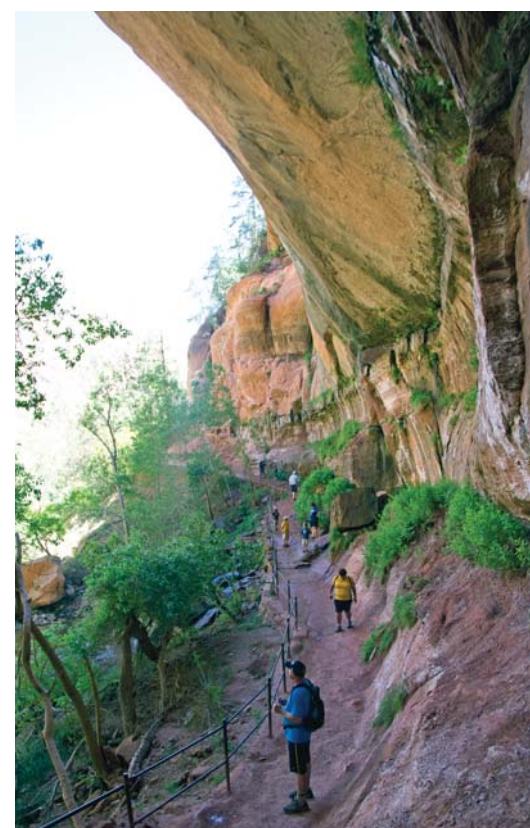
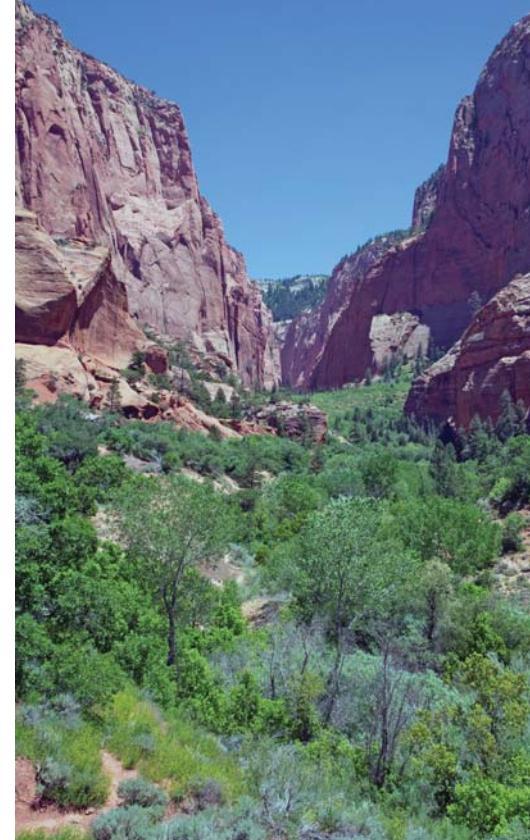
When annual visitation at Zion soared to 2.4 million in 1997, the National Park Service introduced the shuttle system to help alleviate parking and traffic problems. With private vehicles banned April through October from entering the seven-mile-long canyon, Zion's star attraction, the shuttle system serves as a mandatory but highly practical and efficient means of moving large numbers of people in and out of the narrow canyon.

You also can hike or bike into the canyon along Scenic Drive, always on alert for approaching shuttles, or join an organized hike/bike tour. A top local outfitter, Zion Adventures (435-772-1001) leads cycling tours through the Canyon from nearby Springdale. A basic half-day Zion Hike and Bike Tour seems fairly priced at \$139 per person.

Piling on a 7 a.m. shuttle at the park's Visitor Center, we found it to be a convenient and comfortable conveyance, not to mention that it's free. We took full advantage of it, hopping on and off to hike about some of the key beauty spots — Court of the Patriarchs, Weeping Rock and Temple of Sinawava — rounding out our morning with a quick lunch at Zion Lodge, which nestles about mid-Canyon on the Scenic Drive. It is a 1966 replica of the 1925 original that perished in a fire. Dining before a dazzling redrock view, we once again enjoyed the rustic mountain lodge atmosphere that is so in keeping with the surroundings, plus our salmon burgers were quite good as well. Grabbing a shuttle back to the Visitor Center, we were on our way home shortly after noon.

All in all, Zion's propane-powered shuttles have proven a nearly perfect solution to a problem that had long plagued the popular park. The system serves as a shining example of excellence from our National Park Service. The Park Service not only keeps 394 National Parks (covering 84 million acres) and 77 National Monuments open every day of the year for all Americans to enjoy, it also serves to protect and preserve our priceless public lands for future generations.

We all should serve up a snappy salute and a hearty thanks to the next park ranger we encounter or perhaps a tip of our imaginary campaign hat — one of those broad-brimmed ones with a nifty four-pinch top — for a job well done. ♦



Top: Although located off I-15 near Cedar City, the serene sandstone formations of Kolob Canyons (a section of Zion National Park) remain a little-known secret to most who visit the area. **Above:** Weeping Rock is a popular landmark in Upper Zion Canyon, accessible via the park shuttle or adjacent hiking trail.

SHOWCASE 2012

NEW PRODUCTS UNVEILED AT THE SEMA SHOW SPARK
THE INTEREST OF THE MOTORHOME CROWD

by GARY WESCOTT



Main and above: The improved Towtector fits on the hitch receiver and protects your dingy vehicle from road debris.

Covercraft TireSavers make protecting your tires from the sun's UV rays and other environmental hazards a snap with its exclusive spring-steel ring design.

If there is one automotive event we never miss, it's the annual SEMA Show, (Specialty Equipment Market Association), in Las Vegas. Whether you're a real car nut, or just interested in the latest discoveries and inventions that make RVing and travel over our nation's highways and byways more fun, the roughly 1,000,000 square feet of the Las Vegas Convention Center always contains surprises. As the premier automotive accessories trade show in the world, the SEMA Show is where new trends and hot products are unveiled for the first time. Thousands of exhibitors from all over the globe come to show their newest ideas.

As we wandered the miles of tires, bumpers, lights, wheels, hitches, and every automotive tool and gadget you can imagine, we were keeping an eye out for everyday functional items that could make our life on the road safer and less work.

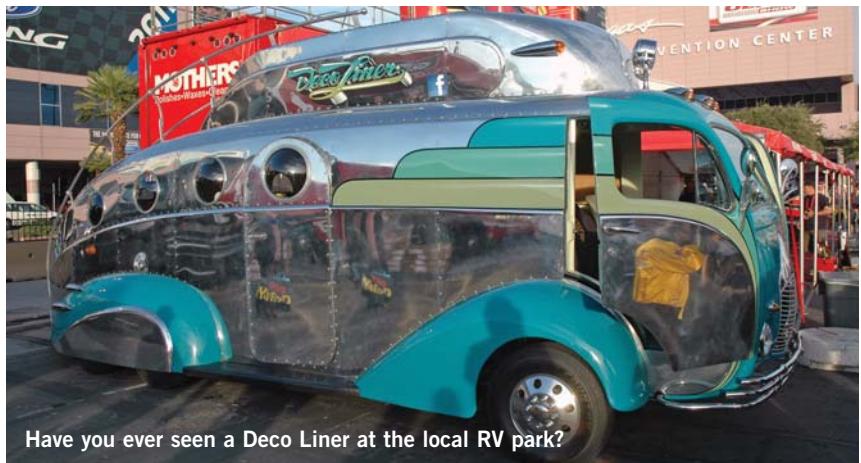
Going green and saving us money, K&N Filters introduced a new washable oil filter with superior filtration compared to standard disposable filters. It features its Million Mile Limited Warranty. Used oil filters are a major source of pollution.

Covercraft TireSavers make protecting your tires from the sun's damaging UV rays and other environmental hazards a snap. They install in seconds thanks to their exclusive spring-steel ring design, eliminating the hassle of crawling around on the ground to secure straps or bungee cords. We also liked Covercraft's Sofa-Savers that will fit couches in many motorhomes.

Golights have been around for years, and they keep getting better. The new Golite Stryker features a hand-held wireless control that operates its 370-degree rotation and 135 degree tilt. The five-sided parabolic Cr5 Pentabeam can reach distances of up to half a mile away. The Golite Stryker can be fix-mounted or with a magnetic base. We want one!

On the got-to-have side, we loved the new DU-HA Tote box. Great engineering! It locks in place in a basement compartment or the back of an SUV or truck bed. It rolls like a wheelbarrow. Its adjustable compartments are weather tight, and it can be transferred to a different vehicle in just seconds.

The Flag Pole Buddy solves a simple problem of where or how to fly your American flag. Most RVs have a ladder, and the



Have you ever seen a Deco Liner at the local RV park?



Covercraft Sofa-Savers fit many motorhome couches.



The Golite wireless hand-held remote-controlled 12-volt DC searchlight can be permanently mounted or used with a magnetic base.



The CargoGlide provides easy access to all the camping gear in the bed of your dinghy or basement compartment.



The Bone Creeper, with its oversized wheels, will comfortably roll under your rig and over just about anything.



The Cobra Universal Anti-Slip Double Stick Pad keeps phones, change, pens and other small items from sliding around.



BreezeGuards by Mutt Managers keeps dogs in while the dinghy vehicle window is open for ventilation.



The nVision SmartZone Sensing backup camera's bright screen warns of objects or people behind your vehicle with location proximity warning lights.



Flag Pole Buddy clamps to any motorhome ladder so you can fly the colors without the climb.



The new Equus 3160 OBD-II reader allows you to check the condition of your engine and turn off annoying "check engine" lights.

Left: The Du-Ha Tote is one of the most amazing examples of practical engineering we saw at SEMA. It locks, it rolls, it seals, it has adjustable compartments, and it can be transferred to another motorhome or vehicle in seconds.



K&N Filters introduced a new washable oil filter with superior filtration compared to standard disposable filters. It comes with the company's Million Mile Limited Warranty.

Flag Pole Buddy easily clamps to the ladder's side rail. No more need to climb up. Equally ingenious, the BreezeGuards Mutt Managers is a custom-made metal screen that fits your vehicle's window opening. They install from the inside of the vehicle, which allows for free movement of the window glass. Be kind to your dog when you need to run into the mall.

Always looking for a way to get to the bottom of things — like the underside of our motorhome — The Bone Creeper is the best answer we've seen. Its oversized wheels will roll over cords and cracks smoothly, and the headrest is nice if you just want to take a nap under your transmission.

Back in the cab, all those little things like cell phones, ballpoint pens, loose change — stuff that's always sliding across the dash — stays in place with the Cobra Universal Anti-Slip Double Stick Pad. The pad can be relocated as needed. No mess, glue or tools required.

As the saying goes, a picture is worth a thousand words, so there you have the 2011 SEMA Show. Let your eyes do the shopping. You're bound to find something that you've always needed. ♦

FOR MORE INFORMATION

THE BONE CREEPER

www.bonecreeper.com

BREEZEGUARDS BY MUTT MANAGERS

www.muttmanagers.com

CARGOGLIDE

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COBRA ELECTRONICS CORP.

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COVERCRAFT

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DU-HA INC.

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EQUUS PRODUCTS

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COACH HOUSE PLATINUM: FORD E-450 CHASSIS

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BANKS POWERPACK **DIESEL TUNER TEST**

PLUG AND PLAY TAKES ON NEW MEANING

by KEN FREUND

Many people buy motorhomes and then after driving them for a while, decide they'd like more power for accelerating onto highways, passing and climbing long grades. This is particularly true of entry-level and mid-priced diesel coaches, which often have sufficient power to get down the road, but add a dingy vehicle or throw in some mountains and you're stuck in the slow lane with the heavily loaded 18-wheelers.

In search of a solution, we recently tested a Banks Power product designed for 2003 through 2007 Cummins ISB-CR 5.9-l engines. The Banks Power option for this application is the PowerPack, which consists of the EconoMind Diesel Tuner and a Banks iQ driver interface. The Diesel Tuner integrates with the engine and transmission electronic controls to fine-tune fuel delivery, variable geometry turbocharger performance, transmission and torque converter functions, and to optimize drivetrain operation in all conditions. Banks Power also offers other products for various models.

With the Banks Diesel Tuner connected in the engine compartment and wiring routed, the Banks iQ is mounted on the dashboard and plugged in. The iQ delivers a range of useful dynamic drivetrain information on its 5-inch color touch screen, keeping the driver informed of operating conditions above and beyond those readings available on the instrument panel. The iQ allows drivers to adjust power levels, custom tune performance parameters, measure vehicle performance, read altitude and GPS-



PHOTO: PATRICK MCKINLEY

On the road, the increased power can be felt at all speeds.

corrected speeds and more.

The Tuner raises power, torque and efficiency by increasing fuel delivery by increasing the on-time (dwell) of the electronically controlled fuel injectors; advancing the injection timing; and raising fuel-rail pressure for more complete atomization of the fuel, which results in more complete combustion and more power and mileage.

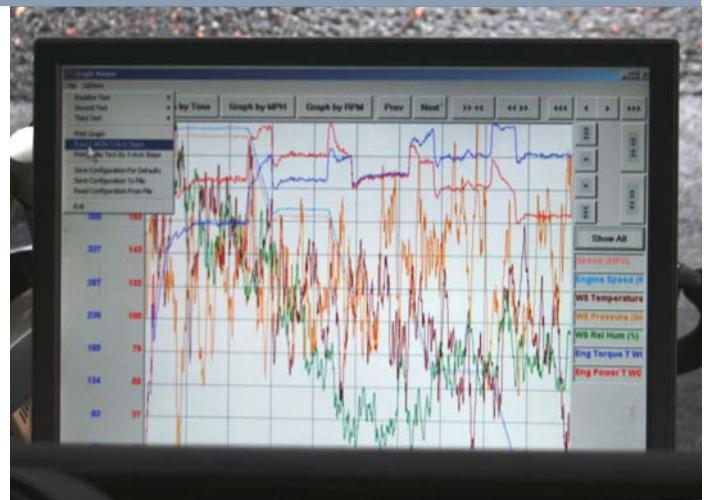
Banks utilizes sophisticated cylinder-pressure sensors, which monitor peak pressures during product development, to be sure safe pressures are never exceeded. Power is tapered off at shift points to reduce the

stress on the transmission. Fuel pressure is also kept within the stock maximum relief valve settings to ensure system durability.

