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User Guide

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### ON THE COVER

The new-model year is bringing in a heaping supply of four-season units for year-round RVing fun.

See story on page 35.



The **TRAILER LIFE (USPS#454-970)** is published monthly by GS Media & Events (a division of Good Sam Enterprises, LLC), 3300 Fernbrook Lane N #200, Minneapolis, MN 55447. Periodicals postage paid at Plymouth, MN 55447 and additional mailing offices. The annual subscription rate is \$15.97 per year in the U.S. For Canadian & International subscriptions, add \$12 per year. U.S. funds only. **Postmaster:** Send address changes to Trailer Life, P.O. Box 5860, Harlan, IA 51593-1360. **Canadian Return Address:** GS Media & Events, 4960-2 Walker Road, Windsor, Ontario N9A 6J3. Publication Sales Agreement #40012332.



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\*\* Based on a comparison of Automotive News classification of full-size commercial vans.  
RV shown is Fleetwood Tioga DSL built on a Mercedes-Benz 3500 Cab Chassis.



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# DRIVER'S SEAT

by Kristopher Bunker



## FULL-TIME FANCY

As we flip our calendars and usher in another year, our thoughts often turn toward the events of the previous 12 months. *Trailer Life* had a great year in 2011, celebrating its 70th anniversary, and in 2012 we're hitching up to bring you even more industry news, trailer reviews and RV tips.

As the RV industry continues its resurgence through smart construction, green initiatives and overall customer satisfaction, manufacturers are creating RVs that go far beyond weekend getaways more than ever before. It's these "full-time" trailers that we're spotlighting this month.

As you'll read in "All-Weather RVs" on page 35, many of today's new models are designed with each of the four seasons in mind, and specific construction techniques make it easier than ever to spend the summer in Death Valley or the winter in the Canadian Wild in comfort. We've included a handful of our favorite units from manufacturers who pride themselves on all-season livability.

And the new-model year also marks the continual improvement of some less-conventional floorplans and layouts.

The front-living-room fifth-wheel floorplan is gaining in popularity, and Thor's upscale Redwood division has done its best to up the luxury and livability antes in the so-equipped 36 FL — most notably by increasing the ceiling height in the living area. Plus, with the Redwood's upgraded framework — not to mention its upscale interior — it's easy to envision living in this fiver full time, during any season. Turn to page 54 to learn more.

Dutchmen's Infinity 3640RL, featured on page 56, also offers owners the opportunity to relax and take their time while at the RV park. The rear-lounge Infinity packs plenty of residential-style amenities, including a gourmet-style kitchen and a master sleeping area that rivals many hotel suites. Add to that an abundance of storage and you have the makings of a full-time fifth-wheel.

As long as you're staying in camp for extended periods of time, you might as well be comfortable, right? DISH Network's Tailgater portable antenna allows you to catch all your favorite TV shows wherever you call home. The unit — which utilizes an HD receiver — locks in to a DISH satellite and delivers digital programming to your RV's entertainment system. It can even be deactivated during times when you don't need it, saving you some of your hard-earned cash.

And hot water is absolutely critical to an enjoyable extended stay, so it's important to keep on top of water-heater maintenance and repairs. Thankfully, a leaking inner tank doesn't have to mean an expensive replacement. Turn to page 42 to learn about Atwood's easy fix for such a dilemma.

With the way things are progressing, it won't be long before full-timing is the norm, and "weekend warrior" is an outdated phrase in the RV world. 🚐

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# LETTERS

from our Readers

**“I’m thinking of restoring an old canned ham ... I’d be recycling something headed for the trash, and getting better mileage to boot.”**



## THINKING GREEN

Although I agree with Kristopher Bunker’s sentiments regarding leaving a smaller carbon footprint while RVing, to me a \$51,000 26-foot trailer towed by a \$86,000 SUV is not an efficient use of resources — financial resources, that is. The Evergreen Element is a step in the right direction, but if RV manufacturers really want us to be more “green,” they need to design something that works in the real world. I’m thinking of restoring an old canned ham. They’re considerably lighter and more aerodynamic than my 2001 6,500-pound rolling loaf of bread. I’d be recycling something headed for the trash, and getting better mileage to boot. To me, that’s thinking green.

**Jim Davis**, Murrieta, California

## WISCONSIN POGO STICK

In regards to Wisconsin’s Highway 32 article in the November 2011 issue, “The Inland Sea Coast,” we often drive a road very near — I-90, between Beloit and Madison. With our old Chrysler minivan pulling a pop-up, I was afraid we would lose the trailer, the road is so rough. We now drive a Dodge Ram 1500 4 × 4 with a 26-foot travel trailer. We feel like we’ve been beaten to death by the time we get to Madison. I do not think anything could make the ride any better. It’s the road!

**Bob & Rita Maager**, Missouri

To contribute to this column, write to 2575 Vista Del Mar, Ventura, CA 93001, or e-mail [info@trailerlife.com](mailto:info@trailerlife.com).

## SLIMED

In the November issue, R. Dunk of Nevada had a question concerning the use of the product Slime. Jeff Johnston said for him to go ahead and use it. My concern is that, yes, the Slime will seek any air leak and stop it, but then the rest will roll around in the tire looking for leaks and throw the wheels out of balance.

**Paul Vines**, Gun Barrel City, Texas

*Editor’s Note: Liquid sealants are designed specifically for, and successfully used in, high-speed highway tire applications. As the tire spins, the fluid distributes itself around the tire; it doesn’t lump up in one area and cause an imbalance. See the manufacturer’s website, [www.slime.com](http://www.slime.com), for more information.*

## CURIOS JOHN

I enjoy reading articles by Gary and Monika Wescott, be it their travel adventures or technical stories like “Let There Be Light” in the November 2011 issue. I have noticed their unique RV in some of the articles, and would like to know more about it.

**John Murray**, Via email

## BEDFORD’S D-DAY MEMORIAL

Regarding October 2011’s *America’s Outback*, I can’t say enough about how great it is. Bill Graves certainly hit all the high points and made my eyes water. I live in Bedford and have been to the memorial several times. It’s a lot like Gettysburg — can’t get there enough and the feelings are deep. Thanks for doing the veterans justice.

**Merl Bell**, Bedford, Virginia

## SNOOK’S NOOK



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# AROUND

## THE BEND

NEWS • EVENTS • PEOPLE • PLACES • PARKS & RV TRENDS

Edited by **Marleen Canniff**

### NIGHTS OF LIGHTS

Calling all Florida snowbirds: More than two million tiny white lights are reflected in the waters of Matanzas Bay, adorning the trees and historic buildings of the nation's oldest city, St. Augustine, Florida. The festival, which began mid-November and will continue through January 31, is based on a Spanish colonial tradition of displaying a single white candle during the holidays and includes an array of events, historical presentations and nightly tours. Because of this celebration, in 2009 AAA selected St. Augustine as one of the Top 10 destinations for holiday cheer in the United States and Canada.

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pancakes, the company promises that each meal contains the finest products in the marketplace, and fine foods equate to great taste and superior nutrition. For most of the eFoodsDirect lineup, you simply add the contents of the mylar pouches to boiling water and simmer until cooked. And using your RV's kitchen, you can add an extra home-cooked touch to your meals by, for instance, browning the potatoes under the broiler for a crispy, browned crust or cooking up some bacon to go with the flapjacks. All the foods are cholesterol free, vegetarian, have no trans fats, no added MSG, offer balanced sodium and have no artificial flavors, colors or preservatives. The pouches are storable in a cool, dry location for up to 25 years, which means your dinner will retain its full nutrients and flavor even longer than your RV will hold up to usage and weather.

**To try some for yourself**, call (877) 685-9622 or visit [www.efoodsdirect.com/RV](http://www.efoodsdirect.com/RV).

### THE RALLY IN PHOENIX

Prepare to share good times at the Good Sam Rally, presented by DISH Network, in Phoenix, March 22-25. With headliners like country music's four-time female vocalist of the year Martina McBride, America's favorite comedian Bill Cosby, and the Beatles tribute band Ticket to Ride, you're sure to enjoy this event. And regarding its location, the Phoenix International Raceway has lots of parking, gorgeous desert scenery, the best weather and activities galore — and that's not even mentioning the quality seminars, huge trade show with the latest and greatest RVs and accessories and, of course, you and your fellow RVers. We look forward to seeing you there!

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## KEEPING TRADITION

Tipping a hat to Somerset, Pennsylvania — where for more than 40 years Coleman Camping Trailers were manufactured — Columbia Northwest has created a new line of pop-up camping trailers, duly named the Somerset line, built in the Coleman tradition. After FTCA closed its doors almost a year ago halting the production of the Coleman line, Columbia Northwest took action to keep the products and heritage alive by hiring former employees of the plant and working closely with key dealers around the country to create and sell a brand-new line of pop-ups with the same quality construction and simple setup. Six new models, ranging in size from 8 feet to 14 feet, are being manufactured as part of the Somerset line. Base msrp ranges from \$9,000 to \$17,000, depending on model.

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## THE CASSEROLE QUEENS COOKBOOK

Nothing says home quite like the smell of chicken potpie or a home-made casserole filling your RV on a cozy winter evening. The recipes in “The Casserole Queens Cookbook” by Crystal Cook and Sandy Pollock (Clarkson Potter, 208 pages, paperback) include all the classics with some modern spins — and even chapters on delectable desserts and figure-friendly dishes. The book’s intro explains how you can prep casseroles at home, freeze them, and then pop them in the trailer’s oven to enjoy a home-cooked meal without dirtying lots of pots and pans in the RV. Most of the recipes call for fresh ingredients, with the option to substitute canned or frozen. “The Casserole Queens Cookbook” retails for \$17.99 and is available at most bookstores. — *Meaghan Alfier*



## NEWSWIRE

**A new Recreation Vehicle Industry Association survey** of RV owners indicates that RVers have strong travel plans this winter, despite the soft U.S. economy and fluctuating fuel prices. According to the RVIA’s biannual Campfire Canvas, 34 percent of RV owners plan to travel more this fall and winter than last year, 43 percent plan to travel the same amount and just 11 percent plan to travel less ... **The National Park Service** will

waive admission fees on 17 days in 2012 to encourage Americans to explore America’s natural beauty. Secretary of the Interior Ken Salazar emphasized that our national parks and public lands serve as an economic engine for many local communities. Recreation in national parks, refuges and other public lands fueled nearly \$55 billion in economic activity



and supported 440,000 jobs in 2009. The fee-free dates for 2012 are January 14 to 16 (Martin Luther King Jr. weekend), April 21 to 29 (National Park Week), June 9 (Get Outdoors Day), September 29 (National Public Lands Day) and November 10 to 12 (Veterans Day weekend). For more information, visit [www.nps.gov/findapark/feefreeparks.htm](http://www.nps.gov/findapark/feefreeparks.htm) ... **The staff at Sleeping Bear Dunes National Lakeshore in Michigan** recently identified an ash tree near Little Glen



## EURO NEWS

When picturing an RV of European origin, we generally think small; however, something new is hitting the headlines overseas. A Welsh-based manufacturer, the Fifth Wheel Company, lays claim to having created the first British-built slideout caravan, a luxury unit called the Inos. Just shy of 23 feet with a gvwr of 5,952 pounds, this unit comes with a long list of quality features: a lavish bedroom, underbelly heating, separate toilet and shower facilities and an open-plan living area with almost 10 extra square feet of floorspace afforded by the slideout section — a package that's a huge change in Euro-designed models.

And when picturing the price of a European RV, we generally think big, as one should for the Inos, which has a price tag of more than \$56,000.

For more information, visit [www.fifthwheelco.com](http://www.fifthwheelco.com).



## WEB EXCLUSIVE



» This month's Web Exclusives features bonus photos of the completely refurbished 1948 Westcraft Sequoia and Utah's beautiful Dead Horse Point.

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## AN EPIC PACKAGE

Dutchmen Manufacturing has enhanced its Voltage fifth-wheel luxury SURV with the introduction of the "Epic Package" for 2012. This package includes a six-point electric leveling system, second electric awning, wireless backup camera system, heated, residential memory foam mattress, "LINC" touch-screen remote and frameless windows.

For more information, call (574) 537-0600 or visit [www.dutchmen.com](http://www.dutchmen.com).

Lake infested with Emerald Ash Borer (EAB). It appears that up to 90 percent of the ash trees in the National Lakeshore may be infested with EAB. This beetle has already killed tens of millions of ash trees in southeastern Michigan, with tens of millions more lost across North America, including Illinois, Indiana, Kentucky, Minnesota, Missouri, New York, Ohio, Ontario, Pennsylvania, Tennessee, Quebec, Virginia,

West Virginia and Wisconsin. Although the insects are only able to travel about one mile per year on their own, EAB has spread far more rapidly through transport of wood. So please, don't move firewood! For more information about EAB, visit [www.emeraldashborer.info](http://www.emeraldashborer.info).



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St. Paul Ice Fishing & Winter Sports Show

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## RV ACTION LINE

### PLUG PROBLEM

Encountering difficulties in getting reimbursed for a manufacturing mistake, a reader turned to *RV Action Line* for help:

In January 2011, my wife and I became the second owners of a 2007 Forest River Cardinal fifth-wheel. We upgraded from a 2004 model and are very pleased with our choice of product.

Over the last several months, we have encountered several maintenance issues that we did not expect to encounter in a unit this new. However, we accepted the responsibility and went on.

In June we went on a four-day trip with several friends. On the last day, we were breaking camp to get ready to leave. I emptied and rinsed the three holding tanks, but then found that I couldn't close the knife valve on the gray tank. Nothing major, as the tank(s) were already emptied.

Upon arrival at home, I brought the rig into my maintenance facility, and they found the original wooden plug that Forest River had cut to install the drain pipe, in the drain pipe.

It had taken several years to work its way down the system, but it had finally reached the knife valve and jammed it.

I called the warranty administrator at Forest River. He asked that I drop him a note about the problem. I not only sent him a letter, but also a copy of the bill, the actual plug, and photos of the plug, and where on the underside of my rig it had to be cut to gain access to the problem.

That photo showed the patch and additional foam that had to be shot in. In all my correspondence, I was not trying to claim this as a warranty problem, rather, a problem or defect in its manufacture that manifested. Nowhere in the correspondence from Mr. Milarczyk does he acknowledge this as a manufacturing defect.

We feel that Forest River should have

reimbursed me for this expense, and I would appreciate any assistance you could offer in this situation.

**Bill Schmidt**, Roseburg, Oregon

Failure due to manufacturer debris is actually more common than it should be. RVs are built by people, and people sometimes make mistakes. But it's how the manufacturer reacts when one of these cases surfaces that means the most.

Regardless of whether the trailer is under warranty, if something as described by the Schmidts occurs, we believe it is the manufacturer's responsibility to stand behind its installers and fix the problem.

We didn't hear back from Forest River, though Schmidt did copy us on his letter to the manufacturer:

This is to acknowledge receipt of your check in the amount of \$87.50, representing the agreed upon 50 percent of the costs I incurred. *RV Action Line* wrote to you July 27; we spoke shortly after that. I waited all through the month of August for your check, it was never received. On September 1 we departed on a three-week RV trip; we just got home yesterday. The mail was delivered today, and your check, dated September 1, 2011, was received.

My only regret is that it took the intercession of *RV Action Line* to accomplish exactly what I had tried to do through corresponding with you.

My hat is off, in gratitude, to *Trailer Life*, and *RV Action Line* specifically.

**B.S.**

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. Please include a self-addressed, stamped envelope. No phone calls, please.

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# HITCHED ❖

by Barry Zander



## WHY WE BEGAN HITCHING UP

**I**t was like a bolt of lightning. One day we were living our routine life, commuting to work, maintaining our suburban home, looking forward to weekend tent-camping trips, getting together with family and friends. The next day, we were planning our getaway in an RV.

With no constraints to hold us back, Monique realized we could drastically change the course of our lives by selling or giving away just about everything we owned and trying out full-time RVing for a year or two. We could decide later if it was a good choice or not. Thankfully, everything fell into place.

We quickly realized that one of the first big decisions was to select the type of RV that would best suit our planned lifestyle. Luckily, just around the corner time-wise and map-wise was an annual RV exposition. That was the place to start.

We interrupted our ambling around the show grounds for a few minutes to hear what RV experts Joe and Vicki Kieva could tell us about our future on the road. Lesson One: “There is no perfect RV.” How could that be, we wondered. Why wouldn’t one company build the perfect rig?

Size is a primary concern. A rig large enough to have all the amenities is often too big to get into many national and state parks. And a large luxury rig isn’t the one you would want to take onto narrow, windy roads — especially if they are unpaved. And although smaller rigs can get you to and put you in the campgrounds, you have to get used to lacking many conveniences and stepping on each other’s toes.

We strolled around the grounds of the RV expo for hours after that presentation. We toured fifth-wheels that seemed to touch the top of the show hall and visited motorhomes with washers and dryers, dishwashers and practically as much closet space as our three-bedroom house. We listened to sales pitches by dozens of barkers, who assured us they had the perfect RV for us, and, of course, they could make it affordable if we reached an agreement while at the show.

Our preconceived notion was that we could buy the smallest RV at the show and live blissfully in the wilds anywhere across North America — always able to make do as minimalists. So we tended toward looking at only high-quality pop-up campers ... until we happened upon Clyde, a laid-back salesman from a dealership not far from our home. When we told him our plan, he got serious. “You won’t be happy in a pop-up full-timer,” he advised. “You’ll be in rain, high winds, freezing cold, intense heat and more. You’ll need a hard-side RV.” It made sense, so we opened our minds to other types of rigs.

At home that evening, we sat in our cherished backyard wooden swing and talked about which direction to go with our purchase. We had narrowed it down to three options. There was an ultra-fancy Class B conversion van that the owner of the company was willing to let us have for \$40,000 under list price. There was a roomy pop-up that combined “roughin’ it” with comfort. And there was the travel trailer, specifically one offered by the same salesman who had advised us against the pop-ups he sells.

*Continued on page 69 ...*





# REDWOOD NATIONAL PARK

by **Bruce Leonard Jr.**

**V**isitors need not understand where one park ends and another begins to appreciate the cooperative management effort that allows one national park and three state parks on the western edge of Northern California's Coast Range to function as an enormous and fascinating tourist destination. In 1923, Prairie Creek, the first of the state parks created to protect the world's tallest trees, the Coast Redwood, was created, followed by Del Norte in 1925 and Jedediah Smith in 1929. In 1968, Congress created Redwood National Park to help preserve the redwoods' natural setting, including numerous other plants and animals.

The national park was expanded in 1978, and today visitors can explore the combined 131,983 acres and see rangers in state and national park uniforms throughout the interconnected parks. So special is this unbelievably scenic and scientifically significant

landscape that it has earned admission into an exclusive club, having been designated both a World Heritage Site and an International Biosphere Reserve.

Since some park roads have vehicle-size restrictions, and campgrounds limit vehicle length, travelers should plan their visits carefully. The parks, however, offer numerous activities on varied terrain, so visitors will likely be able to fill many days in the park, no matter which kind of rig delivers them there.

Anglers can pursue steelhead, cutthroat trout and Chinook salmon in the parks' streams, and adventurers in canoes and kayaks can explore Stone Lagoon and Big Lagoon or float the Klamath River. Animal lovers will increase their chances to see Roosevelt elk by visiting Elk Prairie Campground and Gold Bluffs Beach. Whether perusing the northern sea cliffs or the southern bluffs, birders are likely to spy brown pelicans, ravens, jays and crows but may also see rare murrelets. And campers should properly stow food to avoid interaction with black bears.

As appealing as the other attractions are, the national park is named Redwood for good reason. Visitors should hike among these giants, feel



their powerful silence (called a "cathedral hush" by John Steinbeck), then, for vegetative variety, walk the one-mile loop Fern Canyon, along which 40-foot walls of ferns glisten. 📍

**Redwood National Park**, (707) 465-7335, [www.nps.gov/redw](http://www.nps.gov/redw).

**California State Parks**, (800) 777-0369, [www.parks.ca.gov](http://www.parks.ca.gov).



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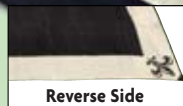
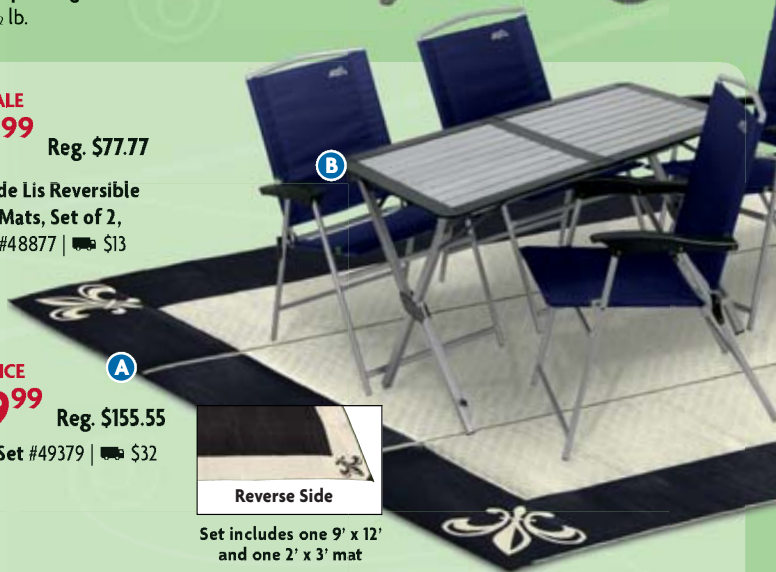
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User Guide

Contents

# REMEMBER

## GOOD, THEN LET'S MOVE ON ...

by Carl Calvert

**A**sk any well-seasoned Texas traveler about first impressions of San Antonio and the response is invariably “The Alamo and the River Walk.” While these two San Antonio staples are definitely worth the trip to southwest Texas, there’s much more to this picturesque town than a historic mission and riverside gastronomic delights.

