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DECEMBER 2011

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SNEAK PREVIEW



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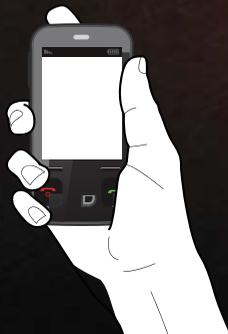
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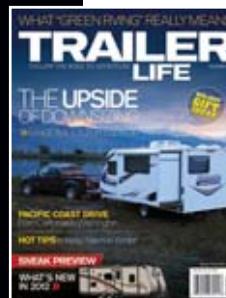
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The Suzuki Equator and Lance 1575 travel trailer make a small package with big features. See story on page 40.

Photo by Chris Hemer

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DRIVER'S SEAT

by **Kristopher Bunker**



WEATHERING THE STORM

The end of the year is finally upon us. That means holiday decorations, festive tunes and family gatherings. It also means a rather drastic change in the weather. For many RVers, there's now snow in the driveway, on the roof and possibly covering the RV. December generally marks the beginning of the most difficult stretch of the calendar for RVers, as we count down the days until the spring thaw.

But for those who call the warmer Western states home, or for RVers who plan on going the way of the snowbird this year, this month's issue is packed with destinations offering a variety of ways to celebrate the season.

For a more remote, off-the-beaten path revelry, you could spend the day hiking in California's Mojave Desert before heading back to the trailer for a campfire-side feast. Turn to "Embrace the Mojave" on page 20 for more.

Central California's Morro Bay on page 36 offers a wish list of seaside activities, from visiting aquariums to kayaking to snapping photos of majestic elephant seals.

Continuing north to Oregon, the stunning azure waters of Crater Lake provide the setting for a sleigh ride, er, guided boat tour, with your close friends and family. "The Blue Volcano" on page 24 has the details.

Rounding out the Western destinations, a stroll through the streets of Washington state's capital city of Olympia — with its eclectic mix of vendors, shops and museums — provides visitors with enough holiday cheer to last through the new year. The tour begins on page 30.

We haven't forgotten about RVers who are braving the winter elements to continue the lifestyle they so love.

As you can see on our cover, this month's test ran up against some inclement weather. Although this did lead to some dramatic photography, the test crew was lucky enough to have the rugged Suzuki Equator and the amenity-laden Lance 1575 to retreat to during the heavier downpour. As you'll see in "Running With Giants" on page 40, the combo demonstrates that downsizing your lash-up doesn't necessarily mean sacrificing livability and amenities.

For those who do decide to set up camp in snowy climates, "Our Winter RV Adventure" on page 56 offers some quick-and-easy tips on staying warm while in camp, as well as some pointers on weatherproofing your trailer should you decide to stay awhile.

Finally, whether you celebrate at home or on the road, it is definitely the season of giving. In that spirit, we've included an RVers' gift guide starting on page 59, with some of our favorite stocking stuffers (and a few that won't quite fit above the fireplace), in addition to "New for 2012" on page 44, where we detail some of the coming year's hottest new trailers, any of which would make the ultimate RVer's gift. 🚐



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



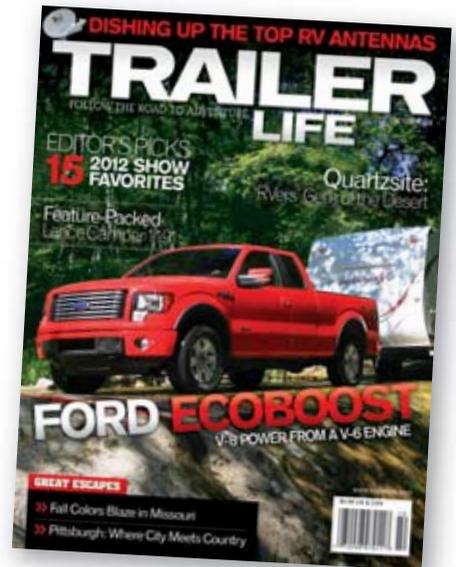
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LETTERS

from our Readers

We have used your travel features on various trips around the country and have always been pleased.



ECOBOOST ADDITION

The article in the October issue regarding the Ford F-150 V-6 EcoBoost engine was very interesting. I've read other reports and tests of this engine, and I'd like to own one. However, there's a problem: the additional cost to have this engine. Depending on model and other equipment, I've been quoted between \$4,500 to \$6,000 extra for the EcoBoost engine. I think Ford has a great idea, but it seems as if its bottom line is more important than assisting the RVing public, which I have been a member of for more than 20 years. Perhaps some day things will change for the better.

Charles Jennings, Good Sam Life Member, Aberdeen, Maryland

OPERATION APPRECIATION

I want to express my appreciation to CrossRoads RV and Yogi Bear's Jellystone Park Camp Resort at Barton Lake in Fremont, Indiana, for making the special offer to our U.S. service personnel for their sacrifice, bravery and hard work. They deserve it. Thank you!

Earl Miller, CSM USA (ret), Soldotna, Alaska

KING-DOME JACK ANTENNA

I read with interest Bill & Jenn Gehr's article on installing the King-Dome JACK Antenna in the October issue. I immediately

To contribute to this column, write to 2575 Vista Del Mar, Ventura, CA 93001, or e-mail info@trailerlife.com.

ordered one and installed it following the excellent directions offered by the article. Wow! It really works as advertised. I discarded the directions contained in the box and used yours, as they were much better. Articles like this make life easier for us out here in the hinterland.

Bob Dasenbrock, Anamosa, Iowa

DOUBLE KUDOS

Dear editors of *Trailer Life* and *Motor-Home* magazines: I went through our collection of back issues of your publications to reread articles for things to see, do, and recommended places to stay. My husband and I plan to visit as many of these sites as possible. We have used

your travel features on various trips around the country and have always been pleased. Thanks for doing such a wonderful job.

Also, we recently purchased Magellan's Good Sam-inspired RoadMate Pro 9165T after reading the review of this "GPS on Steroids" by Bob Livingston in the September issue of *Trailer Life*. We have been pleased so far just using it in our cars on short trips around our state. We can't wait to take it on the road in our RV. Thanks for your mix of travel, technical and review articles in both publications. This is precisely why we will continue to subscribe to both.

Regina & Lynn Hollis, Via email

SNOOK'S NOOK



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AROUND

THE BEND

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Edited by **Marleen Canniff**

SWEET SIXTEEN

Measuring only 16 feet long and weighing in at a modest 2,610 pounds, the Ameri-Lite 16oEC is a lightweight travel trailer from Gulf Stream Coach. Its light weight minimizes environmental impact, conserves fuel and reduces travel expenses, while its features — including a full kitchen, full bathroom, dinette, bunk beds, large awning and an outdoor entertainment center with a second refrigerator — make it easy for novice and veteran RVers to enjoy a leisurely escape. Base msrp is \$10,495.

For more information, call (800) 298-8787 or visit www.gulfstreamrvtrailers.com.



FUTURE TRAVEL

Looking for a futuristic destination? As Spaceport America, the world's first purpose-built commercial spaceport, nears completion on the high desert of southern New Mexico, the age of space tourism is fast becoming a reality. Visitors can now explore the futuristic facility in depth, thanks to a comprehensive Preview Tour program introduced by the New Mexico Spaceport Authority.

The \$200 million Spaceport America project, originally featured in the November 2010 issue, offers three-hour tours that focus on British billionaire Richard

Branson's Virgin Galactic Hangar-Terminal, which is expected to receive a fleet of five SpaceShipTwo vehicles and a pair of WhiteKnightTwo "motherships" by year's end. The latter, a broad-winged four-engine jet, will lift the passenger-carrying spacecraft to an altitude of 50,000 feet and then release the rocket-powered craft for suborbital flights — some 70 miles into space. Passengers will experience near-total silence and weightlessness, and grab a sensational view of planet Earth before gliding back to the Spaceport. While the price of a

flight is sky high at \$200,000, more than 450 deposit-backed reservations have already been logged.

Ground tours originate in Truth or Consequences, shuttling guests to the remote site, 35 miles to the southeast. The guided tours are \$59 for adults and \$29 for children. Be sure to make reservations at least 48 hours in advance.

To learn more, call (866) 428-4786 or visit www.spaceportamerica.com. Check out Web Exclusives on www.trailerlife.com for extra photos of this amazing futuristic destination. — *Dave Houser*





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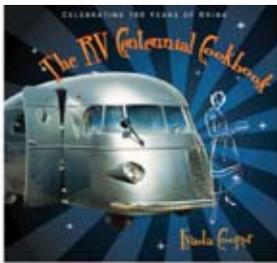


EGO BOOST

There's a lot of buzz about Ford's 2011 EcoBoost (see our test in the October issue), with its powerful direct-injected 365-hp 3.5-liter twin-turbo-charged gas engine and its impressive claim of 420 lb-ft of torque at 2,500 rpm. If that's not impressive enough, Bully Dog has successfully tuned the EcoBoost for what it claims results in maximum horsepower and torque gains of 42.9 and 55.4 respectively, making this the best gas tune the company has ever delivered. Also, users can look forward to average gains of around 33 hp and 41 lb-ft of torque, according to the company. Bully Dog is putting together a display vehicle called the Bully Dog Ego Boost for the SEMA show in Las Vegas,

November 1-4 (by the time this prints, SEMA will be underway), to show off its technological advances. The product showcase will have an interactive display station driving two actuated HDTVs that rise out of the top of a custom A.R.E. shell displaying Bully Dog's future tunes, yet another technological leap forward.

For more information, visit www.bullydog.com.



THE RV CENTENNIAL COOKBOOK

What better way to celebrate 100 years of RVing than with delicious, easy-to-prepare food that you can share with friends and family on the road? "The RV Centennial Cookbook" by Evada Cooper (TSTC Publishing, hardcover, 159 pages), a lifelong avid RVer, contains 100 recipes complemented by maintenance tips and RV-related historical tidbits from the past 100 years. For instance, did you know that Thomas Edison, Henry Ford, Harvey Firestone and former President Warren G. Harding went camping together in the early 1900s and called themselves the "Vagabonds"? We're getting hungry just thinking about "Tortilla Soup" and "My Favorite Taco Salad," both of which look super simple to prepare. The book retails for \$19.95 and is endorsed by RVIA as one of its centennial (1910-2010) promotions. It's available at Amazon and <http://publishing.tstc.edu>. — *Meaghan Alfier*

ID FOR MY RV

California entrepreneur Jon Corn has introduced a GPS-based wireless system that can be installed in an RV to provide consumer maintenance alerts, be used as a hub for an Internet-based social network and provide a "LoJack"-type service to locate the RV if stolen. Under development for almost two years, the system, called myRVIID, also has the ability to allow manufacturers to monitor the RV's location to avoid lemon-law problems while the unit is being serviced under warranty. Consumers can establish a network using a myRVIID portal that allows trips to be recorded with personal notes attached and the location of an RV to be shared with only invited family and friends. This feature is ideal for finding friends at a crowded rally. Currently, RVIID is being installed in select motorhomes and will be available for towables and directly to consumers at a later time. — *Bob Ashley*



NEWSWIRE

The Recreation Vehicle Dealers Association recently honored 32 RV brands built by 16 manufacturers with its Quality Circle Award during the RV Dealers International Convention/Expo in October in Las Vegas. To qualify for this honor, brands/manufacturers must receive at least 15 dealer responses and score 80 percent or above in overall dealer satisfaction in the association's 18th Annual

Dealer Satisfaction Index (DSI) survey. The towable brands/manufacturers that received awards are (in alphabetical order): Coachmen Freedom Express/Freedom Express LTZ; Dutchmen Aspen Trail/Coleman/Kodiak/Voltage; EverGreen RV; Jayco Eagle/Folding Campers/Jay Feather/Jay Flight/Pinnacle; Keystone Cougar/Montana/Mountaineer/Laredo/Alpine/Avalanche/Bullet/Fuzion; KZ

Coyote/Durango/Inferno/MXT/Sportsmen/Sportsmen Classic/Spree/Spree Escape; Lance Travel Trailers/Truck Campers; Northwood/Outdoors RV; Palomino Travel Trailers/Fifth-Wheels; Prime Time LaCrosse/Tracer/Crusader; and Skyline Travel Trailers. The following five towable brands received DSI Honorable Mention awards for scores of 80 percent or above in dealer

WEB EXCLUSIVE



» This month's Web Exclusives features bonus photos of the Lance 1575 and Suzuki Equator test, as well as extra photos from the Spaceport America tour.

Trailer Life editors take you inside the industry with the latest in RV news and offer a **forum** so you can ask the experts for tips on RV maintenance and new products.



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Browse through our RV Links section for additional information about the best campgrounds, services and other info from the Good Sam family.



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HOLLYWILD ANIMAL PARK

It's not often you can ride a camel — at least not in America. But you can at Hollywild Animal Park near Wellford, South Carolina, where short excursions are offered on three dromedaries. The camels are among more than 500 "exotics" from five continents that call the park home.

Hollywild also offers 30-minute Outback Safaris in converted school buses that bump over the park's 100-plus grassy acres, moving slowly through herds of free-roaming animals. Stops are frequent so visitors can hand out snacks to the emus, fallow deer, Watusi cattle and others.

The park also includes a 17-acre zoo, where animals live in fenced native habitat — among them tigers, bears, tortoises and Tank, a 6,500-pound rhino (seen in familiar commercials). Other Hollywild animals have also appeared in ads and more than 65 feature films, hence the name of the park.

Special programs include Winter Park and Holiday Lights Safari (November 19-January 1). RV parking is available, but because the lot is unpaved we recommend leaving the travel trailer at a nearby campground, such as Cunningham RV Park in Spartanburg (864-576-1973) or Creekside RV Park in Greer (864-877-1242).

For more information, call (864) 472-2038 or visit www.hollywild.com. — *Pamela Selbert*



ULTRA-LITE ENTRY

Jayco's goal was to provide an affordable travel trailer that could be towed by most family vehicles and still offer standard amenities and features not traditionally found on lightweight units. The result is its ultra-light 2012 White Hawk. This unit has deep slideouts for extra space and unique standard features including the Chill 'N Store outdoor baggage compartment with an exterior refrigerator, a large MaxView dinette window, Wide-Stance Tracker Axles for more stable towing, a thermal package with a heated and enclosed underbelly, high-efficiency furnace and water heater and more. All Jayco products are Green Certified by TRA Certification Inc. Base msrp for the White Hawk series ranges from \$24,500 to \$28,000.

For more information, call (574) 825-5861 or visit www.jayco.com.



satisfaction from 10 to 14 responding dealers (in alphabetical order): Airstream; Dutchmen Rubicon; Jayco Skylark; Skyline Ultra-lites; and Starcraft Autumn Ridge ...

Fan-Tastic Vent Co. is introducing a complete line of upgrade kits that allow RVers to take any Fan-Tastic Vent or Create-A-Breeze high-powered ventilator and upgrade it with

additional user-friendly features typically found on higher-end fans. The company says Fan-Tastic Vent upgrade kits can be installed in just a few minutes and do not disturb the exterior factory waterproof seal. **For more information** about these kit upgrades or to locate a dealer or distributor call (800) 521-0298 or visit www.fantasticvent.com.



Views from the Road

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

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

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

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

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

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

Happy travels.



Al and Mary traveling the country



RV ACTION LINE

TOTAL RECALL?

Convinced he should receive reimbursement due to a product recall, a reader asked *RV Action Line* to step in:

I tried to get reimbursement for expenses related to a brake-dragging problem that Workhorse Custom Chassis finally acknowledged in November 2007. I had two ABS sensors fail due to excessive heat generated by the dragging brake pads caused by the calipers not releasing completely on my 2002 Winnebago Adventurer 35U.

The first one was replaced under warranty, but the second had to be replaced at 19,883 miles on November 11, 2006. Workhorse repudiates all claims made before November 16, 2007, but there are reports the problem was known by Workhorse before then.

Perhaps your assistance will lead the manufacturer to acknowledge the problem existed well before the 2007 date.

Stephen P. Rusk, Elkin, North Carolina

Whenever we receive submissions that cite "reports" or, more specifically, "Internet sources," we are skeptical right off the bat. Not because we believe these claims false; actually, the Internet is a great place to find stories about people with familiar experiences and to do a bit of research. Our skepticism is this: Basically, manufacturers follow stringent recall procedures, and trolling blogs for multiple product offenders is most certainly not a prerequisite. And, just because your vehicle experienced symptoms relating to the recall, it may not even be included. Reading the fine print is key.

We wanted to see if Workhorse would help out, so we sent along Rusk's complaint. Workhorse quickly responded:

Workhorse Custom Chassis has worked diligently with its brake supplier, Bosch, and the National Highway Safety Administration to determine the final remedy. As you are aware, the Bosch brake caliper campaign has been released. Mr. Rusk has received the formal notification on the campaigns, which have not yet been completed. Based on the information provided, the ABS sensor repair does not relate to any Bosch Brake Caliper Campaign, and Rusk's vehicle's warranty expired June 2004. Therefore, Workhorse regrets it is unable to financially assist for maintenance items.

Debra Anderson,

Reimbursement Coordinator,
Workhorse Custom Chassis

BUY LOCAL

We're writing to save other RVers the aggravation we experienced after buying our new Keystone Montana fifth-wheel. Though we live in Pennsylvania, we bought our trailer from a dealer in South Carolina. We were told we could have warranty work done by any Keystone dealer but when we tried, we found that dealers generally tend to let non-customers' trailers sit until their own customers are taken care of. Lesson learned. Buy local so you can get your warranty work done.

Glenn & Gean Yauch,
Finleyville, Pennsylvania

Though the Yauchs' case may not be the rule, we agree that buying local can help ease the warranty-work process. 🗨

After exhausting all other resources without success, please forward information (typewritten only) with copies of appropriate bills and correspondence to *RV Action Line*, 2575 Vista Del Mar, Ventura, CA 93001.

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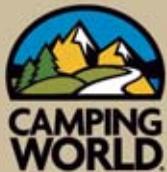
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THE OUTSIDER

by **Bruce Leonard Jr.**



THINGS CHANGE

"DURING EVERY STEP AND STUMBLE I HAVE CONSIDERED MY READERS TO BE MY TRAVEL PARTNERS."

I have written *The Outsider* (originally titled *Roads to Adventure*) for nine years and have produced more than 100 columns, four of them good (well, at least I liked them). The support I have received from readers has been fantastic and has repeatedly inspired me (I choose to overlook the death threats). I have felt privileged to share my exciting journeys and my persistent idiocy with readers who have, I hope, at least enjoyed the reads and at best pushed slightly beyond their comfort levels and tested their limits by following in my footsteps, pursuing endeavors that they never believed they would experience. I have met plenty of wonderful people along the way, and I am tremendously grateful for the adventures that *Trailer Life* has allowed me to experience. So I thank the editors, publishers and advertisers who allowed *The Outsider* to exist. This, unfortunately, is my last *Outsider* column for *Trailer Life*, as perhaps it has run its course.

I recently returned from the second of two back-to-back *Outsider* trips. The first trip, to California's Lake Tahoe region, served up such a stunning array of scenic vistas that I had to remind myself to keep my eyes on the road while driving between campgrounds along the 72-mile Shoreline Drive that encircles the lake. The region teems with golf, hiking, boating and fishing.

Yet my subsequent trip to Nebraska triggered my suspicion that I actually might have run my course. After dining in Omaha's wonderfully atmospheric Old Market district I did not suspect that soon the hospitality that the Midwest is famous for would rescue me from myself.

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User Guide

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lived up to its stellar reputation, delivering numerous challenges throughout the holes that work their way through a scenic, defunct quarry and along the Platte River.

Next up was Iron Horse Golf Club, almost within shouting distance of Quarry Oaks, and although the course is less special than Quarry Oaks, Iron Horse features the single best and most intimidating hole I've played in a long while, the 10th. Requiring a tee shot across a lake to a sliver of a peninsula that insinuates itself between bodies of water, the 10th epitomizes the frightening beauty of golf. I shot the best round of my life at Iron Horse, despite carding a nine — yes, a nine, without a lost ball or a penalty stroke — on the last hole.

About three hours east at Wild Horse Golf Club — a course that likely serves up the most golf for the least cost of any course anywhere in the Sandhills section of the state only a few miles from a KOA — I started to become weak. Thirty-six holes the day before, no problem; but by the fifth hole that day I felt dizzy.

On the seventh tee, I stumbled, and I did so again on the 10th hole. My chest had been feeling weird all morning. On the 12th hole, I reached down into the thick native grass off the fairway to pick up my Titleist, and yet there was no ball there. I had hallucinated a ball's existence. One would guess I would at least hallucinate a ball in the fairway, if not on the green ... but though I can joke now, I could not then, and I tried to tamp down the panic I felt, then slinked my way to the clubhouse.

The staff kindly fed me, filled me with liquid and eased my concerns. Then a member of Wild Horse, Dr. Carol Shackleton, walked in, asked me questions, put me at ease, drove me to her office, checked me out and determined that I was dehydrated despite my having downed two liters of water on the front nine. As she drove me back to the course, she told me that the wind could mask the heat and humidity, so I promised her I would double my liquid consumption next time — just another lesson among many I've learned on the road.

Over the last nine years I have inched my way deep inside an Alaskan glacier ("Pointed Ascent"), hurled myself off a California cliff ("Untethered"), properly learned how to cast a fly line ("Aerial Mend"), capsized my kayak in Washington's icy waters ("Wet Exit"), climbed on Devils Tower in Wyoming ("Upwardly Mobile"), been suspended on a column of air ("Outside In"), took the helm of a 36-foot sailboat in Florida ("Gales and Gusts"), raced down a frighteningly long zip line ("Fast, Eh?"), plunged down an icy chute in Maine ("Slip-Slidin' Away"), tangled with a snowboard ("Forever Youngish"), mountain biked through South Dakota's Black Hills ("Two-Wheeled Revelry"), wriggled through the world's largest cave ("Kentucky Crawl"), climbed an enormous sand dune ("Lawrence of Suburbia") and boat-ed a 100-pound halibut ("Triple Digits").