When more fuel is introduced to the



Below left: Banks' computerized chassis dynamometer tracks and displays information updated many times per second. Below right: Readings are also provided in graphs, including horsepower and torque, fuel consumption, temperatures, pressures and road speeds.



engine, more air is needed to maintain exhaust gas temperatures (EGT) within the proper range. To go along with the changes noted above, Banks adjusts the variable-geometry turbine in the turbocharger to get more boost and therefore airflow. All of these changes are achieved without any mechanical modifications to the motorhome.

Testing was conducted on a 2003 Fleetwood Expedition Class A pusher motorhome, equipped with a 5.9-L Cummins ISB engine and an Allison 3000 series six-speed automatic transmission. The coach weighed 22,300 pounds as tested and is an excellent example of the lower end of the pusher motorhome market; it's a relatively heavy vehicle with one of the smallest diesel engines available in the segment. While the 5.9-L Cummins is a rugged and reliable engine, it has to work hard in this application.

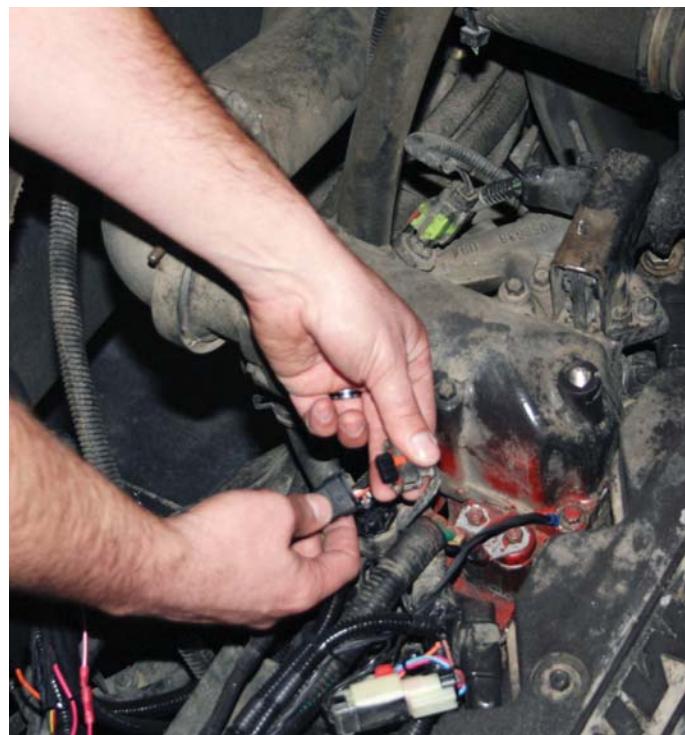
INITIAL DRIVING IMPRESSIONS

Driving the coach in stock condition is comfortable when navigating city streets and cruising on relatively level highways, although acceleration performance is lackluster. Individual driver perception and preferences play a big part in how well a stock motorhome is seen to perform. As soon as moderate hill climbs (3-4 percent grades) are encountered, throttle application at or near 100 percent is required just to maintain reasonable speed. More severe hill climbs such as the nearby Cajon Pass on Interstate 15 (a 6 percent grade) limit the coach to a maxi-

mum speed of about 58 MPH (without a dinghy vehicle, passengers or cargo), with the transmission downshifted to fourth gear. A climb up Lone Pine Canyon Road (an 8.6 percent grade) severely challenges the engine, with speeds topping out at 43 MPH in third gear. Under these conditions, the stock engine is working hard and EGTs reached a peak of 1,368 degrees Fahrenheit, very near the maximum limit of acceptability. In general, the coach seems to have just enough power to get the job done.

DRIVING WITH THE POWERPACK

Driving with the PowerPack installed provides an improvement that can be noticed in the seat of the pants, even without instrumentation. The added power and torque quickly become apparent, even with the initial acceleration from a standing start. Maneuvering to merge with traffic becomes less of a challenge, requiring less tension



Most of the electrical connections to the engine are made in the engine compartment. and focus, which allows drivers to relax and be more aware of their surroundings.

When climbing hills, the coach easily pulls moderate grades with plenty of throttle left, for added reserve power when needed. Even on the steepest portion of California's long Cajon Pass the coach maintained 62 MPH in fifth gear with the tuner active. As the grade diminished slightly, the motorhome accelerated to faster than 65 MPH. Banks limits the power output in fifth and



Left: The chassis dynamometer is controlled from the driver's seat while the motorhome undergoes testing. **Above:** The coach is chained in place and the drive wheels are placed on the chassis dynamometer's rollers, which act as a sort of treadmill for the engine.

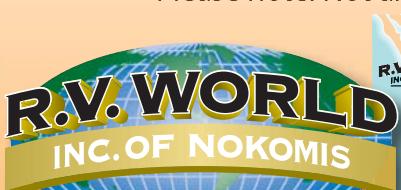
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Banks EconoMind mounts in the engine bay.

sixth gear to protect the transmission, so in the interest of comparing in the same gear as the stock condition, we also did a run in fourth gear. In this case the motorhome ran the steepest portion right at 65 MPH, but the RPM was high enough that it was starting to get into the governor, so it didn't really accelerate much beyond that in fourth gear as the grade diminished. The coach also easily climbed Lone Pine Canyon Road at 51 MPH in fourth gear, instead of 43 MPH in third (a gain of 8 MPH).

During hill climbs the EGT never exceeded 1,350 degrees Fahrenheit, which is lower than in stock form. The driving experience became pleasurable, and the overall feeling is that the coach has the ability to travel with the flow of traffic and accelerate and pass when necessary.

In addition to driving the motorhome, we tested it on a fully instrumented Mustang MD-750 chassis dynamometer with dual absorbers, which is capable of measuring up to 1500 HP. It measures real-

world power at the drive wheels, which is lower than power measured at the flywheel before it goes into the transmission and differential, but measures what your motorhome actually puts down on the road. The computer-controlled dyno is capable of following a driving sequence similar to those required by the EPA for engine certification, and it has proven to be more consistent than a human driver in real-world driving situations. It eliminates variations in wind conditions, traffic congestion and other factors that can throw off instrumented road-testing results.

In addition to power gains (see chart), which show up as shorter distances getting up to speed, and higher hill-climb speeds, we also saw a significant fuel economy improvement of 6 percent. This comes from a combination of increased timing, better fuel atomization and being able to run a higher gear during hill climbs.

The MSRP for the system is \$2,087.78 plus sales tax. Installation time at Banks headquarters is six hours at \$89 per hour (\$534 labor).

Warranty coverage when installing aftermarket products is typically a concern of motorhome owners, and according to Banks, this product does not void any factory warranties. The protection falls under the Magnuson-Moss Act, which protects factory coverage unless the aftermarket product is directly responsible for the failure, which is rarely the case in these scenarios.

Although motorhomes are too heavy to be included in the California Smog Check program, CARB requires an executive order (EO) number for the product to be legal in the state. At press time this product falls under CARB-issued temporary dispensation for aftermarket diesel emissions compliance; Banks expects to have EO coverage by this time this issue reaches readers' homes.

We were very impressed with this system, because it works as claimed, doesn't require exhaust modifications, there are no moving parts, and if you ever decide to remove it, that's relatively easy, too. ♦

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REAR WHEEL HORSEPOWER PEAK TO PEAK	207.7 @ 2400	280.2 @ 2400	+72.5 HP (34.9%)
REAR WHEEL TORQUE BEST GAIN/PEAK TO PEAK	494.3 @ 1800	734.0 @ 1800	+239.7 LB-FT (48.5%)
0-60 MPH ACCELERATION CHASSIS DYN (TIME)	28.48 SEC	21.09 SEC	-7.39 SEC (25.9%)
0-60 MPH ACCELERATION CHASSIS DYN (DISTANCE)	1,575 FT	1,153 FT	-422 FT (26.8%)
40-60 MPH ACCELERATION CHASSIS DYN (TIME)	14.89 SEC	10.72 SEC	-4.17 SEC (28.0%)
40-60 MPH ACCELERATION CHASSIS DYN (DISTANCE)	1,105 FT	797 FT	-308 FT (27.9%)
HILL CLIMB SPEED (LONE PINE CANYON, 8.6% GRADE)	43 MPH (3RD GEAR)	51 MPH (4TH GEAR)	+8 MPH (18.6%)
FUEL ECONOMY (100 MILE LOOP AT 62 MPH)	9.97 MPG	10.57 MPG	+0.60 MPG (6.0%)

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2012 TIFFIN ALLEGRO 34TGA

Not ready for a luxury pusher yet? The Allegro gas coach offers Tiffin's craftsmanship, experience and attention to detail, making it an easy choice.



Today, the Allegro line that helped launch the Tiffin brand remains a popular choice with first-time and move-up buyers. Available in four floorplans between 31 and 35 feet and built on the veteran Ford F53 leaf-spring chassis, the Allegro offers gas coach enthusiasts Tiffin's craftsmanship and features inspired and honed by its considerable luxury coach history.

The cockpit offers a redesigned curved dash with hooded display integrating the large, clearly labeled function controls all within easy reach of the driver. The dash-mounted color backup monitor (with sound) and wide-angle side cameras housed in the exterior heated mirrors offer additional safety and confidence when maneuvering or cruising in any weather and the HWH hydraulic auto-leveling system is a standard feature providing one-touch leveling once in camp. An optional (\$1,148) driver's door with power window can be ordered, providing additional and convenient exterior access.

The copilot is not forgotten in the Allegro with a matching and comfortable pair of captain's chairs that can be ordered with optional (\$1,190) full-power adjustments. A pull-out laptop workstation in the dash is standard equipment and becoming a popular feature providing a proper place to run a trip's itinerary.

The roomy cabin is created by the large streetside slide for the Ultraleather sofa bed available with the optional



(\$1,050) pneumatic mattress setup and matching booth dinette. Updated design of the dinette generates convenient pull-out drawer storage under each of the dinette's benches. Overhead, the ceiling lighting now is LED. Vinyl floor tiles are used in the Allegro rather than conventional sheet vinyl, adding an elegant look but more importantly, providing a sensible and economical way to replace, and reliably match, a damaged area from the supply of extra tiles Tiffin provides with every Allegro.

The cabin has ample room for the freestanding swivel recliner and ottoman combo, the perfect roost to watch programming on either the optional (\$980) 26-inch Panasonic HD cockpit TV, the cabin's standard 32-inch Panasonic HD TV, with optional (\$560) surround sound system, or both. An optional (\$1,120) automatic (non in-motion) satellite dish is available, every Allegro is prewired for a satellite system.

The striking galley and overhead cabinetry throughout the Allegro are wrapped in Tiffin's high-gloss English Chestnut cabinetry, one of three choices, featuring solid hardwood





SPECIFICATIONS

CHASSIS: FORD F53	HEIGHT WITH A/C: 12' 10"
ENGINE: 6.8-L V-10 TRITON	WHEELBASE: 242"
362 HP	FRESHWATER CAP: 70 GAL
FUEL: 100 GAL	GRAY-WATER CAP: 66 GAL
GVWR: 22,000 LBS	BLACK-WATER CAP: 50 GAL
LENGTH: 34' 10"	LP-GAS CAP: 24 GAL
WIDTH: 8' 5"	BASE MSRP: \$121,870

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doors and hardwood cabinet faces. The Avonite solid-surface countertop receives a matching scrolled backsplash for 2012 giving the entire galley the impression of a more expensive coach. The three-burner cooktop has been recessed into the countertop with solid-surface covers using the standard gas oven range and microwave or the optional (\$350) cooktop and microwave-convection combo. A twin-basin sink with bronze faucet and sprayer also employs matching covers to enlarge countertop space. An 8-cubic-foot gas/electric double-door refrigerator completes the galley.

A split design bath, with its components flanking a center aisle, delivers maximum versatility. This provides an enclosed toilet room with lavatory and the factory-built seamless 36-inch corner fiberglass shower that includes a useful built-in seat

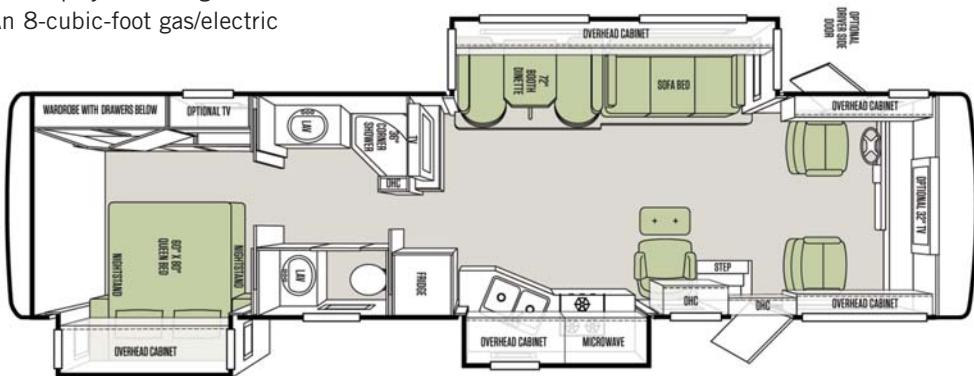
and shampoo shelf. A second lavatory with medicine cabinet is provided for convenience next to the shower.

The Allegro bedroom cabinetry and trim creates an elegant retreat. The third slide forms the headboard and eyeglass nightstands for the 60-inch by 80-inch queen-size bed with a choice of conventional or pneumatic mattresses; storage space is provided below the platform. Opposite is the full-wall dressing area that provides mirrored wardrobes visually enlarging the space as well as providing handy drawer and hamper storage. The wardrobe module also holds the optional (\$770) 26-inch Panasonic HD TV.

Outside, notable standard features include four large pass-through storage compartments with insulated, easy-latch locking doors, full-body paint, a new curbside potable water fill and a front cap with rock guard film protection.

The Allegro continues to raise the bar for the Class A segment with many features successfully migrating down from their luxury lines, and that's a trend we like to see.