For RVers who wish to stay more than a day or two in San Antonio, the city offers a wide variety of interesting attractions — from its chain of remarkable missions to its stately King William Historic District to the outrageously delightful Buckhorn Saloon and its lush botanical gardens and historic forts.

After the Alamo, perhaps the most tourist-worthy attraction in the San Antonio area is its string of Spanish missions, which date back to the early 1700s. The original mission — Mission San Antonio de Valero (today’s Alamo) — was established by Franciscan friars in an attempt to convert indigenous hunters and gatherers into Catholic tax-paying citizens of New Spain. Later, a number of additional missions were created to further the cause, including Missions San José, San Juan Capistrano, Concepción and Espada. Today, managed by the National Park Service, these missions still stand as a reminder of early Texas history and picturesque monuments to the past.

The Mission San José y San Miguel de Aguayo, located a few miles south of downtown, is particularly impressive and includes an imposing limestone church and extraordinary Spanish colonial Baroque architecture and statuary. A highlight of the church is its rose window, known as the premier example of Spanish Colonial ornamentation in the United States. However, its

sculptor and significance continues to be a mystery. The additional missions, roughly spread out along the San Antonio River, are almost equally impressive, and stand in varying degrees of romantic decay. They are currently undergoing major renovations.

For further historic perspective, it’s worth a trip to Fort Sam Houston, which is located just a few miles northeast of downtown San Antonio. Two sites await you here — the Fort Sam Houston Museum and the legendary Quadrangle. Although this is an active U.S. Army base under the tight security of similar bases across the country, visitors with a valid I.D. (a driver’s license will do the trick) are more than welcome.

The Fort Sam Houston Museum tells the history of the base and the U.S. Army in the San Antonio area from 1845 to the present. Fort Sam Houston, one of the oldest Army posts in Texas, is designated as a National Historic Landmark and has more than 800 historic buildings within its boundaries. The museum is free to the public and housed within its confines are examples of the uniforms and equipment from each period of the fort’s history. The Quadrangle is a walled fortification within the base and played host to the imprisonment of the Indian chief Geronimo in 1886. The Quadrangle also features historic cannons, workshops, support buildings, storerooms, offices, the uniquely-designed Vidales Sundial and more. And don’t miss the Quadrangle animals — deer and fowl have graced these grounds for more than a century.

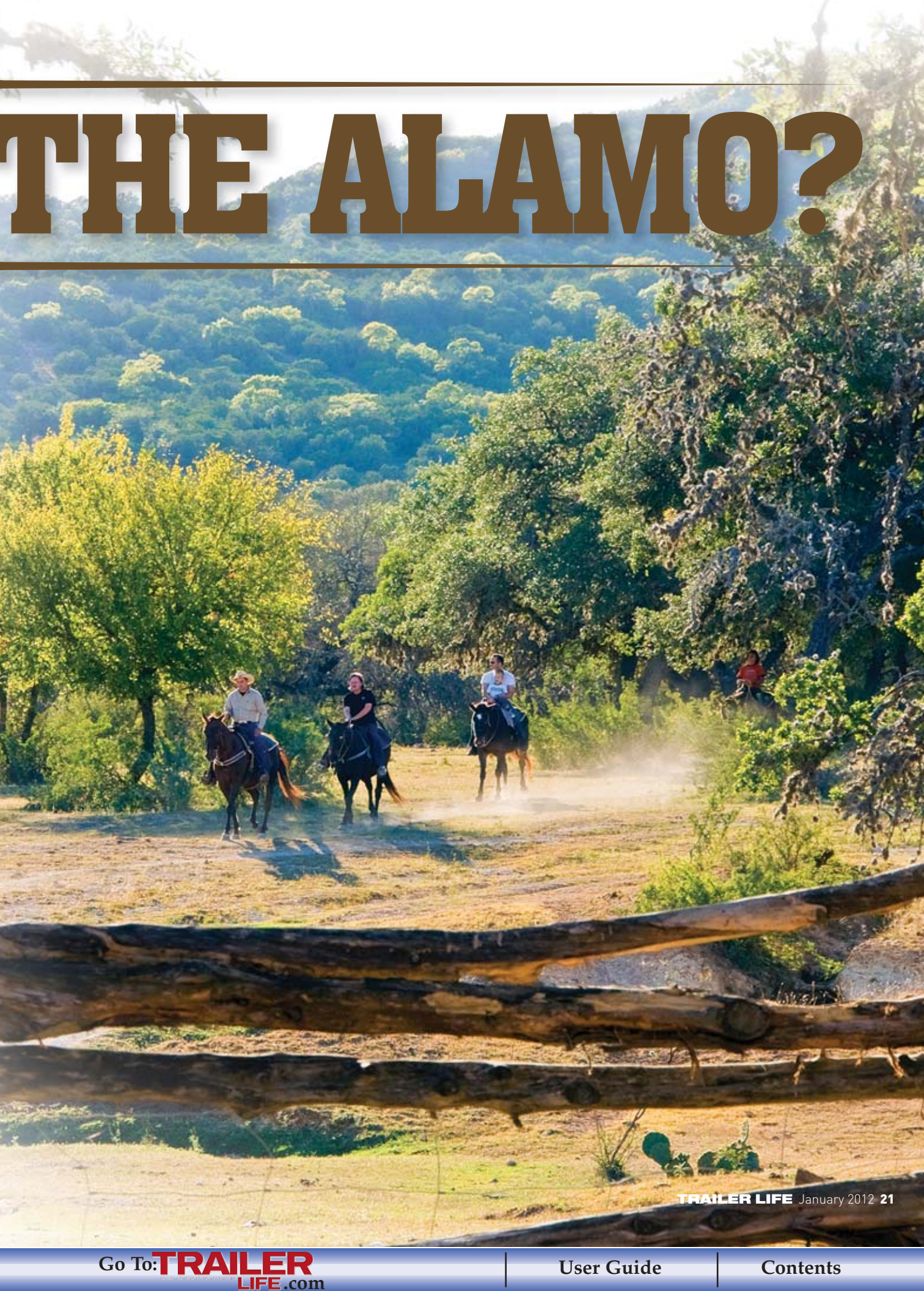
Heading back downtown, San Antonio visitors should not miss one of the city’s gems, the Buckhorn Saloon and Museum and the Texas Ranger Museum. Billed as “The Oldest Saloon in Texas,” the Buckhorn



Photo by Dennis Cox

Photos Courtesy of the San Antonio Convention & Visitors Bureau

# THE ALAMO?



TRAILER LIFE January 2012 21

Photo by Ann Purcell



Photo by Stephanie Colgan

“Visitors to San Antonio may very well remember the Alamo, but they’ll never forget the city’s enduring charm.”

Photo by Stephanie Colgan



## La Villita Historic Arts Village, the heart of San Antonio’s oldest neighborhood, is booming with artists, shops, restaurants and mariachi music.

features more than 40,000 square feet of amazing collectibles. These range from 520 species of animals (stuffed) from around the world (when game hunting was more popular), a world-record 78-point buck in the Hall of Horns, a deer portrait made up entirely of rattlesnake rattles, plus the Mysteries of the Deep, a Wax Museum of Texas History, and much more. Located just two blocks from the Alamo, the Buckhorn also features its legendary saloon, complete with café, and the Texas Ranger Museum displays an early history of the Rangers, Tales of the Texas Rangers, and the authentic Ranger Town.

Around the corner from the Alamo, take time to visit the historic Menger Hotel and stop by the bar where Teddy Roosevelt recruited men for his famous Rough Riders unit. Within walking distance from the Menger are a number of interesting downtown sights, including

the charming and artistic village of La Villita, the Majestic and Empire Theatres, the Torch of Friendship, the Children’s Museum, and of course, the Alamo.

A short drive — or long walk — south of downtown will bring you to the King William District. This District has a wealth of stately and historic San Antonio homes, impressive gardens, distinct restaurants, bygone-era ambiance, and more, all set on the banks of the San Antonio River. A stroll through King William’s streets is indeed a step back in time.

For nature lovers, a trip to the San Antonio Botanical Garden, located just north of downtown, is well worth a day trip to enjoy beautiful blooms, exotic plants, and a hike along the Texas Native Trail. In addition to its lush gardens, the site includes a number of restored historic houses, including the Schumacher and Auld Houses, and a 1850s hand-hewn post oak log cabin. A 1-acre

## The changing displays at the San Antonio Botanical Garden are sometimes subdued, sometimes exuberant, sometimes humorous, but always worth checking out.



Photo by Al Rendon

The former Pearl Brewery along the River Walk is now a culinary gathering place.

lake further sets the tone for this symphony of plants and color.

Naturally, San Antonio's attractions don't end with missions, historic districts and buildings, and lush scenery. There's a wide variety of things to see and do in the city. Some additional great spots include the Brackenridge Eagle Miniature Train Ride, the San Antonio Zoo, San Fernando Cathedral, McNay Art Museum, Natural Bridge Caverns, and Natural Bridge Wildlife Ranch. Visitors to San Antonio will find a wealth of interesting sites to visit, with something to see for all ages.

Second- and third-time visitors to San Antonio may very well remember the Alamo, but they'll never forget the city's enduring charm and wealth of sightseeing opportunities. 🚗

San Antonio Convention & Visitors Bureau,  
(800) 447-3372, [www.visitsanantonio.com](http://www.visitsanantonio.com).

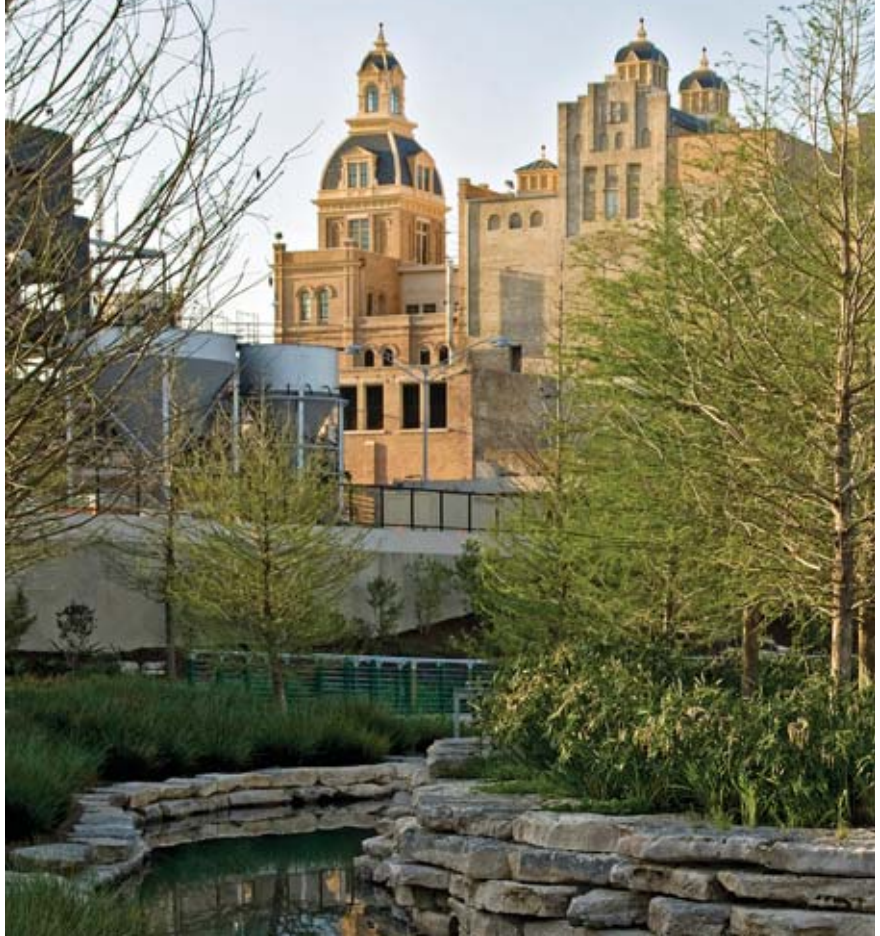


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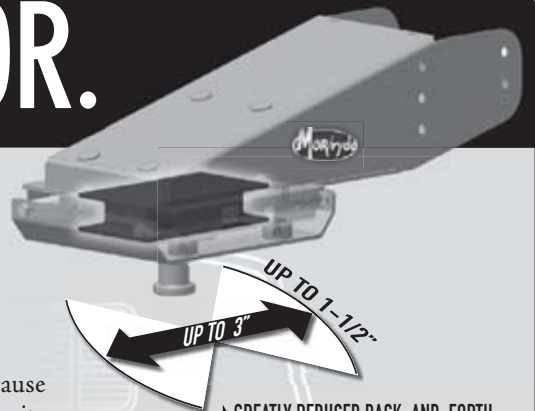
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# The Talk of Utah

text and photos by Donna Ikenberry





# People have been talking about Utah's Dead Horse Point State Park for the past 10,000 years for good reason

**A**lthough you may not guess it by its name, Dead Horse Point State Park is a delightful place. It sits atop a lofty mesa with see-forever views, stunning cliffs, canyon rims, fun and challenging mountain bike trails and hiking trails that lead to even more grand views. This is the place people have been talking about, and we recently learned why.

My husband, Mike, and I discovered Dead Horse Point while RVing through Utah, and we found this place extra special. Located southwest of Moab, a town known for its awesome mountain biking and world-famous arches at Arches National Park, Dead Horse Point is accessible by traveling northwest on U.S. Highway 191 for about nine miles and then west and south on Utah 313, also called the Dead Horse Point Mesa Scenic Byway, for roughly 23 miles. The scenic byway also provides access to Canyonlands National Park and is an easy drive for RVers.

Along the way be sure to look for

wildlife, and if you like being amazed by ancient art, look for the pictographs and petroglyphs just off the highway. They are past mile marker 20 on the north side of the road. Although researchers still haven't figured out what the ancient artwork actually symbolizes, you can see drawings that appear to look something like a fox, bighorn sheep, and perhaps some sort of mystical people. There really isn't much room to park, so if you are towing a trailer you may have to park elsewhere and drive back to the site.

En route to the state park, established in 1959, you'll see paved parking areas where you can pull off the road and admire landmarks such as Monitor and Merrimac buttes. Look for the lofty land forms towering 600 feet above their Navajo sandstone base. Named because they somewhat resemble two Civil War ironclad ships, Merrimac is actually spelled Merrimack. Misspelled in the past, it continues to be misspelled today. Monitor Butte was

named for the Union ship sent to destroy the Merrimac. Significant in Naval history as the first battle between ironclad ships, today the buttes, composed of Entrada sandstone, continue to appear locked in timeless battle.

You'll also want to stop and admire the view of the La Sal Mountains in the distance with numerous potholes in the foreground. Unlike potholes we find on back roads and highways, desert potholes are an enigma of the Colorado Plateau. Also called ephemeral (meaning short-lived) pools, these potholes are naturally occurring sandstone basins that range in size from shallow puddles to deeply carved pools. Animals that live on the mesa wait for weeks for rain or they travel countless miles in search of water. After a rain, potholes provide a temporary water source for these animals.

The potholes also provide homes for animals. Even the smallest potholes may be a haven for microscopic invertebrates. Look closely and you



**Biking and hiking the trails among the dried up juniper trees and sandstone formations are great ways to explore Dead Horse Point.**

# Utah's Dead Horse



**Spying golden eagle, mule deer and plants such as Newberry's twinpod is common when exploring the park. After rain, some potholes temporarily remain water-filled, providing a life source for plateau animals. Don't miss the sunset photo ops at the Point.**



may find clam shrimp, fairy shrimp, or maybe tadpole shrimp and Great Basin Spadefoot toad tadpoles. Mike and I arrived the day after it had rained and while the soil was already dry, there was water in some of the potholes.

Upon arriving in Dead Horse Point State Park, you'll find a potpourri of potholes. The park is 5,300 acres, so be sure to stop at the visitor center for maps and information. We stopped and learned much about the local plants and animals, marveled at canyon country geology and were amazed by prehistoric cultures and park history. While there, be sure to walk the self-guided nature trail for additional information about the local environment.

Although the park sports a harsh, dry climate (it averages 10 inches of precipitation a year), the local plants and animals have adapted. More than 90 different species of desert plants including piñon, juniper, single-leaf ash and oak, make their home here. In addition, there are sagebrush, squawbush, rabbitbrush, buffaloberry, yucca and cactus.

More than 100 species of animals live in or visit the park. Mammals include desert bighorn sheep, mule deer, kit fox (a small desert fox on Utah's Sensitive Species list), desert cottontail, black-tailed jackrabbits, rock squirrels and a number of bats. There are about 63 species of birds including golden eagles, peregrine falcons and ravens. Reptiles include sagebrush lizards, whiptails and gopher snakes. Two amphibians — the red-spotted and Great Basin Spadefoot toads — also live in the park.

Dead Horse Mesa is an almost isolated island-mesa with access only from the north. At one time the area was used as a natural corral for wild horses. In the 19th century, cowboys would drive the wild horses out to the end of the unique promontory. Serving as a natural corral — the only escape a very narrow, 30-yard neck of land — the cowboys fenced the horses in so they couldn't escape. After the cowboys roped and broke the horses, they chose their favorites and herded them north. Unwanted mustangs, often called "broomtails," were left to fend for themselves. According to one legend, a band of broomtails was left at the Point. The gate was suppose to have been left open so the horses could return to the open range, but for some unknown reason the horses remained on the Point and died of thirst, the Colorado River far below.



Remnants of the fence are visible today. While today's visitors no longer herd mustangs, evidence proves that humans have used the area now known as Dead Horse Point State Park for at least 10,000 years. First came the Paleo-Indian culture, next the nomadic Archaic people, known for the rock art and stone tools found in the area. Both the Ancestral Puebloan and Fremont peoples settled in the area by A.D. 500. They hunted game such as deer, rabbits and bighorn sheep, and they grew crops of beans and maize. Years passed and the Ute and Paiute cultures may have arrived in the region as early as 800. The Navajos moved into the area sometime after 1300. Europeans settled in the area in the 1800s when the Mormons tried to establish the Elk Mountain Mission in 1855, but they abandoned their efforts after having conflicts with the Utes. In 1878, settlers returned and founded the ranching community of Moab, today's gateway for the state park and nearby national parks.

After learning some history, we made camp then headed out to Dead Horse Point to gaze at the view. Located on a heavenly plateau about 2,000 feet above the Colorado River, we stood at an elevation of 6,000 feet above sea level and marveled at 300 million years of the earth's geologic history. We looked east to see the La Sal Mountains, snowcapped peaks more than 12,000 feet high. From there to the Colorado River below we viewed 8,000 feet of geologic strata.

**The view from Dead Horse Point is one of the most photographed vistas in the world.**



The park rests on top of a column of rock offering no fewer than 13 distinct layers. In addition to the La Sals, we could see Utah's Abajo and Henry mountain ranges, and we looked east to our home state of Colorado to see the towering San Juan Mountains, a view possible only on clear days.

While we were at the park we hiked all seven miles of hiking trails, and we thrilled to nine miles of beginner-level single-track mountain biking. The Intrepid Trail System is awesome. Designed for beginner mountain bikers, but fun for everyone, the Intrepid Loop offers 1.1 miles of fun.

The Great Pyramid Loop is 4.2 miles and provides great views. Bikers with additional energy will thrill to Big Chief/Canyon Overlook, a nine-mile loop. Traveling through piñon-juniper flats, the trail ratings are considered easy, but there are many tight corners and a few technical spots where you will probably have to walk. We're moderate-level mountain bikers and we definitely had to walk on occasion.

If you're out hiking or biking, you'll see the biological soil crust called cryptobiotic crust. Meaning hidden life, this is a unique ecosystem, a living soil crust composed of bacteria, lichen, algae, fungi and mosses. The unique soil should be left alone so please stay on the trails.

With such a unique ecosystem, wild legends, interesting history and scenic views, Dead Horse Point State Park will, no doubt, keep you talking as well. 🗣️



## Visitor Tips & Info

Dead Horse Point State Park is open year-round, though most people visit in the warmer months from May through October. From June through early September, expect thunderstorms. Spring and fall are grand times to visit. If you visit in winter expect highs around 40° F and lows around 22° F. The park generally averages about 26 inches of snow.

If you visit the park for the day (costs \$10 per vehicle with up to eight passengers) you'll find day-use facilities with shade pavilions at the overlook, covered picnic areas, restrooms, water, and the Pony Espresso Coffee Shop, which offers coffee drinks, smoothies, snacks and sandwiches, May through October. The 21-site Kayenta Campground is especially nice. A site costs \$20 per night and includes entry to the park, a tent pad for those tenting, electric hookups, a covered table complete with enclosed shelves for storing goods, a charcoal grill, and modern restrooms with dishwashing and sewage disposal stations. RVers should fill their water tanks before coming to the park as all water is trucked in from Moab. Showers are not available and there are no fire grates; campfires are not allowed. Although the park doesn't have a length restriction, if you have an extra-long RV, or you just want a larger site or to have a campfire, consider staying at Horsethief Campground, located about eight miles north of the park. A BLM facility, there are 58 sites, many suitable for large RVs, with outhouses, fire grates and picnic tables, but no charcoal grills. Price is \$12 a night and sites are first-come, first-served. Water is not available. For more information about Horsethief call (435) 259-2100 or visit [www.blm.gov/ut](http://www.blm.gov/ut).