These are, of course, only a sampling of the adventures/misguided endeavors I have pursued, accompanied by various RVs, traveling companions, physical ailments and delusions. And during every step and stumble, I have considered my readers to be my travel partners. I have expanded my range of adventures to appeal to as many readers as possible. Not everyone would attempt to experience what I had, I realized, but plenty might, and occasionally I have returned to destinations to learn that RVers had carried relevant copies of *The Outsider* into establishments, saying that they wanted to experience the same adventures.

To that end, I have pointed out the mistakes I've made along the way, and yet I hope that I've managed to capture the thrills, present the fears and convey the life-affirming aspects inherent in adventurous pursuits. I hope that I've accomplished these goals while entertaining readers, making them laugh and encouraging RVers to expand their horizons. I have certainly cherished the ride, and I thank every reader who has traveled with me.

For those who would like to continue *The Outsider* journey, please email me at bluezman@earthlink.net.

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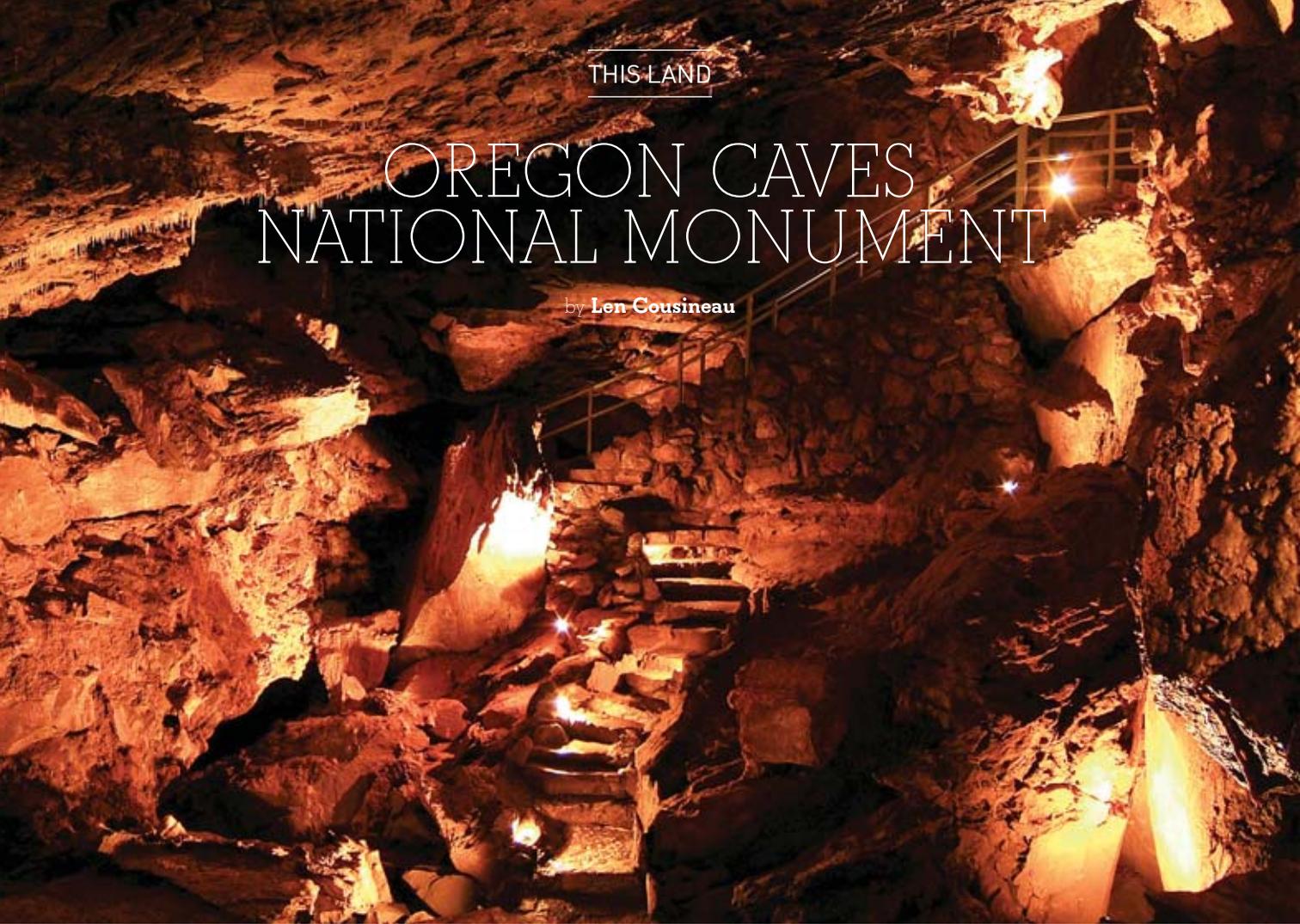
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THIS LAND

OREGON CAVES NATIONAL MONUMENT

by Len Cousineau



Travelers who want to partake of the attractions at Oregon Caves National Monument should not simply drop by this monument, located at the eastern end of Oregon Route 46, off Highway 199, near California's northern border. Instead, they should plan carefully, since tours of the cave are first-come, first-served, and the wait can be two hours long during the summer between 11 a.m. and 3 p.m. Avoiding the congestion of midday tours will likely enhance travelers' appreciation of the 90-minute general cave tour.

Yet the tour of the cave system — known as “the marble halls of Oregon” because the walls are made of marble, unlike the vast majority of the world's caves — is certainly not for everyone. Touted as being “moderately strenuous,” the tour covers six-tenths of a mile, includes more than 500 stairs, most of which are steep, uneven and wet, and requires participants to duck

and twist while walking. Consequently, people with heart, breathing or walking problems are discouraged from participating, as are people who do not like colder climates, since the cave's temperature is 44° F year-round.

Yet these conditions should not discourage most visitors from taking the cave tour. Once forewarned and properly dressed (warm clothes and good hiking shoes or boots; no backpacks, tripods or flashlights), participants who take the general cave tour may be so enthusiastic about their underground experiences that they sign up for the Off-Trail Cave Tours, which ratchet up the excitement.

Visitors need not go subterranean to enjoy this monument. Four hiking trails weave in and out of the monument's boundaries. The easiest and most popular trail is the Cliff Nature Trail, which crosses part of the mountain in which the cave lies. And the most ambitious hike is the Big Tree Trail, which follows a 3.3-mile loop and gains



1,100 feet in elevation.

Although the monument offers no camping, visitors can stay in the rustic, historic Chateau or simply take a free 45-minute tour of this fantastic property.

Entrance to the monument is free, though most tours require fees. The last day of operations for the monument is the first Sunday in November. Cave tours are not offered from then through late March. 🚗

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Embrace the Mo

text and photos by **Donna Ikenberry**



Mojave

Where the sand dunes sing, treasures appear and desert mysteries unfold

Embrace the wind! That's what I saw a woman doing on a windy day in Mojave National Preserve. It wasn't as windy as it would get that night when RVers remained snug in their rigs and tents battled with flattened tents, but it was windy enough to be annoying. I watched amazed as the young woman opened her arms to the wind, embracing it as she hiked the Rings Loop Trail.

My husband, Mike, and I embrace much of Mojave National Preserve, making visits in spring and fall. While in the preserve we camp, hike trails, take long drives on park roads, search for and photograph wildflowers in spring, and during both seasons we quest to see wildlife.

A person could spend years exploring Mojave National Preserve. Designated such on October 31, 1994, as part of

the California Desert Protection Act, the preserve holds 1.6 million acres, most of it located deep in the heart of the Mojave Desert. Almost half of the preserve, which ranges in elevation from 800 feet near Baker to 7,929 feet on top of Clark Mountain, is designated wilderness.

Mojave National Preserve is the third largest unit of the National Park System in the contiguous United States. Only Death Valley and Yellowstone national parks are bigger. Because of its size, you won't be able to see the entire park in one day, so it's best to spend several days in the preserve or make subsequent visits.

Fortunately, Mojave National Preserve is very accessible. If you drive Interstate 15, a major route that links Las Vegas and Los Angeles, or if you drive Interstate 40, which links Barstow with Flagstaff and points east, you'll see the

signs for the preserve.

There are paved, primary roads to explore, as well as unpaved roads. The preserve is most accessible if you have 4WD. We don't have high clearance or 4WD, so we stick to the main roads, starting our drive from I-15 to I-40, via 56-mile-long Kelbaker Road. Along the way we stop to photograph Joshua trees and the Cinder Cone Lava Beds area.

On one of our visits we stopped for lunch at The Beanery in the Kelso Depot Visitor Center. After being closed for nearly 25 years, The Beanery reopened on March 20, 2009. Back in the old days, in 1944, a typical prime rib entrée — including soup, salad, beverage and dessert — cost about \$1.25. You won't find those prices or items today, but you will find a variety of salads, sandwiches, hot dogs, soda pop, milkshakes and fruit smoothies.

Forests of Joshua trees give Mojave National Preserve a character all its own.





Hiking the Mojave area is a popular activity, be it over the sand on Kelso Dunes or through the rocks on the Rings Loop Trail.

Kelso Depot Visitor Center has a wonderful museum worth exploring. During our visit we checked out the wildflower photography of Terry Ellis and enjoyed her unique perspective on life in the desert.

In the heart of this desert landscape, you'll find two campgrounds: Hole-in-the-Wall (HITW) Campground and Mid-Hills Campground. HITW is recommended for RVs up to 33 feet, although there are a few pull-through sites that can accommodate longer RVs. Mid-Hills Campground's sites are more intimate, best for tents, camper vans, small motorhomes and truck campers. It's nestled among some pinyons and junipers, though much of it burned in 2005.

On our first visit we entered the pre-

serve from the south via Essex Road. En route to HITW Campground, where we were based for a couple of days, we stopped by adjacent Providence Mountains State Recreation Area and Mitchell Caverns Natural Preserve, which have since closed indefinitely. Most of our days were spent outdoors exploring many of the preserve's trails. We stopped at the Zzyzx (pronounced zye-zix) parking area, five miles south of I-15 on Zzyzx Road, and walked the short loop around Lake Tuendae. We hoped to find lots of bird life, but we struck out. However, we enjoyed the palm trees, of which there are three varieties: California fan, Mexican fan and date palms.

We spent time at developed campgrounds, but we also enjoyed roadside

camping, permitted in certain areas. You'll find a list of designated sites in the park newspaper, all of which are near paved, graded and two-track roads.

We enjoyed roadside camping near Teutonia Peak. After settling in, we hiked a little more than three miles round-trip from our site to near the very rocky top of Teutonia Peak. Along the way we marveled at the world's densest Joshua tree forest and enjoyed see-forever views of the surrounding area.

We hiked a favorite trail, the Rings Loop Trail, at the HITW Information Center near the campground. It was on this hike where we discovered the mystery of how Hole-in-the-Wall got its name. If you also decide to hike through Banshee Canyon, then you, too, will know. We

The desert tortoise, coyote and black-tailed jackrabbit are among the commonly seen desert wildlife in the preserve.



More on Mojave

The preserve doesn't charge an entry fee and is open year-round, but the best times to visit are spring, fall and winter because temperatures soar in summer. The best time to see wildflowers is from mid- to late-March at lower elevations, although it depends on the amount and timing of winter rains. Joshua trees, Mojave yuccas, and banana yuccas all produce massive blooms late in the spring.

Mojave National Preserve is a great place for those traveling with pets. Leashed pets are welcome and allowed on trails. Be sure to pick up after them. If you want a campfire you'll have to buy your firewood and kindling locally. Campfires are allowed in fire rings and other established sites.

Water is available at Kelso Depot Visitor Center, Hole-in-the-Wall Information Center, HITW and Black Canyon (equestrian and group) campgrounds, and Mid-Hills Campground. There are no gasoline stations within the preserve.

Kelso Visitor Center is open daily (except Christmas) from 9 a.m. to 5 p.m. Hole-in-the-Wall Information Center is open seven days a week from 9 a.m. to 4 p.m. in winter (October through April) and Friday through Sunday, 9 a.m. to 4 p.m. in summer. The Headquarters Information Center in Barstow is open Monday through Friday from 8 a.m. to 4:30 p.m. For more information contact Mojave National Preserve at (760) 252-6100 or check out www.nps.gov/moja.

ascended the narrow canyon by using metal rings mounted in the rock. We also saw some petroglyphs along the way.

We learned a bit of history while hiking Rock Spring Loop Trail. The one-mile loop starts at the Rock House. It was constructed by Bert Smith in 1929. He came to the area after being exposed to poison gas in World War I. He was told he didn't have long to live, but the dry desert air was so beneficial he lived another 25 years. The trail passes the house, now closed, and continues to Rock Spring, one of a series of springs that dot the Mojave Desert. Exhibit signs near the springs tell of the Mojave and Chemehuevi Indians who once lived in the area. They also describe Camp Rock Spring, an army outpost active in the 1860s.

Always in search of wildlife, we spent days hoping to see a desert tortoise until one afternoon we discovered one walking near Kelbaker Road. We spent about an hour with the treasure, watching it move, watching it do nothing, just admiring the creature for being there. Desert tortoises are both state and federally listed as threatened. If you find one please don't touch, just marvel that you were privileged to see it.

Another time we camped roadside across from Kelso Dunes, where we had an awesome view. During our dunes hike we found more treasures in a Mojave fringe-toed lizard, a type of snout beetle, and grasses growing on the dunes. About three miles up and back,



The Desert Studies Center in Zzyzx is home to Lake Tuendae.

the climb up the dunes was a little steep at times, but the views were worth any effort needed to get to the top.

We had heard that the dunes could sing, but we honestly forgot all about it until they started singing. I was immersed in the light and grass and sand, just looking for possible photos to take when we first heard them. We were descending the steeper, west ridge, where no one had hiked for a while, when we heard it.

At first we both thought there was a jet flying over, and then we remembered that these dunes can sing. Mike kicked the dunes, we saw them avalanche, and we heard the sound again — a low hum, a jet-like sound. It was the singing of the dunes.

Whether embracing the wind, listening to sand dunes sing, or watching mesmerized as a desert tortoise happens by, Mojave National Preserve is a magical place to visit. 🚗

During the Civil War, Camp Rock Springs was one of the most comfortless army posts in the West, and so it was abandoned until 1929, when Bert Smith built this Rock House.



The Blue Volcano

RVing to Crater Lake National Park is like finding a blue gem tucked away in southern Oregon's wilderness

text and photos by **Denise Seith**

A child might use a simple word to describe southern Oregon's Crater Lake — blue. Artists might try to more precisely portray the color as azure, navy or indigo. But whether you label it cobalt or cerulean or stunning sapphire, everyone agrees that Crater Lake is the bluest blue they have ever seen. Especially on a sunny day, neither seasoned travelers nor first-time visitors will likely forget their first breathtaking view of the vivid hue.

In addition to its indescribable hue, Crater Lake's rich diversity makes it an unbeatable Northwest RV destination. Camping, hiking and narrated boat tours keep active outdoor enthusiasts happy; 750,000 years of volcanic history surrounding the lake amazes geology buffs; a wilderness filled with animals and birds pleases nature lovers and photographers; and a fine dining restaurant, snack bar and gift shop pamper those who prefer to enjoy their wilderness through a window. Yet what makes this area such a marvelous destination is getting outside and experiencing the many activities surrounding this lake and taking in its view from every angle.

At a maximum depth of 1,943 feet, Crater Lake is the deepest lake in the country — ninth deepest in the entire world — and is uniquely situated in the caldera of a dormant volcano. And as for its rich blue color, Crater Lake is actually crystal clear. The beautiful blue results from the way light is absorbed

Wizard Island is a cinder cone that grew from the bottom of the caldera after the collapse of the volcano.

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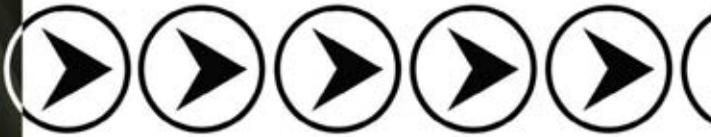


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Crater Lake National Park

as it passes through the water, as both blue and indigo light are bounced by the water molecules from the depths of the lake and back up to our eyes. The level of the lake rarely fluctuates, as no streams or rivers run into or drain out of it. It's fed entirely by snowfall and rainfall, which averages about 792 inches per year (528 inches of which are snow).

Geologists know that Crater Lake's 6-mile-wide caldera was formed when Mount Mazama collapsed following a cataclysmic eruption some 7,700 years ago. Originally formed layer by layer, lava flow by lava flow, over hundreds of thousands of years, Mount Mazama is believed to have once reached 12,000 feet above sea level. However, the mountain metamorphosed rather rapidly during the last violent volcanic eruption, resulting in the 3,000-foot-deep caldera that eventually filled with heavy snows. Once melted, all that snow became Crater Lake.

The Klamath and Modoc Native Americans, who have lived in present-day southern Oregon for thousands of years, provide a more vivid tale of Crater Lake's creation. There are many oral histories about Crater Lake and how it was created. One particular legend tells of two chiefs pitted in a fiery battle — Llao of the Below World and Skell of the Above World. Their conflict began when Skell's daughter did not return Llao's professed love, and ended with the destruction of Llao and his home, which was Mount Mazama. Bereaved followers of Llao shed many tears over the loss of their chief. Those tears became Crater Lake.

Because prehistoric Native Americans believed Crater Lake was so sacred that to even see it could result in death, the local tribes did not visit the caldera nor talk about it to outsiders. Their fear, coupled with the lake's remote location, caused Crater Lake to remain an unintentional secret for a very long time. Not even early pioneers or explorers such as Lewis and Clark found it. In fact, it wasn't until about 150 years ago that Crater Lake was accidentally discovered — prospectors searching in vain for a lost gold mine instead stumbled upon a brilliant blue gem tucked into the wilderness. They deemed it Deep Blue Lake. It changed names throughout the years, from Blue Lake to Lake Majesty to today's Crater Lake.

Thanks to the efforts of William Gladstone Steel, a man who devoted his life and fortune to the lake's establishment and preservation, President Theodore Roosevelt signed a bill on May 22, 1902, that set aside Crater Lake and more than 180,000 forested acres as the nation's sixth national park. At the time it was no easy task just reaching the park. The earliest visitors traveled for days by horseback or wagon over tortuous roads just to reach the park boundary, finding no amenities once there. By 1905, a steep road led up to the south side of the crater's edge, the lodge was built in 1915, and Rim Drive in 1918. Crater Lake National Park today has paved roads, modern amenities and much more.

Your first stop inside the park should be the Rim Village Visitor Center (open June through September) or the Steel Information Center (open year-round). Helpful park rangers as well as printed maps and brochures point out park amenities, provide details about the lake, and generally help visitors get the most from their visit to Crater Lake National Park. Throughout the summer, ranger-led interpretive programs and evening campfire programs also provide visitors with a deeper understanding and appreciation of the park and all its varied features.

Rim Drive encircles Crater Lake and is 33 miles of pure scenery. The viewpoints and picnic areas along the way present new vantage points from which to view the spectacular blue water and study the geologic formations — Wizard Island and Phantom Ship — protruding from the lake's surface. Although many of these viewpoints are technically "obstructed" by sub-alpine conifers (evergreens that bear cones) — mostly mountain hemlock, red fir and varieties of pine — the ancient wilderness itself is spectacular and home to many birds and animals.

Rim Drive is closed in winter due to heavy snow, but can partially reopen as soon as April, and be completely drivable again by early July. Snow piles are not uncommon even in August, and snow usually closes the road toward the end of October. Motorists share the road with bicyclists, so please drive carefully.

Along Rim Drive (and from both visitor centers), there are ample opportunities to stretch your legs on a hike or two. A variety of trails — from easy 15-minute strolls to strenuous steep climbs requiring hours — provide opportunities for a bird's-eye view of the lake and sweeping panoramas across

Historic Crater Lake Lodge has 71 guest rooms and a gorgeous dining room that overlooks the lake — reservations are required for dinner. To see some breathtaking vistas, RVers should take advantage of the viewpoints and picnic areas found along the paved route.





Spur roads branching off Rim Drive lead to backcountry travel and distinctive volcanic spires.

the caldera. You'll see the neighboring Cascade Mountain peaks of Three Sisters, Mount Shasta, and Mount Thielsen, and many trails pass through colorful wildflower meadows where glimpses of small animals (including elusive pikas and marmots) are possible. Hikers may get lucky and see deer, elk or even a majestic bald eagle. In this setting, binoculars and a camera are as important to carry as water and sunscreen.

Crater Lake's popular boat tours are a highlight if you don't mind a trek to the bottom of a steep switchbacking Cleetwood Trail. This is the sole route to reach Crater Lake's shoreline, and it's well worth the requisite exercise. Ranger-guided boat tours sail to Wizard Island, where passengers can disembark and catch a later boat back. This stop is well liked by hikers wishing to head up the spiraling trail toward the small crater on Wizard Island's summit. For those less adventurous, another tour takes visitors for a two-hour cruise around the lake. Tickets can be purchased in advance by calling (888) 774-2728 or at the computer kiosks in Crater Lake Lodge and Annie Creek Gift Shop, or at the Cleetwood Cove Trailhead kiosk. Bottled water, sundries and other small items also can be purchased at the kiosk or the boat shack, but be sure to take your own warm jacket and sunglasses to ensure an enjoyable boat tour. No services are available at the dock.