Our thanks to Art Hawkins at Mike Thompson's RV Super Stores in Southern California for providing the Allegro for this review. ♦







PHOTOS: DAVID BARBER

TREK TRANSFORMATION

TWO MOTORHOME ENTHUSIASTS DECIDED TO UPDATE THE FLOORING IN THEIR SAFARI TREK, SHARING THEIR DIY TIPS WITH US

by DAVID BARBER

Jim and Mary Zalmanek are avid motorhome travelers, and the carpet and linoleum flooring in their 26-foot 2003 Safari Trek was showing its age. A new floor would give their coach a fresh look. Jim and I decided to do it ourselves, as I had recently installed new flooring in my Winnebago View with good results.

Since the trend in motorhome interiors is to use hard-surface flooring, we chose plastic laminate to replace the existing linoleum and carpet. Plastic laminate products are well-suited for an RV floor. The material is thin; and comes in a wide variety of very realistic wood and stone styles and patterns. It is also very durable, and most of all, it is easy to install.

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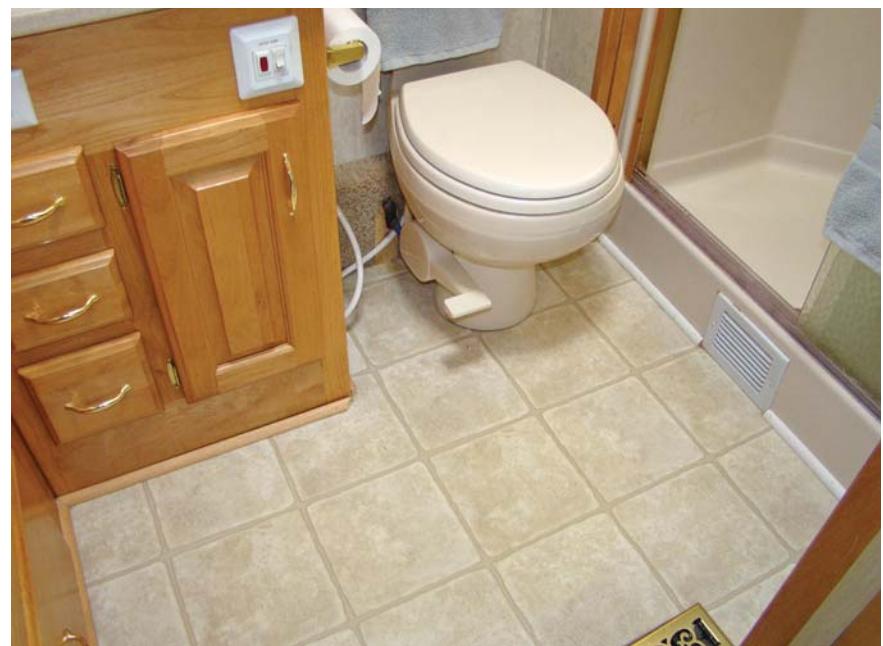
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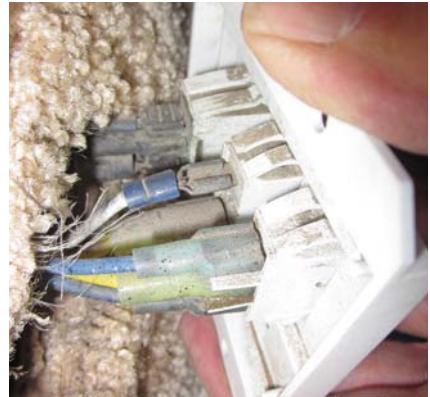
The old linoleum, like this section in the bathroom, was stapled to the subfloor. To remove, a sharp knife was used to cut along the cabinet bases.

The primary brands of flooring that are best suited for motorhomes are Pergo, Anderson, Bruce, DuPont and Swiftlock (Shaw). There are many choices, but we decided that Pergo Max in a "plank" style (individual 5-inch-wide strips) was well-suited for this motorhome. Staggered installation of the individual planks looks like a natural hardwood floor. Additionally, the flooring is thin, about 8 mm, and has a foam backing, which eliminates the need for a separate pad between the wood subfloor and the planks.

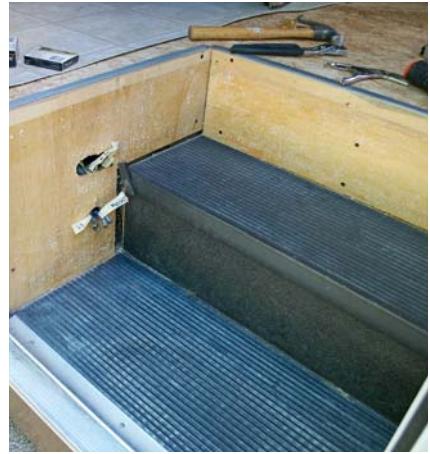
In my Winnebago View I used a grouping of planks in an 8-inch-wide dimension, as the plank style flooring was not available at the time. Although it does not replicate hardwood flooring as well as the plank style, a grouping of planks look good and has held up well, even when subjected to my dog.

Once the Zalmaneks settled on the pattern (Hampden Hickory), we ordered the flooring and trim. Unfortunately, we later determined that we needed about 25 percent more than our square footage to account for waste and our occasional errors in cutting.

We removed all the loose furniture, free-standing cabinets and tables. The sofa bed, which was bolted to the motorhome structure, was detached from the floor. It was too big to take out of the motorhome, so we moved it around as we worked. We then took out the toilet and two small



A photo was taken of the wiring that's connected to the switch plates mounted in the entry well prior to removal.



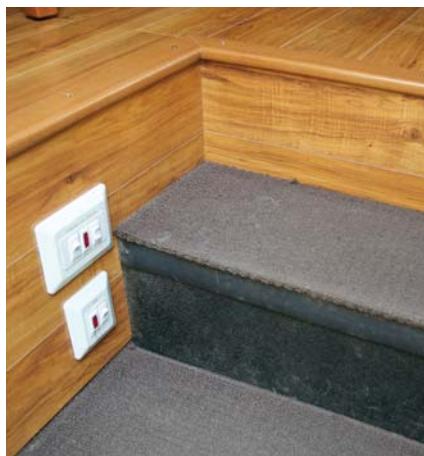
Original material was also removed from the step well to make way for the new flooring.



All the old flooring was removed from the forward section of the motorhome except for the area in the cab.



Heat registers were removed so that the new flooring could be cut around the opening.



The completed step well looks good after the new flooring material was carefully positioned and the switch plates reconnected and mounted.

ledges that covered wiring and plumbing lines.

When motorhomes are built, the linoleum is stapled to the entire wood subfloor and the walls and cabinets are installed on top of the linoleum. The carpet is added later and is stapled at the perimeter. The carpet on the walls of the stairwell was glued. It was all easy to remove. We didn't want to remove the kitchen base cabinets, so we cut the linoleum with a sharp knife where it met the cabinets. We stopped our new flooring at the base of the cabinets.

There are two choices for running the flooring: across the width of the motorhome or lengthwise. We decided to run the flooring crosswise, as the directional lines of the flooring visually widen the narrow motorhome.

We measured the overall length of the floor and divided it by the width of the boards to determine that we could start at the front with a full board and end up with a partial-width board at the rear, behind the toilet. This is important to check, as you do not want to end up with a sliver at either end. If both edges of the flooring are visible, you'll need to split the difference, beginning and ending with partial width boards, which you would rip lengthwise using a table saw.

Having established our starting point and flooring direction, we were ready to begin laying the flooring. We had a choice

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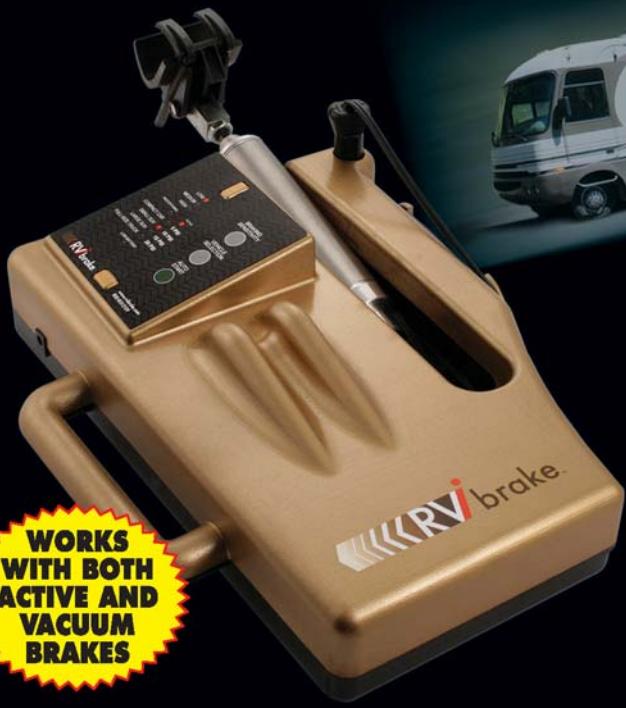


to stagger the joints in alternate rows or randomly lay the flooring with staggered joints in every row? As perfectionists, we decided to align the joints every other row. Either way would work fine, and we may have used less material had we chosen to have random joints.

The flooring is floating so it is not attached to the subfloor; it's held in place only by the friction of the foam backing and the trim at the edges. The individual strips are tongue-and-groove to allow all four sides and snap together easily. All the boards are connected to each other, but not to the floor. Since there is potential for expansion or contraction due to moisture or temperature fluctuation, the manufacturers all recommend leaving a 1/4-inch gap at all the edges for movement. This makes the need for precision unnecessary — good for us unskilled carpenters. The gap is covered with the trim.

The flooring is floating and not attached to the subfloor. It's held in place by the friction of the foam backing and edge trim. Here, the front section of the motorhome is taking shape.

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The toilet is removed from the floor flange in the bathroom and a rag is stuffed into the hole to prevent debris from dropping into the holding tank.

The installation went smoothly and quickly. With both of us working we finished half of the flooring in four hours. While we were waiting for the rest of our material to arrive, we carefully lined the stairwell with the same flooring material. Two low-voltage switches had to be removed to glue the material on the sides. A photo was taken of the wiring before disconnecting the switches, so we would know how to reconnect it without blowing any fuses.

Besides carefully measuring and cutting the boards to meet our joint pattern, we cut openings in the boards for the heat registers and the bolts to which the sofa bed was attached. This is where the carpenter's saying: "measure twice, cut once" proved its worth. To cut a hole or a notch in the boards, we drilled a 3/8-inch hole at the inside corners and cut the notch or



A new brass floor register is used in the new flooring just before it transitions to carpet in the cockpit. Carpeting in this area was replaced by a local automotive interior specialist.

opening with a jigsaw equipped with a fine-tooth blade.

With one of us measuring and marking and Jim cutting, we were a marvel of efficiency. Jim used a table saw for the end cuts. You could also use a hand-held circular saw, a radial arm saw or a chop saw. Some of the cabinets were on a 45-degree angle, which we ascertained by using an adjustable square. Had the angle been different, it would not have been a challenge, with our handy adjustable square.

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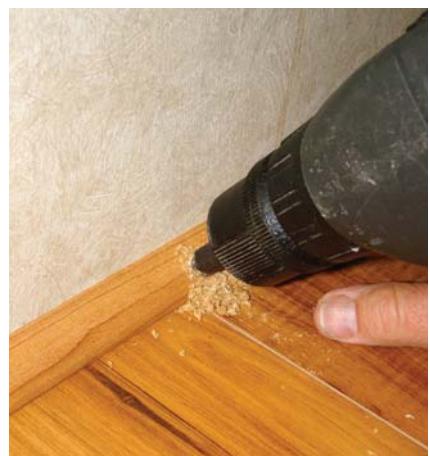


Stair nosing is used to finish off the transition between the step well and the main flooring, leaving a very professional look.

Next came the fun part — the trim. Most manufacturers offer three kinds of trim: quarter round, for the edges; stair trim for steps and ledges; and what Pergo calls "four-in-one" trim for exposed ends or transitions with other materials, such as carpet or tile. We used the four-in-one where our flooring met the carpet. We used the stair trim at the stairwell and on the ledges we were paneling to cover the electrical and plumbing lines. We used the quarter round everywhere else.

The trim must be precise, so patience and care are mandatory. A table saw was used to cut the trim. A chop saw or radial arm saw would also work. The quarter round and stair nosing are mitered at the corners, requiring careful measurement, marking and cutting. We learned that not all corners are 90 degrees, nor are all corners level, both of which affect the cut angle. It is a proud moment when you make a perfect mitered corner.

We attached the trim to the subfloor with brass colored screws, being careful not to screw through the flooring. We used 1-3/4-inch #8 screws at a 45-degree angle for the quarter round and 1-1/4-inch #8 screws vertically for the stair nosing and four-in-one trim. The brass coloring of the screws matched the hardware



Quarter round trim is used to conceal the gap needed between the floor and wall. This allows for expansion caused by moisture and temperature fluctuation.



Wiring is boxed in using flooring and trim material making it hard to tell that anything is being concealed.



This page: When the job was completed, the new flooring dramatically improved the look of the bathroom and living areas of this Trek motorhome. The DIY project took 50 hours and cost \$400 for materials.

in the motorhome. Since the screws will be very obvious, we carefully spaced them along the trim, making sure we had a screw within 2 inches of the end of any trim piece.

The Trek has a carpeted engine cover between the front seats, which adds sound insulation. We keep the carpet in the entire front cockpit, starting just behind the front seats. When we finished with the hard

flooring, the motorhome was taken to an automotive carpet specialist to have the front refitted with a high-quality commercial carpet that coordinated with the new laminate flooring.

In my Winnebago, I made solid wood blocks for some of the corner conditions, as the cabinets are curved and the walls have rounded corners. It was more difficult than working on the Trek.

Replacing the furniture and cabinets completed our project. We spent 50 work hours and \$400 for material. Replacing the carpet cost \$530, of which \$300 was for installation. Maybe we should learn to install carpet. In the end, the new flooring made a dramatic improvement inside this Trek motorhome. It's like having a new home. ♦



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WINNEBAGO SIGHTSEER 30A

THIS FLOORPLAN GIVES THE TERM “LIVING LARGE” A NEW MEANING



Finding a motorhome that fits your family's needs and budget has always been one of the most daunting tasks of the buying experience. You want plenty of room, but not at the expense of maneuverability. You want luxurious features, but not if they're going to require you to put a second mortgage on your home. Well,

Winnebago may have hit a just-right formula for Class A ownership with its 2012 Sightseer and the new 30A floorplan.