**For more information** contact the state park at (435) 259-2614 or call for campground reservations at (800) 322-3770 or visit [www.stateparks.utah.gov/parks/dead-horse](http://www.stateparks.utah.gov/parks/dead-horse).

# A TEXAS DRAW

Caprock Canyons State Park & Trailway calls out to RVers for a road trip with its Old West images of wide-open spaces and colorful canyons

**S**tanding in the peaceful silence of dusk one night, a full moon rising, we could see nothing but red rock, green foliage and clear skies. It was an amazing sight to behold.

But this wasn't the scene the first time I visited Caprock Canyons State Park & Trailway in Texas, when a tornado warning was in effect. I still recall the ranger knocking on the door of my RV and telling me to hightail it to the restrooms where the shelter was. "You'll be safer in there," he warned.

I made the restroom my refuge for a couple of hours, as I listened to a weather band radio with a couple who were camp hosting. I was single then, and we had been the only three visitors in the

park. The storm passed to the north, and when I returned to my campsite, my pickup and fifth-wheel were encased in a sheet of ice.

Somehow Caprock Canyons beckoned my return, this time with my husband of 12 years. Though the weather on this visit was sometimes hot and windy, Mike and I experienced much milder conditions in comparison to my first visit. But the winds, rain, snow and ice are to be appreciated in these parts, as it is these elements that over millions of years fashioned the park's wonderful terrain.

The 15,313 acres of bluffs and steep, colorful canyons make Caprock Canyons an explorer's haven. Visitors can hike its

unique trail system and bike or drive the main park road in search of fantastic scenes and abundant wildlife. The park is located along the Caprock Escarpment about 100 miles southeast of Amarillo and roughly 100 miles northeast of Lubbock. The escarpment is a long, narrow rocky formation stretching as high as 1,000 feet. Forming a natural transition between the lower Rolling Plains to the east and the high plains of the Llano Estacado to the west, water sources such as the Red, Brazos and Colorado rivers weave their way through the Caprock Escarpment. There's no doubt that the park stands in sharp contrast to the flat plains typical of the Texas Panhandle.

The plant and animal life of the park vary in relation to the geology. Places above the escarpment usually denote High Plains with short-grass prairie, including blue grama, buffalograss and sideoats grama. In the canyons, especially in the western half of the park, look for scrub oak and several species of juniper trees. In the bottomland sites along the Little Red River, look for mid to tall grasses such as Indian grass, Canada wildrye and little bluestem. In addition, there are hackberries, wild plum thickets and cottonwood trees.

During our visit in May we were hoping to see lots of wildflowers, but we

text and photos by **Donna Ikenberry**





The semi-arid climate in Caprock Canyons supports a diverse habitat that includes eastern collared lizards and western diamondback rattlesnakes among hundreds of other species.

visited during a time when all of Texas and many other states were experiencing a drought. But even so, we did find the roadsides lined with brilliant yellow flowers called Engelmann's daisy, and we knew the yuccas and cacti were to blossom shortly after our visit.

In addition to wildflowers, which we always pursue in spring, Mike and I search year-round for animal life, which includes mammals, birds and reptiles. Even insects are on our list of must-sees. Caprock Canyons boasts of a number of wildlife species. More than 12,000 years ago the region was home to the now-extinct mammoth and giant bison. There were even camels and horses when the climate was cooler. Black bears and gray wolves also roamed the region, but were no longer found in the area after the 1950s.

Today's visitors may see an assortment of mammals including pronghorn, mule deer, white-tailed deer, coyotes, bobcats and African aoudad sheep, an introduced species. We searched and searched for the aoudads, but never saw them. We did, however, see a few bison. Part of the Texas State Bison Herd, the wooly animals were penned up when we visited, but part one of the restoration project has since been completed and the bison are free to roam the grasslands below the escarpment. Smaller mammals include raccoon,

jackrabbits and gray fox.

Fortunately, we saw some wildlife on our visit — we even spied two feral hogs on one hot, mid-afternoon in the South Prong Primitive Area. Early another morning we saw a herd of mule deer on a spit at Lake Theo. On our last night in camp, a raccoon woke us when it curiously knocked over one of our plastic containers filled with pots and pans. I don't know what it was after, but we are always sure to never leave food out.

We spent some time at Lake Theo, a permanent water source and a good spot from which to watch for animal life. Formed when Holmes Creek was dammed, Lake Theo is used by various species of waterfowl. Some 175 species of birds, including roadrunners, red-tailed hawks and turkey vultures, may be seen in the park, and once in a while someone spots a golden eagle. There are also 14 species of lizards here, including collared lizards, and more than 30 species of snakes including prairie rattlesnakes.

Items found in the park provide evidence that ancient peoples hunted the now-extinct giant bison. Artifacts from the Archaic period, which was 8,000 to 2,000 years ago, include boiling pebbles for heating food, oval knives, corner-notched or indented dart points and grinding stones for processing seeds. Later, the Apache ruled the region until the Comanche shoved them out in the 1700s. They were here along with the



It's easy to spot mule deer at Lake Theo, as it's pretty much a sure bet you'll also spot a fox, porcupine, lizard or any one of the more than 175 species of birds. The RV sites at Honea Flat Campground are roomy and private with nice covered picnic tables, fire rings and dense trees partitioning each space.



The section of Upper Canyon Trail north of the South Prong camping area can be steep and rugged, so bring a walking stick. A sunrise view of the classic Western landscape at Caprock Canyons State Park reflects the vibrant colors of this vast canyon land.

Kiowa when the U.S. Army forced them onto reservations in the 1870s.

By using the 90 miles of multi-use trails for hikers, bicyclists and horseback riders, you can explore the same park inhabited by earlier cultures. The trails range in difficulty from steep climbs and descents to trails with less than a 3 percent grade.

Eagle Point Trail is a great hike and a wonderful mountain bike ride. Two miles long, the trail is the shortest in the park. In addition, check out the wonderful hiking loop that starts at the trailhead for North Prong Primitive Area.

Go north then west up the steep, rugged, rocky ridge to the Haynes Ridge Overlook Trail. From the ridge you'll find fantastic views of the area and beyond — and the views only continue to get better as you hike the ridge. En route, be sure to make a side trip to Fern Cave. In addition to ferns, you'll see plenty of poison ivy, too, so beware.

A sign points the way and claims it's a mere 0.2 mile to the cave. We thought it felt like more than a quarter mile, but maybe that's because we dropped several hundred vertical feet to the cave. You won't find any ferns or poison ivy in the newest addition to the park, but you will find 60-plus miles of a 1920s-era railroad. Obtained in 1992 when the Texas Parks & Wildlife Division (TPWD) acquired a donation of 64.25 miles, the trailway opened in 1993 as part of the National Rails-to-Trails program that converts abandoned railroad rights-of-way to hiking, biking and equestrian trails. The multi-use trail crosses 46 railroad bridges with the bridge spanning Los Lingos Creek the most impressive.

Mike and I enjoyed a morning ride on the Trailway, riding our mountain bikes from the trailhead at Monk's Crossing (MM 284.5) south to the Clarity Tunnel (MM 289). We saw some wild hogs and two hikers and not much else until we

reached 742-foot-long Clarity Tunnel. We chose to ride to the tunnel, one of the last active railroad tunnels in Texas. It is also the summer home for a colony of Mexican free-tailed bats.

The largest bat populations occur from April through October. Because they are sensitive to traffic, noise, light and humans, visitors must walk through the tunnel. Walking is mandatory as the bat guano (which is like a fine powder here) is thick and almost impossible to ride through. Most importantly, walking stirs up less dust than riding. Hats and long sleeves are recommended as you pass through the tunnel. Visitors must also be quiet and they are asked not to shine their flashlights on the bats.

From bats to bison to trails to vistas to exploration, Caprock Canyons State Park & Trailway drew me back once already, and I'm certain this Texas draw will beckon my return again. 🐾

## TIPS FOR YOUR VISIT

**R**ivers should note that grades can be steep in Caprock Canyons. In fact, trailers are not allowed past the Wild Horse Campground due to the 16 percent grade. The Wild Horse area consists of 12 campsites with corrals, picnic tables, grills and water for horses. Just prior to the horse area you'll find Honey

Flat Camping with 35 sites. Both 30-amp and 50-amp service are available in the tree-blessed campground, as well as picnic tables, free showers, water, flush toilets, sewage dumping station and wheelchair-accessible sites.

Overnight tent camping is allowed on the trailway, but you'll need a permit.

Visitor services are limited, so you'll have to carry all the water, equipment and supplies needed for your trip. Water is available in some areas, but sources are not dependable. Rattlesnakes are common. More information can be found at the headquarters located three miles north of Quitaque (pronounced

Kitty Quay) on Farm Road 1065. Call (806) 455-1492 or visit [www.tpwd.state.tx.us/park/caprock](http://www.tpwd.state.tx.us/park/caprock). Because Caprock Canyons is located in a remote part of Texas with the nearest larger towns approximately 60 miles distant, Quitaque is a great place for a quick stop, offering a café, gas station and convenience store.

# N'AWLINS DETOUR

Take a break during Mardi Gras with a drive along the often forgotten old Highway 90 to appreciate what was and is after Katrina

by Barry Zander

Soon all of New Orleans will be in festive mode ... and the consensus is that everyone should experience Mardi Gras at least once in their lifetime. On February 21, the French Quarter will be filled with music, food, elaborate costumes and spectacular parades. But when the festivities have ended — or if you'd just like to take a detour from the excitement for a moment — be sure not to miss a drive along the isthmus on Louisiana's portion of U.S. Highway 90. Comparing what this old road once was to its post-Katrina condition evokes a flood of memories and an appreciation for what remains.



TRAILER LIFE January 2012 31

As a lad in the 1940s and '50s, every few months I was forced to share the backseat of our Buick Roadmaster with my sister Linda for the never-ending trek along U.S. Highway 90 from New Orleans, Louisiana, to the Mississippi Gulf Coast. Ninety miles and more than two hours of the same views we had seen for years, made even worse at night when we could see nothing — borrrr-ring!

Years later, Highway 90 became a patched local road for weekenders who camped in ramshackled fishing hovels set on stilts high above the rippling waters of the lakes that abut the roadway on one or both sides. Beautiful, it wasn't.

It was only the radio comedies and

suspense shows of the early '50s that kept us awake. (I'd love to name-drop here to tell you about "Inner Sanctum" and "Amos & Andy," but that digresses.)

U.S. Highway 90, at the time the only road to the Gulf Coast from New Orleans, became a forgotten link when gleaming, muscular Interstate 10 was cut through the marshland with its spotty outcrops of solid land. The superhighway has become the only way most travelers know as they race from New Orleans to the towering casinos along the World's Longest Beach of Mississippi's coastline.

Few people missed it, but all that then-boring scenery on the old road was tragically taken from us by Hurricane Katrina in 2005. That storm

missed New Orleans in favor of the bountiful forests and graceful, genteel towns of Southern Mississippi, as New Orleans' disaster was the result not of the hurricane but of levee breaches caused by rushing waters that ate into the city's vital earthen protection.

Having moved from the area 17 years earlier, I learned from news reports that the entire old Highway 90 region was devastated. None of the raised cabins were left; the quarter-mile rickety scrap-wood walkways that led to them were nothing but sticks in the water; the road and bridges were gone. For me, a native of "N'Awlins," and I'm sure many other locals, a feeling of emptiness was in our spirits.

Gone also were all but a few of the

## FLASHES FROM THE PAST ATTACKED ME ALL ALONG THIS OLD HIGHWAY



photos by Barry Zander

Stilt houses are a common scene along Highway 90, though many were destroyed after Katrina.



signs bearing the names of the individual camps that were as interesting as Burma Shave signs on other highways: names like “Hogg’s Heaven,” “Destitution Destination,” “The Farr End,” “Bayou Blues” and “The Katz’ Kradle.”

I wanted Monique to see what was once an important part of my childhood, so we pulled our travel trailer out of downtown New Orleans and onto a slowly recovering Gentilly Road, then Chef Menteur Highway, which together form Highway 90 in eastern New Orleans, heading east along the isthmus that connects “The City” to Henderson Point, Mississippi.

Flashes from the past attacked me all along this old highway. I told Monique, “There are three old bridges with rusty steel superstructures that we need to cross. I hope we can get through with our RV.” In my mind, I was thinking that our car had barely made it 60 years ago, and now we have a 2-ton truck pulling an 8-foot 4-inch-wide, 29-foot-long, 5-ton trailer. “Well, we’ll



**With our RV in tow, we took our time in the outskirts of N’Awlins, appreciating it all.**

cross that bridge ...” and we did!

It was disheartening to see that all the old fishing shacks were gone, many replaced by new, stalwart structures. While some were 21st-century construction, a few looked like throwbacks to the past, built from floorplans of the pre-World War II fishing villages. But,

they were there! The isthmus had survived, and families had returned with faith that their investments would stand another 100 years.

“Okay, Monique, we’re going to go over three short hump-backed bridges in a few miles.” Son of a gun, they were there and unchanged, except for a few



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# HIGHWAY 90

indications of replacement spans being built alongside. I don't know what that's all about, since the old bridges stood the test of time and tempest.

As soon as we crossed the dilapidated, narrow Pearl River Bridge, we were in Mississippi. Now behind us were the miles of fishing communities. The scenery had changed drastically in favor of tall trees that shrouded buildings where, as I recall, all the booster rockets for America's space program are produced. We could see the roofs of massive structures over the tops of skinny pine trees.

In another flash of time, we were passing weather-beaten seashell shops and boat dealerships that have for almost a century greeted travelers heading east from New Orleans. Many of the first scarred businesses were reminiscent of the look of the fishing camps of miles and years earlier. Then we suddenly arrived in an area where a bustling, mostly local-oriented economy took over.

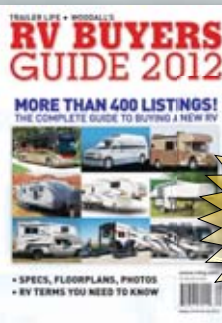


Many homes across Louisiana and all along Highway 90 are overgrown and abandoned.

As a historical note, our grandparents' house along the Bay of St. Louis had fallen to Hurricane Camille in 1969, years after our family had sold the property. What remained of the land that had not been washed away by waves as high as 25 feet had been subdivided and new homes built on the land. I think Katrina declared that nature would win

again this time. It was all leveled.

Picture-taking to go with this remembrance was difficult because of a driving rainstorm most of the day. I hope that when you're in the neighborhood, you'll forego the convenience of I-10 and opt to drive down my Memory Lane on old Highway 90. It's a passage not seen anywhere else in America. 🚗



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# ALL-WEATHER RVs

The new-model year has a heaping supply of four-season units that will keep you RVing year-round



by **Bob Ashley** photos courtesy of the manufacturers

In the realm of recreational vehicles, one size certainly doesn't fit all. And when it comes to weatherization, a buyer in the Northwest may be looking for something entirely different than the RVer who intends to follow the sun for a few months a year.

"The majority of our trailers are sold in the Mountain States and Canada," said Darin Nelson, sales manager for Outdoor Manufacturing, which builds the popular all-season Timber Ridge travel trailer series. "And the buyer out here is looking for a trailer to use more than just during the summer. You don't need a trailer like ours if you are spending the summer in Michigan

and the winter in Florida."

To make an RV a four-season unit, manufacturers pay attention to features such as double-insulated holding tank enclosures or pump-ducted heat into storage compartments to make sure they don't freeze. "Generally, we are thinking more about hot than cold when we build travel trailers or fifth-wheels," said Jeff Rank, president of Prime Time Manufacturing, which introduced the four-seasons Sanibel fifth-wheel for 2012. "But many of the things we do for cold-weather conditions obviously help in warmer weather as well."

That includes using materials such as "radiant" insulating foil marketed

under different brand names to keep things warm or cool inside at the same time keeping cold or heat out. Or making sure that slideouts, which can be a major source of air intrusion, are insulated and well sealed.

Here's a look at some of the four-season travel trailers, fifth-wheels and truck campers available for 2012.

*Note: The individual RV manufacturers have established the insulation R-values presented here. Due to the wide variances in effective R-values caused by different insulating materials, construction framing materials, assembly methods and so on, these R-values should be used for general comparisons only.*

## DRV MOBILE SUITES

Luxury fifth-wheel manufacturer DRV is offering a brand-new redesigned front wardrobe in its 2012 Mobile Suites. The 38RESB3 encompasses a new walk-in front closet, great private bathroom with a radius shower and linen closet and the utilization of its spacious living room and kitchen configuration. Aside from its standard luxury features, the Mobile Suites line has four-season capabilities with R-29 floor, R-25 ceiling and R-16 side walls. The 3/4-inch-thick side walls provide better insulation values, along with the Fome-Cor vapor barrier that helps eliminate condensation from outside temperatures. The optional Canadian All Weather Package provides heat pads on all holding tanks and the elbow heater, along



with dual 30,000-Btu furnaces with residential 6-inch heat ducting to allow more heat flow. Michelin 17 1/2-inch tires and wheels installed on 8,000-pound-rated axles with Kodiak disc brakes makes winter travel much safer. msrp: \$91,272.

**DRV Luxury Suites**, (260) 562-1075, [www.drvsuites.com](http://www.drvsuites.com). Circle 201 on Reader Service Card.



### DUTCHMEN DENALI

Dutchmen offers its new 319RLS floorplan to its popular light-weight, four-season Denali mid-profile fifth-wheel series. The 35½-foot triple-slide 319RLS side-aisle layout is equipped with a standard king bed, solid-surface countertops, an island kitchen on casters, double stainless-steel sinks, solid-oak cabinets with raised-panel doors, freestanding dinettes, neo-angle showers and porcelain toilets. A 30,000-Btu ducted furnace provides heat, while a combination of residential insulation and radiant foil creates an R-40 insulation factor in the floor, roof and front cap, and R-24 in the slideout floors. “Radiant foil can be installed in places where you don’t usually have much space,” said Denali General Manager Nate Goldenberg. Holding tanks are protected by ducted heat into the pass-through storage. msrp: \$36,180.

**Dutchmen Manufacturing Inc.,** (574) 537-0600, [www.dutchmen.com](http://www.dutchmen.com). Circle 202 on Reader Service Card.



### DYNAMAX TRILOGY

Known for building luxurious motorhomes, Dynamax has introduced three floorplans in its Trilogy fifth-wheel series, including the 40-foot triple-slide Trilogy 3800. With laminated fiberglass radius side walls, laminated floor and one-piece roof — all with block foam insulation — this unit is designed with 8-foot 8-inch ceilings in the living area, a 7-foot-tall kitchen/entertainment center and sofa/dinette slideouts. Standard amenities include fireplace, king bed, island kitchen and double-door pantry. Two furnaces heat the unit, with insulated holding tanks protected by ducted heat in an enclosed underbelly that includes 245 cubic feet of storage. At press time, the R-values on the Dynamax 3800 had not been determined. msrp: mid-\$80,000s.

**Dynamax Corporation,** (888) 295-7859, [www.dynamaxcorp.com](http://www.dynamaxcorp.com). Circle 203 on Reader Service Card.



### EXCEL LIMITED EDITION

Peterson Industries is known for being innovative, and the company’s Excel models have recently undergone a full-blown makeover that includes some advanced all-weather features. First, Excel guarantees every unit against water-system freezing down to minus 10° F. Its Limited Edition line is built with a fully molded gelcoat fiberglass 2 × 4-inch tapered roof design that allows rain and

snow to run off more effectively than flat roofs. Each unit has R-10 side walls and R-17 in the roof and floors — and its sandwich-constructed slideout floors are also insulated. The doors on each unit are a full 1⅜-inch thick, and its 40,000-Btu two-stage furnace keeps the interior warm, while also heating the holding tanks, water tank, all dump valves and the basement. Along with its

all-weather capabilities, the Limited Edition L36RKM is touted as offering five-star accommodations, such as a pillow-top mattress with box springs, subway tile, huge basement storage and a new-generation hydraulic extension system for slideouts and jacks. msrp: \$97,150

**Peterson Industries Inc.,** (800) 368-3759, [www.excelrvs.com](http://www.excelrvs.com). Circle 204 on Reader Service Card.



### HEARTLAND BIGHORN

With an 88-degree turning radius and engineering that enables using shortbed pickups as tow vehicles, the triple-slide 38-foot 9-inch Bighorn 3685RL fifth-wheel from Heartland is designed with a standard king bed and spacious upperdeck side-aisle bath. The laminated fiberglass-and-aluminum Bighorn 3585RL is insulated with block foam that results in manufacturer-specified R-27 value floors, R-23 roofs, R-9 side walls and R-39 sliderooms that also are equipped with radiant insulation. The basement offers 140 cubic feet of storage in an enclosed underbelly with ducted heat from a 40,000-Btu furnace. An optional Yeti Extreme Package makes the trailer even more suitable for cold weather with additional radiant insulation in the front and rear caps along with heated pads under the holding tanks and a main water line heated with a low-voltage polymer cable. msrp: \$60,728.