Fishing for trout and salmon from the Cleetwood boat dock is another favorite pastime, especially since there is no fishing license required and no fees, but only artificial bait is permitted. Fish were introduced into Crater Lake in 1888, but in an effort to preserve the lake's natural system, they are no longer stocked. So be sure to have a backup plan in case supper doesn't find its way to your hook!

Even if you're staying in the park's campground, be sure not to miss a peek inside Crater Lake Lodge or enjoy a meal in its restaurant. Built in an ideal spot near the edge of the

caldera wall overlooking Crater Lake, the lodge was extensively renovated in 1995 after being closed for six years. Fortunately, many of the original materials were salvaged for the restoration, so the historic lodge appears today much as it did in the 1920s. Its 71 rooms and fine-dining restaurant operate mid-May through mid-October. One of the best views of Crater Lake is from the seat of a wooden rocking chair on the lodge's porch.

From October through June, the park turns into a snow-covered wonderland. But even during the long, harsh winter, Crater Lake National Park still provides visitors with a phenomenal outdoor experience. Trails and unplowed roads provide cross-country skiers, snowshoers and snowmobilers with access to breathtaking views, open slopes and dense wilderness. Ranger-led interpretive snowshoe walks begin in the Rim Village area every weekend from Thanksgiving through the end of April, weather permitting.

No matter the season, Crater Lake National Park leaves a lasting impression on guests and locals alike — so much so that it has been commemorated on the 2005 Oregon state quarter and on specialty Oregon vehicle license plates. A trip to this blue volcano provides not only a chance to experience the brilliance of the lake, but also the splendor of its surroundings. But there's still one challenge for park guests, and that is deciding the exact tint — azure, cobalt, indigo, sapphire, navy or just plain blue — that best describes this remarkable lake. After all, there are sure to be many picturesque postcards mailed back home. 📷

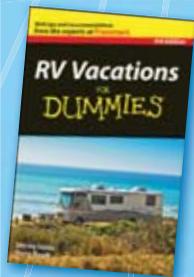
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User Guide

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Evergreen State Stay



Cozy and secluded campsites are tucked away next to a million and one things to do in Olympia, Washington

by **Sheryl Harris**

If you're an antiquarian, The Second Hand Rose is a good reason to visit. Sand Man was first launched in 1910, making it one of the oldest tugboats on Puget Sound.

Make yourself comfortable once you arrive in Washington's capital city, because Olympia is like one big happening neighborhood for RVers. It's a well-known fact that the Pacific Northwest is one of the most beautiful places in the world, and with acres upon acres of beautiful parkland holding wonderful campgrounds to base your stay — all placed among museums, a farmers' market, the Capitol Campus, Puget Sound waterfront recreation and shops and so much more — you'll never get bored.

My sister has lived in Olympia for more than a half century, so she made a great tour guide when I arrived there. Between her and the city itself, there's no way I could fall victim to boredom. This city truly is an amazing place, buzzing with the activity of a metropolis and alive with the enthusiasm and camaraderie of a small town.

The areas surrounding Olympia are no less inspiring. The Olympic Mountains, surrounded by the Olympic National Forest and its three rain forests, can often be seen to the northwest and

Mount Rainier to the southeast. Mount Saint Helens is a bit farther south. Ski slopes are within easy driving to the east, and saltwater shorelines and freshwater rivers, lakes and streams are everywhere.

The weather is remarkable — people "remark" about it all the time. There's no denying the gray flannel skies and their silvery pinstripes of rain that cover the area so much of the time. The area gets about 50 inches of precipitation annually. Distribution looks like a Bell curve with about eight inches in each of the winter months and an inch in July.

As I write, my sister talks something about sissies and rain as she stirs sugar and cinnamon into a bowl of freshly sliced apples.

Locals dress for the weather and go do what they were going to do anyway. But on any sunny day, no matter the temperature, people are out walking their dogs, enjoying public parks, window shopping, shooting hoops or gardening — anything to take advantage of the rare sunshine.

People referring to Olympia may



Olympia, Washington



Northwest Trek Wildlife Park allows visitors to see bison, elk, moose, bighorn sheep, mountain goats and more from a heated, enclosed tram. Percival Landing is one of Olympia's three waterfront parks.

mean either the city itself or an area that includes what once was three distinct towns: Olympia in the center, with Lacey and Tumwater on either side, forming a horseshoe shape.

Olympia's waterfront has played an important role since the town's inception. In its early days, the only way for politicians to come to Washington was by ship. Ships anchored in the bay and passengers were ferried in by small boats because of the extensive mud flats. Eventually the waterfront became a thriving industrial area, and such famous companies as Olympia Canning, Olympia Beer and Olympia Knitting Mills shipped their goods from there. Now the area offers boat slips, restaurants and parks, as well as the working waterfront. A boardwalk a mile or so long entertains and informs with works of art and interpretive displays along the waterfront now named Percival Landing.

The Capitol Campus is much more than a collection of buildings. It sits on 12 acres of grounds designed by the fa-

mous Olmsted Brothers. Tours of the magnificent rotunda among other sites are available.

Heritage Park encompasses an area from the Capitol Grounds hilltop down to Percival Landing on the waterfront. It is by no means a tourist-trap area. Locals can be seen enjoying the area throughout the year, regardless of the weather.

Looking toward Budd Inlet from the Capitol Campus, you will see Capitol Lake Park. The lake itself is a lovely, giant reflecting pool for the Capitol building, and walking around the lake is a fine way to get a little exercise while enjoying the view.

A few blocks closer to the waterfront, Heritage Park Fountain's 47 randomly playing waterspouts attract swim-suited frolickers in the summer.

If you're feeling a bit romantic, you may want to cross the street to The Oyster House for dinner. It was originally an oyster shucking plant, but is now a popular waterfront dining venue.

Next door to the Oyster House is



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Works of art are everywhere, in galleries, businesses, private homes and public places all over the city.

Bayview Thriftway, a mild-mannered market that actually houses a Superman of a culinary school, and the things the students make are absolutely mouthwatering. I know, because you can choose them from a large display case. It makes for a perfect picnic lunch to go, or to take upstairs and eat while you look out over Budd Inlet.

Works of art are everywhere, in galleries, businesses, private homes and public places all over the city. One of the most popular works of art is "The Kiss," located on the boardwalk between the Oyster House and Childhood End's Gallery. It is one of more than 80 pieces of public works of art gracing the city from Percival Landing to the Capitol Campus. Even gardens are works of art. See for yourself at the Yashiro Japanese Garden honoring Olympia's sister-city of Yashiro.

"Did you tell them about the rose garden?" my sister asks as she slides the pies into the oven.

The Centennial Rose Garden features more than 300 roses, many grown by early area settlers. There are others as well, including the 80-acre Monarch Sculpture Park with its hedge maze, bird and butterfly sanctuary, and sculptures. It's open year-round from dawn until dusk.

Look over the shoulders of "The Kiss," and you are likely to see the vintage tugboat, Sand Man. First launched in 1910, it is one of the oldest tugboats on Puget Sound. The restored tug is now permanently moored at Percival Landing, open to the public Saturday and Sunday from 10 a.m. to 3 p.m.

The Farmer's Market is a destination location all its own between April and December. Located just off the water in



"The Kiss," a cast-aluminum statue by Richard Beyer, adorns Percival Landing.

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Olympia, Washington

downtown Olympia, its locally grown produce and flowers along with hand-crafted items from pottery to silver draws tourists and locals alike to just look, or to purchase. Of course there is food of many ethnic varieties, live music and entertainment.

Mmmmm, just smell that coffee! It's from Batdorf & Bronson Coffee Roasters. On roasting days, coffee perfumes the whole area near the Farmer's Market. Coffee lovers can enjoy the tasting room and its large window looking out onto the roasting room. You'll see the trademark Dancing Goats out front. Be sure to ask about the Dancing Goats legend.

Sylvester Park is a tiny park with a big history, starting as an open public square in 1850 when the town was platted by founder Edmund Sylvester. It's also been a grazing area for cattle, the location of a blockhouse for protection from Indians (which later became a jail) and, finally, an official park in 1893.

A little way outside of Olympia, Latin's Country Cider Mill continues to press cider every week and make a lot of other yummy delights such as turnovers and pies as they have since 1976. Everything is natural and homemade. For the kids there is an annual Easter egg hunt, haunted house, pumpkin patch and so on. What's available varies with the season, as it would with any farm. But do get there early for the cider doughnuts. Take my word, they're well worth the effort!

Enjoy 3,000 acres of land and water with four miles of hiking trails, kayaking and canoeing access, photography blinds, and plenty of wildlife to observe at the Nisqually National Wildlife Refuge. It's one of Washington's most important heron rookeries, and birders



Busek Auto Museum in Galvin, Washington, has lots of old cars and trucks to check out.

will appreciate waterfowl, songbirds, raptors and coastal wading birds that nest and live there.

Wolf Haven is a wonderful place to visit. My favorite time of the year is summer when they have Howl-Ins. You can go spend the evening howling with the wolves. Wolf Haven's mission is "working for wolf conservation" by protecting wild wolves, providing sanctuary for captive-born wolves, promoting wolf restoration in historic ranges and educating the public on the value of all wildlife. Five RV sites are available. Reservations must be made and paid ahead of time. Go to www.wolfhaven.org/camping.php for more details.

Another must-see is the Olympic Flight Museum, which houses an extensive collection of airworthy warbirds from World War II through the 1980s. Visitors can climb aboard two static display units, the 4H-1 Huey and the T-28 Trojan, a late 1950s trainer. The museum hosts events such as the Military Collectible Show & Tell in early spring, a Paper Airplane Flight School for kids every winter, and Santa helicopters during the first couple of weeks of December. The museum's location at the Olympia Airport allows planes to be exercised regularly. If you're fortunate, you'll get to see one in the air.

Voodoo Venum, an AH-1S Cobra, is among many specials at the Olympic Flight Museum.

Cabela's two-story lodge-style outfitter's emporium in Lacey provides all you might need for any safari. Or, if tall tales without the bother are your style, just photograph the magnificently taxidermied wildlife.

My sister is looking over my shoulder. "What about the casinos?" she asks.

Well, the four in Thurston County are Lucky Eagle in Rochester, Little Creek in Shelton, Nisqually Red Wind in Yelm, and Hawk's Prairie in Lacey.

"You forgot the Hands-On Children's Museum and the golf courses. What about the Washington Center for Performing Arts and all the things that appear there? Oh! And what about the 625 acres of Mina Mounds. Did you get Second Hand Rose and the other 20 antique shops? And there's that 93-mile-long Wonderland hiking trail around Mount Rainier."

I turn and look at my sister. She looks at me. "I'll just check the pies in the oven," she says. ☺



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Columbus Park at Black Lake, (866) 848-9460, www.columbuspark.net.

Olympia & American Heritage Campgrounds, (360) 352-2551 (Olympia), (360) 943-8778 (American Heritage), www.americanheritagecampground.com.

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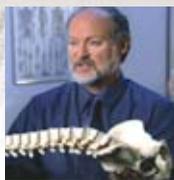


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MORRO BAY MAGIC

This Central Coast seaside village is enchanted with a natural bay habitat and perfectly mild weather any season

Along the rocky shoreline, peregrine falcons dive for birds. Inches from my rented kayak, a sea otter rests on a sand spit then scurries into the bay upon spying me. Thousands of northern elephant seals lie about 30 miles up the coast at Piedras Blancas. We just can't seem to get enough of the Morro Bay, California, area.

About halfway between Los Angeles and San Francisco, Morro Bay is known as the "Heart of the Central Coast." My husband, Mike, and I have made quite a few trips in our RV to this area, as it makes for an easy drive from Los Angeles, which is where we usually spend the holidays. This year we'll be with my folks again, and after our visit we'll head up north for some more Morro Bay magic.

It's a busy place during the summer, so a visit in the other seasons offers less crowds, which makes it easier to get around and spy on wildlife. Daytime activities are seemingly unlimited. Here you can fish, sail, surf, windsurf, golf, play tennis, jog, hike, bicycle, walk, paddle a canoe or kayak, row a boat or search for birds and other animal life. But if you prefer the indoors, you'll love the shops, museums and library. And on cold, cloudy days you can always hop in your RV for a drive and explore the coast.

We always marvel at Morro Rock, a 576-foot ancient landmark that is a reserve for the peregrine falcon. The most northerly in a string of extinct volcanoes properly known as the Nine Sisters or The Morros, Morro Rock was named by Juan



Rodriguez Cabrillo, during his voyage of discovery up the California coast in 1542. Some say Cabrillo named the rock El Moro because it bore resemblance to the head of a Moor, people known for the turbans they wore.

Once surrounded by water, Morro Rock itself provided stones for the breakwater leading to it. In the late 1800s, quarry workers earned up to \$2.75 a day, working 10-hour days crumbling the giant rock. Between 1880 and 1963, workers removed more than a million



A hiking trail off this 18-hole golf course unfolds spectacular views of the Pacific. With an abundance of campgrounds offering ocean vistas, mountain views and forested landscapes, finding the perfect site to park your RV is no problem in the Morro Bay area.

tons of rock. Finally, in 1963, conservationists called for an end to the destruction and today Morro Rock is a State Registered Landmark.

Although you can't climb on the peak, it's a fun place to scan for bird life. A walking path from the Embarcadero (waterfront) along the bay to the sea is popular, and it passes Morro Rock. From the Embarcadero, where we always

watch for fishermen unloading the day's catch, we mosey along watching gulls and pelicans beg for a tidbit or two. En route to Morro Rock, we often observe sea otters and sea lions. If you'd rather spend your time along the Embarcadero, you'll find a multitude of stores with everything from saltwater taffy and squid to rare shells. Many fine eating establishments are also in the area, most

of them specializing in fish and chips.

Wherever you go in this waterfront city, you're bound to notice its abundant bird life. The Morro Bay estuary boasts more than 250 species of birds, with more than two dozen threatened and endangered species. An important stop-over on the Pacific Migratory Flyway, which spans the length from Alaska to South America, you'll find everything



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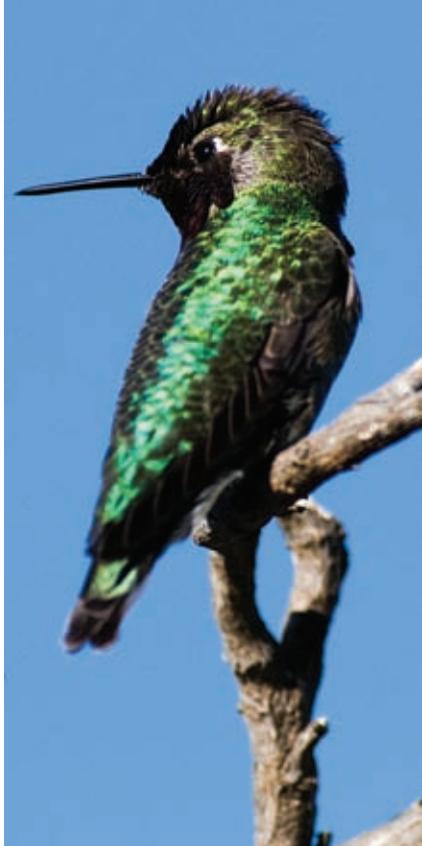
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Visiting the bird-viewing sites at the Morro Bay Estuary will keep your gaze for hours. The winter season is the best time to witness the area's monarch butterfly migration.

from hummingbirds to pelicans to numerous shorebirds.

Morro Bay State Park is an excellent place to base your visit. There's an 18-hole golf course with spectacular views of the Pacific, a marina and café, and a hiking trail leads to a terrific view from atop Black Hill.

While at the state park, be sure to visit the Museum of Natural History. It offers bird displays and includes exhibits about Native American history. It's an easy walk northwest of the museum to the Heron Rookery Natural Preserve. Located in a grove of eucalyptus trees, this is one of California's largest great blue heron rookeries. Nests are active between February and June. Other nesting birds include cormorants and great egrets.

And if flying creatures are what interests you, then a visit to the Natural History Museum in Morro Bay is an excellent resource to learn about the monarch butterfly migration that takes place here from early October through March. Monarchs form dense clusters



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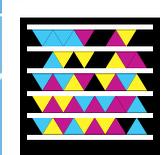
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Contents



on trees, each creature hanging with its wings down, covering the animal below it. Like shingles on a roof, this method provides the butterflies some shelter from the rain and it keeps the group warm. It's a wonderful sight to see.

From Morro Bay, it's an easy drive south to Montana de Oro State Park, or go north to Hearst Castle. Montana de Oro State Park encompasses more than 8,000 acres and consists of seven miles of shoreline. Hearst Castle is a beautiful, 28-mile drive north and worthy of a visit.

Also just north of Morro Bay is Morro

Strand State Beach. It has a campground that rests behind a series of small sand dunes that provide protection from the brisk prevailing winds that usually kick up in the afternoon. Hot showers aren't available, but the cold-water outdoor showers are great for rinsing off sand.

Traveling up the California coast is just like a National Geographic tour for us. On our last visit we observed an assortment of gulls, shorebirds, sea otters, sea lions and a few harbor seals. We even saw gray whales migrating

south, on their way to Baja.

Best of all, we found a massive herd of elephant seals — 16,000 seals spend time here during the year — hauled out on the beaches at Piedras Blancas, located north of San Simeon. One of the most wonderful things about the elephant seals at Piedras Blancas is that they are easy to view — you just drive up in your RV and look out the window.

Morro Bay is truly a magical place to spend time and explore. Visit in your RV, and you'll make Morro Bay magic of your own. 🚐



FOR MORE INFORMATION

Hearst Castle, (800) 444-4445, www.hearstcastle.org.

Morro Bay Chamber of Commerce, (800) 231-0592, www.morrobay.org.

Morro Bay State Park, (805) 772-7434, www.parks.ca.gov.

Piedras Blancas (Elephant seals), (805) 924-1628, www.elephantseal.org.

RUNNING W

THE LANCE 1575 TRAVEL TRAILER AND SUZUKI EQUATOR PICKUP

text and photos by **Chris Hemer**



It wasn't long ago that the term "downsizing" carried with it somewhat negative connotations. It suggested that you were either too old or too poor (or both) to have a big RV anymore, and so were forced, begrudgingly, into something small and inexpensive that you were just going to have to make do with. These days, however, nothing could be further from the truth. Today, a number of RV manufacturers have focused their energies on producing purpose-built rigs that have been designed from the outset to deliver clever features in a small, well-built rig that makes you feel smart — not cheap — for purchasing it.

Lance Camper knows a thing or two about putting good things in small packages. After all, as one of the premier manufacturers of truck campers, compact comfort is the name of Lance's game. So when the company made the decision to introduce its own line of travel trailers a few years ago, we knew we could expect clever use of space, good build quality and

generous feature content.

As the smallest of six travel trailers in Lance's lineup, you might wonder how livable our tester, the 1575, could be. With just a single axle and an overall length of less than 20 feet, our old expectations of a stripped-down "penalty box" couldn't help but resurface. But one look inside laid all doubts to rest. What's this? An electric slideout room? Yes, with a very roomy U-shaped dinette in it as well. Not to mention a queen-size bed up front, a flat-panel LCD television, a stereo and a warm, inviting interior decor. Our trailer was also fitted with some very useful options, such as a power awning (\$754), microwave oven (\$210) and a Fan-Tastic powered roof vent (\$215). It even has an instantaneous water heater that comes standard. Yeah, we could definitely get used to this.

Clearly, Lance put many thoughtful features into this trailer — not the least of which was a 3,500-pound gvwr. Look at the tow ratings for most small SUVs, minivans and pickups, and

WITH GIANTS

UP PROVE THAT GOOD THINGS CAN COME IN SMALL PACKAGES



One look inside and it's apparent the 1575 is livable, with its open floorplan and full galley, optional flat-screen TV with entertainment center and ample storage space — all enveloped in Lance's new interior decor for 2012, a look that draws all of its inspiration from nature.



EQUATOR CREW CAB 4WD

MPG, SOLO: 22.9; **TOWING:** 12.8

0-60 MPH, TOWING: 15 sec

40-60 MPH, TOWING: 10 sec

ENGINE: 4.0L V-6

HP: 261 @ 5,600 rpm

TORQUE: 281 lb-ft @ 4,000 rpm

TRANSMISSION: 5-speed automatic with overdrive

AXLE RATIO: 3.36:1

FUEL CAPACITY: 21.1 gal

TIRES: P265/75R16

SUSPENSION: Independent front/leaf spring rear

BRAKES: Four-wheel disc brakes

TOW RATING: 6,100 lb

GROSS VEHICLE WEIGHT RATING: 5,600 lb

GROSS COMBINATION WEIGHT RATING:

11,133 lb

WEIGHT AS TESTED: 4,940 lb

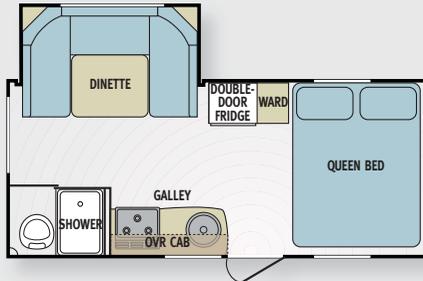
LENGTH: 17' 3"

WHEELBASE: 125.9"

MSRP, BASE: \$27,825

MSRP, AS TESTED: \$28,745

BASIC WARRANTY: 3 yr/ 36,000 mi



LANCE 1575

EXT LENGTH: 19' 6"

EXT WIDTH: 7'

EXT HEIGHT: 9' 9"

INT WIDTH: 6' 10"

INT HEIGHT: 6' 6"

CONSTRUCTION: Aluminum frame floor, ceiling, walls; laminated floor and ceiling, one-piece fiberglass roof, block-foam insulation

FRESHWATER CAP: 26 gal

BLACK/GRAY WATER CAP: 25 gal

LP GAS CAP: 5 gal

WATER HEATER: Instantaneous

REFRIGERATOR: 5 cu ft

FURNACE: 18,000 Btu

AIR CONDITIONER: 13,500 Btu

CONVERTER: 45 amp

BATTERY: Supplied by dealer

TIRES: Radial ST205/75R14

SUSPENSION: Leaf spring

WEIGHT: (freshwater, water heater, LP-gas full; no cargo): 3,200 lb

HITCH WEIGHT: 280 lb

AXLE WEIGHT: 2,920 lb

GROSS VEHICLE WEIGHT RATING: 3,500 lb

GROSS AXLE WEIGHT RATING: 3,300 lb

CARGO CARRYING CAPACITY: 300 lb

MSRP, BASE: \$20,994

MSRP, AS TESTED: \$23,952

BASIC WARRANTY: 12 mo



Although the front seats of this Crew Cab are comfortable, the rear-seat passenger space isn't exactly roomy; however, there's just enough room for leg clearance.

you'll find a great number of them have a 3,500-pound tow rating. This made the Lance a perfect candidate for a small pickup like Suzuki's Equator. Available in several different models, we selected the Crew Cab shortbed with the strong-running 4.0-liter V-6 and 4WD. This truck has a 6,100-pound tow rating, which leaves us plenty of reserve for climbing hills, passing trucks, etc. Plus, it continues on the "less is more" theme of our combo, with four doors and room for five in a small, easy to maneuver platform. Of course, it should come as a surprise to no one that the Equator is a re-badged Nissan Frontier — but that's fine with us, as the Frontier is a longstanding, reliable truck and Suzuki's touches make it a handsome ride.