At just more than 30 feet, it's still a Class A on the shorter side, but with two large slideouts and abundant standard features, it lives like a much larger, more expensive coach.

Indeed, many coach manufacturers have made claims such as this before, but the 30A really delivers. For openers, the cab features swiveling, Ultraleather seats, a color rearview monitor system, dash workstation and an AM/FM-CD/DVD player. Step back into the living area and



SPECIFICATIONS

CHASSIS: FORD F53

ENGINE: 6.8-L FORD V-10 GAS,

362 HP

FUEL: 80 GAL

GVWR: 22,000 LBS

EXTERIOR LENGTH: 31' 1"

EXTERIOR WIDTH: 8' 5.5"

EXTERIOR HEIGHT WITH A/C: 12' 6"

WHEELBASE: 190"

FRESHWATER CAP: 86 GAL

GRAY-WATER CAP: 50 GAL

BLACK-WATER CAP: 39 GAL

LP-GAS CAP: 18 GAL

BASE MSRP: \$123,025

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you'll find a large U-shaped dinette that has a trick up its sleeve: both the seats and table extend to accommodate up to six in just a few minutes. On the same side as the dinette is a standard 42-inch LCD TV that is perfectly situated for viewing. The TV even slides out so it can be easily viewed when the streetside slideout isn't extended.

On the curbside, you'll find another even larger slideout that takes up more than half of the coach's length. It incorporates a generously appointed galley with genuine Corian countertops and sink cover, a three-burner range, microwave oven, two-door refrigerator and freezer, and two pantries. Across from the galley is a roomy, enclosed bathroom with sink, toilet and shower, and the bedroom suite features a walk-around queen-size bed, large wardrobe and a chest of drawers.

Other nice features found elsewhere in the motorhome include MCD American roller shades, OnePlace Systems Center and a choice of three

interior fabrics and cabinet woods. There are also two roof air conditioners, a 35,000-Btu ducted furnace and a heated holding tank compartment so your camping season doesn't have to be limited to spring and summer.

Of course, there's more to a motorhome than its interior, and the Sightseer offers fresh new exterior styling with your choice of deluxe graphics in Bright Platinum or Pewter Pearl (shown) or the option of full-body paint in Autumn Wood, Pearl or Silver Leaf. A power patio awning is standard, as are side-hinged baggage doors (with lighted storage compartments) a 5,500-watt Onan Marquis Gold generator and a convenient exterior service center that incorporates the cable TV input, satellite dish connection, city water hookup, 50-amp power cord, dump valves and exterior wash



station (with lighted pump switch).

The Winnebago Sightseer 30A already has most of the features a motorhome owner could want, but it does offer a variety of options as well. These include MCD American Duo solar and blackout roller shades, tinted dual-glazed thermo-insulated windows, satellite dish antenna, sideview color camera monitor system, microwave/convection oven, six-way power driver's seat, an exterior entertainment system with 32-inch LCD TV, a 1,000-watt inverter and more. ♦

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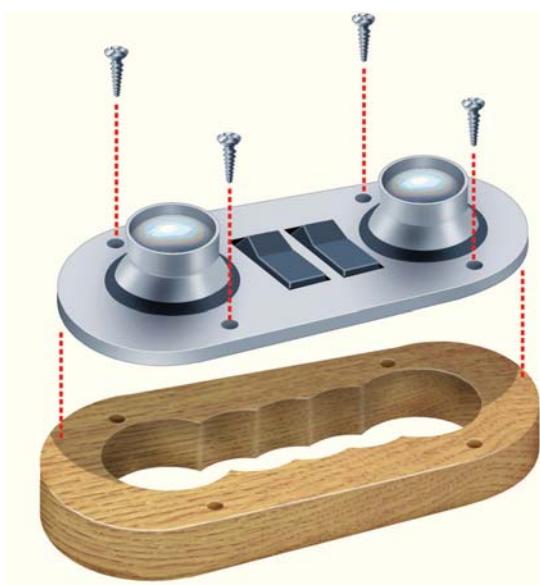
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HAZARD LIGHT REMINDER



THIS LITTLE LIGHT OF MINE ▲

The map light in our motorhome was a recessed unit with a convex lens. It was very bright and the light would shine in everyone's eyes and was blinding at night. Having no luck finding a suitable replacement that would fit, I had a maple stand crafted and finished to match our coach's interior. This allowed a typical shaded type of RV map light to be used. Now we actually use and enjoy the light and the original recessed cutout is completely covered.

DANNY LINDSTROM | SALINAS, CALIF.

LET THE TV REMOTE BATTLES CEASE

We have all at one time or another misplaced the TV remote. One simple solution to ensuring that it has its place, is to purchase and mount a glass case and attach it with hook-and-loop fastener beneath or on top of the TV. The remote is then inserted for safe keeping. My wife and I have been getting along much better now that the third person in our motorhome is not misplacing the remote.

LARRY EY | BEL AIR, MD.

When we reconnect our dinghy for travel we turn on the unit hazard lights. This enables us to check that the electrical lights are working on the dinghy before we pull out. To remember that we turned the hazard lights on before we pullout, we put a bungee cord on the steering wheel to remind us to turn them off.

RAY AND DIANA MCCALMENT | DEPEW, OKLA.



BOOK NOOK ▶

I always had a problem with the books we carry in our motorhome. They would fall over, get disoriented, etc. I finally came up with the idea of using common dish drying racks. I just place one in an inside cabinet and fill it full of books instead of dishes. The cost is only \$3 and there is no labor involved. They work beyond my expectations.

CURT JEFFERIES | AURORA, COLO. ◆



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@motorhome magazine.com. Be sure to include any photos, illustrations or drawings, if necessary. If your tip is selected for publication, you'll receive \$35.

tech savvy

HANDS-ON | HOT LINE | COACH & POWERTRAIN

HANDS-ON | by BILL AND JENN GEHR

SEAL IT UP!

Replacing a toilet ball seal that is no longer holding water combats foul odors

If your toilet is no longer holding water after flushing, unpleasant odors may be released into the bathroom. The solution is to install a new seal.

Some toilet models have a blade-type seal while most modern toilets have a ball mechanism. Over time this seal will deteriorate, accelerated by toilet paper, grit, friction and hard water deposits — not to mention improper flushing.

Replacing the seal in a ball mechanism is not very difficult, but let's face it, you're going to get very close to the toilet. The process here was applied to a Thetford Style II toilet. Figure on spending about 45 minutes to get the job done and you'll need a $\frac{1}{2}$ -inch wrench and a tool to remove the water line from the back of the toilet. We also recommend having several old towels on hand ... just in case.

After turning off the pump or closing the hookup faucet, release the pressure by holding down the foot pedal. Remove the decorative cover and disconnect the water line before using a $\frac{1}{2}$ -inch wrench to remove the two nuts from the flange bolts that hold the toilet to the bathroom floor. Lift the toilet from the floor and place it on a solid work surface that has been covered with a protective towel to guard against damage to the exterior of the toilet.

Remove the old closet flange seal. Then remove the four $\frac{1}{2}$ -inch nuts that hold the porcelain bowl to the plastic base. Discard the four plastic washers under each nut. Separate the bowl from the base and you will see the seal lying directly on top of the ball — remove and discard the seal and inspect the ball for any obvious scratches or gouges. If damaged, now is the time to replace the ball to prevent any damage to the new seal.

The new waste ball seal is installed with the flat side down. Add supplied grease to the underside of the bowl where it meets the seal. Replace the bowl onto the base; loosely install the new plastic washers and $\frac{1}{2}$ -inch nuts. Lift the toilet seat up and center the bowl onto the new seal. Finish up by carefully tightening the nuts until they are snug, making sure the seal does not move. Do not over tighten or you'll be buying a new toilet!

Reinstall the toilet in the RV with the new flange seal in place, reattach the water line, check for leaks, replace the decorative cover and you're done. The Thetford Style II Waste Ball Seal Replacement Kit (#34120) retails for \$39.95 and includes everything you'll need. ♦





Deep Freeze

WHEN A REFRIGERATOR MANUFACTURER DENIED HIS REQUEST FOR REIMBURSEMENT, A READER LOOKED TO US FOR HELP. HE WROTE:

The Dometic refrigerator in my 2000 Fleetwood Storm Class A stopped getting cold, so I took it in to be repaired. The technicians determined it had a bad cooling unit, so it was replaced at the cost of \$994.18.

After the replacement, I found out the old refrigerator was part of a Dometic recall campaign, and I submitted the appropriate paperwork. My claim was denied by Dometic because the company stated the replacement was made outside of the recall window. However, there was never any notification until at least two years after the repair took place. Where do I go from here?

**JAMES ZIEGLER
ESCONDIDO, CALIF.**

Although retroactive reimbursement is done from time to time, it's often a difficult process. However, Ziegler had retained his repair records (an extremely wise move), so we passed his request along to Dometic Corp. Ziegler's case did not end in his favor, but Dometic's response features some language about specific reimbursement parameters that many may find useful. Ziegler's refrigerator was in fact affected, but the component failure itself was not related to the "safety" recall campaign. The following is Dometic's response:

We are in receipt of your letter and Mr. James Ziegler's letter regarding his Dometic Model RM2652 refrigerator, and his questions regarding the Dometic refrigerator recall program.

Dometic provides refrigerators using what is called "absorption technology" for RVs. These refrigerators differ from standard home refrigerators in that they cool by using either an LP-gas

flame or electric heating element, in conjunction with a coolant solution, to extract heat from the refrigerator's food storage compartment.

In response to a potential safety-related problem, Dometic initiated a recall in compliance with applicable federal regulations. A secondary burner housing, when retrofitted to affected refrigerators at Dometic's expense, resolves the identified safety problem. The secondary burner housing created by Dometic has resolved the safety issue with respect to any affected refrigerators.

Dometic is not replacing cooling units or refrigerators under the recall program. If a unit fails and is within Dometic's original manufacturer's warranty, it is covered as part of the normal warranty repair. However, no product lasts forever, and if the unit is beyond the standard warranty and the consumer has elected not to purchase an extended warranty or the extended warranty has expired, then all repairs for any failures would be the responsibility of the consumer. Based on the information provided, Mr. Ziegler's refrigerator was not covered by any warranty when it failed.

Also, an owner of a motorhome with a recalled refrigerator who incurred cost before this recall to remedy this safety issue is possibly entitled to reimbursement through the prenotification reimbursement program providing they meet specific criteria and date parameters. Mr. Ziegler was denied reimbursement due to his repair occurring later than the program parameters.

No product lasts forever without needing some repair service, and some percentage of all mass-produced products require repair service in their first year of use, second year of use, and so on. For this reason, many manufacturers establish warranties to provide their customers free remedies for problems that the manufacturer considers early enough to be "premature." For refrigerators purchased prior to July 2009, Dometic warranted to its customers that it would treat a failure of its refrigerators, such as leakage in the coolant system, to be premature if it were to occur within three years of purchase by the original retail customer; that is, Dometic provided its customers a three-full-year warranty.

If we have misunderstood the facts, please advise us and provide relevant documentation. Again, however, based on the information provided, Ziegler's refrigerator functioned throughout the warranty period and Dometic will not provide reimbursement.

**BARB WAGNER
RECALL DEPARTMENT
DOMETIC CORP.
ELKHART, IND.**

ALL'S WELL THAT ENDS WELL

As often as possible, we like to balance some of the negatives addressed in this column with positive circumstances experienced by our readers. Here's a follow-up to a case we published in our December 2011 issue:

As a subscriber to *MotorHome*, I wrote a letter to you about buying a Monaco coach from McMahon RV ("Where's the Warranty?"). I was having trouble getting the company to install the Tyron blowout protection that I purchased through McMahon when I bought the motorhome. Hot Line must have contacted McMahon because I got a call from the company and was told that it would refund me the money for the Tyron Wheel Protection since McMahon couldn't find anyone to install it here in Las Vegas.

I now have the check so McMahon has lived up to its end of the sales agreement. Thank you for your assistance! Without Hot Line's help I'm sure I would still be trying to get McMahon to do what we agreed to in the contract.

**DENNIS L. NOON
LAS VEGAS ♦**

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

March 2012 | **MOTORHOME**

Mixing Ethanol and Gasoline

I own a 2005 National Dolphin motorhome with a Workhorse chassis. I am looking at all of the major maintenance expenses that I can cost out, but an unknown factor that you can help me with is the impact E85 fuel will have on my coach's engine.

I have about 33,000 miles on the motorhome and I generally drive 6,000 miles per year. I have heard some scary stories concerning E85 fuel. I'm thinking that this might be the right time to trade for a diesel model. What do you think the potential for engine damage is when using E85 fuel?

**CHARLES TORNATORE
JENSEN BEACH, FLA.**

I think you are confusing E15, which is gasoline containing 15 percent ethanol, with E85, which is ethanol containing 15 percent gasoline. E85 has existed for a while for use in flex-fuel vehicles only. The Environmental Protection Agency (EPA) recently announced it is planning to introduce E15 for use in certain vehicles that can tolerate it, instead of E10, which is currently in wide use. According to the EPA, both E10 and E15 would be available so that drivers could choose which one they want to use.

Your engine is not a flex-fuel model and therefore is not designed to be able to operate on fuel mixtures varying from 100 percent gasoline to E85. However, your motorhome is fairly new with a fuel-injected engine and oxygen sensors that provide the computer with feedback information on fuel mixtures. These engines have proven to be quite tolerant of E10 fuel, and might operate satisfactorily on E15 (the jury is still

out). So if this is the only reason you are considering a diesel model, you can stop worrying, at least for now.

ABS LIGHT

I have a 1995 Damon Ultrasport motorhome. Ever since I bought it in 2001, the anti-lock braking (ABS) warning light comes on, sometimes after driving it for just a couple of miles. Once I stop and turn the engine off, then start it again, the light will stay off for a while. Sometimes I can hit the brakes several times during a trip and the light stays off. At other times, when I hit the brakes the light comes on and stays on until I stop again. The brakes work fine. I have put more than 20,000 miles on the coach since I bought it, but it's annoying. Do you think maybe a sensor is going bad?