**Heartland Recreational Vehicles LLC**, (888) 262-5992, [www.heartlandrvs.com](http://www.heartlandrvs.com). Circle 205 on Reader Service Card.

### KEYSTONE MONTANA

A sizeable 20-foot-long, 24-inch-deep upperdeck slideout dramatically opens up the bedroom in Keystone's Montana 3700RL floorplan. In addition to the increased room in the bedroom, the over-sized slideout in this 38½-foot triple-slide allows space for his-and-hers hallway closets and a bath with a 36-inch garden tub. An L-shaped kitchen with Corian countertops features a three-burner stove and oven, microwave, pantry and dinette chair that converts into a step stool. Four-season standards throughout the fiberglass-and-aluminum Montana lineup include ducted heat into enclosed holding tanks, R-9 block-foam-insulated side walls and R-38 insulation in the roof and front and rear caps using bi-directional radiant technology designed to reflect heat back into the trailer in the winter and keep cool air inside during the summer. msrp: \$57,220.

**Keystone RV Company**, (574) 535-2100, [www.keystonerv.com](http://www.keystonerv.com). Circle 206 on Reader Service Card.



# Join Us! At the Good Sam Rally in Phoenix, AZ March 22-25, 2012

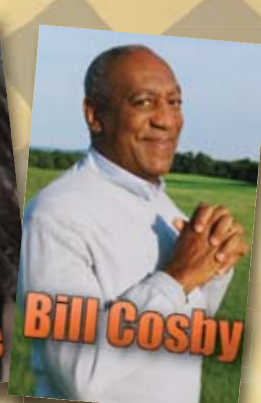
High-octane entertainment comes to the Good Sam Rally in Phoenix, presented by DISH Network, with a fast-and-furious lineup — Martina McBride, country music's four-time winner of Female Vocalist of the Year, and Bill Cosby, everybody's favorite comedian! Plus, return to the golden age of the rockin' 50s with Bowzer's Rock 'n- Roll Party and sing along with Ticket to Ride, our favorite Beatles tribute band!



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Good Sam sponsors two more high-powered Rallies in 2012—summer fun at the Kentucky Exposition Center in Louisville, June 21–24, and fall adventure at Florida's Daytona International Speedway, November 2–4.



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For more information or to register visit [TheRally.com](http://TheRally.com) or call the Rally hotline 800-701-1399

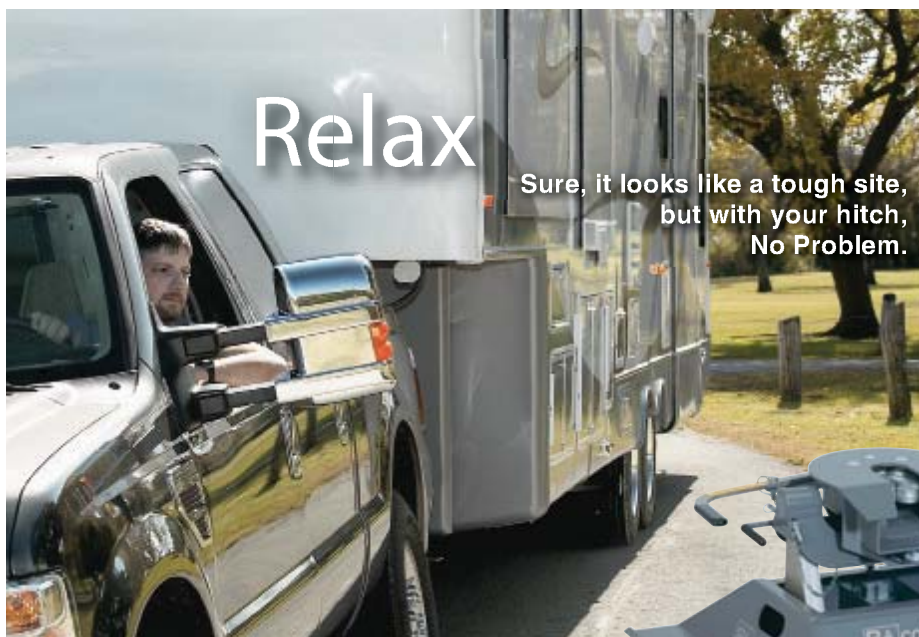


**LANCE 992**

The 10-foot Lance 992 double-slideout truck camper equipped with an optional Four-Season Certified Package from Lance Camper has a 22,000-Btu furnace that pumps ducted heat into the cabover bed, which also includes an extra pad of insulation. Other four-season features in the Lance 992 include insulated exterior battery and LP-gas compartments along with insulated vent hatch covers. Built with block-foam insulated laminated side walls on an aluminum frame and a one-piece TPO roof, the four-season

package also includes dual-thermopane windows and a winterization bypass. "You can camp in any temperature, hot or cold, the way we have it set up," said Norm Jacobson, Lance marketing manager. The camper is designed so that the slideout kitchen can be used in the open or closed position. msrp: \$32,566.

**Lance Camper Manufacturing Corporation**, (661) 949-3322, [www.lancecamper.com](http://www.lancecamper.com). Circle 207 on Reader Service Card.



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### NEW HORIZONS SUMMIT

As a four-seasons model, the Summit F36RLTSS is loaded with weather-resistant features and comforts. It's designed for temperatures from subzero to 100° F+ and has 1½-inch high-density closed-cell foam side walls with R-10 insulation and floors with R-28 — including the flooring in the slideouts — as well as 3 inches in the roof with R-22. (The company's Majestic line is now offered with a 4-inch-thick roof.) Its holding tanks are fully heated and insulated, as are the water lines and pass-through basement compartment. A two-stage 40,000-Btu furnace and two 15,000-Btu A/Cs keep temperatures regulated year-round, with the help of a residential ceiling fan. New Horizons sells factory-direct only, allowing the company to build each unit to each customer's individual specifications. msrp: \$126,745.

**New Horizons RV**, (800) 235-3140, [www.horizonsrv.com](http://www.horizonsrv.com). Circle 208 on Reader Service Card.



### NORTHERN LITE 10-2CDSE

The boat-like monocoque construction that gives Northern Lite Manufacturing's 10-2CDSE truck camper its strength has the added benefit of sealing air and water leaks from the outside. Northern Lite assembles the 10-2CDSE with two pieces of molded fiberglass that create one seam when coupled. That gives the 10-foot 2-inch camper a low center of gravity, even as it provides 6 feet 8 inches of headroom. With an R-7 insulation factor throughout, additional insulation is laid beneath the upper bed platform. Holding tanks in a 14-inch basement receive ducted heat from an 18,000-Btu furnace. Equipped with Dometic acrylic thermopane windows and a Dometic Heki thermopane skylight that opens, its interior features exotic African sapele wood paneling and cabinets. msrp: \$40,000.

**Northern Lite Manufacturing Ltd.**, (800) 887-5342, [www.northern-lite.com](http://www.northern-lite.com). Circle 209 on Reader Service Card.

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### NORTHWOOD ARCTIC FOX SILVER

Northwood recently introduced the 8½-foot widebody Arctic Fox Silver Fox Edition fifth-wheel for 2012, including the new triple-slide 32-5M layout. The laminated fiberglass-and-aluminum 35-foot Silver Fox floorplan features a double-entry side-aisle bath and includes a new aerodynamic gray fiberglass front cap, solid-surface E-stone galley countertops and a large skylight in the standard queen bedroom. The roof is wrapped in Astro-foil that provides an

R-18 insulation value while heat is generated by a 35,000-Btu furnace with ducted heat into the underbelly to protect water lines, valves and holding tanks that are individually wrapped with Astro-foil. Side walls and 6-foot 6-inch-tall sliderooms, including floors, also feature an R-9 insulation value. msrp: \$63,668.

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## NUWA HITCHHIKER DISCOVER AMERICA

The HitchHiker Discover America 36-foot 345LKWTB floorplan from NuWa is a fifth-wheel designed for full-time RVers. With plenty of heated pass-through storage, the triple-slide walk-through bath layout has a walk-around queen-bed with a webbed foundation, separate shower, porcelain toilet and solid-surface vanity with vessel-bowl sink. A

40,000-Btu, ducted furnace heats it, and radiant insulation is wrapped and glued to the frame and underbelly, while tank areas and termination valves are protected by waterproof, aluminum-foil bubble-pack insulation. The HitchHiker is also built with 5-inch wooden roof trusses and a positive attic vent system to reduce condensation, while side walls

are insulated with 1½-inch Blue Dow foam. Other interior amenities include freestanding dinettes, sealed-burner ranges with ovens and solid surface countertops with integrated kitchen sinks. msrp: \$88,980.

**NuWa Industries Inc.** (800) 835-0676, [www.nuwa.com](http://www.nuwa.com). Circle 211 on Reader Service Card.



## OUTDOORS TIMBER RIDGE

Outdoors has introduced the Timber Ridge 28oRKS travel-trailer floorplan for 2012, with a standard four-season package that includes wrapping the floor with Astro-foil reflective-blanket insulation in addition to insulating laminated fiberglass side walls with R-11 block foam. Astro-foil, with an R-15 value, is also wrapped around holding tanks in an enclosed underbelly with ducted heat from a 30,000-Btu furnace. The 28-foot double-slide 28oRKS floorplan also features solar panels with a trickle charger, all-wood cabinets, laminate countertops, sealed-burner ranges and electric awnings. An optional Mountain Extreme Package adds \$1,280 to the msrp and includes a 35,000-Btu furnace, thermopane windows and additional Astro-foil insulation front to rear along the roof that creates an R-29 rating. msrp: \$37,500.

**Outdoors Manufacturing Inc.**, (541) 624-5500, [www.outdoorsvmfg.com](http://www.outdoorsvmfg.com). Circle 212 on Reader Service Card.

## PRIME TIME SANIBEL

Marketed as the "Intelligent Fifth-Wheel," the 39-foot Sanibel 3500 from Prime Time is equipped with 12-volt DC heating pads wrapped around fully insulated holding tanks for additional protection from freezing. Prime Time also uses radiant technology in the roof and floor to achieve R-52 insulation values and R-38 in the slideout floors. One of three floorplans in the new laminated fiberglass-and-aluminum Sanibel fiver, the quad-slide Sanibel 3500 has a king-size bed slideout, walk-in rear closet, Corian countertops throughout, 30-inch convection microwave and LED lighting inside. msrp: \$65,000.

**Prime Time Manufacturing**, (574) 862-3001, [www.primetimerv.com](http://www.primetimerv.com). Circle 213 on Reader Service Card. 🚐





# Inner-Tank Swap

Replacing a leaking inner tank in an Atwood water heater is half the cost of a replacement

text by **Bill & Jenn Gehr** photos by **Jenn Gehr**

**O**wn an RV long enough and you're sure to encounter more than one item that needs regular maintenance or repair. Indeed, some repair challenges may require enlisting the services of a trained professional, but many times the do-it-yourself option is just as effective and a great way to save time and money. One such project is fixing a pesky water heater that has developed a leak in the inner tank. Leave this problem unsolved for any length of time and you might find yourself with an irreparable floor — not to mention cold showers. Most owners are under the impression that the only fix is to replace the entire unit, but not so if your rig is equipped with an Atwood model.

Atwood offers a replacement inner tank kit for most models that includes

everything you need to swap out the old tank. It includes a new temperature relief (TP) valve, an outer Styrofoam insulated wrap, an electric element (if so equipped), three replacement foam gaskets and four metal push rings. The tools needed for the job are usually found in common kits kept by most handy owners: crescent wrenches, a putty knife, wire cutters or tin snips, a screwdriver, silicone sealer and putty tape. Figure on around two hours making the tank swap and spending \$250-395 for the inner tank replacement.

To get started, turn off the water and LP-gas, and if equipped with electric, be sure to disconnect from any 120-volt AC power source. Open the TP valve before you pull the drain plug after allowing the water to cool to prevent any burns. Once



you're sure that all safety requirements are met and the tank is fully drained, remove the water lines from the back of the tank. Depending on the age of the RV, I suggest replacing the seals and fittings once the new tank is in place.



The three basic steps for removing the old inner tank start with removing all screws then breaking the caulking seal by using a putty knife to loosen the flange from the side of the coach. Making certain that the LP-gas is off, remove the gas line from the gas valve. Then use a pair of pliers to remove the pressure temperature relief valve.



Using a flathead screwdriver and a pair of tin snips, pry up the metal push rings from around the combustion tubes (right) and cut them in half to allow you to separate the combustion pan from the inner tank.

Next you'll have to remove the screws from around the water-heater-housing flange and use the putty knife to separate the flange from the side of the RV. If you have an AC or Direct Spark Ignition (DSI) model, disconnect all the wires. Then, pull the water heater out from the trailer. Place the water heater on a solid surface and remove all components from the front and rear. Note the position of the four



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## Inner-Tank Swap

With a flathead screwdriver, tap the push ring at its perimeter until it's in place. When removing the old inner tank use caution, as it may be very heavy due to water deposits that did not empty completely.

metal push rings for correct replacement onto the new water tank. Using a screwdriver, lift the metal push rings that hold the faceplate to the inner tank about a ½ inch and cut them off with wire cutters. Separate the flange from the inner tank. Remove and discard the old inner-tank assembly.

Using a flathead screwdriver, install two of the four metal push rings onto the new inner-tank assembly. Set the faceplate into position and install the two gray gaskets and the remaining two metal push rings. Remove and replace the supplied white foam gaskets. Install the remaining components that were previously removed onto the new tank. Now, you are ready to slide the water heater back into your RV and reverse the process of removal.

Once the heater is secure, double check all connections, turn on the water pump or open the campground hookup faucet. Open the hot side of the faucet farthest from the water heater to purge the air in the lines and restore the air pocket at the top of the tank. Open the LP-gas source and check for



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Be certain to seal the face of the new inner tank by installing the white foam gaskets in place of the old gaskets. With the combustion pan installed, insert the tank into place and finalize connections, attach the gas line and test for leaks.

leaks. It's best to perform an LP-gas pressure drop test, but you can soap the lines if you don't have a manometer. Re-seal the outer flange with either putty tape or silicone rubber. Now all you have to do is turn on the water heater to ensure it lights and heats the water.

The ticket to have a local RV repair shop replace a water heater is fast approaching \$600 for a gas/electric model, not including the cost of labor. Opting to do the job yourself will save you roughly half the cost. Replacement tanks are available at most RV supply stores and online. 🛠️

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text and photos by **Bill & Jenn Gehr**



# DISH UP THE PROGRAMS

Low-cost and simple to use, DISH Network's Tailgater portable antenna allows you to enjoy satellite TV programming with an automatic search-and-lock feature



Most current-model RVs come standard with satellite input ports for quick setup.

For many of us, electronic entertainment is high on our list of demands in a trailer, and a decent channel lineup for TV — regardless of where we may be — is an absolute must to fill that need. Although satellite TV is common in RVs today, the entry cost is usually rather expensive.

DISH Network, teaming up with King Controls, offers its subscribers a unique, portable HDTV experience, called the Tailgater, which is a must-have accessory for anyone looking for the ultimate in TV entertainment versatility. Good-looking and weighing in at

only 10 pounds, the Tailgater is thoughtfully designed with an ergonomic carrying handle as well as a location to affix a security cable and padlock.

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

The Tailgater system contains a free-standing, portable automatic cube, an HD Solo receiver with remote control

King Controls added a locking point for peace of mind.



*What's New!* **NW**  
from **NORTHWOOD**

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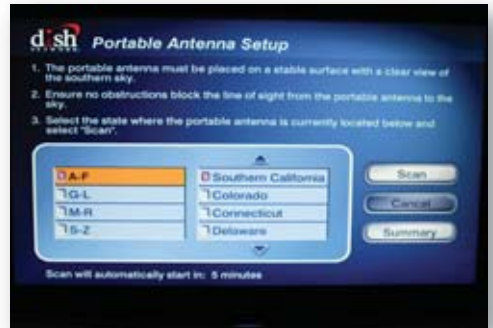
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## DISH Network's Tailgater



(batteries included), 50 feet of RG6 coax cable, an HDMI cable, RCA audio/video cable, a quick-reference guide and a user guide. These helpful instructions also provide informative FAQs and troubleshooting tips.

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

Following seven simple steps in the very intuitive and clearly illustrated reference guide will get you watching TV in a matter of minutes.

The first step is to find a good spot to place the Tailgater cube. While it has an automatic search-and-lock feature, it's best to find a location that has a clear view to the southern sky. You can zero in on spots that may have restricted views of the sky by using a locator guide found in certain apps that can be loaded into a smartphone. The case is designed to allow positioning on the ground, even if it's raining.

Once the cube is securely in place, the single coax cable is attached to the antenna port located on the side of the Tailgater, while the other end is connected to the satellite-input coaxial port on the back of the DISH Network HD Solo Receiver. The receiver is then plugged into a 120-volt AC power source, which illuminates the green power light located on the front of the HD Solo Receiver. The Tailgater, which gets its power through the single cable, will then automatically search and detect the DISH Network Satellite. When you're ready to head home or to the next venue, simply disconnect the cable and pack the unit

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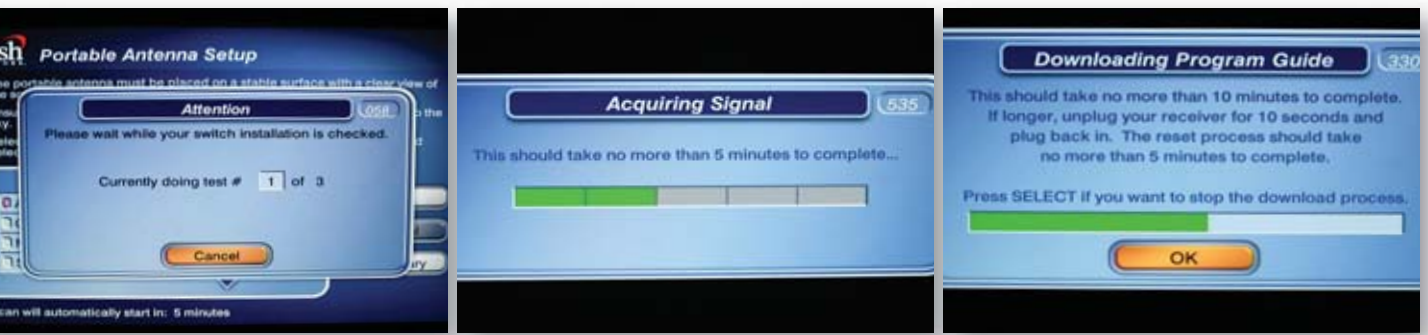


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The system clearly walks the user through the setup process. Simply select your state or region to begin an automatic satellite search and within minutes the Tailgater will locate a signal. The total process is fast and uncomplicated.

away in a storage compartment.

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

If you decide that you want to record your favorite programs, for a one-time activation fee of \$40, you can add a hard drive to the receiver using the USB port in the back of

the unit. For more information and activation of the recording capability, log on to [www.dishnetwork.com/supportsection/dvrconversion](http://www.dishnetwork.com/supportsection/dvrconversion).

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

**DISH Network**, (800) 333-3474, [www.dishnetwork.com/tailgater](http://www.dishnetwork.com/tailgater). Circle 215 on Reader Service Card.



By using a single coax lead, there's no need for a separate power cord.

# EXTEND YOUR RANGE

Transfer Flow's 58-gallon replacement fuel system for F-350 Extended-Cab and Crew-Cab longbeds keeps you driving longer

**T**here must have been a reason why you chose a Ford F-350 longbed. Was it more cargo space? Did you purchase a bigger trailer, fifth-wheel or camper? More toys and more room for the dog and kids? Whatever the case, driving from home to the lake or the RV park on a single tank of diesel might have been an assumed possibility. Not anymore.

Thanks to the addition of the Diesel Emission Fluid tank, (DEF) just in front of the rear axle, the molded plastic factory fuel tank has been reduced to a petite 36 gallons. At a realistic 9 mpg if you're hauling a big 10,000 to 20,000-pound fifth-wheel, that's only 324 miles before that worrisome LOW FUEL light is staring at you.

Transfer Flow, one the largest designers and manufacturers of aftermarket and OEM fuel tanks, has a knack for getting the most out of the space available. The company has just introduced a 58-gallon replacement fuel system for F-350 Extended-Cab and Crew-Cab longbeds (both 4WD and 2WD models). We took the opportunity to watch the first one off the assembly line being installed.

A F-350 6.7-liter Power Stroke was already on the rack at Transfer Flow's modern installation facilities in Chico, California. The first step was to loosen the fill and vent hoses and pull them off. The tank was securely supported with a hydraulic jack, and the OEM tank mounting straps were removed. It was then lowered about 6 inches, just enough space to reach on top and disconnect the supply and return hoses and the wiring plug from the OEM sending unit. Because you can't see these on top of the tank, step-by-step



**A)** Though it may not look that big, the new Transfer Flow 58-gallon replacement tank for the Ford longbed significantly extends your range. **B)** The first step was to loosen the fill and vent hoses and pull them off. **C)** The technician reached on top to disconnect the supply and return hoses and the wiring plug from the OEM sending unit. **D)** The factory tank was securely supported with a hydraulic jack, and the mounting straps were removed.



**E) A single bracket is mounted to the frame using existing holes. F) Two new rollover valves were fitted. G) The OEM sending unit is reused with a new float. H) Transfer Flow used six bolts to seal the sending unit into the new tank. I) The DEF tank is not altered. J) A final step in the installation is to check and verify the calibration of the fuel level sender.**

instructions with photos are included in the detailed installation manual.