ROAD TRIP

You might think that finding a picturesque spot in Southern California to go on a weekend camping trip would be

a breeze — unfortunately, that's no longer the case, as most of the best places are spoken for many months in advance. Happily, we set out after school was back in session, so we headed out for the foothills of the Sierra Nevada mountains.

The first thing we noticed is just how maneuverable this combo is. If you're the type that's been intimidated by towing in the past, this pair is for you. It turns and backs effortlessly, and the Suzuki seemed to tow it as if the Lance wasn't there for the most part. Out on the highway, we were greeted with a rather severe weather system that brought ominous black clouds, driving rain and gusts of wind, but the Suzuki and Lance took it all in stride, never feeling loose or unpredictable. However, as we crossed the Mojave Desert we did begin to notice how much throttle the Suzuki required to keep moving. It's a common misconception that a V-6



truck or SUV will be more economical than a V-8 when towing, but we're here to tell you that usually isn't the case. In our instance, the truck turned in just less than 13 mpg and that's with conservative driving.

Moreover, we found the Suzuki to be a very competent tow vehicle, as well as a truck that you could live with in the day-to-day. It rides comfortably, is easy to get into/out of and has plenty of power. And in the Crew Cab layout that we selected, the rear seats have just enough legroom for full-size adults.

It was nearly dark when we pulled into our campground, and many of the more "desirable" sites were already taken. Fortunately, thanks to the 4WD in the Suzuki and the lighter weight of the Lance, we were able to slide down into a more primitive spot right on the shores of a beautiful lake. What a view! After plugging into our portable AC generator (which we carried in the bed of the Equator), we prepared a simple dinner and relaxed for the rest of the evening.

The galley has all the features and room one could expect of a trailer this size, and we were impressed by the large, round sink that comes with a cover that doubles as a cutting board. Sitting down for a meal was easy with the generously proportioned dinette, and the television on a swing-out mount makes a good viewing angle possible from anywhere in the trailer. We also found that the three-way Norcold refrigerator had plenty of room for all of the groceries we brought along.

When it was time to turn in for the evening, the bath area offered adequate space for the bedtime regimen, and the combination tub/shower worked about as well as could be expected for a mid-range travel trailer. We did, however, develop a love/hate relationship with the sliding door; we loved the fact that you could enter the bathroom on the road without having to deploy the slide completely, but hated the constant rattling noise it would make as we moved about the interior. Not a deal breaker, but we wish the door were mounted a bit more securely.

We found that the forward queen-size bed was a comfortable place to turn in, with plenty of support and adequate



The electric slideout holds a nice-size dinette with reversible cushions and storage underneath.

elbowroom. The dinette also converts into a bed that will accommodate two visitors, although we think children would probably be most comfortable here.

One thing that we really appreciated about this trailer was the abundance of storage, both inside and out. Like many RVs, there's the usual overhead storage throughout, and there is a large wardrobe just forward of the refrigerator. However, Lance takes it one step further with storage underneath the dinette, and a large pass-through storage area underneath the forward queen bed that is accessible from inside the trailer. This large pass-through is not lighted, but it does have the water pump and winterizing valves located in one convenient area on the street side. Incidentally, the water pump was virtually silent, and the optional pullout storage tray is a nice touch. Our only suggestion here would be to mount the tray on roller bearings, as once it is heavily loaded, it can be a bit difficult to pull out/push back.

And the 300-pound (as tested) cargo-carrying capacity (ccc) leaves little room for supplies; to add some wiggle room, you'll be best off traveling with the tanks empty and finding a water source at the campground. Either way, you'll need to pack wisely.

During the day, as the warm breeze blew across the Owens Valley, we delighted in the standard Thermopane Euro Windows, which have built-in screens and can tip fully open to provide an open-air experience. Most RV windows can only be partially opened, so the Lance windows are welcome components.

Moreover, we really liked the features in this trailer, such as the standard aluminum wheels with radial tires, and a diamond-plate lower front stone guard that not only looks good, but protects from flying rocks as well. It's also a refreshing surprise to find an on-demand, tankless water heater in a trailer this size. And here's something else that we've really got to give Lance props for: a genuine owner's manual. In our experience, most manufacturers provide little more than a bag full of all of the appliance owner's manuals, without giving the new owner any clue as to how to actually use the RV. Lance provides a comprehensive owner's manual.

Indeed, it was hard to find fault with the Lance 1575, as it was a remarkably well-equipped and livable unit for its size. The modest ccc is obviously a bit of a letdown, but we can live with the few things we didn't like — such as the spring-loaded jacks that were difficult to deploy/stow on uneven ground and the aforementioned bathroom door. We would also invest in a very good deep-cycle battery, because having only one limits the amount of time you can stay off the grid, unless you have a generator.

If you've been looking for a reasonably priced, easy-to-manuever combo that can accommodate a small family, you'd be hard pressed to do better than the Lance 1575 and Suzuki Equator. The duo may be small, but it packs the features of many much larger combos. 🚐

Lance Camper Manufacturing Corporation, (661) 949 3322, www.lancecamper.com. Circle 200 on Reader Service Card.
Suzuki, www.suzukiauto.com.

New for 2012

Lifting the curtain on some of the hottest

Manufacturers are putting more value into their towable RVs, a trend continuing for the 2012 model year. The added value may come in the form of lower prices, additional amenities or smaller floorplans with lighter weights that save money on fuel. Bunk-bed floorplans also are seeing more popularity while young families discover RVing, and an emphasis on “green” RVs continues.

Here’s a sampling of some of the exciting new models and floorplans RV enthusiasts will find in the new model year.



Coachmen RV

Coachmen has introduced the green-certified Freedom Express LTZ travel trailer for 2012, available in seven 17- to 25-foot floorplans — including one SURV layout. “It’s all about towability for lighter vehicles — minivans and small SUVs,” said Bob Dumm, general manager of Freedom Express. Designed with an aerodynamic front profile to cut through the wind, the Freedom Express LTZ has fiberglass side walls vacuum-bonded to Azdell Superlite substrate and has been determined to be environmentally friendly by TRA Certification. Interior features include jackknife sofas in most floorplans, convertible booth dinettes, under-bed storage, ovens with three-burner stoves, interior and exterior speakers, an exterior shower and a 24-inch front diamond-plate rock guard.

Base MSRP: \$14,900.

Coachmen RV, (800) 353-7383, www.coachmenrv.com. Circle 201 on Reader Service Card.



Cruiser RV

Just because the 28-foot Fun Finder X travel trailer X-265RBSS floorplan from Cruiser RV is relatively short doesn’t mean it’s not roomy. With a 37-inch deep, 11½-foot-long superslide containing a jackknife sofa, overhead cabinets and a booth dinette, the lightweight rear-bath Fun Finder provides plenty of space to move around in. The perception of a wide-open trailer is augmented by a front window integrated into the molded-fiberglass front cap. The kitchen is equipped with a stainless-look fridge and sink and is complemented by classic cherry cabinets.

MSRP: \$27,665.

Cruiser RV, (877) 514-7289, www.cruiserv.com. Circle 202 on Reader Service Card.



2012

RVs for the new year

by **Bob Ashley**

photos courtesy of the manufacturers



Evergreen Recreational Vehicles

Evergreen Recreational Vehicles has introduced the i-Go Lite, designed to be an affordable eco-friendly line of travel trailers. At 7½ feet wide, the i-Go Lite is more compact than the manufacturer's cornerstone Ever-Lite brand while retaining many of its lightweight characteristics. EverGreen has reduced weight in the i-Go Lite by using reinforced fiberglass plastic for its vacuum-laminated side walls that are bonded to an aluminum frame. Currently available in four 25½- to 27-foot travel-trailer floorplans, the line is slated to expand into lightweight fifth-wheels. Standard features include frame-mounted stabilizer jacks, E-Z Flex suspension, pass-through storage, an enclosed underbelly, a queen bed with under-bed storage, a three-burner stove, a microwave and solid-wood cabinets.

Base MSRP: \$22,492.

Evergreen Recreational Vehicles, (574) 825-4298, www.goevergreenrv.com. Circle 203 on Reader Service Card.

Jayco

A new, larger bunkhouse layout with additional sleeping capacity has been added for 2012 to Jayco's entry-level Jay Flight Swift SLX travel-trailer series. The 20-foot 184BH offers a convertible couch in addition to the convertible dinette that's also available in the other two Swift SLX floorplans. Meant to appeal to those RVers moving up from a pop-up trailer, the wood-and-aluminum Swift SLX 184BH also is equipped with a tub shower with skylight, hardwood cabinets, 6-gallon gas water heater, two-burner range, microwave, 3-cubic-foot refrigerator and indoor/outdoor dinette table.

MSRP: \$10,930.

Jayco, (574) 825-5861, www.jayco.com. Circle 204 on Reader Service Card.





KZRV 

The single slideout in the new ultra-lightweight KZ Spree Escape E204S floorplan makes the diminutive layout seem much bigger than it actually is. And with a dry weight of 3,390 pounds, the 23-foot E204S can be towed by many (properly equipped) midsize trucks and SUVs. The other six floor-

plans in the laminated fiberglass-and-aluminum Spree Escape lineup in lengths of 14 to 24 feet are equally tow-friendly. With interior wood paneling, the E204S has a retro look; at the same time it has a contemporary feel with a 54-inch dinette, full-size sofa, queen bed, separate bath and shower.

Standards include a roof-mounted A/C unit, a 6-cubic foot refrigerator, an oven with two-burner stove and a microwave.

Base MSRP: \$10,420.

KZRV LP, (866) 472-5460, www.kzrv.com. Circle 205 on Reader Service Card.

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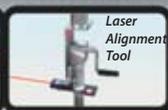


Illustration of Correct Track Laser Alignment System

Through the Mobile Outfitters, dealers can take advantage of the Correct Track Laser Alignment Program. With this program, customers get a laser alignment inspection, tire tread wear measurements, air pressure check, suspension inspection and written report. All training and equipment is furnished by the Mobile Outfitters to certified Mobile Outfitters alignment dealers. Call the Mobile Outfitters today for more details at 574-312-6654.



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Lippert Components, Circle 114 on Reader Service Card



Keystone RV

Keystone RV introduces the family-friendly Passport Express Super Lite 238ML floorplan equipped with a queen bed for mom and dad and a rear double bunk for the kids. Along with a convertible dinette, the 238ML will comfortably sleep six. The entire five-floorplan Passport Express Super Lite series — in 17- to 25-foot lengths — is designed with a load-equalization spread axle for better towing. The 238ML is equipped with a 15-foot awning, 6-cubic-foot refrigerator, three-burner high-output range, microwave, pantry, wardrobe, dry bath with tub and an outside shower.

MSRP: \$17,500.

Keystone RV Company, (574) 535-2100, www.keystonerv.com. Circle 206 on Reader Service Card.

Lighthouse RV Manufacturing

Lighthouse RV Manufacturing has added a 22-foot floorplan to its 2012 Lighthouse wood-and-aluminum travel trailer series while increasing the interior ceiling height to 6 feet 4 inches. "Lighthouse is perfect for smaller tow vehicles and the person who understands value," says Melvin Yutzy, vice president of the 2-year-old company. Currently available for 2012 in three 18- to 22-foot floorplans, a family-friendly 26-foot bunkhouse model will be added later this year. "Everybody wants small, but they also want space inside — particularly families," Yutzy said. Features include padded walls and ceilings, a large awning, twin LP-gas cylinders, ducted A/C and lighted pass-through storage.

Base MSRP: \$11,000.

Lighthouse RV Manufacturing, (260) 761-2000, www.lighthouse-rv.com. Circle 207 on Reader Service Card.



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Livin' Lite Recreational Vehicles

Livin' Lite Recreational Vehicles teamed with comedian Jeff Foxworthy to create three special-edition Foxworthy Outdoors trailers, including the Quicksilver Foxworthy Edition folding camping trailer designed to be towed by any passenger vehicle and equipped with an off-road package. The Quicksilver is available with 6-, 8- and 10-foot boxes and is equipped with dinettes, two queen beds and mesh storage boxes on the trailer's A-frame. Also in the lineup is the Camplite Foxworthy Edition (pictured), an all-aluminum travel trailer and a Foxworthy Edition Toy Hauler, based on Livin' Lite's VRV cargo trailer.

MSRP: \$8,900.

Livin' Lite Recreational Vehicles, (574) 862-2228, www.livinlite.com. Circle 208 on Reader Service Card.

New Horizons RV

A 42-foot rear-kitchen layout has been added to New Horizons RV's Majestic luxury fifth-wheel series. The quad-slide Majestic 102-MF42RKTSS floorplan is built on New Horizons's own 8½-foot-wide chassis. Giving the fiver a sense of roominess are 8-foot ceilings and two 35-inch-deep, 6-foot 8-inch-tall slideouts in the living room. The same height is carried into the upper-deck bath and queen bedroom. Features in the fiberglass-and-aluminum Majestic include four-color full-body paint, a heated-and-enclosed underbelly with pass-through storage, Corian countertops and hardwood slideout crown molding.

MSRP: \$174,630.

New Horizons RV, (800) 235-3140, www.horizonsrv.com. Circle 209 on Reader Service Card.

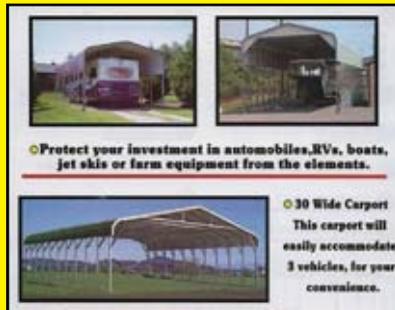


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Northwood Manufacturing

Northwood Manufacturing has redesigned the Arctic Fox towables, with an 8-foot 4-inch widebody and 6-foot 6-inch-tall slideouts. "We've opened up the interior and given the Arctic Fox more contemporary styling," said Donald Cochran, Northwood's national sales director. In addition, a new fifth-wheel front cap provides an 86-degree turning radius. Available in six fifth-wheel and 11 travel-trailer floorplans in lengths of 22 to 36 feet, the Arctic Fox lineup includes a new triple-slide, rear-living-room fifth-wheel. Standard features include solid-surface countertops, antique cherry-glazed kitchen cabinets and linoleum floors.

Base MSRP: \$18,000 (travel trailer); \$30,000 (fifth-wheel).

Northwood Manufacturing, (800) 766-6274, www.northwoodmfg.com. Circle 210 on Reader Service Card.



Starcraft RV

Starcraft Inc. has redesigned its Travel Star travel trailer for 2012 and is offering an optional Galaxy Package that includes a front fiberglass cap along with outdoor kitchens in two of its three widebody floorplans. Starcraft has also increased the fiberglass-and-aluminum Travel Star's ceiling height to 7 feet. Available in 32- to 38-foot lengths, the new Travel Star features lighted front pass-through storage with hooks and two-tone bedroom walls with a pullout laundry basket beneath a queen-size bed.

Base MSRP: \$27,000.

Starcraft RV, (800) 945-4787, www.starcraftrv.com. Circle 211 on Reader Service Card.

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Winnebago Industries

The lightweight Winnebago ONE travel trailer is the first towable offering from Winnebago since 1983. "As the name implies, Winnebago ONE represents the first in a series of products that will be launched under the Winnebago brand name," said Fred Hershberger, national sales manufacturer for Winnebago Industries Towables. The high-gloss gelcoat fiberglass-and-aluminum ONE is available in four 26- to 34-foot floorplans and is equipped with a residential-style sectional sofa, hide-away computer table, interior and exterior convenience centers, private bathrooms, radius interior ceilings and memory foam mattresses.

MSRP: \$22,000.

Winnebago Industries Inc., (641)-585-3535, www.winnebagoind.com. Circle 212 on Reader Service Card.



Yellowstone RV

Yellowstone RV has adapted the 2012 mid-priced Canyon Trail fifth-wheel to the increasingly popular shortbed pickup with the introduction of the SB1500 series designed to be towed without a slider hitch. Available in three 29- to 31-foot floorplans, the Canyon Trail SB1500 has a specially designed molded fiberglass front cap along with a king pin extension that allows it to sit directly on a stationary hitch — even in a bed that's only 5½ feet deep.

Designed to be an all-weather trailer, the fiberglass-and-aluminum Canyon Trail SB1500 comes with an extreme weather protection package.

Base MSRP: \$25,774.

Yellowstone RV, (800) 811-0302, www.yellowstonervs.com. Circle 213 on Reader Service Card. 





GOING GREEN

Environmental consciousness has taken hold of the RV world

One of the many things we all love about RVing is access to the great outdoors. We venture forth expecting to find fresh air, clean water and the unsullied beauty of nature. But that purity is threatened by constant pressure from human population and environmental practices that go along with our modern energy and resource-intensive lifestyles.

Being environmentally conscious — and more importantly, conscientious — is a responsible way of living that can help preserve nature's beauty and

bounty for future generations. Simply knowing that our planet has a closed eco-system, and that all the waste and byproducts that are released into the environment degrade our quality of life — and in some cases, health and longevity — creates an urgency to get the word out to care for Mother Earth.

“Going Green” is a popular expression, but what exactly does it mean in the context of RVing? Up until recently, sellers could claim their products were “green” and there was no way to independently verify this. This created a need

for a certification process to ensure products are meeting green standards.

So, how do concerned, well-meaning RV shoppers know if their potential purchase is actually built using “green” products and production methods? And how can RV manufacturers know if the materials and components they need are as “green” as their suppliers claim?

GREEN CERTIFICATION

TRA Certification Inc., based in Elkhart, Indiana, is an independent internationally accredited third-party green

certifier that has arguably become the industry standard, helping potential buyers decide if an RV is green enough for them. Another standards organization is Leadership in Energy and Environmental Design (LEED), which is an environment-friendly program developed by the U.S. Green Building Council. Some manufacturers, such as Earthbound RV (765-677-9090, www.earthboundrv.com), have been certified by LEED technicians. The National Association of Home Builders (NAHB) also has developed a “green building” program and provides training on how to work with standards for eco-friendly, sustainable design, construction and operation.

The TRA, which was founded by Tom R. Arnold and has been in business since 1967, has provided its services to hundreds of manufacturers. Now the TRA rates the energy-efficiency and environmental-friendliness claims made for various materials and components that go into building RVs. It utilizes voluntary consensus standards to evaluate and certify RV manufacturers and their suppliers for environmental friendliness.

We spoke with Mandy Leazenby, Green Program Manager for TRA Certification. She told us that TRA has been certifying domestic RV manufacturers for about two years, and they are now also working on certifying manufacturers overseas as well. She stated, “There are a lot of resources that are running out, and we need to make sure materials and production methods are sustainable. In the short term, I think we will see more manufacturers jumping onboard the green certification programs. In the longer term, I think that consumers will increasingly demand that RV products have third-party green certification.”

After a thorough site inspection, the TRA certifies that a manufacturer is “green capable” and is using its processes, materials and components to make a product that is truly “green.” There are four levels of TRA green ratings for RV manufacturers; from lowest to highest they are: bronze, silver, gold and emerald. So when you see a “Certified Green by TRA Certification” label, it tells you a third-party has examined the RV and manufacturing facility and suppliers and

found them to be qualified as green.

TRA’s four levels of green ratings are graded on the following categories: energy and water conservation; the use of organic and recyclable products; and operations and maintenance standards in manufacturing.

To qualify as “green manufacturing” requires the use of sustainable materials, environmentally friendly production methods, efficient components, reduction of waste and recycling. It also calls for a reduction in the harmful volatile organic compounds (VOCs) found in components such as carpeting, wood and adhesives.

TRA looks for manufacturers to utilize new practices that increase green content and simultaneously improve product performance. This includes installing more efficient appliances and fixtures, using energy-efficient designs and construction and utilizing renewable, clean energy. Improved furnaces, air conditioners, dish washers and water heaters can save energy and cut pollution. Improving indoor air quality also requires good ventilation.

High-tech materials that reduce

“There are a lot of resources that are running out, and we need to make sure materials and production methods are sustainable.”

**Ever-Lite by
EverGreen RV**



weight and fuel consumption should be used. Wood and wood by-products are being phased out of RV interiors in favor of lighter, stronger thermoplastics, composites and hybrid structural materials. Double-pane and tinted windows are also used to save energy. Another area of improvement is reduced wind resistance, accomplished with aerodynamic design innovations such as reshaping the exteriors and mounting air conditioners away from the wind blast on the roof. Some are even mounted in dedicated compartments, or flush with the exterior roof surface.