DON MARINO | VIA EMAIL

The ABS light indicates the computer has detected a problem. You have to

DOT NUMBERS ON TIRES MANUFACTURED AFTER 2000 HAVE A FOUR-NUMBER DATE CODE.

THE FIRST TWO NUMBERS INDICATE THE WEEK THE TIRE WAS MADE, THE SECOND PAIR INDICATES THE YEAR. FOR EXAMPLE, 0605 WOULD BE THE SIXTH WEEK OF 2005.



use a scan tool designed for ABS. It will tell you what the stored trouble code is, and thus the problem area. The most common problems are wheel-speed sensors, which often get covered with crud and iron dust from the rotors.

FUEL FILLER FRUSTRATION

I have a 2002 Fleetwood Revolution diesel motorhome on a Freightliner chassis. When refueling I get blowback from the tank, the fueling rate is about 1 gallon per minute and it makes no difference which side I refuel from. What do you think is causing this? I have had the system checked several times. Some mechanics have said they corrected a vent problem, others reported no problem. Nothing has resolved the problem.

GARY WILSON | SACRAMENTO, CALIF.

The cause has to be either a restriction in the filler tubes or in the vent line. Carefully inspect the filler tubes routed from the filler cap to the tank, looking for sharp bends, pinches or reductions in diameter. Do the same for the vent lines. Try pushing something flexible like a length of hose that's smaller diameter through the system. I'm quite sure you'll find the problem.

The cause can also be a long fill tube between the tank and the filler neck. If that tube runs horizontally for too long a distance, the fuel can fill the line, foam and cause blowback. This can be aggravated by a restricted vent line. Changing the fuel line arrangement can call for some significant rebuilding of the filler and tank, so hopefully it's just a restricted vent line.

SPARE TIRE SEPARATION

I've owned my 1995 Jayco Eagle motorhome for two years. When I bought it, it had a new set of tires. The other day I removed the spare tire cover and found that the tread had lifted off the tire and the steel belts had torn. The tire was fully inflated and appeared brand new (no signs that it had ever touched a paved surface). My motorhome faces east to west when parked, and the rear faces west. This summer in El Paso we

CONTINUED ON PAGE 72

BACK TO BASICS How to Clean Motorhome Holding Tanks

Water and waste holding tanks are among the essential motorhome components that provide great travel flexibility, especially for the owner who enjoys frequent dry camping. However, along with this convenience comes maintenance to make sure these tanks perform well.

Most motorhomes have three tanks: one for freshwater, one for gray water (sinks, lavatories, shower) and a third for toilet waste. Each requires specific maintenance.

FRESHWATER HOLDING TANK

The best way to keep a water tank clean is to use it. Frequent or extended trips with normal water usage helps with flushing action, and new water brings chlorine with it, at least in areas with chlorinated water. Chlorine helps reduce bacteria and slime.

When the motorhome is in frequent or constant usage, preferably with a filtering system that improves taste, adding chlorine (household bleach) usually is unnecessary. But with occasional motorhome usage, the addition of chlorine is needed especially before the unit is allowed to sit idle for more than a week. Add about 2 ounces of chlorine per 40 gallons of water. This can be accomplished by mixing the chlorine in at least a quart of water and pouring it into the tank's gravity fill or, mixing it with less water and adding it to a fill hose before turning on the tap.

Run the water pump to distribute the chlorinated water through all taps. Such small amounts of chlorine don't usually affect water taste after a few days during which the motorhome is not in use. You might consider adding a filtering system such as those under the Everpure and Segull brands, which remove chlorine taste while offering protection against water pollution, the amount of which depends upon which product is installed.

Prior to storage that will last for several months, sanitize the system by adding $\frac{1}{4}$ cup of bleach per 15 gallons of water. Pump the solution through the system and allow it to sit for 24 hours. Drain, refill and flush the water lines and water heater tank.

Tip: Take care with bleach, which can damage clothing and should not be ingested except in the tiny amounts used in municipal drinking water systems.

GRAY-WATER HOLDING TANK

The gray-water tank requires attention because it can accumulate food particles, grease and soap scum that create tank odor.

Use a holding tank deodorant that you have found effective in the gray tank at least once a week while traveling, preferably prior to at least one day of driving, which causes fluid sloshing that can loosen contaminants.

Tip: Keep the gray-water tank valve closed while parked and connected to hookups. Dump the tank when content reaches three-quarters to help flush out solids.

Prior to storage, or once a year, dump the tank and refill it with water. Add twice as much tank deodorant as is called for on the container, allow it to remain in the tank for at least a day, and dump the tank before parking in storage.

BLACK-WATER HOLDING TANK

Maintaining the black-water tank is an ongoing process that involves a thorough cleaning prior to long-term storage.

Plenty of water is key to trouble-free use. Flush the toilet with ample water flow unless you're dry camping and trying to minimize trips to a dump station. Use an effective tank deodorant, and dump more often during hot weather, and/or double up on the deodorant. Take care that excessive paper is not flushed into the tank.

To maximize flushing, the dump valve should remain closed until ready to dump, even while the tank is connected to a sewer.

A tank cleanout device is essential. With such a device — either mounted in the side of the tank for hose hookup, or a wand inserted through the toilet — use the cleanout to fill the tank nearly full after initial dumping and open the valve again. After the valve is opened, allow water to flow through the cleanout into the tank until it runs clear from the dump hose.

Prior to long-term storage, dump the tank, refill with water, add double the recommended amount of deodorant and allow it to sit for at least a day before dumping. After dumping, close the valve, add about a gallon of water and add deodorant before parking your motorhome for long-term storage. ♦



If installing a permanent flushing system is not an option, a portable cleanout device, hooked to a water hose (used specifically for this purpose) can flush out the black-water holding tank. External devices that connect to the dump pipe can be used to back flush the tank. Adding ice cubes to slosh around in the tank is a trick many motorhome owners use to dislodge accumulations. Regular application of a holding tank deodorant/cleaner in the gray-water tank will help remove contaminants that lead to foul odors.

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CONTINUED FROM PAGE 69

have had more than 30 days of 100-plus degree heat. Is it possible that the tread separated from being exposed to constant heat in a metal spare tire cover?

DAN LOWEREE
HORIZON CITY, TEXAS

The tire may be original equipment and age deteriorated, which is not uncommon for spare tires. Check the date code at the

end of the DOT number on the sidewall. If the date code (the last three or four numbers at the end) has three numbers, the tire was manufactured before calendar year 2000. For example, 065 would be the sixth week of 1995. In DOT numbers on tires manufactured after 2000 the date code has four numbers. The first two numbers indicate the week (01 to 52) the tire was manufactured and the second pair of numbers indicates the year (03 means

2003). For example, 0605 would be the sixth week of 2005.

WORKHORSE DASH RECALIBRATION

Referring to the “Workhorse Instrument Cluster Problem” in the January issue, I have a 2004 Holiday Rambler on a Workhorse chassis. Workhorse has issued bulletin No. 50402-C describing how to recalibrate the dashboard. I don’t know if this will help. I found out about it because I am a second owner and called Workhorse to register the motorhome in my name. I hope this helps.

RAY NICHOLS | SYRACUSE, N.Y.

Thanks for writing, Ray. We’ll pass this on to all of our readers; there are a lot of Workhorse chassis out there.

DINGHY DIFFICULTIES

In the December 2011 issue there was a letter from Scott Peters (“Towing on the Edge”) that caught my attention. Ford and GM are having problems with towing four-wheels down. GM no longer allows the 2011 and later Chevy Cruze [with automatic transmission] to be flat-towed due to transmission failures. Ford has had many problems with Fusions and Escapes experiencing failures.

The owner’s manual is a little confusing in that it gives instructions on how to set the car up for towing, and then reminds you to be sure that fluid levels are correct with a page number to direct you to. I would think that most people (like me) assumed that it meant the fluid level was full, but in fact requires you to have Ford drain the transmission fluid to a much lower level to help stop foaming and overheating while towing.

During a trip last summer our 2011 Ford Fusion had its first transmission failure around 150 miles from home. After waiting a week for the transmission to be replaced the second failure happened another 250 miles down the road. Ford rented us a car to use, and ordered another transmission to be installed. We could not wait, so Ford again had a car waiting at our next location and eventually got the car delivered to us 100 miles down the road. This transmission started acting up again within 150 miles of towing and driving the car. We cut our trip short and returned home.

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Ford offered many options to solve our problem, and in the end the company installed a Remco lube pump and also a charging system at Ford's expense. So far this fix has solved our problem.

LARRY WAGNER | PHOENIX

Yes, Larry, this situation with vehicles that receive approval from the manufacturer for towing and then have frequent problems and failures while towing seems to be growing, and I don't think we have heard the end of it yet. From your description, it appears that Ford did everything it reasonably could to accommodate you during repairs, so kudos to Ford for its customer service.

The Remco lube pump seems to solve these problems with these Ford transmissions, and I suggest that readers having

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Motorhome owners who are looking for a ventilation fan that attaches directly to a standard 14-inch by 14-inch standard roof vent should check out the MaxxAir Vent Corp.'s Turbo/Maxx. The unit fits over an existing roof vent, transforming it into a powerful ceiling fan. Owners do not need to remove the existing vent or drill holes in their roof deck. A quiet, three-speed fan offers a selection of intake or exhaust operation to remove musty air, smoke or other odors, while preventing heat build-up. The Turbo/Maxx enables RVers to enjoy airflow even when it rains. The unit operates with a 4-amp motor and 12-inch diameter, 10-blade fan. The Model 1200T with thermostat helps keep a consistent temperature and controls the fan to turn on and off as needed. The translucent white rain cover is constructed from high-strength polyethylene with UV inhibitors and is designed for years of use. MaxxAir Vent Corp., 800-780-9893, www.maxxair.com.



this problem contact Remco at 800-228-2481 or online at www.remcotowing.com, and request that the automobile manufacturer pay for the conversion.

SIMPLE DINGHY TOWING

Referring to the ongoing discussion about dinghy towing, I towed a Chevrolet Malibu for more than 100,000 miles and didn't experience any problems. I am currently towing a Honda CR-V. A good towbar and baseplate with an auxiliary braking system, wiring and installation will cost less than a dolly. Today there are several new braking systems that make towing very simple. I use the M&G Engineering unit that connects between the brake booster and the master cylinder.

ELVIN SHAW | MESA, ARIZ.

It takes many thousands of miles to determine if a vehicle is suited for dinghy towing. We rely on our readers to share their real-world experiences. Thanks for writing, Elvin.

TOWING A TOYOTA TACOMA

Is there anything I can have done to a 2011 Toyota Tacoma 4x4 so I can tow it with all four wheels down?

DAVID ANGELO | TYLER, TEXAS

Toyota does not approve it for towing, and it is not flat towable as is. To flat tow it, you need to install a driveshaft disconnect kit. The kit can be obtained through Superflow by calling 855-447-3626. Remco no longer offers this product.

DRIVETRAIN MAINTENANCE FOR DIESELS

In your excellent article "Drivetrain Maintenance for Diesel Motorhomes" in the December 2011 issue, there is one point that needs clarification. You state that air filter elements should be changed when the restriction reaches 25 inches of vacuum. This is true, but it is not the usual inches of mercury vacuum that most are used to, it is inches of water column vacuum, which is measured with a water manometer. And, if you use your usual vacuum gauge, 25 inches of mercury is equal to 340 inches of water. Thanks for all the great information.

DOUG HENDRICKS | SAN DIEGO

Thank you for the kudos and for pointing that out, Doug. That article was a challenge to write because we wanted to cover all models generically. Don't worry though, a diesel would quit running long before reaching 25 inches of mercury vacuum!

REFRIGERATOR LEVELING

An RV mechanic told me that the newer refrigerators don't have to be level to operate. Is this true?

TOM WATSON | SEATTLE

Older absorption-type refrigerators were more sensitive to being off level than newer ones, but they all need to be fairly level during operation. The general rule of thumb is that if the motorhome is level enough to feel comfortable inside when you are using it, it's level enough. However, when you store your motorhome with the refrigerator off, there is no need to be concerned about it being level.

RECENT RECALLS

Jayco is recalling certain 2010-11 Greyhawk Class C motorhomes built from May 28, 2009, through Sept. 22, 2010, for an improper electrical connection at the bus bar on the affected transfer switches. This could lead to overheating and melting of the transfer switch, increasing the risk of a fire. Dealers will replace the transfer switch free of charge. Owners may contact Jayco at 800-283-8267.