With the factory unit on the ground, the fuel sender was removed and a new float arm was attached to give a more accurate fuel-level calibration due to the shape of the new tank. New rollover valves were also fitted. The technician used soapy water and compressed air to double-check the new seal on the sending unit.

Installing the Transfer Flow tank is straightforward. It weighs about 153 pounds, so a proper jack is necessary. Many of the factory bolts and bolt-clips are reused for the new mounting straps,

and a single bracket is needed on the outside rear. This is attached to the frame using the existing emergency brake clamp bolts and factory holes with bolt clips. No drilling is necessary. The DEF tank is a totally independent unit. It is neither moved nor altered.

Being careful not to crimp anything, the fill, vent, supply and return hoses were connected and clamps tightened. The tank was then raised fully into position and new mounting straps were installed.

The 58-gallon replacement fuel system has an msrp of \$977. Installation at the Transfer Flow factory in Chico is \$200. Transfer Flow fuel systems are

covered by a three-year or 60,000-mile limited warranty. The company has a network of dealers nationwide that can install and service its products.

This replacement tank won't give you any better mileage, but on long trips, it certainly will significantly extend your range, allowing you to stop at more economical or convenient travel centers. It may even save you a long wait for a roadside assistance service truck that wasn't a planned part of the vacation. 🚚

**Transfer Flow Inc.,** (800) 442-0056, [www.transferflow.com](http://www.transferflow.com). Circle 216 on Reader Service Card.

## SEALING THE TANK



**Robotic welders can make a bead to match anything done by hand. The engineering manager checks a tank for leaks with soapy water during final inspection. After final inspection, tanks are washed, dried, and powdercoated.**

# REDWOOD 36FL

UPSCALE FIFTH-WHEEL FEATURES RESIDENTIAL AMENITIES AND FRONT LIVING ROOM

by **Bruce Hampson**

**W**hen an RV manufacturer establishes a new division — or even a new line — it isn't exactly reinventing the wheel. The general shape and operation of travel trailers and fifth-wheels has been established for decades. Even interior square footage is uniform: Under standards established by the Recreation Vehicle Industry Association, trailers can build out to a maximum of 400 square feet of floor space, while fifth-wheels are allowed to push that by another 30 square feet.

It's what they do with that interior space that makes all the difference in the world.

Redwood RV is a fairly young company, established in late 2010 to give its parent company, Thor, a division capable of building upscale residential-style fifth-wheels for full-timers. With barely a year of manufacturing under its belt, the company has grown to offer eight floorplans, ranging from 34 to 40 feet. By far, the most interesting of these is Redwood's model 36FL — its only floorplan offering a front lounge in the upper deck.

Front lounges aren't new to the marketplace, by any means — but Redwood offers a few twists others don't, including a forward ceiling height of 6 feet 7 inches that slopes down to a still-comfortable 6 feet 2 inches at the front cap.

"We managed the extra headroom by mounting the second air-conditioning unit (an option) mid-coach," said Paul Craven, a Redwood regional sales manager. "That not only allowed us to raise the

ceiling but also to reduce its overall height, and making it quieter in the forward section."

And, while Redwood didn't extend the length of the upper deck — a decision that provides campers with more kitchen space on the main floor — there's still ample room for a sofa in the streetside slideout and either paired stuffed easy chairs with matching ottomans (standard) or a second sofa in the front cap. The curbside slideout, one of five in the trailer, is home to a 40-inch flat-screen TV, pullout executive desk with storage and a fireplace.

All the furnishings are inner-sprung residential-quality pieces by Williamsburg Furniture. In building its fifth-wheels, Redwood subscribes to the "6-4-2 Baby Boomer code" — entertain six, feed four, sleep two. That's why the units have freestanding dinettes and, until recently, Redwood didn't even offer a sofa-bed option.

On the main floor, the 36FL is awash in high-end solid-surface countertops and cherry solid hardwood cabinetry. The rich cherry finish, which includes door inserts for the 12-cubic-foot

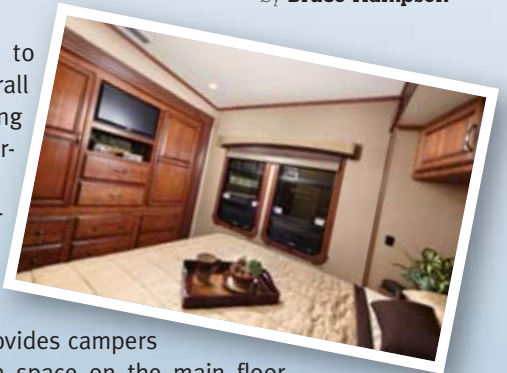


PHOTO COURTESY OF THE MANUFACTURER





Staying true to the Baby Boomer code 6-4-2, this model easily entertains six with plenty of comfy furniture, a fireplace and TV; accommodates four for dinner with its freestanding dinette and huge galley; and sleeps two (bedroom shown on previous page).

refrigerator, is the only wood tone available, although the unit does offer a choice of three interior decors. In keeping with the full-timing focus, the galley includes a host of “homey” touches, from a plate-storage drawer and concealed 13-gallon trash bin to a large pantry and whole-house water filtration system.

A real door with glass insert — not a flimsy pocket door — separates the rear of the unit from the galley. Behind it, the streetside bath features more cherry cabinetry and an enclosed one-piece shower surround with glass doors. There are additional cabinets in the rear master suite. The entire curbside wall is covered with them, along with a second flat-screen TV, and the pedestal bed incorporates two huge drawers on each side. “We found that most people really didn’t like having to pick up the mattress to access storage,” Craven noted. Opposite the bath is a second entry door; all Redwood fifth-wheels have two entries. The front one, in fact, can be swapped out for a sliding glass patio door.

Designed as a four-seasons coach, the Redwood employs insulation with varying R-values in the deck floor, ceiling, front and rear caps, side walls and slideouts. Even the exterior storage incorporates insulated walls and baggage doors, and water lines are run inside the heated floor next to the furnace ducts.

Interestingly, while Redwood says that nearly 45 percent of its units are ordered with full-body paint (a \$9,500 option), the “standard” aesthetics on the five, which include color gelcoated front and rear caps, give the Redwood the appearance of a partial-paint exterior without added cost.

From an owner’s perspective, though, perhaps the Redwood’s best feature is its exclusive Falcon Integrated Technology (FIT) platform. Developed by Lippert Components, FIT incorporates the frame, axles, suspension, six-point hydraulic jacks, rear hitch, front

pin box, even the steps and slide-room mechanisms. If problems arise, an owner won’t get shuttled between companies; since all the parts were sourced to a single supplier, problems can begin their resolve with a single phone call. ☎

**Redwood Residential Vehicles, (574) 457-7800, [www.redwood-rv.com](http://www.redwood-rv.com). Circle 217 on Reader Service Card.**



The walk-through bathroom has an angled shower for extra space and a linen closet.

## QUICK INFO

- EXT LENGTH:** 39' 7"
- EXT WIDTH:** 8'
- EXT HEIGHT:** 12' 11"
- INT HEIGHT:** 8' 6"
- FRESHWATER CAP:** 104 gal
- BLACK-/GRAY-WATER CAP:** 45 gal/90 gal
- LP-GAS CAP:** 14 gal
- HITCH WEIGHT:** 2,480 lb
- GVWR:** 16,000 lb
- MSRP, BASE:** \$92,481

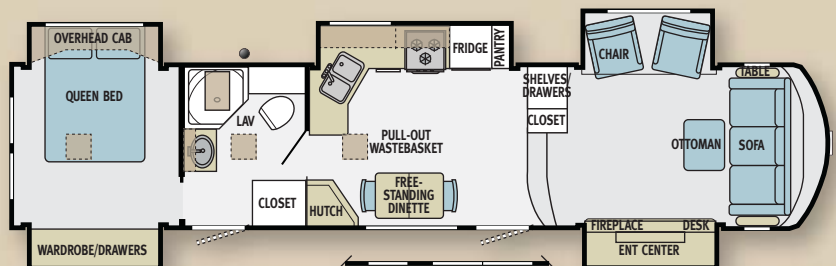




PHOTO COURTESY OF THE MANUFACTURER

# DUTCHMEN INFINITY 3640RL

THIS LUXURY FIFTH-WHEEL LINE OFFERS FEATURE-PACKED DESIGNS WITH SPACIOUS LIVING QUARTERS

by **Ken Freund**

**T**he Infinity line of Thor's Dutchmen division has been positioned as the company's luxury fifth-wheel series, and with good reason. It focuses on feature-packed designs with spacious living quarters, residential kitchens, plush master bedrooms and ample storage. We chose the model 3640RL (rear lounge) to spotlight, but each Infinity model offers variations that are sure to be popular with a wide range of RVers.

The optional Platinum Package (\$7,000) adds a host of upgrades included on this particular unit. Interior refinements include Beauflor flooring, designer window treatments, antique-style glazed cherry cabinetry, solid-cherry stiles and slide-room fascias. The main living area opens up greatly, thanks to the three slideouts and tall ceiling. A Comfort Air sofa bed provides space for two overnight guests, plus dual swivel rocker recliners combine with the four dinette chairs to accommodate everyone. There's even a computer desk with a chair in the corner. A Samsung 32-inch LCD HDTV, along with the optional fireplace, adds to the homey feel. The DVD and



5.1 surround-sound system with iPod inputs pumps out the tunes and TV sound.

Exterior features include large windows and high-gloss laminated fiberglass side walls with attractive graphics.



The well-appointed galley offers plenty of counter space to aid with food prep (previous page, below). The main living area features plenty of residential touches, from the comfortable dual recliners to the integrated computer desk and the electric fireplace.

Welded aluminum-cage construction with five-way lamination of the 2-inch-thick vacuum-bonded side walls and 3-inch-thick laminated floors adds durability. The 10-inch drop-rail Z-frame chassis with Lippert 7,000-pound Super Lube axles provides a sturdy foundation. Trail Air Equa-Flex suspension and quad shock absorbers reduce bouncing and stabilize the ride. A Darco underbelly with enclosed and heated tanks plus storage area aids cold-weather operation, and there's a Glacier option for extreme conditions. A Lippert extended pin box allows sharper turning angles. Auto-adjusting electric rear-stabilizer jacks and hydraulic slide-room mechanisms help with setup.

A roomy exterior pass-through storage bay provides ample stowage for outdoor items and tools and the Grand Canyon Package serves to spiff up the storage even more. The Convenience Docking Station keeps the fresh and city water fills, power connection, TV cable, bypass valves and black-tank

flush all in one centralized location. Other handy items include an exterior shower, water-heater bypass, winterization valve and a large power awning with remote control.

The master bedroom features a spacious cedar walk-in closet with storage shelves and a radiused ceiling. There are also hookups for a washer/dryer combo in the closet. A 32-inch streetside slide-out makes room for the king-size bed, which comes with a memory-foam mattress and lifts up for under-bed storage. An optional 24-inch HDTV mounts on the curbside wall for bedtime viewing.

Moving to the bathroom, there are two entry doors, and the 56-inch long one-piece shower enclosure with a skylight adds headroom and daylight. And that big 12-gallon DSI gas/electric water heater will supply plenty of hot water for long showers. A large vanity with a sink, medicine cabinet and commode complete the facilities.

Year-round comfort is assured with the digital smart dual-zone thermostat

that controls the Quiet Zone ducted 15,000-Btu air conditioning and a 40,000-Btu furnace.

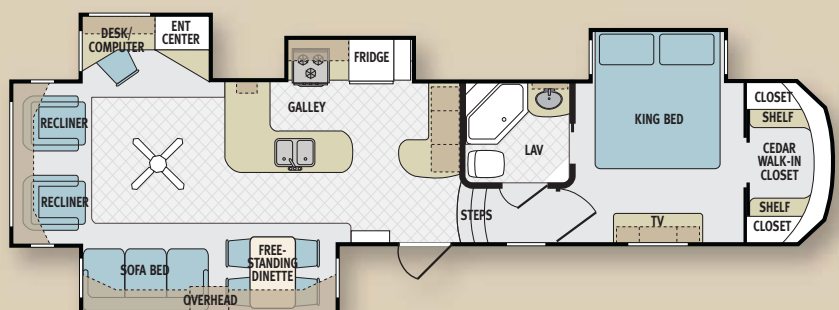
This is a trailer for folks who like to live well and cook gourmet meals. The spacious kitchen features loads of working space on granite-look countertops and plenty of storage cabinets. A large dual-basin stainless-steel galley sink rivals those found in residential units. The roomy refrigerator can hold all the fixin's and there's a three-burner range and microwave on hand for cooking.

Overall, the Infinity 3640RL is a handsome, livable fifth-wheel with an open living area, home-style comforts such as the fireplace and dual recliners, large kitchen with ample counter space, residential-style dining area and a pleasant bedroom — all of which should make it popular with snowbirds and other long-term users. 🚐

**Dutchmen Manufacturing Inc.,** (574) 537-0600, [www.dutchmen.com](http://www.dutchmen.com). Circle 218 on Reader Service Card.

## QUICK INFO

**EXT LENGTH:** 40' 1"  
**EXT WIDTH:** 8' 6"  
**EXT HEIGHT:** 12' 11"  
**INT HEIGHT:** Bedroom 6' 8" / living area 7' 8" to 8' 5"  
**FRESHWATER CAP:** 69 gal  
**BLACK-/GRAY-WATER CAP:** 48 gal/96 gal  
**LP-GAS CAP:** 14 gal  
**HITCH WEIGHT:** 2,216 lb  
**GVWR:** 15,500 lb  
**MSRP BASE** \$60,893, **AS REVIEWED** \$67,893



1 9 4 8

# Westcraft Sequoia

text by **Ken Freund** photos by **Justin & Anna Scribner**

The Westcraft Manufacturing Company of Los Angeles and later Burbank, California, manufactured two different lines of trailers: Westwood and Westcraft. The earlier Westwood brand models included the Coronado, Montecito, Monterey, Tahoe and Sequoia. The Westcraft series included the Coronado, Montecito, Shasta, Sequoia and Yosemite models.

Westwoods were only built by Westcraft during the period from 1946 through 1948, and designs for each of these three model years were different and unique. The earlier Westwood series had a plain “bread loaf” appearance.

The Westcraft company discontinued the Westwood models and began focusing exclusively on the “Pullman” roof Westcraft models by 1949.

Both types were top-quality trailers that used aircraft-construction methods with aluminum frame ribs, but they used heavier-gauge aluminum skin panels than many contemporary brands. All Westcraft models had painted exteriors, many in handsome two-tones. During the late 1940s and early '50s, Westcraft trailers were considered to be among the highest quality trailers on the market. Thanks to their excellent construction, they rarely leaked

at the outer seams, vents or windows, areas where many other trailers had problems. Unfortunately, production had stopped by 1955.

The 1948 Westcraft Sequoia featured here is owned by Justin and Anna Scribner of Bend, Oregon. Anna told us: “We found this trailer just outside of Vancouver, Washington. It was in pretty rough shape, but we instantly fell in love with it.”

To return it to its former glory, the exterior was stripped of its many coats of latex house paint, polished, etched primed and professionally painted. All windows were removed, all glass was





replaced and window frames were all stripped and either polished or repainted. All window gasket and rubber was replaced. Both front, rear and all “trolley” or clerestory windows were re-screened with original-style copper screening.

Several modern amenities were added, all the while retaining the vintage look. A new awning was made, using Sunbrella fabric. All light bezels were rebuilt with new bases, but the original glass lenses were retained. Brand-new wheels were installed and painted to match with new white-wall tires. For safety, an entirely new LP-gas system was installed. The under carriage was prepped and cleaned, and rubberized undercoating was applied.

The interior had to be gutted, with all existing cabinetry removed from the coach, repaired and re-skinned as needed and then refinished. Wall and ceiling panels were removed, and the trailer was reinsulated and completely rewired. The interior was then re-paneled using 1/8-inch birch, as would have been used in 1948. Expandable insulation was also shot into the floor, and a new sub floor was installed.

Period-correct Marmoleum was installed with a border on each side with an inlaid Westcraft “W” at the entryway. A hidden surround-sound system was installed with a Blu-ray player and two 20-inch LCD screens, which are on motorized linear actuators that move up and down out of the cabinets. All of the



appliances, including the stove, refrigerator and kerosene heater were dismantled, reconditioned and refinished to match; however the kerosene function of the heater was disabled for safety reasons.

Two forward cabinets were combined to make a bathroom, and a new toilet was installed. New stainless-steel countertops and a backsplash were fabricated and installed along with a new sink and faucet. An on-demand LP-gas water heater was added and vented through the roof. All new plumbing and drain lines were then installed.

Anna added, “We searched long and hard to find an original click-clack couch and finally found one in amazing original condition. All of the inserts for the trolley windows were remanufactured

on a CNC router; they are now better than the original with decorative metal trim. All cover plates, trim rings, etc. were also copied with a CNC machine and installed to match. Additional light fixtures were added in a tasteful way with several on a dimmer switch.”

Brand-new wooden blinds were installed with thick period-correct chocolate ribbons. Aluminum blinds were installed on the two doors and the original screen doors were reconstructed and refinished.

The final result is a trailer that looks like it did the day it rolled out of the factory, but includes some subtle creature comforts and safety features that weren’t available at the time. Check out the Web Exclusives on [www.trailerlife.com](http://www.trailerlife.com) for extra photos of this beauty. 📷

**The cabinetry was reinstalled with the original layout, except where two cabinets were combined for the addition of the bathroom, and three coats of spar varnish were sprayed in the trailer’s interior, giving it a look as if it just rolled out of the factory.**

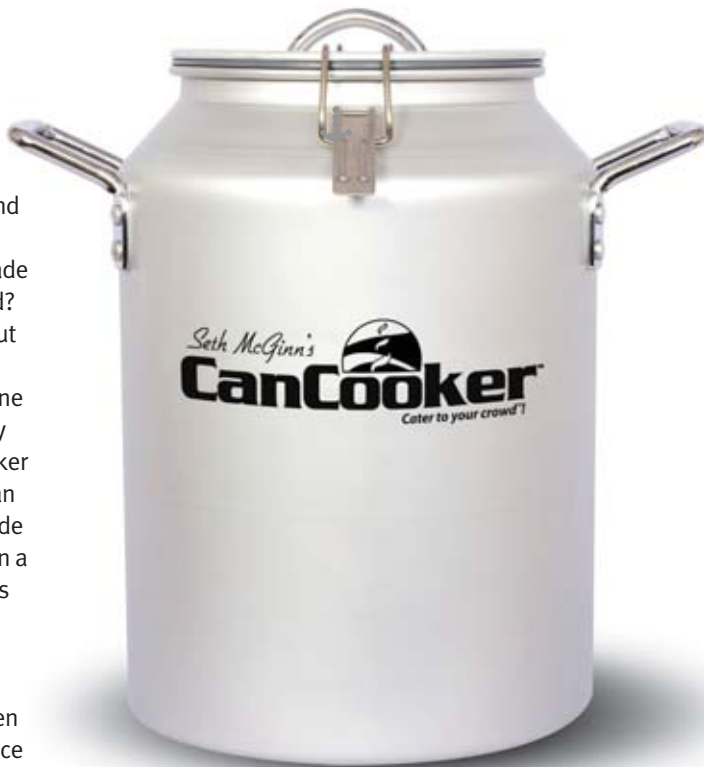


## THE LITTLE STEAMER THAT COULD

It seems that regardless of the destination or the time of the year, RVers manage to somehow revolve their activities around food. How many times have you met with fellow RVers for breakfast before heading off to an activity, already having made plans for yet another meal before the last bite was consumed? Let's face it; RVers love to eat. I can't imagine there's an RV out there without a barbecue stashed in a storage compartment.

But not all meals have to be prepared on a barbecue. One cooking tool seldom seen in RVs is a pressure cooker, mainly due to sheer size. While not exactly diminutive, the Can Cooker is destined to change the way we cook in our trailers. The Can Cooker is a pressure cooker, which means it uses steam inside a sealed container that cooks the contents quickly, relying on a specially designed and regulated lid. Now campground chefs can have the benefit of slow-cooked foods without the slow cooking times.

Most cookers of this nature are restricted to stovetop heating and are certainly not rated for something like an open campfire. However, the makers of Can Cooker created a device



# HANDS ON

text and photos by **Kevin Livingston**

that combines the best ideas of pressure cooking, while allowing usage on just about any heat source.

Can Cooker is a simple yet incredibly sturdy pot constructed of anodized FDA-grade 1060 aluminum that's combined with features like riveted heavy-duty stainless handles and a high-temp silicone gasket to seal the lid. It has a capacity of 4 gallons and is 14 inches tall and measures 10 inches in diameter; weight is not an issue. This has got to be hands down one of the easiest cooking utensils to use. Just find a recipe that suits your taste, prep the ingredients, throw them in the can and cook for the appropriate time — usually within an hour. Basically, once you see steam, you know the cooking process is on its way. Steam usually appears in 10 to 20 minutes, depending on how much food you load into the pot. The company offers an optional rack for the bottom of the cooker, and for \$14, it's a good investment. Also, it's suggested that the user spray the interior of the pot with a non-stick cooking spray before using to prevent food from burning and sticking,



which should also result in quicker cleanup.

The Can Cooker is a bit bulky and may take some thoughtful packing to keep it aboard your RV. However, if you want quick hassle-free cooking and meals large enough to feed your own small RV army, the Can Cooker is the hot ticket.