Water efficiency measures in the RV include the installation of water-saving appliances and low-flow faucets, showers and other fixtures. Certification also requires water efficiency in manufacturing processes. Resource efficiency calls for the use of innovative “new” products made from recycled materials. Waste reduction includes the reuse of scraps and other materials in the manufacturing process, and recycling as much industrial waste as possible. To optimize the



TRA's third-party certification team recognizes manufacturers that use recycled water in their waterproof testing. Many products on the market today, including Touch-N-Seal insulating spray foam, have the Energy Star label.

proper use of an RV's green features, operation and maintenance categories include owner education, including operating manuals and instructions.

One of the major categories of environment-degrading products is known as volatile organic compounds (VOCs). A great amount of money and research has

been expended in this area to reduce chemical evaporation and toxicity. Major sources of VOCs found in RV materials are carpets, hard flooring, cabinets, insulation and solvents, which are commonly used in adhesives, paints, glues and other coatings. Typical solvents containing VOCs are aliphatic hydrocarbons,

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There's plenty to do in Phoenix in March – that's why it's such a popular RV destination. We'll have optional tours to Scottsdale and downtown Phoenix; the beautiful red rocks and amazing crafts found in Sedona; the world-famous Heard Museum, hot air ballooning, spring training baseball, Apache Junction's Renaissance Fair and more! Coast to Coast will be recognizing our veterans with a huge parade and salute, we'll have stargazing the clear Arizona skies, four nights of great entertainment, including our favorite Beatles' group, Ticket to Ride, and quality seminars on the history of the region, crafts, RV technical advice, and more!

LOUISVILLE, KENTUCKY

June 21 through 24

Beat the summer heat! All the entertainment, seminars and our huge trade show will be under one air-conditioned roof at the KY Expo Center! Enjoy A full program of fun and games for the kids, so Mom and Dad can attend the seminars, the shows, the RV exhibits, as well as optional tours of Lexington's horse country, lunch cruising on the Belle of Louisville, and exploring the backside of Churchill Downs!

DAYTONA, FLORIDA

November 2 through 4

Claim your own personal victory when the Rally returns to Daytona International Speedway, and even test drive a new motorhome on the hallowed track! There's lots to see and do in Florida at this time of year, including our optional tours to the Kennedy Space Center, St. John's and more. Come on down and enjoy the Florida sunshine and good times with us!

The Rally, Circle 128 on Reader Service Card

ethyl acetate, glycol ethers and acetone.

However, the paint and coating industries are increasingly shifting toward aqueous (water-borne) solvents. For example, Dicor (which makes a large number of products and chemicals for RV construction) is replacing the environmentally harmful adhesives and coatings with nontoxic ones. The company is now one of the largest RV suppliers developing, manufacturing and marketing products that are environmentally safer.

We talked with Greg Fore, president of Dicor, about the green RV movement. He told us, "Any effort put forth to make

our designs more environmentally friendly is worthwhile. I think these voluntary guidelines are of a benefit to the industry." Fore added, "When RVers are on the road and they leave their home idle and use, for instance, a 320-square-foot RV instead, they're using less energy. And fuel economy on tow vehicles and motorhomes is steadily improving, which helps even more."

But Dicor isn't the only prominent RV industry player to shift toward green RVing. Here's what some other manufacturers had to say.

Jayco's president Derald Bontrager

proudly reported that Jayco was honored to be the first major manufacturer to receive 100 percent green certification of all its towable and motorhome products. Bontrager also said that Jayco's recycling program has been in effect since the early 1980s. "Being green-minded is not a new concept at Jayco. A recent report of our efforts in 2009 shows that our recycling and other conservation programs helped us save more than 28,000 trees. We saved enough energy to power more than 600 family homes for an entire year, and saved more than 14,000 cubic yards of landfill space."

Jay Mohamed, VP of sales and marketing at Cruiser RV, told us: "Cruiser RV was Green Certified at a Gold level in 2010. At that time we became more in tune to our procedures and processes along with the savings and efficiencies that came along with the certification. We installed a rain booth in our PDI bay, and we test our units as they come off-line; this ensures our dealer partners and the consumer that they have an



Skylark by Jayco

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air-tight seal on the unit they are purchasing. The water used in the testing of the units is 100 percent recycled. We use Energy Star-rated electronics and other products on our trailers that promote the outdoor living lifestyle.

We see more and more synthetic materials being used in the future on RVs being produced both at Cruiser RV as well as the other manufacturers in the industry. We have seen more customers on the retail end asking for green trailers, and we are proud to say that Cruiser RV can offer multiple products that meet their needs and wants in a trailer.”

Mike Dolowy of Forest River’s r•pod and Surveyor division told us: “The environment has been a hot topic over the past decade and we at r•pod and Surveyor are striving to do our part. We achieved a Gold rating level of green certification through TRA. Green is the result of a process using effective production techniques in combination with resources and materials that satisfy consumer needs with minimal environmental impact. These certifications provide r•pod and Surveyor another great way to differentiate our outstanding products from the competition and shows our customers the value placed on preserving the environment.”

We also spoke with David Hoefer Jr., VP of sales, marketing and product development for Earthbound RV. Hoefer stated, “I’d say we’re in the forefront of green RV manufacturing. We’ve been working on this for eight years and we’ve had a great response from RVers. Meeting green standards is fairly expensive. Our products are in the upper middle end of the market and we’ve spent a considerable amount of time and money developing ‘greener’ RVs. We’ve virtually eliminated products containing

How Can You Be a “Green” RVer?

The TRA offers the following tips for using green practices when you’re on the road or in camp:

During nice weather, open windows that are on opposite walls to bring in fresh air and create cross-ventilation.

Use cleaning products that are eco-friendly and pet-friendly. These emit fewer or even zero VOCs.

Designate an area for items that can be recycled.

Use LED lights when possible; they last longer and use less energy.

Consider solar panels as an energy source. There are efficient refrigerator/freezer units that are designed specifically for solar-panel-equipped RVs.

Conserve water and save money by turning off the water while brushing your teeth, and don’t leave the water running while you are washing dishes.

Check out eco-friendly, formaldehyde-free holding-tank treatments.

When it comes time to purchase, learn about and seek out RVs that will conform to industry-consensus standards for green production techniques, renewable resources and healthy materials.

formaldehyde and have designed our trailers for lighter weight and better aerodynamics, both to improve fuel economy. Yet we’ve also managed to improve durability by carefully choosing materials. For example, we use a special high-tech thermoplastic material on our roofs, instead of conventional EPDM rubber. It’s more expensive, but it’s much more durable and saves money for the customer in the long run. Throughout the coaches you’ll find green and energy-saving ideas that add value.”

High-tech composite roofing, walls and floors are not only lighter and more robust, they’re resistant to mildew. And unlike materials such as lauan paneling, they won’t swell or disintegrate if they

get damp. Additionally, aluminum framework won’t dry rot like wood if some moisture gets in, as it almost inevitably does over time. At the end of the day, green RVs may cost a little more to manufacture, but they can often pay that back through a longer service life and via savings in reduced costs to heat, cool, provide hot water, electricity, and even tow them.

Many manufacturers have already attained some level of TRA certification (see sidebar). Expect the list to continue to grow as more companies join the growing green revolution. 🚐

TRA Certification Inc., (800) 398-9282, www.certifiedgreenrvs.com.

TRA Certified Green Manufacturers

The following list includes RV manufacturers that currently have some level of TRA certification:



Airstream Inc., www.airstream.com.
Coachmen RV, www.coachmenrv.com.
Columbia Northwest, www.aliner.com.
Cruiser RV, www.cruiserrv.com.
DRV Luxury Suites, www.drvsuites.com.
Entegra Coach, www.entegracoach.com.

Evergreen Recreational Vehicles, www.goevergreenrv.com.
Forest River Inc., www.forestriverinc.com.
Gulf Stream Coach, www.gulfstreamcoach.com.
Jayco, www.jayco.com.
Starcraft RV, www.starcraftrv.com.
Woodland Park Inc., www.woodland-park.com.



OUR WINTER RV ADVENTURE

A FIFTH-WHEEL OFFERS A COZY CABIN RETREAT ...
EVEN IN FREEZING TEMPERATURES

After telling friends we planned to set up our Kit Sportsmaster fifth-wheel trailer for the winter in an RV park in Ridgway, Colorado, the first thing they said was “You’ll be cold.” Ridgway, in the Rocky Mountains of southwest Colorado at an elevation of approximately 7,000 feet, is known for spectacular scenery and deep winter snows. A favorite destination of RVers, hikers, climbers and backcountry vacationers from mid-May through mid-September, Ridgway in winter is a quieter place, as we discovered, yet full of plenty to see and do.

The plan was simple: My husband, Jim, and I were building a new home near

Ridgway and wanted a place to stay during frequent winter visits to the area, and the RV was just the place to allow us to drop in at a moment’s notice, bring the dogs and do our own cooking. We also planned to use the RV as a base for winter skiing and snowshoeing expeditions and frequent visits to nearby hot springs. Renting a home or apartment for the season was far out of our budget. Our 21-foot Kit Sportsmaster was the perfect solution. We were convinced we could make the trailer winter-worthy, at minimal cost.

Admittedly, our solutions aren’t for everyone — especially the permanent plywood skirting. Such a setup wouldn’t be at all practical if we were breaking

camp and moving the trailer every week or so. However, many of our techniques can easily be employed by RVers looking to keep interior heat up and costs down.

The first challenge came in finding a place to park the trailer for the winter. We learned many of the RV parks in the area close up shop by late September, when the “leaf peepers” disappear, along with the last leaves of the golden aspen they come to admire. But Weber/Westridge RV Park (970-626-5383), with 11 spaces with full hookups between Ridgway and Ouray on Highway 50, fit the bill. We selected a spot under a small aspen next to a picnic table and began settling in for the winter.

The first order of business was to completely skirt the trailer. Cold winds whistling underneath would freeze water pipes and holding tanks and make life inside much less comfortable. A trip to Home Depot in nearby Montrose yielded 4 × 8-foot sheets of 1-inch Styrofoam and some metal strapping. Our home construction site produced some scrap ½-inch plywood. Jim cut the Styrofoam and plywood to fit around the base of the trailer and used spray adhesive to attach the insulation to the

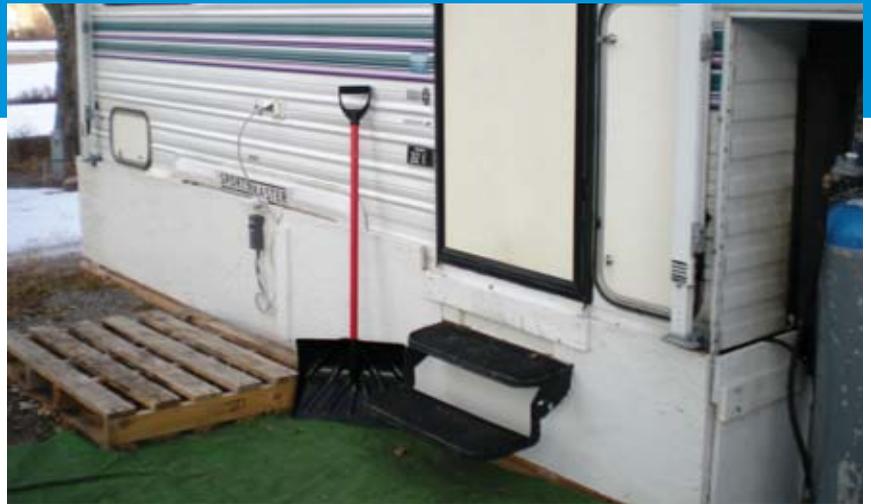
text and photos by **Cindi Myers**

Permanent plywood skirting may not be a solution for everyone, but for extended stays, it sure helps retain heat inside.

wood. He affixed more insulating foam beneath the front of the trailer, above which sat our queen-size bed. He cut out a door for easy access to the holding tanks, and stuffed some scrap fiberglass insulation in every crack and crevice he could find. I painted the skirting with white latex paint to blend in with the white siding of our RV.

Jim also wrapped the water connection with insulation and heat tape, and hung two drop lights beneath the trailer. He attached the drop lights to a thermostat so they'd come on if the temperature dropped below 40 degrees. Unfortunately, one of the drop lights burned out after the first few weeks. Since we would have had to take half the skirting off to get to it, we just let it be. So, in retrospect, we could have skipped this step altogether.

While Jim worked outside, I set about making the inside of the trailer cozy. I made foam-stuffed pillows to pop



window frames. I enjoyed the challenge of making these covers, but if you don't have the time or inclination to sew, the cut-to-fit quilted silver covers would work great.

We also used bubble wrap under the quilts for added insulation. Wet the window with a sponge and the bubble wrap sticks like magic. It doesn't insulate as completely as the quilt covers, but it does block some of the cold and lets in light. During cold days we could remove

of the loop fasteners had come off the window frames from repeated use, meaning the covers didn't seal as tightly, but by that time no longer needed them.

After a too-chilly night in which my side of the bed — next to an exterior wall — was cold, I folded a full-size quilt I'd brought from home in half and tacked it to the wall of the trailer beside the bed with a staple gun. It fit perfectly and effectively insulated our sleeping compartment from drafts.

THE FIRST THING THEY SAID WAS "YOU'LL BE COLD."

into the recesses for the ventilation fans in the bathroom and over the bed. You can purchase a vent cushion from Camping World for this purpose but, again, we wanted to keep costs down.

We could have cut to size multipurpose foil window coverings, but as a quilter I opted to sew a quilt for each window. The outer layer is the reflective silver fabric used to make ironing-board covers. The interior layer was quilt batting and the layer that faced inside the camper was cotton denim. I quilted this together and added seam binding. I sewed the hook part of hook-and-loop fasteners to the edges and fastened the loop section of the tape to the metal

the quilts to let in light and a little air, then replace the quilted covers at night.

In humid climates, sealing up the trailer this tight might raise concerns about condensation or mildew growth. In Colorado, where winter humidity levels routinely hover below 20 percent, this wasn't a big concern. By early spring, when the humidity levels rose above 30 percent outside, I noticed some sweating in the windows, but never enough to cause damage. By the end of our six months in the park, some

Since we'd be making trips back and forth between the RV in Ridgway and our present home five hours away, we wanted to protect the RV in case of severe cold while we were gone. So we purchased a small electric heater as a backup to our LP-gas furnace. When we left, we turned down the furnace and set the electric heater on low. We were glad we took this step when, over a Christmas cold spell, the furnace stopped working, but the electric heater kept the trailer from freezing.

Bubble wrap and quilted window covers work in conjunction as a good insulator. Before putting up the quilted covers, we cut the bubble wrap to fit each window.



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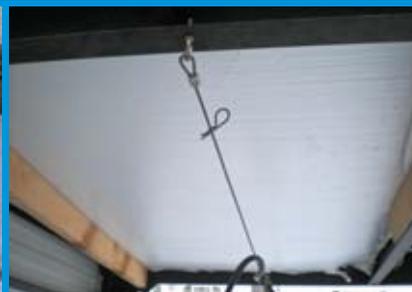
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OUR WINTER RV ADVENTURE



We used a 200-gallon LP-gas tank, which was large enough to last the entire winter season with still fuel left in the tank. With below-freezing temps, the insulating foam installed around the outside and beneath the trailer helped to keep us cozy.

The problem turned out to be not with the furnace, but with the LP-gas cylinder. We started with the standard 7-gallon cylinder that came with the RV. Before we left the trailer for Christmas, we had hooked up a 23.6-gallon tank we owned. But as the level of LP-gas in the tank dropped, the pressure inside the tank also dropped. As temperatures fell, the pressure in the tank further decreased to the point where the LP-gas left in the tank stopped flowing. The result is the same as if you ran out of LP-gas and the heater stopped working.

Randy at Weber/Westridge offered us use of a 200-gallon LP-gas tank he had on site. This was large enough not to have the problems presented by smaller tanks. The tank was full when we hooked it up in early January and by the time we pulled out the last weekend in March, it was still about 30 percent full.

One handy gadget we installed was an indoor/outdoor thermometer that stored data about lows and highs, both inside and outside the camper. Whenever we returned to the trailer after being away we eagerly checked the thermometer, a Honeywell TE219ELW In/Out Weather Station. The lowest outside temperature recorded during our six months in the park was minus 18° F. The lowest in the trailer was 34° F, which was during the record cold when the LP-gas heater quit working. One time we returned to a frozen water line in the toilet. A few hours with the bathroom door propped open to let in the heat thawed that with no damage. We learned to prop that door open as well as to open cabinet doors when we left for any extended period of time to let in heat.

Meanwhile, we loved being able to

visit our house-in-progress whenever we liked. We also took advantage of our RV home-away-from-home to enjoy skiing at nearby Telluride ski resort, snowshoeing in the mountains around Ouray and relaxing at Orvis Hot Springs, about a mile from the park. We were in town for the eagle migration; on one memorable afternoon walk we spotted six bald eagles along a scant three miles of trail.

Though we'd spent plenty of time in the area in the summer and fall, visiting in winter allowed us to get to know a different side of the place we planned to eventually make our permanent home. There were fewer crowds, less traffic and the people we met in stores and shops had time to chat and offer advice on what to see and do while we were in town. Watching snow fall on distant mountain peaks, admiring the steam rising from the hot springs as flakes drifted down, or marveling at the white-tailed deer picking their way through drifts gave me a new appreciation of the beauty to be found in winter.

We spent New Year's Eve dancing at the White Horse Saloon in Ridgway, became regular shoppers at the Second Chance Humane Society thrift store, the Ridgway Mountain Market, Ridgway Hardware and both High Country Leathers and Mouse's Chocolates in Ouray. Though there were plenty of cold days, snow was never very deep, so we had no worries about snow load on the roof. Our sunny location in the park prevented snow from piling up, though we kept a snow shovel by the door to clear a path to the truck if that became necessary.

Now that we've discovered the advantages of using an RV as a base for winter adventure, we'll surely do it again. 🚐

Holiday Gift Guide

From tools they've been needing ... to products for cleaning ... to all things RVing!

by Meaghan Alfier

It's that time of year again ... you can either continue to procrastinate your holiday shopping or finally break out your wallet and start checking gifts off your list. The good news is that we're here to help. We know not everyone is easy to shop for, and this includes outdoor enthusiasts, so we've rounded up some cool gifts for the RVers in your life so you

don't have to resort to standard cop-outs like socks and ties. From spring-cleaning products to make your trailer and tow vehicle look shiny and new to a cool bench vise for your receiver — and even a folding snow shovel to help clear a pathway — we hope your family and friends will be happy to unwrap these special, trailer-themed gifts.

THE PERFECT BUNGEE

Bungee cords serve a wide variety of uses, from holding down fishing supplies in the truck bed to adding an extra level of security to a bike rack. The Perfect Bungee cords and straps are made of a super-strong polyurethane material that decreases the risk of injury or lost transports that regular bungee cords often carry. The material is also resistant to saltwater, oil and many household chemicals, according to the company. The non-load-bearing cords have nylon ends that won't stretch or gouge, while the galvanized straps are suitable for load-bearing tasks. Pricing ranges from \$3 to \$40. **For more information,** call (570) 366 7316 or visit www.justduckyproducts.com. Circle 213 on Reader Service Card.



PRETTY AND POLISHED

Keep your metal and chrome looking its best with Shurhold's Buff Magic, a cleaner the company claims is safe for use on steel, aluminum, brass, bronze, copper, gold and other precious metals. It can be applied by hand or with an electric buffer, removing oxidation, clear-coat staining, rust, tarnish and some scratches. msrp for a 22-ounce can is \$28.98. **For more information,** call (800) 962-6241 or visit www.shurhold.com/rv. Circle 214 on Reader Service Card.



COMPACT SNOW SHOVEL

Just because snow is falling doesn't mean your travels need to come to an end. As long as you've made all the necessary preparations for cold-weather travel, and have a handy snow shovel like the True Temper AutoBoss in your trailer, you can enjoy the benefits of this chilly and peaceful season. The AutoBoss is a lightweight, portable snow shovel that extends and locks into place securely, then folds back up for easy storage. It provides 150 square inches of coverage capacity and has multiple hand placement options for comfort and control. msrp is \$12.99. **For more information,** call (800) 393-1846 or visit www.amestruetemper.com. Circle 215 on Reader Service Card.



DIRTY BEAST CLEANING KIT

Washing your “beast” of an RV and cleaning the awning are chores that shouldn’t be skipped before you get on the road. Save money and time with Wade Maid’s Dirty Beast Kit, which is strong enough for big jobs while being small enough to store in a compartment. The travel brush fits right in a 2-gallon wash bucket with lid so you can bring it all with you. The kit includes Beast Wash, Bug and Animal Remover, Tent and Awning Cleaner with Mold Kill, a 1-2 Gallon Beast Bucket and a travel brush. msrp is \$94.99. **For more information**, call (866) 500-5054 or visit www.wademaids.com. Circle 216 on Reader Service Card.



BUG BEATER

Nothing can ruin time spent in the great outdoors like nonstop bug bites. BugStorm Shield is a small, 4-inch-high device that helps to keep mosquitoes at bay by releasing a naturally formulated fragrance into the air that is said to create a 17 × 17-foot bug-free zone. The device can be plugged into a standard DC outlet, or it can be powered by three AA batteries, shutting off automatically after two hours to save battery life. The BugStorm Shield retails for \$18.50, and the refill pads are \$7 for a pack of five. **For more information**, call (215) 352-3382 or visit www.bugstorm.com. Circle 217 on Reader Service Card.