Winnebago is recalling certain model-year 2011 Journey, Meridian, Tour and Ellipse motorhomes built on MC, XCL and XCS chassis from Sept. 1, 2010, through Dec. 31, 2010, that are equipped with a Cummins ISX or ISL diesel engine. The V-Band clamp assembly used to connect the inlet and outlet cone sections to the diesel oxidation catalyst/diesel particulate filter (DPF) includes a T-bolt that can fail when subjected to stress. A fracture may cause the housing to disconnect, creating a fire risk and in some applications the housing may detach, creating a road hazard. Winnebago, Daimler Trucks North America and Cummins are working on a remedy. Owners may contact Cummins at 812-377-5000. ♦

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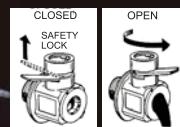


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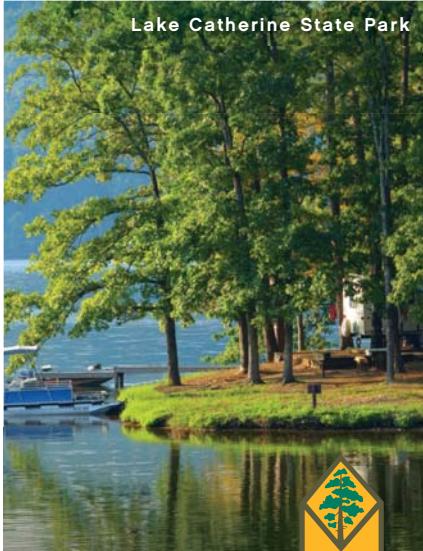
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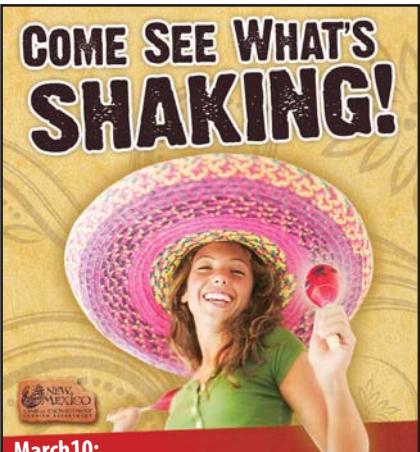
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USED 2003 Coachmen SHASTA REVERE 242 WAS \$28,999 **NOW \$23,995** SAVE \$5,004 (866) 502-8238 Bath, NY STK #BAT72544



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USED 1993 Coachmen COACHMEN 19RD NOW \$12,995 (888) 617-5406 Oakwood, GA STK #ORV16706



USED 1994 Itasca SUN-NOVA 315 WAS \$23,999 **NOW \$12,995** SAVE \$11,004 (866) 502-8238 Bath, NY STK #BAT70565



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



USED 1999 Itasca SUN CRUISER 35 WAS \$41,568 **NOW \$26,994** SAVE \$14,574 (877) 450-7415 Island Lake, IL STK #CRV5762A



USED 2001 Winnebago BRAVE 36 WAS \$49,995 **NOW \$26,995** SAVE \$23,000 (866) 754-7302 Greenwood, IN STK #GRW326358



USED 1997 Newmar MOUNTAIN AIRE 3780 WAS \$34,999 **NOW \$26,995** SAVE \$8,004 (866) 502-8238 Bath, NY STK #BAT72453



USED 2003 Forest River LEXINGTON 270 GTS WAS \$47,245 **NOW \$27,985** SAVE \$19,260 (888) 692-9016 Myrtle Beach, SC STK #MB125427



USED 1998 Fleetwood PACE ARROW 36 WAS \$47,894 **NOW \$27,991** SAVE \$19,903 (877) 450-7415 Island Lake, IL STK #CRV5706



USED 2001 Damon INTRUDER 359 WAS \$57,995 **NOW \$27,995** SAVE \$30,000 (888) 682-3036 Churchville, NY STK #CHU69243



USED 1999 National DOLPHIN 5370 NOW \$28,700 (888) 617-5406 Oakwood, GA STK #ORV16622



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



USED 1997 Itasca SUNCRUISER 37RW WAS \$50,000 **NOW \$29,674** SAVE \$20,326 (888) 242-0293 Madison, WI STK #MAD14692A



USED 1999 Winnebago ADVENTURER 37G WAS \$41,151 **NOW \$29,985** SAVE \$11,166 (888) 692-9016 Myrtle Beach, SC STK #MB125496



USED 2000 Winnebago ADVENTURER 32V WAS \$52,950 **NOW \$29,995** SAVE \$22,955 (888) 860-8684 Strafford, MO STK #STR16855A



USED 2009 Winnebago CHALET 224VR WAS \$54,900 **NOW \$29,999** SAVE \$24,901 (866) 289-0113 Chattanooga, TN STK #CH6029



USED 1999 Winnebago CHIEFTAIN 35C WAS \$49,995 **NOW \$29,995** SAVE \$20,000 (888) 682-3036 Churchville, NY STK #CHU69392



USED 1999 Thor RESIDENCY 3390 WAS \$44,998 **NOW \$29,995** SAVE \$15,003 (888) 672-5049 Syracuse, NY STK #SYU67515



USED 2002 Tiffin ALLEGRO 30-DA WAS \$45,499 **NOW \$33,998** SAVE \$11,501 (888) 484-3906 Spartanburg, SC STK #GR124165



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 2008 Winnebago CHALET 30BR WAS \$69,900 **NOW \$34,999** SAVE \$34,901 (866) 289-0113 Chattanooga, TN STK #CH6846



USED 2008 Winnebago CHALET 30BR WAS \$69,900 **NOW \$34,999** SAVE \$34,901 (866) 289-0113 Chattanooga, TN STK #CH5995



USED 2008 Winnebago CHALET 30BR WAS \$69,900 **NOW \$34,999** SAVE \$34,901 (866) 289-0113 Chattanooga, TN STK #CH6027



USED 2009 Winnebago CHALET 224VR WAS \$54,900 **NOW \$34,999** SAVE \$19,901 (888) 489-5784 Knoxville, TN STK #KNOX19648



USED 2005 Coachmen FREELANDER 2600SO WAS \$46,871 **NOW \$35,985** SAVE \$10,886 (888) 692-9016 Myrtle Beach, SC STK #MB125392



USED 2004 Itasca SPIRIT 331T WAS \$54,995 **NOW \$35,995** SAVE \$19,000 (866) 754-7302 Greenwood, IN STK #GRW326464



USED 2009 Winnebago CHALET 29T WAS \$49,815 **NOW \$36,950** SAVE \$12,865 (888) 859-6653 Hillsboro, OR STK #HIL37471

USED 2003 Forest River GEORGETOWN 346DS NOW \$36,995 (888) 815-7523 Woodstock, GA STK #WDS16634

USED 2009 Winnebago ACCESS 29T WAS \$49,988 **NOW \$37,877** SAVE \$12,111 (888) 475-5918 Robertsdale, AL STK #RD39289

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

USED 2000 Winnebago CHIEFTAN 34Y NOW \$39,900 (888) 614-5201 Draper, UT STK #ABRV39382

USED 2010 Four Winds CHATEAU 21C NOW \$39,943 (888) 480-3175 Sacramento, CA STK #SAC13506 VIN #046348

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

USED 2000 Fleetwood Pace Arrow VISION 36B NOW \$39,995 (888) 668-6715 Katy, TX STK #KATC9410A

USED 2003 R-Vision CONDOR 1281 WAS \$59,995 **NOW \$39,995** SAVE \$20,000 (888) 903-6787 Harrisburg, PA STK #HAR72373

USED 2009 Winnebago CHALET 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 (888) 489-5784 Knoxville, TN STK #KNOX19649

USED 2008 Winnebago CHALET 30BR WAS \$69,900 **NOW \$39,999** SAVE \$29,901 (888) 489-5784 Knoxville, TN STK #KNOX19650

USED 2008 Forest River SUNSEEKER 3100SS WAS \$62,900 **NOW \$39,999** SAVE \$22,901 (866) 289-0113 Chattanooga, TN STK #CH6869

USED 2003 Fleetwood TIoga 23E NOW \$41,892 (888) 480-3175 Sacramento, CA STK #SAC15474A VIN #B00867

USED 2004 Coachmen CONCORD 235S0 NOW \$41,995 (888) 641-0925 Kaysville, UT STK #KY38486

USED 2009 Itasca IMPULSE 31N NOW \$44,900 (888) 844-1758 New Braunfels, TX STK #SW10035

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



USED 2009 Winnebago CHALET 30B
NOW \$44,995 SAVE (888) 479-3568
Vancouver, CA STK #VAC13158 VIN #262560



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



USED 2008 Gulf Stream YELLOWSTONE 6237Y
WAS \$64,900 **NOW \$46,777** SAVE \$18,123 (888)
489-5784 Knoxville, TN STK #KNOX19659



USED 1999 Winnebago CHIEFTAIN
36L WAS \$59,995 **NOW \$44,995** SAVE
\$15,000 (888) 474-1330 Bartow, FL STK
#DCW7738A



USED 2000 Fleetwood PACE ARROW
34H VISION WAS \$59,995 **NOW \$45,995**
SAVE \$14,000 (888) 682-3036 Churchville,
NY STK #CHU69064



USED 2001 Holiday Rambler ENDEAVOR 38PBD
NOW \$46,900 (888) 844-1758 New Braunfels, TX
STK #SW9741A



USED 2008 Dutchmen DUTCHMEN 31F
NOW \$46,978 (888) 641-0925 Kaysville,
UT STK #KY37985



USED 2008 Fleetwood TIoga RANGER
31 WAS \$68,670 **NOW \$46,985** SAVE
\$21,685 (888) 692-9016 Myrtle Beach, SC
STK #MB125288



USED 2005 Coachmen
LEPRECHAUN 307KS
WAS \$64,245 **NOW**
\$46,995 SAVE \$17,250
(888) 454-1707 Kissimmee, FL STK #KS8114B



USED 2010 Four Winds CHATEAU
31R WAS \$69,998 **NOW \$47,985** SAVE
\$22,013 (888) 484-3906 Spartanburg, SC
STK #GR125576



USED 2010 Four Winds FREEDOM ELITE
26E WAS \$64,995 **NOW \$49,888** SAVE
\$15,107 (877) 774-0328 Ocala, FL STK
#OCA19148



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



USED 2011 Coachmen CYNARA 3455
C WAS \$70,783 **NOW \$49,988** SAVE
\$20,795 (888) 386-5187 Houghton Lake,
MI STK #HL6205A



USED 2009 Gulf Stream YELLOWSTONE
6237 WAS \$68,790 **NOW \$49,988** SAVE
\$18,802 (888) 386-5187 Houghton Lake,
MI STK #HL5636A



USED 1999 Tiffin AL-
LEGRO BUS 37DSL
NOW \$49,990 (888)
668-6715 Katy, TX STK
#KAT9307A



USED 2004 National TROPICAL 396
NOW \$72,900 (888) 668-6715 Katy, TX
STK #KAT10040



USED 2006 Four Winds FOUR WINDS 31P **NOW \$49,995** (888) 617-5406
Oakwood, GA STK #ORV17089



USED 2009 Coachmen FREEDOM EXPRESS 26SO WAS \$72,900
NOW \$49,997 SAVE \$22,903 (888) 489-5784 Knoxville, TN STK #KNOX19643



USED 2009 Winnebago CHALET 30B **NOW \$52,628** (888) 480-3175 Sacramento, CA STK #SAC14088 VIN #262574



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$77,539 **NOW \$52,995** SAVE \$24,544 (888) 896-2801 Albuquerque, NM STK #ARV15943



USED 2006 Winnebago VIEW 23 WAS \$68,888 **NOW \$52,995** SAVE \$15,893 (888) 568-2177 Burlington, WA STK #FRV10156



USED 2007 Coachmen MIRADA 350DS WAS \$78,000 **NOW \$54,950** SAVE \$23,050 (888) 860-8684 Strafford, MO STK #STR17436



NEW 2011 Four Winds CHATEAU 23U WAS \$78,123 **NOW \$54,995** SAVE \$23,128 (888) 682-3036 Churchville, NY STK #CHU72383



USED 2005 Fleetwood FLAIR 33R **NOW \$55,060** (888) 480-3175 Sacramento, CA STK #SAC13303 VIN #399521



USED 2007 Forest River LEXINGTON 300SS WAS \$74,950 **NOW \$56,950** SAVE \$18,000 (888) 850-5575 Wood Village, OR STK #POR37422



USED 2006 Forest River GEORGETOWN 370TS **NOW \$57,995** (866) 415-9726 Anthony, TX STK #LC15299AA



NEW 2011 Four Winds CHATEAU 28A WAS \$85,779 **NOW \$57,998** SAVE \$27,781 (888) 457-4801 Colfax, NC STK #CFX4062



USED 2004 Winnebago ADVENTURER 33V **NOW \$59,620** (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 Four Winds HURRICANE 33H WAS \$79,995 **NOW \$59,860** SAVE \$20,135 (866) 648-5288 St. Augustine, FL STK #JAC38620



USED 2001 Fleetwood BOUNDER 39Z **NOW \$59,995** (888) 641-0925 Kaysville, UT STK #KY39366



USED 2007 Winnebago VISTA 33T **NOW \$59,995** (888) 801-3226 Byron, GA STK #MAC17086



USED 2010 Four Winds HURRICANE 31D **NOW \$59,995** (888) 617-5406 Oakwood, GA STK #ORV16676



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$88,713 **NOW \$59,995** SAVE \$28,718 (866) 415-9726 Anthony, TX STK #LC15642



USED 2004 Winnebago ADVENTURER 38R WAS \$80,790 **NOW \$59,995** SAVE \$20,795 (866) 610-5049 Akron, OH STK #SRV19382



USED 2011 Four Winds FREEDOM ELITE 28U WAS \$91,107 **NOW \$62,994** SAVE \$28,113 (877) 450-7415 Island Lake, IL STK #CRV5800



USED 2007 Winnebago VIEW 23H WAS \$78,599 **NOW \$59,999** SAVE \$18,600 (877) 554-3516 Lakewood, NJ STK #LAK8817



USED 2007 Forest River LEXINGTON 255DS GRAND TOURING **NOW \$62,495** (888) 815-7523 Woodstock, GA STK #WDS16749



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



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$93,025 **NOW \$64,880** SAVE \$28,145 (888) 641-0925 Kaysville, UT STK #KY37157



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$91,750 **NOW \$64,892** SAVE \$26,858 (888) 614-5201 Draper, UT STK #ABRV37156



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$86,286 **NOW \$64,988** SAVE \$21,298 (888) 386-5187 Houghton Lake, MI STK #HL5796



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$91,613 **NOW \$64,995** SAVE \$26,618 (888) 242-0293 Madison, WI STK #MAD15124



NEW 2011 Four Winds FREEDOM ELITE 31R MSRP \$91,408 **NOW \$64,995** SAVE \$26,413 (866) 415-9726 Anthony, TX STK #LC15714



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 Winnebago ACCESS 26Q WAS \$88,306 **NOW \$64,995** SAVE \$23,311 (888) 450-7060 Dothan, AL STK #DOT38603



NEW 2011 Jayco GREYHAWK 31DS WAS \$93,107 **NOW \$64,999** SAVE \$28,108 (877) 554-3516 Lakewood, NJ STK #LAK8377



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 CHATEAU CITATION 29BG WAS \$105,880 **NOW \$65,995** SAVE \$39,885 (866) 610-5049 Akron, OH STK #SRV18897



USED 2008 Winnebago VIEW 24H NOW \$66,696 (888) 479-3568 Vacaville, CA STK #VAC15403A VIN #319700



NEW 2011 Four Winds FOUR WINDS 25C MSRP \$95,139 **NOW \$66,995** SAVE \$28,144 (888) 542-3819 Mesa, AZ STK #MES12640