The standard Can Cooker sells for \$89.99 and comes with a handy storage bag. If you buy the cooker with the bottom rack, it's \$99.98, which saves you a few bucks over buying the items separately. ☛

**Can Cooker Inc.,** (877) 844-2772, [www.cancooker.com](http://www.cancooker.com). Circle 219 on Reader Service Card.

# PERFORMANCE CORNER



by Ken Freund



## ATS TORQUE CONVERTERS & CO-PILOT CONTROLLER

With today's heavier loads, the torque converter and automatic transmission combination have become an Achilles' Heel on many tow vehicles. To solve this problem ATS has developed its Five Star Torque Converter, which combines all of the features of a traditional torque converter with the innovative ATS Viscous Clutch Drive. The Viscous Clutch Drive (VCD), along with the fluid-coupling portion of the torque converter, shares the transfer of power through the torque converter. The converter's stall speed is carefully matched to the engine's torque curve.

Unlike other torque converters that rely solely on fluid transfer from the impeller to the turbine via the stator, the Five Star utilizes the VCD to transfer torque from the engine to the transmission. ATS reports that when the torque-converter clutch is commanded to lock up, the clutch plates provide full engagement, ensuring no plate slippage when in lockup phase, even at power levels in excess of 2,000 lb-ft of torque, a system that should improve fuel economy and reduce fluid temperatures.

The Five Star has a five-year, 500,000-mile warranty. Construction features include billet-steel construction, five-disc friction surfaces with patented Square Flank Drive, a fully welded impeller and turbine-vane section, and oversized high-load thrust bearings in place of plastic washers.

ATS also offers the Co-Pilot Controller, which monitors the load being exerted on the transmission and electronically modifies the hydraulic strategy to prevent slippage. Often, due to heavy loads and/or increased power levels, the torque-holding capability of the clutch packs in the stock transmission are overcome by engine torque, which leads to slippage and component

failure. The Co-Pilot is designed

to provide smoother shifting, modified hydraulic clamping

force at increased power levels,

less-abrupt torque-con-

verter-clutch engagement at

lower boost levels, increased torque-holding capacity and cooler operating temperatures. It changes the pressure-

curve strategy for clutch-pack clamping inside the transmission for improved

torque holding. ATS has found that the Co-Pilot also solves durability issues associated with the low roller clutch section of the transmission and prevents sprag damage.

With the Co-Pilot, drivers have adjustable profiles which allow them to adjust the shifting strategy, depending on conditions and vehicle usage. The Co-Pilot can be used with either a stock transmission or an aftermarket unit. Torque converters and Co-Pilots are available for many popular diesel and some gasoline light truck applications. ATS also offers many other performance products for these vehicles.

ATS Diesel, (866) 209-3695, [www.atsdiesel.com](http://www.atsdiesel.com). Circle 220 on Reader Service Card.

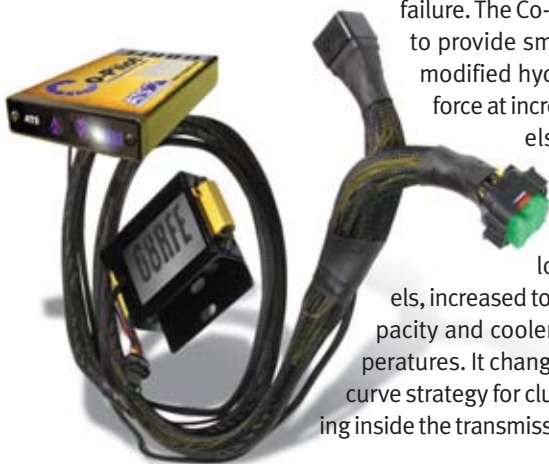
### CHRYSLER 3.6-LITER PENTASTAR V-6 RECALL

Chrysler is recalling 2012 model-year vehicles equipped with the 3.6-liter Pentastar V-6. They include Dodge Durango, Charger, Grand Caravan and Journey, Jeep Grand Cherokee, and Chrysler 200 and Town & Country, built between August 31 and September 13, 2011. Chrysler will replace the engines of affected vehicles which may potentially experience connecting-rod bearing failure due to debris left inside the engine during assembly. Connecting-rod failure could lead to a seized engine and loss of vehicle control. Owners will be notified. For more information, call Chrysler at (800) 853-1403 or the National Highway Traffic Safety Administration's Vehicle Safety Hotline, at (888) 327-4236.

### EXHAUST SYSTEM HEAT ENERGY RECOVERED

German exhaust-system supplier Eberspaecher has a few ideas for recapturing engine exhaust heat and converting it to usable energy. One idea is a small steam powerplant that fits into the exhaust system. Exhaust heats water in the unit, which turns to steam and drives a turbine. The resulting power can be used to help propel the vehicle or charge the electrical system. The system may one day replace the alternator or reduce its load. Power generation is around 800 to 1,100 watts.

Another device is a thermo-electric generator that converts exhaust heat to electricity, which is then stored in the battery. It uses the temperature difference between hot exhaust gases and ambient air to generate electricity without moving parts. Developers expect an output between 350 and 400 watts. The company reports these technologies may be ready in several years. ☛





## ❖ CUPBOARD CORRAL

Keeping things in place inside a trailer when you're on the road is always a challenge, even when using anti-slip materials and tie-downs. Simplify your cabinet organization while keeping your glassware, food and medicine-cabinet items in place with the Cupboard Corral. Made in the USA of high-density polyethylene, each "corral" is adjustable to fit your needs for different cabinets to keep items in place during travel. msrp ranges from \$4.95 to \$32.95. **For more information**, call (702) 533-2407 or visit [www.corralplastics.com](http://www.corralplastics.com). Circle 221 on Reader Service Card.

# PRODUCTS

## WHAT'S NEW

### SNAPPED AND SECURED ↓

YKK Snap Fasteners America offers products that are designed to keep all of your RV accessories securely attached to your vehicle. They have a unique dome shape and are available in an automotive grade of plastic or a flexible base silicone with a pad of acrylic foam adhesive on their underside that enables them to stick to most surfaces without having to drill any holes. To install, simply clean the surface to which the snap is to be applied, peel off the protective paper backing, position and firmly hold the snap in place and release. They can be used to cover sunshades, curtain rods, drink holders, racks, camping gear, awnings, lighting, antennas, and many other accessories. **For more information**, call (502) 839-6971 or visit [www.ykksnap-america.com](http://www.ykksnap-america.com). Circle 222 on Reader Service Card.



### FIREDRAGON CAMPFIRE TOOL ❖

Save yourself some discomfort from leaning over to stoke the coals of a campfire, avoid chemical fire starters and relive history with the Firedragon. Made in the tradition of the days when Civil War soldiers would start their campfires by blowing through their gun barrels into the heart of the fire, the Firedragon has a black powdercoated steel shaft with a polished-brass mouthpiece, and prongs for raking coals and turning logs. By blowing through the long shaft, you can stay three feet away from the fire, whether it's a campfire, fireplace, grill, chimney or barbecue pit. msrp is \$36.95. The Firedragon is available from [www.stuffjunction.com](http://www.stuffjunction.com) and other online retailers. Circle 223 on Reader Service Card.

## MEGA-LIGHTS

Mega-Lights don't have to draw mega-power. Davis Instruments' Mega-Lights require a miniscule 0.11 amp and can run for 12 hours on one amp-hour of 12-volt DC power. These powerful little lights offer multiple features and functions to suit different needs. A brighter bulb is included for night reading or other uses, and all of the lights feature a waterproof Fresnel lens that provides clear lighting to illuminate a campsite. Pricing starts at \$49.99. **For more information**, call (510) 732-9229 or visit [www.davisnet.com](http://www.davisnet.com). Circle 224 on Reader Service Card.



## DON'T DROP AND DRIVE

When was the last time you dropped something in that gap between the seat of your truck and the center console? It's not only annoying and inconvenient, but dangerous, too, as it often causes the driver to not look at the road. Drop Stop fits in that spot to prevent your money, food, phone, keys or whatever else from falling into the crack. It is made of a high-grade black neoprene material and with an msrp of only \$19.99, it's an inexpensive solution to a potentially costly and life-threatening problem. **For more information**, call (310) 559-7155 or visit [www.buydropstop.com](http://www.buydropstop.com). Circle 225 on Reader Service Card.



## NON-BLEACH MOLD CLEANER

Clean mold, mildew and algae without using bleach with Shurhold's Moldaway. Unlike bleach, it won't damage the surfaces in your trailer or leave a residue behind on carpet, canvas, vinyl, wood or other surfaces. Moldaway is a scientifically formulated, powdered and oxygenated cleaner that can also be used to clean the sump container as well as drains in sinks and showers before long-term storage. msrp is \$12.98 for a 12-ounce jar. **For more information**, call (800) 962-6241 or visit [www.shurhold.com/rv](http://www.shurhold.com/rv). Circle 226 on Reader Service Card.

Advice from our **Tech Team**

## FRAME-DAMAGE SURPRISE

We weighed our loaded trailer years ago, but it had been at least six years since that trip to the scale. On our last trip I found forward frame damage, as evidenced in the photo (right) of our 2004 fifth-wheel. I hope they can be useful in making other RVers aware of a possible problem, or that at least, owners should be checking.

**Bob Morrow**, Via email

*That's a pretty scary photo. Breaking a frame at the hitch-attachment point is serious, and we're glad to hear that you discovered the problem before any disasters occurred. If an owner notices anything like excess movement by the pin box when driving or cracks, seam separation or skin distortion near the hitch — which could indicate frame components shifting under the skin — it's time to visit a qualified shop for a deeper inspection.*

*This type of damage can result from several causes: poor manufacturing, materials or design, old age and severe rusting, highway impact damage can aggravate such a situation and, of course, there's overloading. All RV owners should know exactly what the RV weighs when loaded for the road, and how that weight compares to the RV's gross vehicle weight rating. That knowledge can only be acquired by taking the loaded RV to a public, certified scale and weighing the vehicle. By comparing the manufacturers' gvwr and the results from the weigh scale, you can be sure you aren't overloaded and can eliminate one factor from the potential damage list. — **Jeff Johnston***

### POWER DURING STORAGE

I always store my fiver with it plugged into 120-volt AC. My dealer tells me that this is



**“This type of damage can result from several causes: poor manufacturing, materials or design, old age and severe rusting, highway impact ... and overloading.”**

hard on the batteries, but if I disconnect the batteries and stay plugged in to run the electric space heater, it is hard on the converter. What are the realities?

**Ron Stevens**, Pittsburg, Pennsylvania

*Leaving the batteries connected to a converter, unless it has special multistage charging, often results in the batteries running dry. Either disconnect or remove the batteries and keep them on a maintenance charger such as a Battery Tender. Run an extension cord directly to the heater, not through the coach wiring and leave the trailer unplugged. — **Ken Freund***



**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](mailto:jjohnston@affinitygroup.com) or [kfreund@affinitygroup.com](mailto:kfreund@affinitygroup.com). No phone calls.

### CUSTOM FIFTH-WHEEL HITCH

My question concerns a 2008 Sprinter Copper Canyon fifth-wheel. It is pulled by a 2011 Silverado 2500HD, Duramax diesel, crew cab, longbed. The trailer is listed as 29 feet long, but is really 32 feet by the tape. The problem is that when hooked up, the front storage compartment cannot be opened because it hits the truck's tailgate, and I have to turn sideways to walk between the trailer and the truck. As this is our third fifth-wheel and I've driven trucks all my life, we are not strangers to pulling fivers.

My son owns a machine shop, so fabricating a longer pin box would be no problem. Other than putting more weight on the pin, can you think of another reason not to lengthen the pin box? Sprinter says not to do it, but maybe only due to liability.

**Cooper Buckalew**, Wolcott, New York

*Liability and safety are chief concerns in this matter. They don't know your son's qualifications as a fabricator, and rather than risk a dangerous situation by giving an approval, they'd prefer to be on the safe side. As an alternate solution, most fifth-wheel hitch manufacturers sell a variety of hitch configurations ranging from*

Collect something other than baggage fees and hotel bills.

MEMORIES, PERHAPS.



Fig. 1 Bullfrog



Fig. 3 Spring Azure Butterfly



Fig. 5 Queen Caterpillar



Fig. 7 Pollywogs



Fig. 2 Banded Gecko



Fig. 4 Ladybug



Fig. 6 American Toad



Fig. 8 Dragonfly

Go Affordably. Go RVing. Invest in a little more family time next vacation. The returns will amaze you. See how RVing stacks up to other modes of travel with our Vacation Cost Comparison at [GoRVing.com](http://GoRVing.com). WHAT WILL YOU DISCOVER?

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Transfer Flow Inc., Circle 122 on Reader Service Card

## RV CLINIC

nearly vertical to considerably extended. Check with your trailer's dealer parts department and you may well find there's an alternate pin box, engineered and approved by the hitch manufacturer, you can purchase and bolt on in place of your existing hitch. Judging by the close truck-to-trailer proximity, it seems as though a longer hitch-box extension is a good idea. — J.J.

## SHAKING FIFTH-WHEEL

I own a 2008 Open Road 378 fifth-wheel. I have electric landing gear in front, electric fold-down jacks in rear and an extra set of screw jacks located in front of axles. I also use a tripod under the kingpin, and have wheel chocks between the tires. My problem is that the rig has movement whenever someone walks across the floor, not just a minor movement, but it almost feels like there are no means of stability in use. We are set up on a concrete pad with all jacks on concrete. I have 8-inch concrete blocks with a 2 x 8 wood block attached to the top of the block under the rear and middle jacks. The rig has four slides, one on curbside and three on street side. Any suggestions as to a fix?

**Sammy R. Johnson Sr.**, Jackson, Georgia

## SHAKING FIFTH-WHEEL II

In regard to Joe Brown's Letter on "Shakin Fifth-Wheel," we had the same problem. I saw an ad in a camping magazine for JT's Strong Arm Jack Stabilizers, and after calling and talking with them, I ordered a set both front and back. They were not that hard to install, even in my 70s, I installed them in one morning. My wife no longer mentions the trailer moving around. Best money I ever spent.

**Bud Allen**, Via email

*We're glad you found a satisfactory solution to your shaking problem, Bud. Those diagonal bracing bars that attach to the front landing gear, and to crank-down stabilizer jacks, can make a big difference in RV stability when parked.*

*Sammy, the stabilizers Bud used may be a good option for you to check out. Otherwise, you've done about all you can from a conventional equipment standpoint. All that's left is to support the RV frame on the screw jacks used to stabilize a mobile home and remove the wheels and tires. The perception of floor*

[www.trailerlife.com](http://www.trailerlife.com)

# Win This Team!

17<sup>th</sup> Annual Special Offer



## 2012 Montana Mountaineer 295RKD 5th Wheel and 2012 Chevy Silverado 2500HD Truck

Offered by Wyoming Paintbrush a nonprofit organization dedicated to education and participation in the arts for adults and children with disabilities. Winner will take home a 2012 Montana Mountaineer 295RKD 5th Wheel pulled by a 2012 Chevrolet Silverado 2500 HD Truck.

Each entry is \$100.00 with 50% refundable should our goal not be met. Maximum of 4500 tickets will be sold. One name per entry allowed and the winner will be flown to Casper, Wyoming to pick up the special team.

Presented by



Visa and MasterCard accepted. Should you wish to purchase tickets with your credit or debit card please contact our office at (307) 237-8618.

Mail entries to:

**Wyoming Paintbrush**  
239 West 1<sup>st</sup> Street,  
Casper, WY 82601

\$100.<sup>00</sup> Per Entry in U.S. dollars only. Just 4,500 entries. Drawing held March 17, 2012 1:00 PM at our office in Casper, Wyoming

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_  
Phone \_\_\_\_\_ Amt. \_\_\_\_\_

[www.wyomingpaintbrush.org](http://www.wyomingpaintbrush.org) • [wypaintbrush@tribcsp.com](mailto:wypaintbrush@tribcsp.com)  
We appreciate your support and wish you good luck!  
Photo may not represent actual prizes.

Wyoming Paintbrush, Circle 123 on Reader Service Card



movement and stability are personal matters, so one person's solid RV may be another's round-bottom boat on a rough sea. Try the diagonal stabilizers — there are quite a few on the market these days — and you may be quite satisfied with the results. — J.J.

### TRAILER TIRE SIZES & MANUFACTURING CODES

I have a 2010 Open Range Journey JT287RLS travel trailer. Now I have 235/80R16 tires on it. The brand is Trail Express Power Towing. No one can tell me anything about these tires other than they are made in Asia. Open Range said that these tires came from a Firestone line in Japan.

I emailed Firestone and was told they never heard of this brand, yet these tires came with the trailer. Three tires have separated in less than 1,000 miles. I'm thinking of switching to a 215/85R16 tire size. The reason for changing sizes is that the 215s are easier to find and less expensive. Open Range does not recommend this. I'm not questioning you about the brand, but I would like your opinion about switching tire size. I believe it never hurts to get a second opinion.

**Martin Kalinowski**, Via email

If you want to determine where they were made, write down the DOT code off the tire sidewall. To help decode where they were made, visit the following Web pages: [www.harriger.com/tires.htm](http://www.harriger.com/tires.htm) and [www.nhtsa.gov/cars/rules/manufacture/index.html](http://www.nhtsa.gov/cars/rules/manufacture/index.html). The plant code is the first two digits after DOT on the tire.

The use of smaller-size tires is fine, with a couple of considerations. First, they need to fit the trailer and its equipment. For example, they shouldn't be so small that they allow low-hanging hardware like plumbing or frame elements to drag on the ground.

The second and most important consideration is that they need to be rated to carry the same load or more than the larger tires they replace. That's the best way to ensure you don't result in an overloaded-tire situation. Before you decide what tire and ply/weight rating to use, you need to weigh the trailer when it is fully loaded as you use it and determine the axle loadings. — K.F.

### GFCI STRANGENESS

We have a 2007 Keystone Montana model 3400RL. We have a problem with the GFCI in the kitchen that keeps popping. I have found that this circuit, which is only 15 amps, feeds five outlets on two slides and middle. I requested an electrical schematic from Keystone, but was told each coach is built custom, so they have no electrical schematic.

I have a hard time believing that this

manufacturer, which produces so many of the same model, doesn't keep a wiring diagram on hand for situations such as this. Does RVIA have a code on this? I have a degree in automotive engineering and this really bothers me.

**Christian Westhall**, Pensacola, Florida

*A GFCI socket is not a circuit breaker that trips when you place too much draw on a circuit; it's designed to detect a ground*

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## RV CLINIC

fault problem and open the circuit to avoid a potentially dangerous shock situation. You didn't mention under what circumstances the GFCI breaker trips, but if there's a problem with the wiring, the GFCI will trip even when there are no loads on the circuit. If it trips when using some electrical accessories, you should monitor when it trips. Is it just when you switch on a lamp, a TV or something else that's plugged into those outlets? That 15-amp circuit is enough to handle a lot of typical RV plug-in accessories at once, so unless you're using a toaster oven, hair dryer, vacuum cleaner, space heater or some other assortment of high-amp-draw items at the same time, it should be enough for average use.

It's also possible you have a defective GFCI outlet. I ran into one of those on a brand-new trailer a while back and we finally traced the circuit problem to the outlet. That should be one item you check on your quest to find your electrical gremlin.

As for the wiring diagram, not all RV

manufacturers keep such files on hand once that run of RVs is finished. It's not how it's done in the auto industry, or the aerospace or housing industries, for example, but that seems to be how many manufacturers handle the construction data in the RV industry. It may not be the best system, but it's how it works. — J.J.

## NITROGEN IN TIRES

My new trailer came with nitrogen-filled tires, and although I understand the advantages, finding service is not easy. Even the RV dealers don't have the equipment to service what they sell and can't recommend changing over to air, but don't give a reason. I just want to know if the tires and valve cores are specially made for nitrogen. What happens if I have a flat and nitrogen isn't available for hundreds of miles? Do I have to buy new tires and/or valve cores if I want to switch to regular air-filled tires? Seems like nitrogen technology was a great idea, but can't economically compete with free air and therefore hasn't been embraced by the general public or trucking industry, and only a handful of car dealers.

**Jim Hill**, Dallas, Texas

You worry too much! There are no such things as RV tires and valves that are only compatible with nitrogen. Atmospheric air contains about 79 percent nitrogen and can be used with any tire and valve on an RV. — K.F.

## REFRIGERATOR LEVELING

An RV mechanic told me that the newer refrigerators do not have to be level to operate. Is this true? Please respond, as the ground tips down on one side where I have to store the trailer.

**Tom Watson**, Seattle, Washington

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

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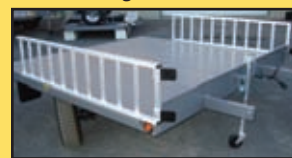


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... Continued from page 16

The next weekend we went to his dealership and asked for Clyde. It turned out that he only works shows, so we ended up talking with the wry manager. He showed us lightweight trailers our SUV could pull. After what seemed like hours of comparing and eliminating, we walked into a cute 22-foot travel trailer, greatly reduced in price because it was the previous year's model. Monique fell in love with it, so we bought it, even without having put our home on the market.

Eight months later, we embarked on our new life. We didn't even remember from the walk-through how to put freshwater in the holding tank. And when we went to our first full-hookup park, I was scared to death to plug in the power cord (as it turned out, the park's electrical box didn't work anyway).

For one year we loved our little inexpensive travel trailer. And the fact that I had to repair drawers or tighten screws at every stop gave me some handyman work

that I enjoyed in my old life.