SOLID STATE BATTERY DISCONNECT SWITCH

Save your house batteries from being depleted by accessory drain with Waytek’s new Solid State Battery Disconnect Switches. They can replace manual switches to shut off battery power when the voltage drops too low. Since they’re hermetically sealed and have non-mechanical solid-state components, there are no moving contacts to wear out. Pricing starts around \$116. **For more information**, call (800) 328-2724 or visit www.waytekwire.com. Circle 218 on Reader Service Card.



ROLLIN’ FUN

Created by a U.S. military veteran, the game of Rollors combines elements of bocce, horseshoes and bowling into one super-fun lawn game. Players roll elegantly crafted wooden disks toward a color-coded goal 25 feet away. Points are awarded to the player/team that positions their disks closest to the goal. All ages and skill levels can have fun playing Rollors, which packs up in a carrying case for convenience. Rollors are sold at REI, Menards and online retailers. msrp is \$26. **For more information**, call (478) 501-2003 or visit www.rollors.net. Circle 219 on Reader Service Card.



MOBILE BENCH VISE

Turn the back of your vehicle into a mobile workstation with Trail D-Vise, which slides into your existing hitch receiver to create a stout bench vise wherever you happen to be. Once it's pinned in place, it can be turned using the included handle that stows neatly on the side when not in use, or with a socket or lug wrench. Use the Trail D-Vise to make welding or U-joint repairs; it can accommodate different materials in its "Slip-Not" surfaced jaws. Just for fun, the Trail D-Vise includes a bottle opener. msrp is \$159.95. **For more information**, call (800) 666-1586 or visit www.macscustomtiedowns.com. Circle 220 on Reader Service Card.

STOP, DROP AND WASH

When you're at a campground that allows vehicle washing or even in your own driveway, water can be an in-demand commodity that must be conserved as much as possible, especially if you're environmentally conscious. Non-foaming, biodegradable WASHDROPS is scientifically formulated to lift dirt and grime and leave a shine without using a lot of water. Simply add 1 ounce (three capfuls) of the WASHDROPS solution to one gallon of water, apply to your trailer or tow vehicle's surface and wipe dry. msrp ranges from \$9 to \$29. **For more information**, call (800) 234-6992 or visit www.washdrops.com. Circle 221 on Reader Service Card.



ALLERGY-SEASON SOOTHERS

Winter colds plus lots of time spent outdoors enjoying the changing colors and crisp weather often equals a sore nose from sniffing and sneezing. Saline Soothers are moist nose wipes that are gentler than tissues with lotion. They use saline to hydrate skin while dissolving mucus, preventing dry, flaking skin and red noses. Saline Soothers are available in a 45-count mini tissue box to keep in your trailer's lav or a resealable 15-count pack to keep in your daypack. Retail for \$1.99. **For more information**, call (800) 469-8888 or visit www.salinesoothers.com. Circle 222 on Reader Service Card.



GET THE PARTY STARTED

Whether or not your trailer has an outdoor kitchen, your outdoor party could probably benefit from some extra space to serve and entertain. The Best of Times portable bar folds down for easy storage and transport in compact travel bags and comes with four bar stools that each support up to 500 pounds. It's available in a variety of styles, including quick-change wraps in solid colors and designs, like the logos for your favorite sports teams, which you can change out for different events. The L-shaped bar has three serving levels, an umbrella stand and a drop-in cooler. Pricing starts at \$399. **For more information**, call (800) 204-1787 or visit www.bestoftimesbar.com. Circle 223 on Reader Service Card. 📞



SHIFT HAPPENS

We've all been there: You arrive in camp, set up the trailer, open the fridge for a cool drink and splat! There goes the fridge contents.

The contents placed inside an RV refrigerator are subject to rigorous and continual movement, so it's not unusual to see shifting, which can lead to items falling out of the fridge when its door is opened — this is especially true when it comes to eggs and milk cartons.

Some gimmicky devices targeted to solve this problem have been developed over the years, but none provide overall coverage and protection. The makers of RV Fridge Guard have come up with a simplistic solution that eliminates the unplanned emptying of the refrigerator. The RV Fridge Guard is a full-length cover made up of heavy-duty clear and white vinyl sewn together, working in combination with tension rods and hook-and-loop fasteners. With the included mounting pieces, RV Fridge Guard sticks to the inner edges of the refrigerator interior while allowing easy visible and physical access to food through hook-and-loop operated windows. The company, Christar's Net, specializes in products that compartmentalize ice chests, so the RV Fridge Guard is a natural expansion of its offerings.

Kits are available in three sizes, covering small (6-7 cubic feet), medium (8 cubic feet) and large (10-12 cubic feet) refrigerators. To be sure, it's best to measure the interior of your refrigerator and call in the dimensions to the manufacturer to verify the correct size. Installation of the Fridge Guard begins with the two tension rods. It's easiest to first take a base measurement of the inside width of the refrigerator, and then add at least an additional 5/8-inch to that figure. That will be the final width of the tension rods.



HANDS ON

text and photos by Kevin Livingston



Doing this before tightening the set screw will allow extra room for the spring to compress and supply the necessary tension. Once that's done, the longer strip of the hook-and-loop fastener is attached to the bare spot on tension rod. Next, we put the upper tension rod in place and attached the vinyl. It's recommended to use the supplied tie wraps at the top corners to secure the vinyl and fasteners to the tension rod so the corners are prevented from peeling back over time while opening the top doors. This is an optional step, but one worth taking. Next, locate the best position for the lower rod and leave it there. Then attach the pull cords and locks to the nearest wire shelf and load with food.

Operating the RV Fridge Guard is intuitive and works even better than its simplistic design suggests. A side benefit of the vinyl is containment of cold air within the interior of the refrigerator, while allowing enough circulation to keep items in the door cold. The small kit sells for \$39.95, medium is \$45.95 and large is \$49.95 — all directly available through the company. The RV Fridge Guard is a certain way to keep items inside the refrigerator, where they belong. Once in place, there will be no more crying over spilled milk. 🐄

RV Fridge Guard, (562) 477-4210, www.rvfridgeguard.com. Circle 224 on Reader Service Card.

PERFORMANCE CORNER



by Ken Freund

HUSHMAT

Among the concerns many of us encounter when towing heavy trailers with pickups or motorhomes are noise, vibration, cold and heat intrusion into the cab. This is particularly problematic on vehicles modified for more power, and on some Class C motorhomes which pass an excess of engine heat into the cabs. That's where HushMat comes in. HushMat's insulating foil-constrained layer damping technology was first introduced to automobile manufacturers in 1988 and was approved to SAE standards utilized by the OEMs. HushMat materials can be universally applied to any vehicle on the road today to insulate the firewall, floor, tunnel, doors, trunk, trunk lid, quarter panels, roof and hood.

Two popular products — HushMat Ultra sound deadening and thermal insulation material and HushMat Silencer Megabond, a thermal insulating and sound-absorbing foam — are easily applied to the interior of the vehicle, according to the company.

HushMat Ultra is just less than 1/8-inch thick, weighs about half a pound per square foot and is formulated to adhere to virtually any automotive substrate including sheet metal, fiberglass, plastic, TPO, nylon and wood. Ultra is a flexible, moldable product that installs using only hands and scissors — and you won't spend hours preparing the surface with nasty degreasing agents like acetone. Simply vacuum loose dirt or wipe clean with a damp rag and it's ready to install.

Firewalls, floor pans and transmission tunnel surfaces can easily exceed 170° Fahrenheit under normal operating conditions and, as a result, heat radiates throughout the vehicle's interior. HushMat Ultra provides a damping and thermal insulation layer directly on top of this surface, restricting heat transfer into the cab. The addition of HushMat Silencer Megabond would lower this surface to room temperature.

Application of HushMat's Silencer Megabond 1/2-inch sound



absorbing and thermal insulating foam directly on top of HushMat Ultra will absorb the high-frequency engine noise and wind noise passing through the firewall. Other treatment areas include application of Silencer Megabond 1/4-inch foam directly to the back of the door trim panels and also the back of the headliner.

Kits are available for popular vehicles and installation information is available on the website. Product prices range from about \$20 to \$400. For more information call (913) 599-2600 or visit www.hushmat.com. Circle 225 on Reader Service Card.

DODGE ENDS DAKOTA PRODUCTION

Due to declining sales of compact pickups, Chrysler's renamed Ram division has announced it is eliminating the Dakota pickup line. The last official Dakota rolled off the assembly line on August 23, 2011.

IMPROVING BIODIESEL

The future use of diesel engines depends on sustainable clean-burning fuels. India's National Institute of Technology recently found that adding tiny alumina nanoparticles (as small as 51 billionths of a meter) can improve biodiesel fuel's performance and reduce harmful emissions. The nanoparticles have more reactive surfaces, so they act as more efficient chemical catalysts, resulting in increased mileage. An emulsion of jatropha biodiesel (derived from crushed seeds of the jatropha plant), water and a surfactant, blended in various proportions with alumina nanoparticles, was found to outperform regular biodiesel fuel. The mixture also produced significantly lower quantities of poisonous carbon monoxide, harmful oxides of nitrogen and created less soot (particulates) and smoke.

TIRE RECALL

ITR USA is recalling certain Shandong Yongtai Negotiator Commercial H/T tires, sizes LT265/75R16 and LT235/85R16, produced from April 2009 through May 2011. Some of the subject tires experience blistering or bubbles on the tire's sidewall. This condition may result in a sudden loss of tire pressure, increasing the risk of tire failure and a crash. Owners may contact ITR USA at (818) 715-7080. 📞

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RV CLINIC

Advice from our **Tech Team**



REPLACEMENT TV

Our TV was stolen from our 2011 fifth-wheel. Can it be replaced with a standard TV, as we might use in our home? I have heard that the TVs in RVs are special models, as they are subject to freezing temperatures in the winter when the RV is not being used. Thank you for your help.

Robert Plouviez Sr., Via email

You can choose any TV model that will fit your space and needs in the RV, but there are some considerations about weather durability. There are no special RV TVs designed for unusual environmental conditions like freezing temperatures. The industry jury is still out, but in general, plasma TVs are said to be more susceptible to cold damage than LCD TVs.

If you live in a cold climate — your email didn't specify your location — and you have access to 120-volt AC shorepower during storage, you might want to use a small heating device to keep the temperature inside your RV at a moderate level. Even a couple of 100-watt bulbs will take the edge off the cold. Otherwise, you may want to stick with an LCD model to hedge your bets on the cold. — Jeff Johnston

TIRE THOUGHTS

Trailer Life often has a tire-failure question, and having changed three blowouts on the road and having removed at least three more belt-separation failures before they blew, I consider myself one who may have some insight. I have found that Special Trailer (ST) tires appear to work well for trailers under about 7,500 pounds loaded weight, but 15-inch ST tires for 30-foot (approx.) trailers that weigh about 10,000 pounds are prone to failure.

Avoid anything made in China (as you mentioned in the July issue). Goodyear



Ken Freund

Jeff Johnston

To send your questions to *RV Clinic*, write to 2575 Vista Del Mar, Ventura, CA 93001; or e-mail jjohnston@affinitygroup.com or kfreund@affinitygroup.com. No phone calls.

ST235/75R15s made in the USA or Canada performed well for more than five years. The same made-in-China tire did not last one year on my 30-foot Dutchmen fiver.

Light truck (LT) tires were an option on my current Cardinal and as late as two years ago, LTs were standard on Heartland's Bighorn. Recently, they have gone to STs on all but its 16,000-pound trailer, which has G-rated LTs. My take is that 16-inch LTs are much better for any trailer they will fit. ST tires are rated at 65 mph, whereas LT tires are rated at 95 mph. The point is the LTs are designed to withstand more heat at speed. If the LT tire were rated at 65, the rated weight would be much more.

Tires on cars or light trucks usually carry about 40 percent of their rated weight, while trailer tires usually carry about 80 percent. Two years ago, I bought a used fiver, installed new axles and Bridgestone Duravis all-steel LT235/85R16-E. So far, so good. Loaded weight is about 13,000 pounds. From the Turbo Diesel Register RV forum, another tire that appears to be worthy is the Michelin Hi-Miler in the same LT size. I hope this helps.

Jim DeMont, Medford, Oregon

Thanks for writing about your experiences. Proper tire inflation is important, particularly since trailer tires carry a load close to their maximum rating. I think that underinflation is the cause of more failures than people know. Since trailers often sit idle for extended periods, it's easy to have tires that have leaked down somewhat. Also, if you pick up a nail or other puncture, the slow loss of pressure can lead to a blowout. Therefore I recommend tire-pressure-monitoring systems, in addition to regular tire inspections. — Ken Freund

GOOSENECK-HITCH CLEARANCE

When I bought my new fifth-wheel, the dealer transferred my gooseneck-hitch adapter from the old trailer to the new one, and the second trip out I noticed the inside of my bed rails were bent out. After some measuring and checking, I realized the old trailer had a conventional pin box and the new one has an extended pin box, plus the gooseneck had a 7-inch setback to help clear the cab. With the extended pin box, everything is set back, so when I

turned sharp the pin box braces hit the bedrails. I put on a straight gooseneck, and the problem was cured.

Bryce Chapman, Lewiston, Idaho

Thanks for the informative note. The problem of turning clearances with shortbed trucks and fifth-wheel trailers has a variety of solutions, and you found a good one

after an unfortunate experience. We appreciate hearing your solution. It may help some of our readers. — J.J.

FIFTH-WHEEL SLIDEOUT PROBLEM

I have a 2003 Montana 3650 fifth-wheel. The pump stops when putting the slides in or out. Is there an overload that I can change out? When it stops you can wait



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RV CLINIC

10 to 15 seconds and you hear a click, then it will work for five to 10 seconds.

Randy Myrick, Oak Grove, Alabama

You're experiencing auto-resetting thermal overload protection. Tripping may be caused by a binding, sticking or dragging slideout. Check for anything out of alignment or needing lubrication. The seals may be dry and sticking, adding drag. — K.F.

WATER GOOP

We have a 2003 Fleetwood Terry travel trailer that we've had since day one. When we went dry camping and used the water pump to get water to the sink, the filter plugged up. I pulled the filter off the pump, and it was filled with a yellowish-colored goop. We talked with the local RV guy and he suggested we flush out the tank. We did, but there was more of this yellow stuff and a small amount of green stuff that came out. We used Water Fresh before the trip, hoping it would clean out anything that accumulated from being in storage for the winter.

Larry Suhl, Via email

That yellowish goop is the typical bacterial growth that can occur in RV water systems. It's kind of off-putting, but it's not harmful, other than smelling like rotten eggs. My guess is, while you've drained and flushed your tank, you haven't done a fresh system sanitizing job. Check recent issues of Trailer Life, or Google it online, and you'll see the process that uses bleach as a disinfectant and baking soda to cleanse the system afterwards.

If you follow a cleaning procedure whereby you do the disinfecting process at least once per year, chances are good the yellow gunk won't be back and your water will taste better as well. — J.J.

ELECTRICAL GREMLIN

I have a 2007 Forest River travel trailer and have experienced an electrical glitch. While camping this summer, we stayed at two state parks and were always connected to shorepower. We noticed the interior lights were getting dim and the battery was extra low. We also discovered the items that are 120-volt AC (air conditioner, microwave) worked fine, but all 12-volt DC items were not working. I checked the fuses on the panel and none of the breakers were tripped. When I got home, I changed the fuse between the battery and the main power box under the trailer and reconnected the power cord, and I am still experiencing the power loss. I don't remember hearing the converter kick in, but the breaker was not tripped. Any ideas?

Ed Riddle, Via email

When the battery is discharged you won't get power. If the battery was low and lights dim, did you measure the voltage on the 12-volt DC circuit? If the converter is working, the voltage should rise above 12.6 volts (voltage of a fully charged battery). If the voltage doesn't come up, it's not working. Due to the 120 volts powering the converter, you may need an electrician to sort this out safely. Faulty ground connections could also be aggravating your power situation, so that's worth checking into. It could also be that your converter is simply defective. If you need to replace it, this is a good time to choose an upgrade converter that has a "smart" battery charging system, which senses when to stop charging a full battery and helps avoid battery damage. — K.F. ☛



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10-MINUTE TECH

A compilation of tried-and-true tips **From RVers**

CLIP LIGHTS ↓

We are usually dry campers, so we purchased some battery-operated Coleman lantern string lights for use in our trailer. To hang them, we bought some clear (expensive) plastic clips from an RV dealer, only to find out later they weren't very durable and didn't work well. We returned them, and replaced them with some ID badge clips we bought in the stationery section at Walmart. The clips are very inexpensive, and we can now hang our lights just about anywhere.

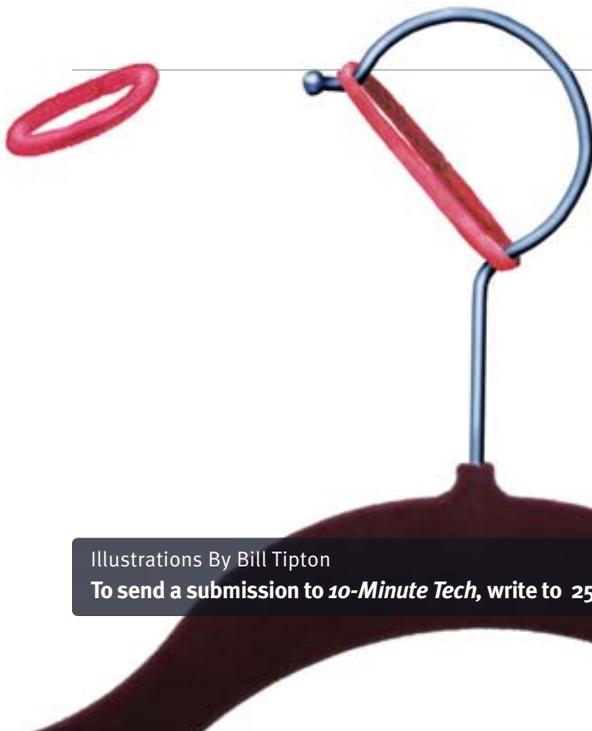
Ted & Michelle Pretty, Nova Scotia, Canada



BRACKETOLOGY ↑

I've seen a lot of trailer owners (myself included) simply leave their seven-way blade connector on the ground when it's not connected to the tow vehicle. Wanting to keep it out of the dirt, I found that mounting a Maglite D-Cell wall-hanging bracket (part No. 108-000-409) on the A-frame offers a secure way to store the connector off the ground. The brackets are available online for around \$6.

Tommy Smith, Hooper, Utah



← BAND AID

We're brand-newbies, but feel we have already solved the age-old problem of hangers falling off the bar while on the road. After purchasing a box of 50 hangers for about \$15 at a warehouse store, we also purchased a package of small hair bands from the dollar store. We simply slip the band onto the hanger's hook, hang the item of clothing on the bar and pull the band down over the open end of the hook. Our first major trip went for 2,400 miles, and not a single piece of clothing fell off the closet bar.

Kay & Phil Filipczuk, Grain Valley, Missouri

Illustrations By Bill Tipton

To send a submission to *10-Minute Tech*, write to 2575 Vista Del Mar, Ventura, CA 93001. Please include an illustration if applicable.