USED 2010 Forest River SOLARA 24S SPRINTER DIESEL NOW \$67,500 (888) 617-5406 Oakwood, GA STK #ORV16329



NEW 2011 Four Winds FREEDOM ELITE 26BE MSRP \$98,624 **NOW \$67,900** SAVE \$30,724 (888) 844-1758 New Braunfels, TX STK #SW10009



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



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



NEW 2011 Jayco GREYHAWK 31FK WAS \$96,071 **NOW \$67,995** SAVE \$28,076 (866) 415-9726 Wheat Ridge, CO STK #KC511081



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$95,202 **NOW \$67,998** SAVE \$27,204 (888) 457-4801 Colfax, NC STK #CFX4165



NEW 2010 Itasca IMPULSE 31N WAS \$94,193 **NOW \$69,525** SAVE \$24,668 (866) 996-3140 Calera, AL STK #CLE18938



NEW 2011 Jayco GREYHAWK 31DS MSRP \$104,110 **NOW \$69,549** SAVE \$34,561 (888) 614-5201 Draper, UT STK #ABRV37272



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$96,413 **NOW \$69,654** SAVE \$26,759 (888) 242-0293 Madison, WI STK #MAD15123



NEW 2011 Four Winds CHATEAU CITATION 26BE WAS \$99,995 **NOW \$69,771** SAVE \$30,224 (866) 673-0250 Statesville, NC STK #STA123853



NEW 2011 Four Winds HURRICANE 30Q MSRP \$97,947 **NOW \$69,900** SAVE \$28,047 (888) 844-1758 New Braunfels, TX STK #SW9708



USED 2011 Damon DAYBREAK 34SS NOW \$69,995 (888) 801-3226 Byron, GA STK #MAC17098



USED 2007 Winnebago SIGHTSEER 35J WAS \$145,098 **NOW \$69,995** SAVE \$75,103 (866) 755-9604 Charleston, SC STK #CHN125872



USED 2009 Forest River GEORGETOWN GTX 3600 WAS \$119,877 **NOW \$69,995** SAVE \$49,882 (888) 860-8684 Stafford, MO STK #STR15316A



USED 2000 Safari CONTINENTAL PANTHER 425 WAS \$109,995 **NOW \$69,995** SAVE \$40,000 (888) 474-1330 Bartow, FL STK #DCW8442B



NEW 2011 Four Winds FOUR WINDS SIESTA 29BG MSRP \$105,323 **NOW \$69,995** SAVE \$35,328 (888) 542-3819 Mesa, AZ STK #MES12642



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



USED 2003 Georgie Boy CRUISE AIR 3825 WAS \$90,990 **NOW \$69,995** SAVE \$20,995 (866) 610-5049 Akron, OH STK #SRV19510



NEW 2011 Itasca IMPULSE SILVER 26QP MSRP \$94,601 **NOW \$69,995** SAVE \$24,606 (866) 415-9726 Anthony, TX STK #LC15674



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



USED 2001 Monaco DIPLOMAT LE 40PBD WAS \$89,995 **NOW \$69,995** SAVE \$20,000 (888) 902-8565 Tallahassee, FL STK #TAL40279



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$93,740 **NOW \$69,996** SAVE \$23,744 (888) 672-5049 Syracuse, NY STK #SYU71623



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$90,666 **NOW \$69,998** SAVE \$20,668 (888) 457-4801 Colfax, NC STK #CFX3634



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$95,939 **NOW \$69,999** SAVE \$25,940 (888) 568-2177 Burlington, WA STK #FRV9978



NEW 2011 Jayco GREYHAWK 31DS MSRP \$96,963 **NOW \$71,995** SAVE \$24,968 (888) 315-7967 Tucson, AZ STK #TUC16147



NEW 2011 Four Winds HURRICANE 31J WAS \$116,611 **NOW \$72,995** SAVE \$43,616 (888) 860-8684 Strafford, MO STK #STR13222



NEW 2011 Four Winds CHATEAU CITATION 29BG WAS \$98,155 **NOW \$72,995** SAVE \$25,160 (888) 475-5918 Robertsdale, AL STK #RD40681



NEW 2011 Four Winds FOUR WINDS SIESTA 26BE WAS \$104,657 **NOW \$73,888** SAVE \$30,769 (888) 568-2177 Burlington, WA STK #FRV9551



NEW 2011 Winnebago ACCESS 31N WAS \$100,524 **NOW \$74,950** SAVE \$25,574 (888) 859-6653 Hillsboro, OR STK #HIL35768



USED 2002 Itasca HORIZON 36LD **NOW \$74,990** (888) 641-0925 Kaysville, UT STK #KY39872



USED 2009 Coachmen FREEDOM VISION 3540DS **NOW \$75,988** (888) 801-3226 Byron, GA STK #MAC16618





NEW 2011 Four Winds FREEDOM ELITE 23S WAS \$105,693 **NOW \$79,999** SAVE \$25,694 (877) 458-3214 Jacksonville, FL STK #JAX19785



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



USED 2009 Four Winds WINDSPORT 36R WAS \$129,877 **NOW \$89,768** SAVE \$40,109 (888) 474-1330 Bartow, FL STK #DCW7848B



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



NEW 2011 Winnebago ASPECT 30C WAS \$110,011 **NOW \$84,997** SAVE \$25,014 (877) 450-7415 Island Lake, IL STK #CRV5935



USED 2006 Newmar VENTANA 3631 WAS \$131,078 **NOW \$89,995** SAVE \$41,083 (888) 896-2801 Albuquerque, NM STK #ARV15853



NEW 2011 Damon DAYBREAK 34SS MSRP \$129,754 **NOW \$89,995** SAVE \$39,759 (888) 542-3819 Mesa, AZ STK #MES13018



USED 2002 Beaver PATRIOT THUNDER 92408 WAS \$187,500 **NOW \$89,995** SAVE \$97,505 (888) 860-8684 Strafford, MO STK #STR12689



USED 2006 Fleetwood BOUNDER 38N WAS \$119,900 **NOW \$91,995** SAVE \$27,905 (888) 674-0275 Gulf Breeze, FL STK #GB38746



NEW 2011 Itasca REYO 25R WAS \$133,242 **NOW \$93,999** SAVE \$39,243 (877) 289-0812 Las Vegas, NV STK #LNV36782



USED 2008 Gulf Stream CRESCENDO 324FRED WAS \$125,995 **NOW \$95,995** SAVE \$30,000 (888) 903-6787 Harrisburg, PA STK #HAR73327



NEW 2011 Itasca REYO 25Q MSRP \$138,827 **NOW \$96,827** SAVE \$42,000 (888) 614-5201 Draper, UT STK #ABRV36387



USED 2004 Winnebago VECTRA 40QD WAS \$129,895 **NOW \$97,985** SAVE \$31,910 (888) 692-9016 Myrtle Beach, SC STK #MB124731



NEW 2011 Winnebago SIGHTSEER 31E WAS \$126,542 **NOW \$97,997** SAVE \$28,545 (888) 463-3995 Colorado Springs, CO STK #KC211063



NEW 2011 Itasca REYO 25Q LIST PRICE \$149,190 **NOW \$98,995** SAVE \$50,195 (888) 331-1595 Santa Clarita, CA STK #AMRV22456 VIN #A9453033



NEW 2011 Four Winds SERRANO 31Z LIST PRICE \$157,005 **NOW \$99,995** SAVE \$57,010 (888) 331-1595 Santa Clarita, CA STK #AMRV21125 VIN #A3440281



NEW 2011 Four Winds WINDSPORT 36F
WAS \$165,413 **NOW \$104,995** SAVE
\$60,418 (888) 674-0275 Gulf Breeze, FL
STK #GB38688



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



NEW 2011 Itasca REYO 25Q WAS
\$137,687 **NOW \$106,950** SAVE \$30,737
(888) 850-5575 Wood Village, OR STK
#POR36064



USED 2001 Holiday Rambler SCEPTOR 380BD
WAS \$89,750 **NOW \$74,888** SAVE \$14,862 (888)
348-5909 Avondale, AZ STK #AV020159



NEW 2011 Itasca REYO 25Q LIST
PRICE \$165,288 **NOW \$107,224** SAVE
\$58,064 (888) 479-3568 Vacaville, CA STK
#VAC12728 VIN #242722



NEW 2011 Winnebago VIA 25Q WAS
\$140,821 **NOW \$108,995** SAVE \$31,826
(866) 996-3140 Calera, AL STK #CLE18943



NEW 2011 Four Winds SERRANO 31Z
MSRP \$149,141 **NOW \$109,888** SAVE \$39,253
(888) 348-5909 Avon-
dale, AZ STK #AV010470



NEW 2011 Four Winds SERRANO
31V MSRP \$157,821
NOW \$109,900 SAVE
\$47,921 (888) 844-1758
New Braunfels, TX STK
#SW9713



NEW 2011 Damon CHALLENGER 35SD
WAS \$148,989 **NOW \$114,999** SAVE
\$33,990 (877) 458-3214 Jacksonville, FL
STK #JAX19855



NEW 2011 Winnebago VIA 25Q WAS
\$151,902 **NOW \$118,559** SAVE \$33,343
(866) 775-0682 Roanoke, VA STK
#ROA13986



USED 2008 Winnebago ADVENTURER
38J WAS \$195,550 **NOW \$118,598** SAVE
\$76,952 (866) 755-9604 Charleston, SC
STK #CHN126309



USED 2008 Winnebago DESTINATION
39W WAS \$159,995
NOW \$119,995 SAVE
\$40,000 (888) 568-2177
Burlington, WA STK
#FRV10268



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



USED 2008 Fleetwood EXPEDITION 38F
WAS \$179,995 **NOW \$129,985** SAVE
\$50,010 (866) 673-0250 Statesville, NC
STK #STA125434



USED 2006 Holiday Rambler SCEPTER
40PDQ WAS \$194,155 **NOW \$129,995**
SAVE \$64,160 (888) 896-2801 Albuquerque, NM STK #ARV15579



USED 2007 Damon TUSCANY 4072
WAS \$189,998 **NOW \$129,995** SAVE
\$60,003 (888) 450-7060 Dothan, AL STK
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USED 2003 Newmar DUTCHSTAR 4050
WAS \$170,800 **NOW \$129,995** SAVE
\$40,805 (888) 454-1707 Kissimmee, FL
STK #KSC2178



USED 2008 Monaco KNIGHT 40DFT WAS \$196,175 **NOW \$142,995** SAVE \$53,180 (888) 674-0275 Gulf Breeze, FL STK #GB39979C



USED 2009 Newmar VENTANA 3933 NOW \$155,840 (888) 696-2165 Savannah, GA STK #SAV15889



NEW 2011 Damon TUSCANY 4078 WAS \$249,627 **NOW \$168,879** SAVE \$80,748 (888) 450-7060 Dothan, AL STK #DOT40837



NEW 2011 Damon TUSCANY 3680 WAS \$247,870 **NOW \$159,874** SAVE \$87,996 (888) 450-7060 Dothan, AL STK #DOT40838



NEW 2011 Damon ASTORIA 40KT WAS \$233,084 **NOW \$159,998** SAVE \$73,086 (888) 457-4801 Colfax, NC STK #CFX3813



NEW 2011 Damon ASTORIA 40KT WAS \$256,879 **NOW \$174,900** SAVE \$81,979 (888) 896-2801 Albuquerque, NM STK #ARV15953



NEW 2011 Winnebago JOURNEY EXPRESS 39N WAS \$244,564 **NOW \$174,995** SAVE \$69,569 (888) 819-7952 Longmont, CO STK #KC111443



NEW 2011 Damon TUSCANY 4072 WAS \$253,888 **NOW \$173,589** SAVE \$80,299 (866) 673-0250 Statesville, NC STK #STA125726



NEW 2011 Damon TUSCANY 4051 WAS \$251,859 **NOW \$174,999** SAVE \$76,860 (866) 415-9726 Wheat Ridge, CO STK #KC511239



NEW 2011 Itasca MERIDIAN V CLASS 39N LIST PRICE \$276,536 **NOW \$175,614** SAVE \$100,922 (888) 479-3568 Vacaville, CA STK #VAC11441 VIN #242602



NEW 2011 Damon ASTORIA 40BQ WAS \$262,528 **NOW \$178,980** SAVE \$83,548 (888) 896-2801 Albuquerque, NM STK #ARV15954



NEW 2011 Damon TUSCANY 42RQ WAS \$272,416 **NOW \$178,999** SAVE \$93,417 (866) 415-9726 Wheat Ridge, CO STK #KC511225



NEW 2011 Damon ASTORIA 40BQ WAS \$243,600 **NOW \$179,749** SAVE \$63,851 (888) 450-7060 Dothan, AL STK #DOT40836



NEW 2011 Damon ASTORIA 40BQ MSRP \$276,995 **NOW \$179,900** SAVE \$97,095 (888) 844-1758 New Braunfels, TX STK #SW9692



NEW 2011 Itasca MERIDIAN V CLASS 34Y LIST PRICE \$273,216 **NOW \$179,929** SAVE \$93,287 (888) 479-3568 Vacaville, CA STK #VAC15408 VIN #243451



NEW 2010 Damon TUSCANY 4051 MSRP \$254,370 **NOW \$179,999** SAVE \$74,371 (888) 348-5909 Avondale, AZ STK #AV013722

NEW 2011 Damon TUSCANY 4051 WAS \$258,982 **NOW \$182,998** SAVE \$75,984 (888) 457-4801 Colfax, NC STK #CFX4150



NEW 2011 Damon TUSCANY 42RQ WAS \$274,549 **NOW \$186,988** SAVE \$87,561 (888) 457-4801 Colfax, NC STK #CFX3695



NEW 2011 Damon TUSCANY 4078 WAS \$253,253 **NOW \$188,960** SAVE \$64,293 (866) 648-5288 St. Augustine, FL STK #JAC41169

NEW 2011 Damon ASTORIA 40KT MSRP \$259,982 **NOW \$189,995** SAVE \$69,987 (866) 415-9726 Anthony, TX STK #LC15757



NEW 2011 Itasca MERIDIAN V CLASS 39N WAS \$246,787 **NOW \$189,995** SAVE \$56,792 (866) 996-3140 Calera, AL STK #CLE18939