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Back to Joe and Vicki's statement. They left out another truism about the lifestyle: "There's no perfect campground." I'll save that for another time, but we know, no matter what we travel in, there will always be challenges. It's part of the life we accept. 🗨️

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**USED 2009 Dutchmen RAINIER 25C** WAS \$22,950 **NOW \$15,900** SAVE \$7,050 (888) 850-5575 Wood Village, OR STK# POR37483



**USED 2008 Keystone OUTBACK 18RS** WAS \$23,448 **NOW \$15,985** SAVE \$7,463 (888) 484-3906 Spartanburg, SC STK# GR125709



**NEW 2011 Keystone PASSPORT 199ML** WAS \$23,186 **NOW \$15,988** SAVE \$7,198 (888) 386-5187 Houghton Lake, MI STK# HL5851



**USED 2004 Fleetwood TERRY QUANTUM 2952BS** **NOW \$15,995** (888) 815-7523 Woodstock, GA STK# WDS15796



**USED 2007 Cruiser RV LAND ROAMER 295RL** WAS \$29,995 **NOW \$15,995** SAVE \$14,000 (888) 682-3036 Churchville, NY STK# CHU69751



**NEW 2012 Dutchmen DUTCHMEN 275BH**  
 WAS \$22,945 **NOW \$15,995** SAVE \$6,950  
 (888) 819-7952 Longmont, CO STK#  
 KC111461



**USED 2007 Fleetwood WILDERNESS 270FQ** WAS \$21,997  
**NOW \$15,995** SAVE \$6,002 (888) 457-4801 Colfax, NC STK#  
 CFX3688



**USED 2009 Holiday Rambler CAMP MASTER 21RD** WAS \$21,995 **NOW \$15,995** SAVE \$6,000 (888) 484-3906 Spartanburg, SC STK# GR126002



**USED 2007 Dutchmen DUTCHMEN LS729G** WAS \$21,997 **NOW \$15,997** SAVE \$6,000 (888) 463-3995 Colorado Springs, CO STK# KC210924B



**USED 2005 Forest River WILDCAT 285** WAS \$22,697 **NOW \$15,999** SAVE \$6,698 (888) 672-5049 Syracuse, NY STK# SYU68884



**USED 2008 Keystone COUGAR 29RLS** **NOW \$16,977** (888) 801-3226 Byron, GA STK# MAC15412



**USED 2007 Forest River FLAGSTAFF 8526RLS** WAS \$24,995 **NOW \$16,985** SAVE \$8,010 (888) 848-7312 Columbia, SC STK# COL15478



**NEW 2011 Forest River WILDWOOD 23FD** WAS \$22,995 **NOW \$16,858** SAVE \$6,137 (888) 254-9145 Meridian, ID STK# MER13998



**USED 2009 K-Z SPREE 240BHS** WAS \$24,328 **NOW \$16,985** SAVE \$7,343 (888) 457-4801 Colfax, NC STK# CFX4060



**USED 2008 Pilgrim PILGRIM 31PFBS** WAS \$31,689 **NOW \$16,987** SAVE \$14,702 (866) 755-9604 Charleston, SC STK# CHN125932



**USED 2007 Dutchmen FREEDOM SPIRIT 310B-DSL** **NOW \$16,995** (888) 668-6715 Katy, TX STK# KAT8961A



**USED 2003 Forest River CARDINAL 36RLE** WAS \$31,995 **NOW \$16,995** SAVE \$15,000 (888) 903-6787 Harrisburg, PA STK# HAR66181



**USED 2006 Jayco EAGLE 288RLS** WAS \$26,995 **NOW \$16,995** SAVE \$10,000 (888) 902-8565 Tallahassee, FL STK# TAL39443



**USED 2006 Holiday Rambler SAVOY 30CKSL** WAS \$21,988 **NOW \$16,995** SAVE \$4,993 (888) 475-5918 Robertsdale, AL STK# RD38747



**NEW 2011 Crossroads SLINGSHOT 23CK** WAS \$28,871 **NOW \$16,999** SAVE \$11,872 (888) 471-3546 Chichester, NH STK# GRV507131



**USED 2009 Dutchmen DUTCHMEN 28LGS** **NOW \$17,495** (888) 696-2165 Savannah, GA STK# SAV16309



**NEW 2011 Coleman COLEMAN CTU183QB** WAS \$23,252 **NOW \$17,845** SAVE \$5,407 (866) 673-0250 Statesville, NC STK# STA125342



**NEW 2011 Crossroads SLINGSHOT 24RL** WAS \$29,483 **NOW \$17,977** SAVE \$11,506 (888) 471-3546 Chichester, NH STK# GRV507048



**NEW 2011 Forest River WOLF PACK 23DFWP** WAS \$26,534 **NOW \$17,988** SAVE \$8,546 (888) 386-5187 Houghton Lake, MI STK# HL5868



**NEW 2011 Jayco OCTANE SUPER LITE 161** MSRP \$24,765 **NOW \$17,995** SAVE \$6,770 (888) 617-5406 Oakwood, GA STK# ORV15641



**NEW 2011 Coleman COLEMAN CTS264RL** WAS \$25,927 **NOW \$17,988** SAVE \$7,939 (888) 386-5187 Houghton Lake, MI STK# HL6011



**USED 2008 Keystone SPRINGDALE 283BHLGL** WAS \$27,855 **NOW \$17,995** SAVE \$9,860 (877) 289-0812 Las Vegas, NV STK# LVN36985A



**USED 2007 Keystone COUGAR 29BHS** WAS \$27,989 **NOW \$17,999** SAVE \$9,990 (877) 554-3516 Lakewood, NJ STK# LAK8618



**NEW 2011 Jayco JAY FLIGHT G2 23FB** MSRP \$24,281 **NOW \$17,995** SAVE \$6,286 (888) 905-0490 Anthony, TX STK# LC15654



**NEW 2011 Keystone HORNET 27FLBS** WAS \$32,985 **NOW \$17,999** SAVE \$14,986 (877) 554-3516 Lakewood, NJ STK# LAK8461



**USED 2005 Keystone COUGAR 309EFS** WAS \$23,989 **NOW \$17,999** SAVE \$5,990 (877) 554-3516 Lakewood, NJ STK# LAK8619



**NEW 2011 Crossroads SLINGSHOT 23CK** WAS \$28,958 **NOW \$17,999** SAVE \$10,959 (866) 648-5288 St. Augustine, FL STK# JAC37675



**NEW 2011 Keystone HIDEOUT 26RLS** WAS \$24,539 **NOW \$18,444** SAVE \$6,095 (888) 454-1707 Kissimmee, FL STK# KS7875



**NEW 2011 Forest River WOLF PACK 27DFWP** WAS \$26,780 **NOW \$18,588** SAVE \$8,192 (888) 386-5187 Houghton Lake, MI STK# HL6008



**NEW 2010 Coleman COLEMAN CT250** MSRP \$26,548 **NOW \$18,690** SAVE \$7,858 (888) 542-3819 Mesa, AZ STK# MES14816



**NEW 2011 Dutchmen KODIAK 250BHSL** WAS \$24,842 **NOW \$18,895** SAVE \$5,947 (888) 242-0293 Madison, WI STK# MAD16562



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



**USED 2008 Crossroads ZINGER 30QB** **NOW \$18,960** (888) 696-2165 Savannah, GA STK# SAV16298



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



**NEW 2011 Starcraft AUTUMN RIDGE 309BHU** WAS \$30,183  
**NOW \$18,995** SAVE  
 \$11,188 (866) 502-8238 Bath, NY STK#  
 BAT66755



**USED 2009 Forest River FLAGSTAFF 831 RL** WAS \$29,995 **NOW \$18,995** SAVE  
 \$11,000 (888) 450-7060 Dothan, AL STK#  
 DOT38935



**NEW 2010 Dutchmen AEROLITE 30BH-SL** WAS  
 \$31,114 **NOW \$18,999** SAVE \$12,115 (866) 289-  
 0113 Chattanooga, TN STK# CH6206



**USED 2007 Keystone OUTBACK SYDNEY 30RLS** **NOW \$18,996** (888) 815-7523  
 Woodstock, GA STK# WDS16084



**NEW 2011 Coleman COLEMAN CTS260BH** WAS \$31,262 **NOW \$18,997**  
 SAVE \$12,265 (877) 450-7415 Island Lake,  
 IL STK# CRV5742



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



**USED 2009 Trailmanor TRAILMANOR ELKMONT 24FQ** WAS  
 \$26,777 **NOW \$18,997**  
 SAVE \$7,780 (888) 463-  
 3995 Colorado Springs,  
 CO STK# KC211428B



**NEW 2011 Keystone HIDEOUT 30FKDS**  
 WAS \$27,083 **NOW \$19,495** SAVE \$7,588  
 (888) 454-1707 Kissimmee, FL STK#  
 KS7876



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



**USED 2007 Keystone MONTANA MOUNTAINEER 32PHD** WAS \$30,995  
**NOW \$19,858** SAVE \$11,137 (888) 254-  
 9145 Meridian, ID STK# MER15610



**USED 2005 Forest River WILDCAT 30LSWB**  
**NOW \$19,900** (888)  
 844-1758 New  
 Braunfels, TX STK# SW-  
 C9645A



**USED 2010 Keystone SPRINTER 250RBS**  
 WAS \$29,998 **NOW \$19,988** SAVE  
 \$10,010 (888) 484-3906 Spartanburg, SC  
 STK# GR125058



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



**USED 2005 Keystone EVEREST 293P**  
 WAS \$42,500 **NOW \$19,995** SAVE  
 \$22,505 (888) 860-8684 Stratford, MO  
 STK# STR16828A



**NEW 2011 Starcraft AUTUMN RIDGE 329BHU** WAS \$34,639 **NOW \$19,995**  
 SAVE \$14,644 (866) 754-7302 Greenwood,  
 IN STK# GRW325337



**NEW 2011 Jayco JAY FEATHER SELECT 29L** MSRP \$30,970 **NOW \$19,995** SAVE  
 \$10,975 (888) 617-5406 Oakwood, GA  
 STK# ORV15045



**NEW 2011 Keystone PASSPORT 2850RL**  
 WAS \$29,278 **NOW \$19,995** SAVE \$9,283  
 (888) 682-3036 Churchville, NY STK#  
 CHU65553



**USED 2007 Keystone SYDNEY OUTBACK**  
**31FRKS** WAS \$29,998 **NOW \$19,999**  
 SAVE \$9,999 (877) 554-3516 Lakewood,  
 NJ STK# LAK8509



**NEW 2011 Jayco JAY FEATHER SELECT 28U** WAS  
**\$30,723 NOW \$20,995** SAVE \$9,728 (866) 415-  
 9726 Wheat Ridge, CO STK# KC511155



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



**NEW 2011 Jayco JAY FLIGHT 25BHS**  
 WAS \$28,014 **NOW \$20,988** SAVE \$7,026  
 (888) 896-2801 Albuquerque, NM STK#  
 ARV16000



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



**NEW 2011 Crossroads SLINGSHOT**  
**27RB** WAS \$30,663 **NOW \$20,995** SAVE  
 \$9,668 (888) 242-0293 Madison, WI STK#  
 MAD15063



**NEW 2011 Keystone HIDEOUT 38FQDS**  
 WAS \$29,099 **NOW \$20,995** SAVE \$8,104  
 (888) 454-1707 Kissimmee, FL STK#  
 KS7870



**NEW 2011 Keystone**  
**HORNET 28RLS** WAS  
**\$28,883 NOW \$21,495**  
 SAVE \$7,388 (888) 454-  
 1707 Kissimmee, FL  
 STK# KS7877



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



**USED 2008 Keystone SYDNEY OUTBACK**  
**31FRL** WAS \$36,895 **NOW \$21,589** SAVE  
 \$15,306 (866) 755-9604 Charleston, SC  
 STK# CHN125687



**USED 2005 Forest River CARDINAL 29LE**  
 WAS \$29,995 **NOW \$21,985** SAVE \$8,010  
 (866) 673-0250 Statesville, NC STK#  
 STA126770



**NEW 2011 Keystone SPRINTER 277RLS**  
 WAS \$33,093 **NOW \$21,988** SAVE  
 \$11,105 (888) 386-5187 Houghton Lake,  
 MI STK# HL5880



**USED 2007 Forest River WILDCAT 28**  
**RKBS** WAS \$28,140 **NOW \$21,995** SAVE  
 \$6,145 (888) 692-9016 Myrtle Beach, SC  
 STK# MB125999



**USED 2010 Keystone**  
**SPRINTER 276RLS**  
**NOW \$21,998** (888)  
 815-7523 Woodstock,  
 GA STK# WDS16040



**NEW 2011 Coleman COLEMAN**  
**CTS264RL** MSRP \$29,741 **NOW \$21,998**  
 SAVE \$7,743 (888) 801-3226 Byron, GA  
 STK# MAC15664



**NEW 2010 Dutchmen AEROLITE 27QSTH-SL** WAS \$34,035 **NOW \$21,999** SAVE \$12,036 (866) 289-0113 Chattanooga, TN STK# CH6205



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



**USED 1998 Nu-Wa SNOWBIRD RL7GBW 36.2** WAS \$31,999 **NOW \$22,858** SAVE \$9,141 (888) 254-9145 Meridian, ID STK# MER15253



**USED 2007 Crossroads CRUISER CF32BL** WAS \$34,660 **NOW \$23,230** SAVE \$11,430 (888) 674-0275 Gulf Breeze, FL STK# GB38763



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



**NEW 2011 Dutchmen COLORADO 290BH** WAS \$41,009 **NOW \$22,995** SAVE \$18,014 (866) 754-7302 Greenwood, IN STK# GRW325354



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



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



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



**NEW 2011 Starcraft LEXION S-LITE 256RKU** WAS \$42,125 **NOW \$23,997** SAVE \$18,128 (877) 450-7415 Island Lake, IL STK# CRV5676



**USED 2005 Fleetwood PROWLER REGAL 2952BS** WAS \$32,355 **NOW \$18,495** SAVE \$13,860 (888) 860-8684 Strafford, MO STK# STR15645A



**NEW 2011 Keystone SPRINTER 262FWRET** MSRP \$35,242 **NOW \$24,590** SAVE \$10,652 (888) 617-5406 Oakwood, GA STK# ORV15162



**NEW 2011 Starcraft LEXION S-LITE 314RE** WAS \$35,355 **NOW \$24,617** SAVE \$10,738 (888) 474-1330 Bartow, FL STK# DCW7903



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



**USED 2006 Newmar CYPRESS 29KSRE** **NOW \$24,900** (888) 727-2952 Little Rock, AR STK# LIT16634



**NEW 2010 Dutchmen DENALI 259REX** MSRP \$35,506 **NOW \$24,900** SAVE \$10,606 (888) 668-6715 Katy, TX STK# KAT8878



**NEW 2011 Keystone FUZION 230** MSRP \$43,647 **NOW \$24,961** SAVE \$18,686 (888) 614-5201 Draper, UT STK# ABRV37053



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



**NEW 2011 Keystone FUZION 230** MSRP \$43,647 **NOW \$24,975** SAVE \$18,672 (888) 614-5201 Draper, UT STK# ABRV37054



**USED 2004 Montana BIG SKY 3670 WAS \$32,995 NOW \$24,995** SAVE \$8,000 (888) 450-7060 Dothan, AL STK# DOT39023



**NEW 2011 Dutchmen DENALI 261BH** WAS \$35,533 **NOW \$24,995** SAVE \$10,538 (888) 475-5918 Robertsdale, AL STK# RD38588



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



**USED 2008 Jayco OCTANE 26Y NOW \$25,995** (888) 614-5201 Draper, UT STK# ABRV37425



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



**USED 2007 Gulf Stream CANYON TRAIL 33FBHT** WAS \$31,997 **NOW \$24,997** SAVE \$7,000 (888) 463-3995 Colorado Springs, CO STK# KC211267B



**NEW 2011 Keystone SPRINTER 292FWB-HS** WAS \$41,891 **NOW \$25,995** SAVE \$15,896 (866) 754-7302 Greenwood, IN STK# GRW324882



**NEW 2011 Dutchmen DENALI 285RE** MSRP \$36,692 **NOW \$25,900** SAVE \$10,792 (888) 844-1758 New Braunfels, TX STK# SW9700



**NEW 2011 Keystone PREMIER 28RL** WAS \$39,627 **NOW \$25,995** SAVE \$13,632 (888) 896-2801 Albuquerque, NM STK# ARV15419



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



**NEW 2011 Keystone LAREDO 297RL** LIST PRICE \$36,170 **NOW \$26,121** SAVE \$10,049 (888) 479-3568 Vacaville, CA STK# VAC12635 VIN# V601337



**NEW 2011 Keystone FUZION 230** WAS \$36,995 **NOW \$26,495** SAVE \$10,500 (888) 902-8565 Tallahassee, FL STK# TAL38573



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



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



**NEW 2011 Coleman COLEMAN CT-F267BH** MSRP \$34,185 **NOW \$26,998** SAVE \$7,187 (888) 815-7523 Woodstock, GA STK# WDS15684



**NEW 2012 Coleman COLEMAN CTF259RE** WAS \$36,681 **NOW \$27,898** SAVE \$8,783 (866) 755-9604 Charleston, SC STK# CHN125604



**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 CT-387DQDS** MSRP \$34,287 **NOW \$27,160** SAVE \$7,127 (888) 348-5909 Avondale, AZ STK# AV013900



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



**NEW 2011 Coleman COLEMAN CT275REX** LIST PRICE \$39,782 **NOW \$27,777** SAVE \$12,005 (888) 479-3568 Vacaville, CA STK# VAC17588 VIN# P627105



**NEW 2011 Dutchmen RUBICON 2100** LIST PRICE \$37,782 **NOW \$27,995** SAVE \$9,787 (888) 331-1595 Santa Clarita, CA STK# AMRV22597 VIN# 207376



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



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



**USED 2009 Dutchmen COLORADO 30 CE** WAS \$48,500 **NOW \$28,995** SAVE \$19,505 (888) 860-8684 Strafford, MO STK# STR14144A



**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 Jayco EAGLE SUPER LITE 31.5RLTS** WAS \$44,293 **NOW \$29,250** SAVE \$15,043 (866) 415-9726 Wheat Ridge, CO STK# KC510894



**USED 2011 Coachmen CATALINA 38 BHDS** WAS \$49,589 **NOW \$29,589** SAVE \$20,000 (866) 755-9604 Charleston, SC STK# CHN125655





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



**USED 2005 Alfa SEE YA SYF30RL** **NOW \$29,876** (888) 480-3175 Roseville, CA STK# SAC15534 VIN# A013427



**NEW 2011 Keystone SYDNEY 329FBH** MSRP \$44,401 **NOW \$29,995** SAVE \$14,406 (888) 617-5406 Oakwood, GA STK# ORV15032



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



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



**NEW 2011 Crossroads CRUISER 32BL** WAS \$48,748 **NOW \$29,999** SAVE \$18,749 (866) 648-5288 St. Augustine, FL STK# JAC39792



**NEW 2011 Keystone PREMIER 29RE** WAS \$42,795 **NOW \$29,995** SAVE \$12,800 (866) 775-0682 Roanoke, VA STK# ROA12144



**NEW 2011 Jayco OCTANE ZX T26Y** WAS \$42,737 **NOW \$29,995** SAVE \$12,742 (866) 415-9726 Wheat Ridge, CO STK# KC511374



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



**USED 2007 Keystone MONTANA 329SRK** WAS \$39,725 **NOW \$29,995** SAVE \$9,730 (888) 542-3819 Mesa, AZ STK# MES16779



**NEW 2010 Dutchmen COLORADO 32RL** MSRP \$44,036 **NOW \$31,995** SAVE \$12,041 (888) 348-5909 Avondale, AZ STK# AV014439



**NEW 2011 Keystone SPRINTER 262FWRET** WAS \$48,459 **NOW \$32,900** SAVE \$15,559 (888) 859-6653 Hillsboro, OR STK# HIL36004



**USED 2009 Heartland BIG COUNTRY 325TSL** WAS \$44,950 **NOW \$32,900** SAVE \$12,050 (888) 850-5575 Wood Village, OR STK# POR37152



**NEW 2010 Dutchmen DENALI 31SBBS** MSRP \$41,979 **NOW \$32,900** SAVE \$9,079 (888) 668-6715 Katy, TX STK# KAT9083



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



**USED 2011 Heartland SUNDANCE 2900MK** WAS \$43,850 **NOW \$32,995** SAVE \$10,855 (888) 860-8684 Strafford, MO STK# STR17903



**USED 2007 Alpenlite VOYAGER 31CK**  
 WAS \$49,900 **NOW \$32,999** SAVE  
 \$16,901 (866) 289-0113 Chattanooga, TN  
 STK# CH6868



**USED 2008 Heartland BIGHORN 3400RL**  
**NOW \$33,251** (888)  
 479-3568 Vacaville, CA  
 STK# VAC12678 VIN#  
 E005869



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



**USED 2009 Keystone COUGAR 276RLS** WAS  
 \$54,289 **NOW \$34,995** SAVE \$19,294 (866) 820-  
 0335 Council Bluffs, IA STK# CBI18632



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



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



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



**USED 2007 Heartland LANDMARK SHENAN-  
 DOAH** WAS \$49,888  
**NOW \$34,988** SAVE  
 \$14,900 (888) 348-  
 5909 Avondale, AZ STK#  
 AV013837