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USED 2003 Keystone MONTANA 3255
 WAS \$27,888 **NOW \$18,955** SAVE
 \$8,933 (888) 471-3546 Chichester, NH
 STK# GRV507495



USED 2010 Dutchmen
DUTCHMEN 26F **NOW**
\$18,960 (888) 696-
 2165 Savannah, GA
 STK# SAV15825



USED 2008 Pilgrim
PILGRIM 31PFBS WAS
 \$31,689 **NOW \$18,987**
 SAVE \$12,702 (866)
 755-9604 Charleston,
 SC STK# CHN125932



NEW 2011 Keystone BULLET 250RKS
 WAS \$29,963 **NOW \$18,988** SAVE
 \$10,975 (888) 896-2801 Albuquerque, NM
 STK# ARV15411



NEW 2011 Dutchmen DUTCHMEN
295BHGS WAS \$26,995 **NOW \$18,995**
 SAVE \$8,000 (888) 484-3906 Spartanburg,
 SC STK# GR123696



USED 2007 Forest River FLAGSTAFF
8526RLS WAS \$24,995 **NOW \$18,995**
 SAVE \$6,000 (888) 848-7312 Columbia, SC
 STK# COL15478



NEW 2011 Crossroads
SLINGSHOT 23CK WAS
 \$27,695 **NOW \$18,999**
 SAVE \$8,696 (866) 648-
 5288 St. Augustine, FL
 STK# JAC37710



USED 2006 Komfort TRAIL BLAZER
252FS LIST PRICE \$30,000 **NOW \$19,222**
 SAVE \$10,778 (888) 479-3568 Vacaville,
 CA STK# VAC11162D VIN# 202456



USED 2007 Keystone OUTBACK SYDNEY
30RLS **NOW \$19,495** (888) 815-7523
 Woodstock, GA STK# WDS16084



NEW 2011 Crossroads SLINGSHOT 26BH
 WAS \$28,958 **NOW \$19,499** SAVE \$9,459
 (866) 648-5288 St. Augustine, FL STK#
 JAC37670



NEW 2010 Coleman COLEMAN CT225
 WAS \$30,806 **NOW \$19,500** SAVE
 \$11,306 (888) 484-3906 Spartanburg, SC
 STK# GR122980



NEW 2011 Starcraft AUTUMN RIDGE
256BHS WAS \$26,232 **NOW \$19,504**
 SAVE \$6,728 (888) 625-5187 Ft. Myers, FL
 STK# FTM12079



NEW 2010 Dutchmen AEROLITE 30BH-SL WAS \$31,114 **NOW \$19,716** SAVE \$11,398 (866) 289-0113 Chattanooga, TN STK# CH6206



USED 2006 Holiday Rambler SAVOY SL 29RKS WAS \$25,645 **NOW \$19,887** SAVE \$5,758 (888) 692-9016 Myrtle Beach, SC STK# MB125887



NEW 2011 Keystone HIDEOUT 31BHS WAS \$34,461 **NOW \$19,995** SAVE \$14,466 (888) 568-2177 Burlington, WA STK# FRV9688



USED 2007 Keystone COUGAR 268RLS WAS \$29,950 **NOW \$19,950** SAVE \$10,000 (888) 859-6653 Hillsboro, OR STK# HIL37937



USED 2008 Keystone COUGAR 29 **NOW \$19,995** (888) 641-0925 Kaysville, UT STK# KY37660



USED 2008 Gulf Stream CANYON TRAIL 29RLFV WAS \$32,995 **NOW \$19,995** SAVE \$13,000 (888) 848-7312 Columbia, SC STK# COL14860



USED 2003 Nu-Wa HITCHHIKER II DELUX 32RLBG WAS \$27,995 **NOW \$19,995** SAVE \$8,000 (888) 315-7967 Tucson, AZ STK# TUC17025



NEW 2011 Dutchmen AEROLITE 225UDSL WAS \$28,395 **NOW \$19,999** SAVE \$8,396 (866) 648-5288 St. Augustine, FL STK# JAC37494



NEW 2011 Crossroads SLINGSHOT 24RL WAS \$28,395 **NOW \$19,999** SAVE \$8,396 (866) 648-5288 St. Augustine, FL STK# JAC37713



NEW 2011 Coleman COLEMAN CTS260BH WAS \$30,175 **NOW \$21,444** SAVE \$8,731 (888) 454-1707 Kissimmee, FL STK# KS8063



NEW 2011 Coleman COLEMAN CTU225KS WAS \$30,806 **NOW \$21,457** SAVE \$9,349 (888) 474-1330 Bartow, FL STK# DCW7799



NEW 2011 Jayco JAY FLIGHT G2 29RLS WAS \$30,378 **NOW \$21,980** SAVE \$8,398 (888) 896-2801 Albuquerque, NM STK# ARV15591



USED 2007 Fleetwood TERRY 280RLDS **NOW \$21,995** (888) 614-5201 Draper, UT STK# ABRV36320



NEW 2011 Jayco JAY FEATHER SELECT 29L MSRP \$30,970 **NOW \$21,995** SAVE \$8,975 (888) 617-5406 Oakwood, GA STK# ORV15045



NEW 2011 Keystone HORNET 28RLS WAS \$28,883 **NOW \$21,995** SAVE \$6,888 (888) 454-1707 Kissimmee, FL STK# KS7877



NEW 2011 Coleman COLEMAN CTU289RL WAS \$30,445 **NOW \$22,503** SAVE \$7,942 (888) 625-5187 Ft. Myers, FL STK# FTM13416



NEW 2010 Dutchmen AEROLITE 27QSTH-SL WAS \$34,035 **NOW \$22,828** SAVE \$11,207 (866) 289-0113 Chattanooga, TN STK# CH6205



USED 2004 Gulf Stream YELLOWSTONE XL 36FKS **NOW \$22,900** (888) 844-1758 New Braunfels, TX STK# SWC9630



NEW 2011 Starcraft AUTUMN RIDGE 295RLS WAS \$29,698 **NOW \$22,952** SAVE \$6,746 (888) 625-5187 Ft. Myers, FL STK# FTM12083



USED 1999 Teton PRESTIGE 32 WAS \$37,500 **NOW \$22,988** SAVE \$14,512 (866) 820-0335 Council Bluffs, IA STK# CBI17237



USED 2010 Keystone SPRINTER 276RLS **NOW \$22,994** (888) 815-7523 Woodstock, GA STK# WDS16040



NEW 2011 Coleman COLEMAN CTU225KS LIST PRICE \$35,769 **NOW \$22,995** SAVE \$12,774 (888) 331-1595 Santa Clarita, CA STK# AMRV21115 VIN# 127882



USED 2008 Forest River WILDCAT 320BBS WAS \$32,464 **NOW \$22,995** SAVE \$9,469 (888) 454-1707 Kissimmee, FL STK# KS7984A



USED 2006 Gulf Stream SEDONA 34FBRW WAS \$29,995 **NOW \$22,995** SAVE \$7,000 (888) 902-8565 Tallahassee, FL STK# TAL39676



USED 2005 Sunnybrook SUNNYBROOK 34BWKS WAS \$29,995 **NOW \$22,995** SAVE \$7,000 (866) 415-9726 Wheat Ridge, CO STK# KC5CG1008B



NEW 2011 Starcraft TRAVEL STAR 285RLSA WAS \$29,840 **NOW \$22,995** SAVE \$6,845 (888) 625-5187 Ft. Myers, FL STK# FTM12074



USED 2007 Cruiser LAND ROAMER 285RK **NOW \$23,980** (888) 905-0490 Anthony, TX STK# LC15723AA



NEW 2011 Starcraft LEXION S-LITE 294RL WAS \$33,347 **NOW \$23,988** SAVE \$9,359 (888) 625-5187 Ft. Myers, FL STK# FTM12087



USED 2007 Keystone COUGAR 291 WAS \$30,683 **NOW \$23,988** SAVE \$6,695 (888) 386-5187 Houghton Lake, MI STK# HL5836A



USED 2011 Forest River WILDCAT 259RL WAS \$58,987 **NOW \$23,995** SAVE \$34,992 (866) 755-9604 Charleston, SC STK# CHN125528



NEW 2011 Keystone LAREDO 265RL LIST PRICE \$45,015 **NOW \$24,500** SAVE \$20,515 (888) 479-3568 Vacaville, CA STK# VAC11660 VIN# 601058



USED 2007 Keystone OUTBACK SYDNEY 31KFW **NOW \$24,900** (888) 727-2952 North Little Rock, AR STK# LIT14282



NEW 2010 Dutchmen DENALI 259REX MSRP \$35,483 **NOW \$24,900** SAVE \$10,583 (888) 668-6715 Katy, TX STK# KAT8878



USED 2007 Gulf Stream SEDONA 34FSBW NOW \$24,974 (888) 641-0925 Kaysville, UT STK# KY36139



NEW 2011 Dutchmen DENALI 285RE WAS \$44,898 **NOW \$24,980** SAVE \$19,918 (888) 896-2801 Albuquerque, NM STK# ARV15255



NEW 2011 Keystone SPRINTER 270FWRET WAS \$36,727 **NOW \$24,988** SAVE \$11,739 (888) 386-5187 Houghton Lake, MI STK# HL5883



NEW 2011 Keystone COUGAR 26SAB WAS \$35,957 **NOW \$24,988** SAVE \$10,969 (888) 386-5187 Houghton Lake, MI STK# HL5802



NEW 2011 Keystone COUGAR 26SAB WAS \$35,895 **NOW \$24,988** SAVE \$10,907 (888) 386-5187 Houghton Lake, MI STK# HL5812



NEW 2011 Keystone SPRINTER 262FWRET MSRP \$35,242 **NOW \$24,995** SAVE \$10,247 (888) 617-5406 Oakwood, GA STK# ORV15162



USED 2008 Jayco JAYFLIGHT 29FBS **NOW \$24,995** (888) 614-5201 Draper, UT STK# ABRV35582



USED 2007 Gulf Stream SEDONA 34FBRW WAS \$39,995 **NOW \$24,995** SAVE \$15,000 (888) 450-7060 Dothan, AL STK# DOT38661



NEW 2011 Keystone COUGAR 29FKS WAS \$37,097 **NOW \$24,995** SAVE \$12,102 (888) 860-8684 Strafford, MO STK# STR11522



NEW 2011 Coleman COLEMAN CT-387DQDS MSRP \$34,287 **NOW \$24,995** SAVE \$9,292 (888) 348-5909 Avondale, AZ STK# AV013897



USED 2006 Glendale TITANIUM 39QS **NOW \$24,997** (888) 801-3226 Byron, GA STK# MAC14847



USED 2006 Keystone MONTANA 2950RK WAS \$32,926 **NOW \$24,997** SAVE \$7,929 (888) 463-3995 Colorado Springs, CO STK# KC211974



NEW 2011 Coleman COLEMAN CT275REX WAS \$49,358 **NOW \$24,999** SAVE \$24,359 (866) 755-9604 Charleston, SC STK# CHN125203



USED 2003 K-Z NEW VISION 3450 **NOW \$25,900** (888) 844-1758 New Braunfels, TX STK# SWC9599



USED 2009 Keystone COUGAR 314BHS WAS \$34,950 **NOW \$25,950** SAVE \$9,000 (888) 859-6653 Hillsboro, OR STK# HIL38205



NEW 2011 Keystone PREMIER 29RE WAS \$38,658 **NOW \$25,995** SAVE \$12,663 (866) 820-0335 Council Bluffs, IA STK# CBI10480



USED 2006 Keystone CHALLENGER 34TBH WAS \$34,685 **NOW \$25,995** SAVE \$8,690 (888) 315-7967 Tucson, AZ STK# TUC13516



USED 2007 Forest River SIERRA 315BHT WAS \$34,650 **NOW \$25,995** SAVE \$8,655 (888) 454-1707 Kissimmee, FL STK# KS7986A



NEW 2011 Keystone OUTBACK 285FL WAS \$36,858 **NOW \$26,495** SAVE \$10,363 (888) 474-1330 Bartow, FL STK# DCW7679



NEW 2011 Coleman COLEMAN CT275REX WAS \$42,375 **NOW \$26,950** SAVE \$15,425 (888) 475-5918 Robertsdale, AL STK# RD38336



NEW 2011 Keystone SPRINTER 262FWRET WAS \$36,918 **NOW \$26,950** SAVE \$9,968 (888) 859-6653 Hillsboro, OR STK# HIL36004



NEW 2011 Keystone BULLET 281BHS WAS \$35,031 **NOW \$26,950** SAVE \$8,081 (888) 850-5575 Wood Village, OR STK# POR37564



NEW 2011 Keystone PREMIER 29RE WAS \$40,222 **NOW \$26,980** SAVE \$13,242 (888) 896-2801 Albuquerque, NM STK# ARV15111



USED 2005 Fleetwood PROWLER REGAL 395 AX6 WAS \$39,681 **NOW \$26,985** SAVE \$12,696 (888) 692-9016 Myrtle Beach, SC STK# MB125372



NEW 2011 Coleman COLEMAN CT-F267BH WAS \$39,344 **NOW \$26,989** SAVE \$12,355 (866) 755-9604 Charleston, SC STK# CHN125336



USED 2006 Heartland BIGHORN 3400RL WAS \$40,690 **NOW \$26,995** SAVE \$13,695 (866) 610-5049 Akron, OH STK# SRV18830



NEW 2011 Starcraft LEXION S-LITE 256RKU WAS \$37,333 **NOW \$26,995** SAVE \$10,338 (888) 625-5187 Ft. Myers, FL STK# FTM12093



NEW 2011 Keystone PREMIER 28RL WAS \$39,627 **NOW \$26,995** SAVE \$12,632 (888) 896-2801 Albuquerque, NM STK# ARV15419



NEW 2011 Jayco EAGLE 320RDS WAS \$39,830 **NOW \$26,999** SAVE \$12,831 (866) 415-9726 Wheat Ridge, CO STK# KC511003



NEW 2011 Jayco EAGLE 322FKS WAS \$39,644 **NOW \$26,999** SAVE \$12,645 (888) 819-7952 Longmont, CO STK# KC111201



NEW 2011 Keystone COUGAR 26BRS WAS \$36,683 **NOW \$26,995** SAVE \$9,688 (888) 860-8684 Strafford, MO STK# STR13235



USED 2006 Glendale TITANIUM 28E33DS WAS \$34,874 **NOW \$26,995** SAVE \$7,879 (888) 674-0275 Gulf Breeze, FL STK# GB37139



NEW 2011 Jayco EAGLE 320RDS WAS \$39,830 **NOW \$26,999** SAVE \$12,831 (866) 415-9726 Wheat Ridge, CO STK# KC511003



NEW 2011 Jayco EAGLE 322FKS WAS \$39,644 **NOW \$26,999** SAVE \$12,645 (888) 819-7952 Longmont, CO STK# KC111201



NEW 2011 Keystone OUTBACK 301BQ WAS \$38,014 **NOW \$26,999** SAVE \$11,015 (888) 674-0275 Gulf Breeze, FL STK# GB39904



NEW 2011 Coleman COLEMAN CT387DQDS MSRP \$34,287
NOW \$27,160 SAVE \$7,127 (888) 348-5909 Avondale, AZ STK# AV013900



NEW 2011 Coleman COLEMAN CT275REX LIST PRICE \$39,782 **NOW \$27,777** SAVE \$12,005 (888) 479-3568 Vacaville, CA STK# VAC17588 VIN# 627105



NEW 2011 Keystone OUTBACK 285FL WAS \$37,128 **NOW \$27,999** SAVE \$9,129 (877) 554-3516 Lakewood, NJ STK# LAK8189



NEW 2012 Coleman COLEMAN F259RE WAS \$36,681 **NOW \$27,898** SAVE \$8,783 (866) 755-9604 Charleston, SC STK# CHN125604



NEW 2011 Jayco EAGLE 320RLDS WAS \$39,301 **NOW \$27,995** SAVE \$11,306 (888) 819-7952 Longmont, CO STK# KC111199



NEW 2011 Starcraft LEXION S-LITE 256RKU WAS \$44,084 **NOW \$28,458** SAVE \$15,626 (866) 775-0682 Roanoke, VA STK# ROA12129



USED 2007 McKenzie LAKOTA ESTATE 36RLQ **NOW \$28,500** (888) 617-5406 Oakwood, GA STK# ORV15673



NEW 2011 Keystone SPRINTER 277RLS WAS \$36,005 **NOW \$28,730** SAVE \$7,275 (888) 850-5575 Wood Village, OR STK# POR38002



NEW 2011 Dutchmen DENALI 285RE MSRP \$36,692 **NOW \$28,900** SAVE \$7,792 (888) 844-1758 New Braunfels, TX STK# SW9700



NEW 2011 Keystone FUZION 230 WAS \$41,680 **NOW \$28,993** SAVE \$12,687 (866) 673-0250 Statesville, NC STK# STA125714



NEW 2011 Starcraft LEXION S-LITE 308RBSA WAS \$47,934 **NOW \$28,995** SAVE \$18,939 (866) 502-8238 Bath, NY STK# BAT66778



NEW 2011 Starcraft LEXION S-LITE 309QK LIST PRICE \$38,367 **NOW \$29,613** SAVE \$8,754 (888) 480-3175 Sacramento, CA STK# SAC12162 VIN# DH5064



USED 2005 Fleetwood TRIUMPH 395RL WAS \$47,695 **NOW \$29,858** SAVE \$17,837 (888) 692-9016 Myrtle Beach, SC STK# MB125365



USED 2005 Alfa SEE YA SYF30RL LIST PRICE \$39,488 **NOW \$29,876** SAVE \$9,612 (888) 480-3175 Sacramento, CA STK# SAC15534 VIN# 013427



USED 2008 Keystone MONTANA 2980 WAS \$40,790 **NOW \$29,890** SAVE \$10,900 (888) 896-2801 Albuquerque, NM STK# ARV15747A



NEW 2008 Dutchmen COLORADO 31RLBS MSRP \$54,953 **NOW \$29,995** SAVE \$24,958 (888) 668-6715 Katy, TX STK# KAT9220



NEW 2011 Dutchmen COLORADO 310RG-FW WAS \$51,939 **NOW \$29,995** SAVE \$21,944 (866) 754-7302 Greenwood, IN STK# GRW325351



NEW 2011 Jayco EAGLE SUPER LITE 31.5RLTS WAS \$44,293 **NOW \$29,995** SAVE \$14,298 (866) 415-9726 Wheat Ridge, CO STK# KC510894



NEW 2011 Dutchmen DENALI 280LBS WAS \$41,155 **NOW \$29,995** SAVE \$11,160 (888) 474-1330 Bartow, FL STK# DCW7843



USED 2007 Keystone MONTANA 3295RK WAS \$39,725 **NOW \$29,995** SAVE \$9,730 (888) 542-3819 Mesa, AZ STK# MES16779



NEW 2012 Coleman COLEMAN CT-F267BH WAS \$37,685 **NOW \$29,995** SAVE \$7,690 (888) 242-0293 Madison, WI STK# MAD16062



USED 2010 Keystone COUGAR 326MKS WAS \$44,554 **NOW \$29,999** SAVE \$14,555 (877) 554-3516 Lakewood, NJ STK# LAK8486



NEW 2011 Coleman COLEMAN CTF267BH WAS \$38,957 **NOW \$30,413** SAVE \$8,544 (888) 463-3995 Colorado Springs, CO STK# KC211315



NEW 2011 Starcraft LEXION S-LITE 295RLS LIST PRICE \$43,392 **NOW \$31,394** SAVE \$11,998 (888) 480-3175 Sacramento, CA STK# SAC12169 VIN# PE5065



NEW 2011 Keystone LAREDO 266RL MSRP \$42,663 **NOW \$31,675** SAVE \$10,988 (888) 905-0490 Anthony, TX STK# LC15353



USED 2008 Heartland BIG COUNTRY 3250TS WAS \$39,998 **NOW \$31,888** SAVE \$8,110 (888) 348-5909 Avondale, AZ STK# AV014594



NEW 2011 Keystone SYDNEY 321FRL WAS \$48,995 **NOW \$31,995** SAVE \$17,000 (888) 450-7060 Dothan, AL STK# DOT37619



NEW 2010 Dutchmen DENALI 31SBBS MSRP \$42,900 **NOW \$32,900** SAVE \$10,000 (888) 668-6715 Katy, TX STK# KAT9083



USED 2007 Western VOYAGER 31CK WAS \$49,900 **NOW \$32,750** SAVE \$17,150 (866) 289-0113 Chattanooga, TN STK# CH6868



USED 2007 Weekend Warrior WEEK-END WARRIOR 4005FTL **NOW \$32,987** (888) 641-0925 Kaysville, UT STK# KY37160



NEW 2011 Keystone SYDNEY 329FBH MSRP \$44,401 **NOW \$32,995** SAVE \$11,406 (888) 617-5406 Oakwood, GA STK# ORV15032



NEW 2011 Keystone SYDNEY 330FRL WAS \$47,560 **NOW \$33,487** SAVE \$14,073 (888) 674-0275 Gulf Breeze, FL STK# GB36829



NEW 2010 Dutchmen COLORADO 32RL MSRP \$44,036 **NOW \$33,775** SAVE \$10,261 (888) 348-5909 Avondale, AZ STK# AV014439



NEW 2011 Keystone OUTBACK SYDNEY 321FRL LIST PRICE \$50,522 **NOW \$33,995** SAVE \$16,527 (888) 331-1595 Santa Clarita, CA STK# AMRV21992 VIN# 630133



NEW 2011 Heartland GREYSTONE 29RL WAS \$48,503 **NOW \$34,671** SAVE \$13,832 (877) 450-7415 Island Lake, IL STK# CRV5894



USED 2008 Heartland BIG HORN 3055RL **NOW \$34,900** (888) 844-1758 New Braunfels, TX STK# SW9751A



USED 2008 Carriage CAMEO 35SB3 **NOW \$34,777** (888) 801-3226 Byron, GA STK# MAC15470



NEW 2011 Heartland GREYSTONE 29MK WAS \$48,613 **NOW \$34,876** SAVE \$13,737 (877) 450-7415 Island Lake, IL STK# CRV5893



NEW 2011 Jayco EAGLE SUPER LITE 31.5RLDS MSRP \$46,416 **NOW \$34,995** SAVE \$11,421 (888) 696-2165 Savannah, GA STK# SAV15343



NEW 2011 Coleman COLEMAN CT320BS WAS \$46,807 **NOW \$34,950** SAVE \$11,857 (888) 859-6653 Hillsboro, OR STK# HIL38189



USED 2007 Heartland LANDMARK SHENANDOAH WAS \$49,888 **NOW \$34,988** SAVE \$14,900 (888) 348-5909 Avondale, AZ STK# AVO13837



NEW 2011 Starcraft LEXION S-LITE 315BSSA LIST PRICE \$49,552 **NOW \$35,452** SAVE \$14,100 (888) 480-3175 Sacramento, CA STK# SAC12171 VIN# PT5072



NEW 2011 Coleman COLEMAN CT320BS WAS \$49,294 **NOW \$35,840** SAVE \$13,454 (888) 682-3036 Churchville, NY STK# CHU69354



NEW 2011 Keystone COUGAR 293SAB LIST PRICE \$47,121 **NOW \$35,995** SAVE \$11,126 (877) 834-0429 Bakersfield, CA STK# SLV22287 VIN# 502331



USED 2008 Holiday Rambler NEXT LEVEL 38SKD WAS \$57,750 **NOW \$36,982** SAVE \$20,768 (888) 474-1330 Bartow, FL STK# DCW2128B



USED 2007 Alfa SEE YA 35RLIK 314 WAS \$62,888 **NOW \$36,995** SAVE \$25,893 (877) 289-0812 Las Vegas, NV STK# LV-N36462A



NEW 2011 Keystone MOUNTAINEER 335RET WAS \$57,278 **NOW \$36,995** SAVE \$20,283 (888) 682-3036 Churchville, NY STK# CHU64592



NEW 2011 Keystone SYDNEY 325FRE WAS \$49,096 **NOW \$36,997** SAVE \$12,099 (888) 463-3995 Colorado Springs, CO STK# KC211295



USED 2008 Dutchmen GRAND JUNCTION 31TKS WAS \$58,995 **NOW \$36,999** SAVE \$21,996 (888) 672-5049 Syracuse, NY STK# SYU68515