NEW 2011 Itasca MERIDIAN 40U LIST PRICE \$286,735 **NOW \$199,995** SAVE \$86,740 (888) 331-1595 Santa Clarita, CA STK #AMRV21739 VIN #7BCAY7953



NEW 2011 Damon TUSCANY 4051 WAS \$265,180 **NOW \$199,995** SAVE \$65,185 (888) 692-9016 Myrtle Beach, SC STK #MB125175

NEW 2011 Damon ASTORIA 40KT LIST PRICE \$260,459 **NOW \$199,995** SAVE \$60,464 (877) 834-0429 Bakersfield, CA STK #SLV22097 VIN #BCBB7202



NEW 2011 Damon ASTORIA 40BQ LIST PRICE \$265,298 **NOW \$199,998** SAVE \$65,300 (877) 834-0429 Bakersfield, CA STK #SLV22143 VIN #BCBB5657



NEW 2011 Damon TUSCANY 42RQ WAS \$307,453 **NOW \$209,995** SAVE \$97,458 (888) 819-7952 Longmont, CO STK #KC111333

NEW 2011 Damon TUSCANY 42FK WAS \$315,937 **NOW \$212,995** SAVE \$102,942 (866) 415-9726 Wheat Ridge, CO STK #KC511531



NEW 2011 Winnebago JOURNEY 40L WAS \$299,059 **NOW \$215,580** SAVE \$83,479 (866) 775-0682 Roanoke, VA STK #ROA13987



NEW 2011 Damon TUSCANY 42FK WAS \$327,128 **NOW \$219,900** SAVE \$107,228 (888) 896-2801 Albuquerque, NM STK #ARV15739

NEW 2010 Itasca ELLIPSE 40BD WAS \$294,211 **NOW \$219,995** SAVE \$74,216 (877) 774-0328 Ocala, FL STK #OCA19168



NEW 2011 Damon TUSCANY 42FK WAS \$313,863 **NOW \$238,680** SAVE \$75,183 (866) 775-0682 Roanoke, VA STK #ROA16310



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

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USED CLASS B & C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2004 Fleetwood JAMBOREE 26Q	POR39145	\$34,950	\$29,988 (888) 850-5575	
2003 Four Winds FOUR WINDS 31S	KC2CS481B	\$37,997	\$29,997 (888) 463-3995	
2005 Fleetwood JAMBOREE 31M	KC111973	\$49,995	\$39,995 (888) 819-7952	
2006 Four Winds CHATEAU 31P	OCA19190	\$47,995	\$41,888 (877) 774-0328	
2010 Four Winds CHATEAU 28A	FRV10276	\$54,888	\$42,995 (888) 568-2177	
2010 Four Winds CHATEAU 28A	GB40679	\$49,506	\$43,995 (888) 674-0275	
2010 Four Winds CHATEAU 28A	GRV507696	\$52,987	\$44,995 (888) 471-3546	
2004 Winnebago MINNIE WINNIE 27P	JAX19975	\$49,699	\$45,475 (877) 458-3214	
2010 Four Winds FREEDOM ELITE 21C	GB39880	\$56,360	\$47,995 (888) 674-0275	
2009 Fleetwood JAMBOREE 23B	LAK8830	\$59,057	\$47,999 (877) 554-3516	
2010 Four Winds CHATEAU 28A	STA125543	\$59,900	\$48,700 (866) 673-0250	
2011 Four Winds FREEDOM ELITE 21C	TAL40850	\$59,995	\$49,995 (888) 902-8565	
2007 Winnebago ACCESS 29T	CHN126255	\$56,995	\$49,995 (866) 755-9604	
2007 Forest River LEXINGTON 283 GTS	HAR72575	\$61,995	\$54,995 (888) 903-6787	
2008 Forest River LEXINGTON 300SS	GB39020	\$76,086	\$64,988 (888) 674-0275	
2008 Gulf Stream ULTRA 6319	SYU66720	\$79,998	\$64,988 (888) 672-5049	
2010 Four Winds CHATEAU 31B	GRV507549	\$68,955	\$64,999 (888) 471-3546	
2008 Gulf Stream BT CRUISER 5291	SYU68548	\$89,888	\$74,995 (888) 672-5049	
2011 Itasca NAVION 24G	BAT72292	\$99,999	\$89,995 (866) 502-8238	

USED CLASS A GAS MOTORHOMES (CONT'D)

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2005 National DOLPHIN 6320LX	FTM11997A	\$72,358	\$57,995 (888) 625-5187	
2006 Winnebago SIGHTSEER 29R	TUC17356	\$67,500	\$59,995 (888) 315-7967	
2010 Four Winds HURRICANE 30Q	JAX20217	\$69,669	\$64,759 (877) 458-3214	
2008 Winnebago SIGHTSEER 30B	STA125977	\$81,676	\$66,788 (866) 673-0250	
2006 Four Winds MAGELLEN 38G	KS7850B	\$84,995	\$67,995 (888) 454-1707	
2006 Coachman AURORA 3480	HAR73331	\$79,998	\$69,995 (888) 903-6787	
2008 Four Winds HURRICANE 34N	CHU69095	\$90,107	\$73,995 (888) 682-3036	
2011 Damon DAYBREAK 35BD	HAR72857	\$86,995	\$79,995 (888) 903-6787	

NEW CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Itasca SUNSTAR 30W	WDS16017	\$112,989	\$88,998 (888) 815-7523	
2011 Itasca SUNSTAR 26P	ABRV37590	\$104,378	\$89,428 (888) 614-5201	
2011 Winnebago VISTA 26P	LIT14140	\$114,557	\$89,777 (888) 727-2952	
2011 Winnebago VISTA 26P	SLV22070	\$105,288	\$89,995 (877) 834-0429	
2010 Damon DAYBREAK 34SS	COL18597	\$101,115	\$89,995 (888) 848-7312	
2011 Winnebago VISTA 32K	CLE18946	\$114,400	\$107,995 (866) 996-3140	
2011 Itasca SUNSTAR 35F	CLE18942	\$121,988	\$109,995 (866) 996-3140	
2011 Itasca SUNCRUISER 35P	CLE18941	\$167,920	\$144,995 (866) 996-3140	
2011 Itasca SUNCRUISER 37F	WDS15854	\$180,400	\$144,998 (888) 815-7523	
2011 Winnebago ADVENTURER 35P	ROA13990	\$180,805	\$146,250 (866) 775-0682	

NEW CLASS B & C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Four Winds FREEDOM ELITE 28U	SAC13704	\$86,657	\$69,552 (888) 480-3175	
2011 Four Winds FREEDOM ELITE 28U	GRV507597	\$92,697	\$72,985 (888) 471-3546	
2011 Four Winds FREEDOM ELITE 28U	WDS16971	\$91,265	\$72,987 (888) 815-7523	
2011 Four Winds FREEDOM ELITE 31R	TAL40444	\$95,173	\$74,995 (888) 902-8565	
2011 Four Winds FREEDOM ELITE 28U	GR125106	\$90,790	\$74,995 (888) 484-3906	
2010 Itasca IMPULSE 31N	OCA19167	\$95,278	\$78,668 (877) 774-0328	
2011 Itasca IMPULSE 31J	KAT9393	\$100,661	\$78,995 (888) 668-6715	
2011 Winnebago ACCESS 31N	SLV21219	\$99,636	\$79,381 (877) 834-0429	
2011 Jayco GREYHAWK 31FK	KY37246	\$96,716	\$79,967 (888) 641-0925	
2011 Itasca IMPULSE 26Q	GRV507420	\$90,325	\$79,999 (888) 471-3546	
2011 Jayco GREYHAWK 31SS	ABRV37274	\$94,616	\$84,961 (888) 614-5201	
2011 Four Winds FREEDOM ELITE 23S	KS8201	\$104,970	\$86,999 (888) 454-1707	
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 Itasca NAVION 24K	GRV507423	\$107,209	\$92,955 (888) 471-3546	
2012 Winnebago ERA 170X	AV016399	\$105,095	\$93,444 (888) 348-5909	
2012 Itasca NAVION 24J	MAD16015	\$112,669	\$99,995 (888) 242-0293	
2012 Winnebago ERA 170X	AMRV22767	\$106,118	\$100,006 (888) 331-1595	

USED CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1994 Holiday Rambler IMPERIAL 36S	FTM19034A	\$29,995	\$24,900 (888) 625-5187	
2000 Itasca HORIZON 36	HL6163A	\$60,790	\$58,988 (888) 386-5187	
1996 Country Coach INTRIGUE 36	FRV10200	\$69,995	\$59,999 (888) 568-2177	
2001 Gulf Stream FRIENDSHIP 8362SF	RD39914C	\$79,995	\$64,988 (888) 475-5918	
2001 Newmar KOUNTRY STAR DP3669	JAC38536	\$79,999	\$69,999 (866) 648-5288	
2003 Newmar DUTCHSTAR 4004	KC1CG0996A	\$84,995	\$74,995 (888) 819-7952	
2005 Coachmen CROSS COUNTRY 376DS	POR37151	\$89,950	\$79,950 (888) 850-5575	
2002 National TRADE WINDS 7390	DCW8905	\$89,995	\$79,995 (888) 474-1330	
2003 Winnebago JOURNEY DL 39WD	TAL40278	\$89,995	\$79,995 (888) 902-8565	
2006 Damon ASTORIA 3773	RD38554	\$99,988	\$86,777 (888) 475-5918	
2006 Fleetwood BOUNDER 38N	OCA20181	\$107,610	\$89,888 (877) 774-0328	
2003 Fleetwood AMERICAN TRADITION 40MS	KC1CN01005A	\$99,995	\$97,995 (888) 819-7952	
2005 Fleetwood BOUNDER 39Z	RD40992C	\$109,988	\$99,988 (888) 475-5918	
2004 Tiffin ALLEGRO 38TP	COL18539	\$131,798	\$109,985 (888) 848-7312	
2009 Monaco LA PALMA 36SFD	HIL38704	\$129,000	\$115,950 (888) 859-6653	
2007 Damon ASTORIA 3773	JAX19977	\$126,439	\$118,799 (877) 458-3214	
2008 Itasca LATITUDE 39W	KSC2190	\$146,623	\$129,995 (888) 454-1707	
2007 Itasca MERIDIAN 36G	JAX19971	\$143,889	\$134,669 (877) 458-3214	
2003 Fleetwood AMERICAN EAGLE 40T	RD40282	\$159,988	\$134,988 (888) 475-5918	
2010 Damon ASTORIA 3772	KC511066B	\$149,995	\$135,999 (866) 415-9726	
2001 Beaver MARQUIS 40	HIL40019	\$159,950	\$139,900 (888) 859-6653	
2003 Monaco DYNASTY LEGEND	COL16364	\$161,899	\$149,988 (888) 848-7312	
2008 Holiday Rambler ENDEAVOR 40SKQ	COL18320	\$211,528	\$172,995 (888) 848-7312	

NEW CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Itasca REYO 25T	AMRV21737	\$133,676	\$104,995 (888) 331-1595	
2011 Itasca REYO 25Q	SLV21736	\$138,482	\$115,995 (877) 834-0429	
2011 Damon TUSCANI 4072	JAC41170	\$237,176	\$187,650 (866) 648-5288	
2011 Damon TUSCANI 4078	COL16971	\$252,016	\$199,858 (888) 848-7312	
2011 Winnebago JOURNEY EXPRESS 34Y	OCA20298	\$258,156	\$206,558 (877) 774-0328	
2011 Damon TUSCANI 42RQ	SLV22096	\$312,959	\$247,895 (877) 834-0429	
2011 Winnebago JOURNEY 40L	LIT14119	\$285,070	\$249,777 (888) 727-2952	
2011 Damon TUSCANI 42RQ	MES16302	\$289,352	\$249,888 (888) 542-3819	
2011 Winnebago TOUR 40BD	SAV14764	\$319,215	\$249,995 (888) 696-2165	

*Government fees, state taxes, title, license and dealer fees as applicable will be added to comply with state vehicle codes. Sales tax not applicable in OR. In Arizona, prices plus doc. fee of \$369 and pre-delivery inspection. In California, prices not inclusive of government fees and prep charge, finance charge, or emissions testing charge. Freight costs vary by state. Not applicable in CA, OH, AR, TX or OR. In Texas and Arkansas, 'List Price' is equal to 'MSRP'. Inventory and floorplans vary by location. VIN numbers posted at dealership. Advertised inventory available at time of printing. Void where prohibited by law. May not be combined with any other offer and not applicable to prior sales. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 2/29/12. FR016311-1211

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February 9-12 | Minneapolis, MN

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February 10-12 | Richmond, VA

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

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

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

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

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

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

Progressive Insurance Virginia RV Show
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PHOTO: TONY TRIMARCO

Visited the Black Hills in South Dakota, which included a stop at Mount Rushmore National Memorial. Driving to Mount Rushmore from the west on Highway 244 you get a beautiful view of Washington's profile that you typically don't see unless you visit in person. Incredible sight!



Tony Trimarco
Grand Forks, North Dakota

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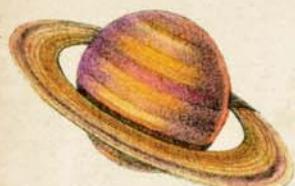


Fig. 1 Saturn



Fig. 3 Asteroid Gaspra



Fig. 5 Mercury

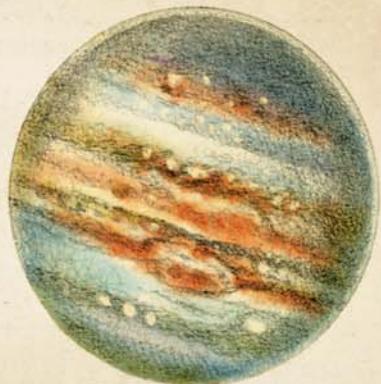


Fig. 7 Jupiter



Fig. 2 Neptune



Fig. 4 Phases of the Moon



Fig. 6 Mars

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We recommend a Page Layout view of Continuous - Facing, but Adobe Reader provides several options you may prefer.

We hope you enjoy reading our Digital MotorHome Magazine and we encourage your comments and suggestions to our editor at ehubbard@GoodSamFamily.com