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



**USED 2006 Carriage CAMEO 35KS3**  
**NOW \$35,995** (888) 801-3226 Byron, GA  
 STK# MAC16043



**USED 2008 Dutchmen GRAND JUNCTION 31TKS** WAS \$58,995 **NOW**  
**\$35,999** SAVE \$22,996 (888) 672-5049  
 Syracuse, NY STK# SYU68515



**NEW 2011 Jayco EAGLE 321RLTS** MSRP  
 \$53,665 **NOW \$36,550**  
 SAVE \$17,115 (888)  
 617-5406 Oakwood, GA  
 STK# ORV15226



**USED 2007 Alfa SEE YA 35RLIK 314** WAS  
 \$62,888 **NOW \$36,995** SAVE \$25,893  
 (877) 289-0812 Las Vegas, NV STK#  
 LVN36462A



**NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL** WAS \$61,036 **NOW**  
**\$36,995** SAVE \$24,041 (888) 682-3036  
 Churchville, NY STK# CHU66343



**USED 2006 Nu Wa HITCHHIKER 35LKR5B PREMIER** WAS \$48,997 **NOW \$36,997**  
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 Springs, CO STK# KC2CS960B



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



**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 MOUNTAINEER 335RET** WAS \$58,262 **NOW \$39,897** SAVE \$18,365 (888) 903-6787 Harrisburg, PA STK# HAR67896



**NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL** WAS \$58,223 **NOW \$39,897** SAVE \$18,326 (888) 903-6787 Harrisburg, PA STK# HAR67231



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



**USED 2006 Keystone CAMBRIDGE 358RLS** **NOW \$39,900** (888) 727-2952 Little Rock, AR STK# LIT16974



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



**NEW 2011 Crossroads HAMPTON 38CK** WAS \$55,295 **NOW \$39,999** SAVE \$15,296 (866) 648-5288 St. Augustine, FL STK# JAC37709



**USED 2010 Keystone EVEREST 3401** **NOW \$39,995** (888) 905-0490 Anthony, TX STK# LC15682A



**USED 2011 Heartland BIG COUNTRY 3500RL** WAS \$55,622 **NOW \$39,988** SAVE \$15,634 (888) 896-2801 Albuquerque, NM STK# ARV15390B



**USED 2008 Dutchmen GRAND JUNCTION 335TRL** LIST PRICE \$54,995 **NOW \$39,995** SAVE \$15,000 (877) 834-0429 Bakersfield, CA STK# SLV22320 VIN# 657148



**USED 2008 Carriage CAMEO 35SB3** **NOW \$42,995** (888) 801-3226 Byron, GA STK# MAC15470



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



**NEW 2011 Forest River SANDSTORM 3215SRS** MSRP \$55,114 **NOW \$42,995** SAVE \$12,119 (888) 905-0490 Anthony, TX STK# LC15520



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



**USED 2007 Keystone BIG SKY 340RLQ** WAS \$64,000 **NOW \$44,998** SAVE \$19,002 (888) 484-3906 Spartanburg, SC STK# GR126054



**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



**NEW 2011 Keystone FUZION 360**  
MSRP \$73,626 **NOW \$46,754** SAVE  
\$26,872 (888) 614-5201 Draper, UT STK#  
ABRV35875



**NEW 2011 Coleman COLEMAN CT-F340RL** WAS \$65,070 **NOW \$49,887** SAVE \$15,183 (866) 673-0250 Statesville, NC STK# STA125756



**NEW 2011 Coleman COLEMAN CT-F340RL** MSRP \$68,653 **NOW \$49,995** SAVE \$18,658 (888) 905-0490 Anthony, TX STK# LC15697



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



**NEW 2011 Keystone MONTANA HIGH COUNTRY 343RL** WAS \$64,388 **NOW \$49,995** SAVE \$14,393 (888) 242-0293 Madison, WI STK# MAD18832



**NEW 2011 Dutchmen GRAND JUNCTION 340RL** MSRP \$72,597 **NOW \$51,311** SAVE \$21,286 (888) 315-7967 Tucson, AZ STK# TUC13319



**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 RAPTOR 400RBG** WAS \$80,169 **NOW \$51,995** SAVE \$28,174 (866) 502-8238 Bath, NY STK# BAT65845



**NEW 2011 Keystone ALPINE 3500RE** WAS \$74,995 **NOW \$56,995** SAVE \$18,000 (888) 902-8565 Tallahassee, FL STK# TAL39268



**NEW 2011 Coleman COLEMAN CT-F340RL** WAS \$76,135 **NOW \$59,730** SAVE \$16,405 (888) 850-5575 Wood Village, OR STK# POR37616



**USED 2009 Jayco LEGACY 36RLMS** **NOW \$59,900** (888) 844-1758 New Braunfels, TX STK# SW9714A



**NEW 2011 Coleman COLEMAN CTF340RL** LIST PRICE \$76,481 **NOW \$59,984** SAVE \$16,497 (888) 331-1595 Santa Clarita, CA STK# AMRV22005 VIN# 659945



**NEW 2011 Keystone FUZION 360** WAS \$90,513 **NOW \$59,995** SAVE \$30,518 (888) 450-7060 Dothan, AL STK# DOT40786



**NEW 2010 Dutchmen GRAND JUNCTION 350RE** WAS \$76,828 **NOW \$59,995** SAVE \$16,833 (877) 289-0812 Las Vegas, NV STK# LVN39701



**NEW 2011 Keystone MONTANA 3400RL** WAS \$81,147 **NOW \$63,771** SAVE \$17,376 (888) 692-9016 Myrtle Beach, SC STK# MB126008



**NEW 2011 Keystone RAPTOR 365LEV** MSRP \$82,759 **NOW \$63,992** SAVE \$18,767 (888) 815-7523 Woodstock, GA STK# WDS15850



**NEW 2011 Dutchmen VOLTAGE 3900** WAS \$95,288 **NOW \$71,999** SAVE \$23,289 (888) 674-0275 Gulf Breeze, FL STK# GB38203

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2002 Forest River CEDAR CREEK 30RBS	KC110249D	\$14,995	\$11,995	(888) 819-7952
2007 K-Z SPORTSMEN 24RB	KC111216B	\$15,995	\$12,995	(888) 819-7952
2006 Gulf Stream AMERI LITE 25	COL18891	\$15,300	\$12,995	(888) 848-7312
2007 Cruiser RV FUN FINDER 189FBS	KC111303B	\$16,995	\$13,995	(888) 819-7952
2008 Dutchmen FREEDOM SPIRIT 26F-DSL	HIL37045	\$22,950	\$19,950	(888) 859-6653
2008 Keystone COUGAR 29RSL	SRV18236	\$23,690	\$19,995	(866) 610-5049
2009 Dutchmen TUNDRA 27FK-DSL	ROA16772	\$28,995	\$23,791	(866) 775-0682
2007 Keystone OUTBACK SYDNEY 31RQS	CFX3882	\$26,998	\$24,998	(888) 457-4801
2009 Keystone OUTBACK 27L	COL16560	\$29,995	\$25,985	(888) 848-7312
2010 Keystone OUTBACK SYDNEY 290 RLS	COL16327	\$31,995	\$26,995	(888) 848-7312

## NEW TRAVEL TRAILER TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Dutchmen FOUR WINDS BREEZE 191RD	HAR67601	\$16,090	\$13,897	(888) 903-6787
2011 Coleman COLEMAN CTS198DB	DOT38823	\$16,452	\$13,995	(888) 450-7060
2011 Dutchmen DUTCHMEN 275BH	VAC12543	\$20,129	\$16,181	(888) 479-3568
2012 Coleman COLEMAN CTS250GS	SW9868	\$24,180	\$19,900	(888) 844-1758
2011 Dutchmen DUTCHMEN 265BHS	RD39785	\$25,180	\$19,995	(888) 475-5918
2011 Heartland PROWLER SPORT 23PFBB	STA125787	\$24,998	\$20,765	(866) 673-0250
2011 Coleman COLEMAN CTS260BH	KS7859	\$24,448	\$20,995	(888) 454-1707
2011 Dutchmen KODIAK 250BHS	MES12205	\$28,208	\$22,566	(888) 542-3819
2012 Coleman COLEMAN CTU183QB	SAC14272	\$24,922	\$22,999	(888) 480-3175
2011 Crossroads SLINGSHOT 27RB	KAT9473	\$29,427	\$23,995	(888) 668-6715
2011 Dutchmen KODIAK 280BHS	MES12206	\$30,208	\$24,166	(888) 542-3819
2011 Dutchmen DUTCHMEN 317QBDS	DCW7959	\$28,142	\$24,995	(888) 474-1330
2012 Dutchmen RUBICON 2100	GRV507372	\$32,448	\$25,975	(888) 471-3546
2012 Dutchmen AEROLITE 294RKSS	TAL39257	\$33,019	\$26,995	(888) 902-8565
2011 Jayco EAGLE SUPER LITE 284BHS	HIL37456	\$30,317	\$27,950	(888) 859-6653
2012 Dutchmen DENALI 261BH	CBI15371	\$33,416	\$28,275	(866) 820-0335
2011 Keystone OUTBACK 270BH	DCW7937	\$30,970	\$28,495	(888) 474-1330
2012 Dutchmen DENALI 262RB	CBI15370	\$34,003	\$28,875	(866) 820-0335
2011 Keystone SPRINTER 323BHS	WDS15902	\$33,929	\$28,995	(888) 815-7523
2011 Coleman COLEMAN CT387DQDS	AVO13905	\$34,287	\$29,888	(888) 348-5909
2011 Keystone SPRINTER 277RLS	HIL36969	\$35,759	\$29,950	(888) 859-6653
2012 Dutchmen DENALI 270FK	CBI15373	\$37,425	\$31,350	(866) 820-0335
2011 Keystone COUGAR 29FKS	KY38127	\$34,477	\$31,865	(888) 641-0925
2011 Keystone HORNET RETREAT 39FKSS	DCW7868	\$44,195	\$37,895	(888) 474-1330

## USED FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2002 Keystone MONTANA 2880	AMRV22314	\$19,110	\$15,995	(888) 331-1595
2004 Keystone SPRINTER 297BH	AMRV22266	\$18,570	\$15,995	(888) 331-1595
2001 Keystone MONTANA 32RL	TUC18063	\$21,975	\$17,995	(888) 315-7967
2002 Fleetwood TRIUMPH 31.5G	POR37939	\$22,950	\$18,950	(888) 850-5575

## USED FIFTH WHEEL TOWABLES (CONT'D)

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2003 Keystone MONTANA 2880	SYU73044	\$21,504	\$19,349	(888) 672-5049
2006 Fleetwood ADVANTAGE 295RLS	POR36739	\$24,950	\$19,950	(888) 850-5575
2004 Keystone SPRINTER 327FWRLS	SYU73043	\$22,354	\$20,999	(888) 672-5049
2006 Coachmen CHAPARRAL 282DS	AMRV22780	\$24,840	\$21,995	(888) 331-1595
2003 Nu-Wa HITCHHIKER II DELUX 32RLBG	TUC17025	\$27,995	\$23,995	(888) 315-7967
2007 Keystone COPPER CANYON 302RLS	CFX3821	\$28,995	\$24,985	(888) 457-4801
2005 Forest River SANDPIPER SPORT 37SP	TUC18114	\$29,995	\$24,995	(888) 315-7967
2006 Keystone MONTANA 3400RL	SYU73045	\$32,456	\$28,999	(888) 672-5049
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 RAPTOR 3319	SLV22473	\$35,840	\$31,995	(877) 834-0429
2006 Forest River CEDAR CREEK 362 BTS	HIL36768	\$39,950	\$32,950	(888) 859-6653
2010 Keystone COUGAR 326MKS	SYU73046	\$41,524	\$36,999	(888) 672-5049
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
2008 Heartland CYCLONE 4012	POR37758	\$54,950	\$43,988	(888) 850-5575
2009 Heartland CYCLONE 3210	MES16455	\$49,855	\$46,785	(888) 542-3819
2009 Keystone RAPTOR 3602RL	CFX3844	\$53,999	\$47,998	(888) 457-4801
2009 Keystone BIG SKY 340RLQ	AVO14455	\$69,944	\$59,888	(888) 348-5909
2008 Forest River CEDAR CREEK 35L4QB	MB125557	\$75,970	\$69,995	(888) 692-9016

## NEW FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Coleman COLEMAN CTF259RE	TAL39161	\$35,977	\$28,995	(888) 902-8565
2012 Coleman COLEMAN CTF259RE	STR15113	\$33,721	\$29,800	(888) 860-8684
2011 Coleman COLEMAN CTF267BH	DOT38883	\$34,185	\$29,995	(888) 450-7060
2011 Coleman COLEMAN CTF267BH	MB125333	\$37,898	\$30,413	(888) 692-9016
2011 Coleman COLEMAN CTF267BH	CBI14259	\$37,895	\$30,413	(866) 820-0335
2011 Coleman COLEMAN CT275REX	MES14831	\$39,579	\$31,663	(888) 542-3819
2012 Coleman COLEMAN CTF267BH	STR14257	\$37,328	\$32,550	(888) 860-8684
2011 Coleman COLEMAN CTF259RE	LVN36711	\$40,266	\$34,226	(877) 289-0812
2011 Jayco EAGLE SUPER LITE 25.5RKS	KY37294	\$38,958	\$34,957	(888) 641-0925
2011 Coleman COLEMAN CTF325RL	LAK608563	\$43,759	\$35,697	(877) 554-3516
2011 Coleman COLEMAN CT320BS	VAC17497	\$45,405	\$36,043	(888) 479-3568
2011 Coleman COLEMAN CTF267BH	SLV22215	\$43,400	\$38,789	(877) 834-0429
2011 Keystone COUGAR 296BHSHE	MB125310	\$45,334	\$39,477	(888) 692-9016
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 Keystone MONTANA HIGH COUNTRY 343RL	COL125220	\$64,135	\$53,985	(888) 848-7312
2011 Keystone MONTANA 3400RL	COL15515	\$72,645	\$59,858	(888) 848-7312
2011 Dutchmen GRAND JUNCTION 340RL	LVN39700	\$74,126	\$59,995	(877) 289-0812
2011 Coleman COLEMAN CTF340RL	SLV21955	\$80,091	\$64,733	(877) 834-0429
2011 Dutchmen VOLTAGE 3900	MER14015	\$89,995	\$71,858	(888) 254-9145
2012 Keystone FUZION 412	SAV15996	\$86,408	\$73,995	(888) 696-2165

\*Government fees, state taxes, title, license and dealer fees as applicable will be added to comply with state vehicle codes. Sales tax not applicable in OR. In Arizona, prices plus doc. fee of \$369 and pre-delivery inspection. In California, prices not inclusive of government fees and prep charge, finance charge, or emissions testing charge. Freight costs vary by state. Not applicable in CA, OH, AR, TX or OR. In Texas and Arkansas, 'List Price' is equal to 'MSRP'. Inventory and floorplans vary by location. VIN numbers posted at dealership. Advertised inventory available at time of printing. Void where prohibited by law. May not be combined with any other offer and not applicable to prior sales. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 1/10/12. FR015933-1011

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

## NO MORE TWISTING ↴

As I've gotten older it's harder to line up and screw the coax cable from the campground into the connection on my RV ... not to mention the sometimes awkward locations of the cable connections at the campgrounds. Throw in darkness and/or a little rain and the problem is compounded. The simple solution is to install two screw-on F connectors, one on each end of the cable. The male end screws onto the coax cable and the female end pushes onto the RV and campground connections. Now the connection is made in less than a minute, with no degradation in picture quality. The connectors are available at any electronics store, or online in packs of two for about \$3 each.

**Nick Hovsepian, Bandon, Oregon**



## PEN KEEPER

Many years of RVing experience has led to dozens of lost pens. I would keep them in my breast pocket, but they would fall out whenever I bent over while performing some task around the campsite. My solution is simple. Find a piece of neoprene or similar soft, hollow tubing long enough to fit tightly over the pen's clip. Cut the end of the tube at a 45-degree angle to allow it to easily slide over the rim of your pocket. *Voilà!* Another pen saved.

**Louis Bello, Santa Fe, Texas**



## LITERALLY, A BETTER MOUSETRAP ↴

We're always looking for ways to keep mice away from our trailer. We've found that a bait station works best, but that can lead to several problems, including other pets getting the poison. And setting the trap in the RV only invites the critters inside. I purchased a Steralite plastic container from Walmart and drilled a 1½-inch hole into each side using a hole saw. I place the poison in a tray inside the container, before putting the entire unit beneath the RV. This not only means pets can't get to the poison, but also allows me to monitor whether the bait being taken, and to refill it whenever necessary.

**George Barthelmes, Wellborn, Florida**

## NIGHT WATCH ↴

Looking to boost security around our trailer, I bought a motion detector/alarm set at Harbor Freight. I place the motion-detector on the ground under the steps, and the alarm system in the camper. If an intruder tries to go up the steps, the alarm will sound, which should help deter any unwanted activity while you are asleep or away from your RV.

**George Barthelmes, Wellborn, Florida**



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.

## READER SERVICE

For free additional information on products and services offered in this issue, circle the number on the attached card that corresponds to the number of the company that interests you, and mail. Visit [www.trailerlife.com/info](http://www.trailerlife.com/info) for faster response.

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# AMERICA'S OUTBACK

by Bill Graves

## JOHNSON CITY, TEXAS

**"IT'S AT THE LBJ RANCH THAT THE FULL IMPACT OF HIS ENERGY AND POWER CAN BE FELT."**

**B**efore Lyndon Johnson became president, my impression of Texans came from the 25-cent Westerns I saw as kid. And he fit the image: He had the craggy features of Richard Boone. He talked like Gary Cooper, slow, measured and deliberate. And in a crowded room — as with John Wayne — when he came in, everybody knew he was there.

A third-generation Texan, he had a cattle ranch — a big spread in the Texas Hill Country that he managed from the front seat of a pickup. When he entertained guests, even heads of state, he usually served dinner Texas style with beef grilled on a barbecue. In the nation's capital, he was seldom without his cowboy hat. Perhaps they called it a "Western" hat when the president wore it.

In the 1960s, Johnson didn't just dominate Texas politics; he was Texas politics. I was in the Navy then and remember that Texas had more military bases than any other state. The most-heard explanation: "You can thank LBJ for that."

When I visited his ranch, now the Lyndon B. Johnson National Historic Park, there were few surprises — I expected it to be big and rambling. But in spite of its immensity, it has the intimacy and warmth of a home, where life was lived simply but well.

In the shade of a live oak in the front of the house was a circle of white lawn chairs. I could only guess at the world-shaping decisions that were made at that spot.

The park, on highway 290, 16 miles east of Fredericksburg, includes the Texas White House and the show barns that house descendents of LBJ's original herd of 500 registered Herefords. The bulls each have the initials "LBJ" on one horn and a registry number on the other. Here, too, is the reconstructed birthplace of LBJ and the Johnson family cemetery, where he and Lady Bird are buried. The oak trees there are more than 200 years old.

The National Historical Park is on north side



President Johnson launched his first campaign for Congress from the east porch of his boyhood home in Johnson City. Still today, the Herefords at the LBJ ranch are branded with the former president's initials.

the Pedernales River. On the south side is the LBJ State Park and Historic Site. It deals more with the many cultures that contributed to the development of this region.

Fourteen miles east of here is Johnson City and the home in which LBJ grew up. To a degree rare among presidential parks, these two properties — the ranch and his boyhood home — are physical documentation of the origins, ancestry and full life span of a president.

His years in Johnson City were formative; they shaped the president we knew. But it's at the LBJ Ranch that the full impact of his energy and power can be felt. Here he was president, entrepreneur and lord-of-the-manor rancher.

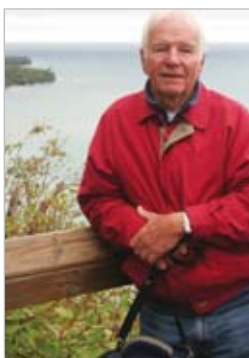
Returning to the ranch in 1969, he brought the same intensity to running it as he had brought to the presidency. He gave up on the pickup, however, and now drove around the ranch in a white convertible. A couple times a month he would haul eggs from the ranch into Austin and sell them to employees at his television station. But he let his health go. He started smoking again, having given it up while he was president.

The man who had spent so much of his life on the phone, wheeling and dealing, had been reaching for it when his heart finally gave out. As Johnson himself had predicted, he did not live long after leaving the presidency. He died at age 64, four years and two days after he left office.

Welcome to America's Outback. 📧

**Bill's e-mail address:** roadscribe@aol.com.

Next month Bill will be in Salem, Indiana.



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**North Carolina RV & Camping Show**  
January 6-8 | Greensboro, NC

**Colorado RV Adventure Travel Show**  
January 11-14 | Denver, CO

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

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

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

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

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

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

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

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

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

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

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

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

**Virginia RV Show**  
March 9-11 | Hampton, VA

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

**The Good Sam Rally**  
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
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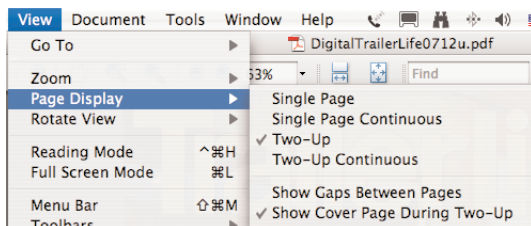


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