NEW 2011 Keystone MOUNTAINEER 335RET MSRP \$51,497 **NOW \$37,866** SAVE \$13,631 (888) 727-2952 North Little Rock, AR STK# LIT10495



USED 2006 Alfa SEE YA 35RLIK **NOW \$38,995** (888) 641-0925 Kaysville, UT STK# KY37748



USED 2010 Dutchmen GRAND JUNCTION 355 RL WAS \$54,995 **NOW \$38,995** SAVE \$16,000 (888) 450-7060 Dothan, AL STK# DOT39487



NEW 2011 Jayco EAGLE 321RLTS MSRP \$53,665 **NOW \$38,995** SAVE \$14,670 (888) 617-5406 Oakwood, GA STK# ORV15226



NEW 2011 Jayco EAGLE 351RLTS WAS \$57,965 **NOW \$38,999** SAVE \$18,966 (888) 819-7952 Longmont, CO STK# KC110874



USED 2010 Keystone EVEREST 340I **NOW \$39,680** (888) 905-0490 Anthony, TX STK# LC15682A



USED 2008 Heartland BIG HORN 3600RL WAS \$52,798 **NOW \$39,858** SAVE \$12,940 (866) 673-0250 Statesville, NC STK# STA126284



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL MSRP \$51,713 **NOW \$39,900** SAVE \$11,813 (888) 727-2952 North Little Rock, AR STK# LIT13267



NEW 2011 Keystone MONTANA HIGH COUNTRY 333DB MSRP \$59,435 **NOW \$39,977** SAVE \$19,458 (888) 801-3226 Byron, GA STK# MAC15324



USED 2007 Western ALPENLITE 34RL **NOW \$39,995** (888) 668-6715 Katy, TX STK# KAT9870



NEW 2011 Keystone BULLET 188EXP WAS \$21,947 **NOW \$15,995** SAVE \$5,952 (888) 682-3036 Churchville, NY STK# CHU64919



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$61,036 **NOW \$41,995** SAVE \$19,041 (888) 682-3036 Churchville, NY STK# CHU66343



NEW 2011 Keystone MOUNTAINEER 335RET WAS \$58,262 **NOW \$42,897** SAVE \$15,365 (888) 903-6787 Harrisburg, PA STK# HAR67896



NEW 2011 Dutchmen GRAND JUNCTION 300RL WAS \$63,150 **NOW \$42,995** SAVE \$20,155 (866) 502-8238 Bath, NY STK# BAT67568



NEW 2011 Airstream FLYING CLOUD 19 WAS \$59,586 **NOW \$42,995** SAVE \$16,591 (866) 610-5049 Akron, OH STK# SRV17905



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$58,223 **NOW \$43,897** SAVE \$14,326 (888) 903-6787 Harrisburg, PA STK# HAR67231



NEW 2010 Dutchmen GRAND JUNCTION 350RE WAS \$71,301 **NOW \$43,995** SAVE \$27,306 (866) 754-7302 Greenwood, IN STK# GRW325291



NEW 2010 Dutchmen GRAND JUNCTION 350RE WAS \$75,623 **NOW \$44,777** SAVE \$30,846 (877) 289-0812 Las Vegas, NV STK# LVN38828



NEW 2011 Starcraft LEXION 355RESA WAS \$68,702 **NOW \$44,799** SAVE \$23,903 (866) 775-0682 Roanoke, VA STK# ROA12132



USED 2008 Keystone BIG SKY 315RLT WAS \$59,995 **NOW \$44,995** SAVE \$15,000 (888) 474-1330 Bartow, FL STK# DCW8128A



NEW 2010 Keystone ALPINE 3640RL WAS \$81,121 **NOW \$44,995** SAVE \$36,126 (866) 754-7302 Greenwood, IN STK# GRW324754



NEW 2011 Keystone MONTANA HIGH COUNTRY 333DB WAS \$67,758 **NOW \$44,995** SAVE \$22,763 (877) 289-0812 Las Vegas, NV STK# LVN38423



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$59,995 **NOW \$44,995** SAVE \$15,000 (888) 484-3906 Spartanburg, SC STK# GR124836



NEW 2010 Dutchmen GRAND JUNCTION 340RL WAS \$69,395 **NOW \$44,999** SAVE \$24,396 (866) 648-5288 St. Augustine, FL STK# JAC37103



NEW 2011 Keystone MOUNTAINEER 335RET WAS \$58,439 **NOW \$45,888** SAVE \$12,551 (888) 471-3546 Chichester, NH STK# GRV507195



USED 2010 Keystone MONTANA 3150 WAS \$69,989 **NOW \$45,988** SAVE \$24,001 (866) 755-9604 Charleston, SC STK# CHN125677



USED 2010 Open Range OPEN RANGE 399SRL **NOW \$46,750** (888) 905-0490 Anthony, TX STK# LC15478A



NEW 2011 Forest River CEDAR CREEK 30RL WAS \$65,374 **NOW \$47,897** SAVE \$17,477 (888) 903-6787 Harrisburg, PA STK# HAR68359



NEW 2010 Dutchmen GRAND JUNCTION 350RE MSRP \$71,884 **NOW \$47,995** SAVE \$23,889 (888) 542-3819 Mesa, AZ STK# MES14327



NEW 2011 Keystone MONTANA 3455SA MSRP \$67,678 **NOW \$48,866** SAVE \$18,812 (888) 727-2952 North Little Rock, AR STK# LIT10490



NEW 2011 Keystone FUZION 405 MSRP \$77,065 **NOW \$48,957** SAVE \$28,108 (888) 614-5201 Draper, UT STK# ABRV35872



NEW 2011 Coleman COLEMAN CTF340RL WAS \$65,070 **NOW \$49,887** SAVE \$15,183 (866) 673-0250 Statesville, NC STK# STA125756



NEW 2011 Keystone MONTANA 3455SA MSRP \$69,014 **NOW \$49,900** SAVE \$19,114 (888) 727-2952 North Little Rock, AR STK# LIT12714



NEW 2011 Keystone MONTANA 3100RL
 WAS \$67,109 **NOW \$49,995** SAVE
 \$17,114 (888) 242-0293 Madison, WI
 STK# MAD15463



NEW 2011 Keystone MONTANA 3665RE
 MSRP \$83,712 **NOW**
\$51,837 SAVE
 \$31,875 (888) 614-
 5201 Draper, UT STK#
 ABRV36630



NEW 2011 Keystone RAPTOR 400RBG
 WAS \$80,169 **NOW \$51,995** SAVE
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NEW 2011 Keystone MONTANA 3400RL MSRP
 \$75,590 **NOW \$52,960** SAVE \$22,630 (888) 696-
 2165 Savannah, GA STK# SAV15985



NEW 2011 Jayco PINNACLE 35LKTS
 WAS \$77,706 **NOW \$52,995** SAVE
 \$24,711 (888) 819-7952 Longmont, CO
 STK# KC111168



NEW 2011 Jayco PINNACLE 34RLTS
 WAS \$72,278 **NOW \$52,999** SAVE
 \$19,279 (866) 415-9726 Wheat Ridge, CO
 STK# KC511165



NEW 2011 Keystone MONTANA 3400RL
 WAS \$74,057 **NOW**
\$54,995 SAVE \$19,062
 (888) 242-0293 Madison,
 WI STK# MAD15462



NEW 2011 Keystone MONTANA 3400RL
 WAS \$79,509 **NOW**
\$55,995 SAVE \$23,514
 (888) 484-3906 Spar-
 tanburg, SC STK#
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NEW 2011 Keystone MONTANA 3455SA
 LIST PRICE \$83,697 **NOW \$56,995** SAVE
 \$26,702 (877) 834-0429 Bakersfield, CA
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 WAS \$74,995 **NOW \$56,995** SAVE
 \$18,000 (888) 902-8565 Tallahassee, FL
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NEW 2011 Keystone MONTANA 3665RE
 WAS \$79,058 **NOW \$57,995** SAVE
 \$21,063 (877) 289-0812 Las Vegas, NV
 STK# LVN36983



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 WAS \$84,352 **NOW**
\$58,988 SAVE \$25,364
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 WAS \$76,135 **NOW \$59,730**
 SAVE \$16,405 (888) 850-5575 Wood Vil-
 lage, OR STK# POR37616



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 WAS \$77,999 **NOW \$59,995** SAVE
 \$18,004 (888) 568-2177 Burlington, WA
 STK# FRV9743



NEW 2011 Keystone RAPTOR 400RBG
 WAS \$77,202 **NOW \$59,995** SAVE
 \$17,207 (888) 682-3036 Churchville, NY
 STK# CHU65849



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 \$23,289 (888) 674-0275 Gulf Breeze, FL
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2011 Starcraft AR-ONE 14RB	SAC16356	\$12,927	\$11,385	(888) 480-3175
2012 Starcraft AR-ONE 14RB	TAL40175	\$12,995	\$11,995	(888) 902-8565
2011 Starcraft AR-ONE 16BH	VAC15416	\$14,286	\$12,333	(888) 479-3568
2011 Coleman COLEMAN CTS198DB	DOT38823	\$16,452	\$13,995	(888) 450-7060
2011 Coleman COLEMAN CTS274BH	SAC14075	\$17,706	\$15,151	(888) 480-3175
2011 Coleman COLEMAN CTS260BH	WDS15430	\$24,064	\$19,995	(888) 815-7523
2011 Coleman COLEMAN CTS260BH	KS7859	\$24,448	\$19,995	(888) 454-1707
2011 Coleman COLEMAN CTS264RL	KC211307	\$26,776	\$21,829	(888) 463-3995
2011 Crossroads SLINGSHOT 27RB	KAT9473	\$29,427	\$23,995	(888) 668-6715
2011 Keystone SPRINTER 255RKS	STA125463	\$28,435	\$24,988	(866) 673-0250
2012 Keystone COUGAR 27RBS	MER15509	\$33,995	\$27,958	(888) 254-9145
2011 Keystone SPRINTER 277RLS	HIL36969	\$35,759	\$29,950	(888) 859-6653
2011 Keystone SPRINTER 300KBS	POR36965	\$36,529	\$29,950	(888) 850-5575
2011 Keystone SPRINTER 323BHS	WDS15902	\$33,929	\$29,995	(888) 815-7523
2011 Keystone COUGAR 29FKS	KY38127	\$34,477	\$31,865	(888) 641-0925
2011 Keystone PREMIER 27RB	POR37571	\$41,889	\$35,320	(888) 850-5575

USED FIFTH WHEELS

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2001 Thor KOMFORT 27FS	TUC18115	\$17,850	\$14,995	(888) 315-7967
2002 Keystone MONTANA 2880	AMRV22314	\$19,110	\$15,995	(888) 331-1595
2002 Keystone MONTANA 2880	AMRV22314	\$19,110	\$15,995	(888) 331-1595
2006 Forest River CEDAR CREEK 28LRLFS	KC510900B	\$24,997	\$21,997	(866) 415-9726
2005 Sunnybrook TITAN 31BWKS	TAL39997	\$29,995	\$24,995	(888) 902-8565
2003 Carriage CARRI-LITE 32RL3S	TAL40239	\$32,995	\$26,995	(888) 902-8565
2007 Keystone COPPER CANYON 302RLS	CFX3821	\$28,995	\$26,995	(888) 457-4801
2008 Forest River CARDINAL 36LE	SRV18321	\$35,790	\$29,995	(866) 610-5049
2005 Fleetwood GEARBOX 375FS	SLV22219	\$32,995	\$29,995	(877) 834-0429
2006 Keystone MONTANA 3400RL	LAK8482	\$35,766	\$31,999	(877) 554-3516
2006 Heartland BIGHORN 3055	RD39398	\$39,988	\$32,999	(888) 475-5918
2009 Keystone COUGAR 276RLS	CB118632	\$36,995	\$34,995	(866) 820-0335
2009 Keystone MONTANA 295RKD	RD39236	\$43,995	\$36,995	(888) 475-5918
2009 Keystone CHALLENGER 35CKQ FW	SLV21995	\$49,995	\$39,995	(877) 834-0429
2008 Keystone MONTANA 3465SA	RD39027	\$49,988	\$39,995	(888) 475-5918
2009 Keystone MOUNTAINEER 347THT	RD39508	\$44,988	\$39,995	(888) 475-5918
2008 Heartland BIG HORN 3055RL	KS8211A	\$44,766	\$39,995	(888) 454-1707
2006 Nu-Wa HITCHHIKER 35LKRSB PREMIER	KC2CS960B	\$48,997	\$39,997	(888) 463-3995
2008 Dutchmen GRAND JUNCTION 335TRL	SLV22320	\$54,995	\$44,995	(877) 834-0429
2009 Carriage CAMEO F35SB3	RD39464	\$59,988	\$46,988	(888) 475-5918
2009 Keystone RAPTOR 3602RL	CFX3844	\$53,999	\$47,998	(888) 457-4801
2009 Keystone BIG SKY 340RLQ	AV014455	\$69,944	\$59,888	(888) 348-5909
2009 Heartland CYCLONE 3950	TUC18118	\$72,200	\$69,885	(888) 315-7967
2008 Forest River CEDAR CREEK 35L4QB	MB125557	\$75,970	\$69,995	(888) 692-9016

NEW FIFTH WHEELS

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Starcraft LEXION S-LITE 256RKU	FRV9665	\$35,700	\$28,888	(888) 568-2177
2012 Coleman COLEMAN CTF259RE	TAL39161	\$35,977	\$28,995	(888) 902-8565
2011 Coleman COLEMAN CTF267BH	DOT38883	\$34,185	\$28,995	(888) 450-7060
2011 Coleman COLEMAN CTF267BH	WDS15684	\$34,185	\$28,995	(888) 815-7523
2011 Coleman COLEMAN CTF267BH	CFX3682	\$34,185	\$29,999	(888) 457-4801
2011 Coleman COLEMAN CTF267BH	MB125333	\$37,898	\$30,413	(888) 692-9016
2011 Coleman COLEMAN CTF267BH	CBH14259	\$37,895	\$30,413	(866) 820-0335
2012 Coleman COLEMAN CTF267BH	HL5877	\$35,575	\$30,413	(888) 386-5187
2012 Coleman COLEMAN CTF267BH	SAV16078	\$36,274	\$30,542	(888) 696-2165
2011 Coleman COLEMAN CTF267BH	FRV10000	\$38,588	\$31,500	(888) 568-2177
2011 Coleman COLEMAN CT275REX	MES14831	\$39,579	\$31,663	(888) 542-3819
2011 Coleman COLEMAN CTF325RL	FRV9441	\$40,079	\$31,995	(888) 568-2177
2011 Coleman COLEMAN CTF267BH	HIL37504	\$39,666	\$32,450	(888) 859-6653
2011 Keystone COUGAR 276RLS	SVU69395	\$41,232	\$32,995	(888) 672-5049
2011 Keystone COUGAR 293SAB	FRV9750	\$41,682	\$33,709	(888) 568-2177
2011 Coleman COLEMAN CTF267BH	POR37502	\$40,860	\$33,845	(888) 850-5575
2011 Coleman COLEMAN CTF325RL	LAK608563	\$43,759	\$35,697	(877) 554-3516
2011 Keystone LAREDO 316RL	GRV507255	\$44,814	\$35,955	(888) 471-3546
2011 Coleman COLEMAN CTF320BS	VAC17497	\$45,405	\$36,043	(888) 479-3568
2011 Heartland ELKRIDGE 29BHCK	CBH14435	\$47,297	\$38,625	(866) 820-0335
2011 Keystone COUGAR 296BHSHE	MB125310	\$45,334	\$39,477	(888) 692-9016
2011 Forest River SANDSTORM 3215SR5	LC15520	\$55,114	\$42,965	(888) 905-0490
2011 Keystone LAREDO 310RE	GRV507252	\$50,390	\$42,988	(888) 471-3546
2011 Keystone LAREDO 324RL	GRV507260	\$50,646	\$44,995	(888) 471-3546
2011 Crossroads CRUISER 325MKP	DCW8304	\$46,141	\$44,995	(888) 474-1330
2012 Keystone COUGAR 299RKSHE	CFX4067	\$50,519	\$45,995	(888) 457-4801
2011 Keystone MONTANA HIGH CTRY. 323RL	MAD15599	\$57,788	\$47,995	(888) 242-0293
2011 Heartland BIG COUNTRY 3250TS	CRV5886	\$57,704	\$47,995	(877) 450-7415
2011 Keystone MOUNTAINEER 335RET	BAT66132	\$57,455	\$47,995	(866) 502-8238
2011 Keystone MONTANA HIGH CTRY. 323RL	CFX3931	\$57,244	\$49,998	(888) 457-4801
2011 Coleman COLEMAN CTF340RL	KC211328	\$67,673	\$53,995	(888) 463-3995
2011 Keystone MONTANA 3400RL	COL15515	\$72,645	\$59,858	(888) 848-7312
2011 Keystone FUZION 360	MES16791	\$75,774	\$59,995	(888) 542-3819
2011 Coleman COLEMAN CTF340RL	AMRV22005	\$76,481	\$64,159	(888) 331-1595
2011 Keystone MONTANA 3625RE	MER14008	\$81,995	\$65,858	(888) 254-9145
2011 Keystone RAPTOR 365LEV	MER15257	\$84,995	\$68,858	(888) 254-9145
2011 Dutchmen GRAND JUNCTION 340RL	TUC13319	\$72,597	\$69,746	(888) 315-7967
2011 Keystone MONTANA 3455SA	CFX3935	\$78,842	\$69,982	(888) 457-4801
2011 Dutchmen VOLTAGE 3900	MER14015	\$89,995	\$71,858	(888) 254-9145
2012 Keystone FUZION 412	SAV15996	\$86,408	\$73,995	(888) 696-2165
2011 Keystone RAPTOR 4014LEV	SLV21564	\$82,962	\$74,276	(877) 834-0429

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AMERICA'S OUTBACK

by Bill Graves

NORTH POLE, ALASKA

"A PERSON WOULD HAVE TO BE BEYOND MOTIVATED TO MAKE A BIGGER SANTA THAN THE ONE HERE."

I was on the Richardson Highway in Alaska, 15 miles south of Fairbanks. A sign ahead said North Pole. I knew it was along here somewhere. (The geographic one is 1,700 miles north of here.) I took the exit and parked at the foot of a giant Santa Claus that must be two-stories high.

They were quick to tell me here that it's the world's tallest fiberglass Santa, which begs the question: Is there a taller one somewhere made of something else? A person would have to be beyond motivated to make a bigger Santa than the one here.

Last year, I was in Santa Claus, Indiana. They have several Santa statues there, but nothing this big. Then there's the giant Santa filled with helium that floats down the streets of New York in Macy's Thanksgiving Day parade. But that's a balloon, and after the parade it disappears into a box.

This Santa stands in front of a Good Sam RV park called Santaland. Towering over the highway as it does, nobody has to search for this place.

I walked next door to the sprawling Santa Claus House. Its exterior is covered with murals of Santa and his reindeer. Inside, Christmas music plays. It's filled with Christmas decorations, all for sale. But few shoppers were here on an afternoon in late August.

I turned to see a customer giving his credit card to a cashier — it was Santa Claus! He wore red, white and blue suspenders decorated with American flags, and a ball cap to match. His white beard was trimmed and neat, and his eyes twinkled when he smiled, which he did when he saw me taking pictures.

Still not sure, I asked, "Do you work here?"

"Nope, just doing some Christmas shopping," he said. "We're from Michigan."

He gave me a name. I wrote it on something. But I can't find it now. It's probably just as well. I'm sure that he really was Santa, just putting me on. He's probably still chuckling about it.

North Pole's City Hall — on Snowman Lane — has a Christmas tree up year-round. The place is decorated as if Christmas were tomorrow.



From Mistletoe Drive to Holiday Road to Snowman Lane, the spirit of Christmas is alive year-round in the city of North Pole, Alaska. You might even catch ol' St. Nick himself shopping at the Santa Claus House.

And Wendy's, the fast-food place, has a "marvelous Christmas display," the clerk at the city hall told me. "It's really neat, with pretty lights, trees, candy-cane poles and murals with winter scenes." It's on St. Nicholas Drive.

"Come back in a couple months," she said, "and see the fiberglass Santa standing waist-deep in snow."

Fairbanks has the widest temperature range of any city in the world — its highest recorded was 99° F and the lowest was minus 66° F. Winters are brutal up here.

It also has the most extreme temperature inversion on the planet, at least our part of it. During the mostly dark, windless days of winter, frigid air gets trapped in this valley, which is Fairbanks, by a layer of frost that just hovers. It covers the city like a tarp, more like a freezer door. It can be 30 below zero in town — and that can be for weeks — but in the hills surrounding it, the temperature is usually 20 to 30 degrees warmer, but warmer is relative.

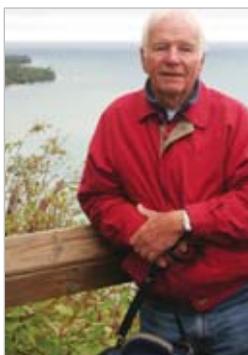
No snow days here, but they do close school when it's 50 below zero. It has to do with buses not running; apparently diesel fuel, even brake fluid, turns to jelly at that temperature.

For those who grew up in the cold climes, this may jog some memories. For everyone else, let it serve as an explanation why the tourists are out of Alaska by mid-September.

I'm pressing it — time to go home. But before I do: Merry Christmas from North Pole — where Santa Claus does his Christmas shopping. 📧

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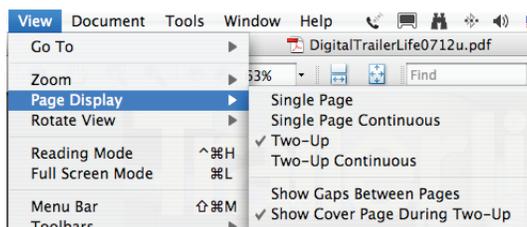


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