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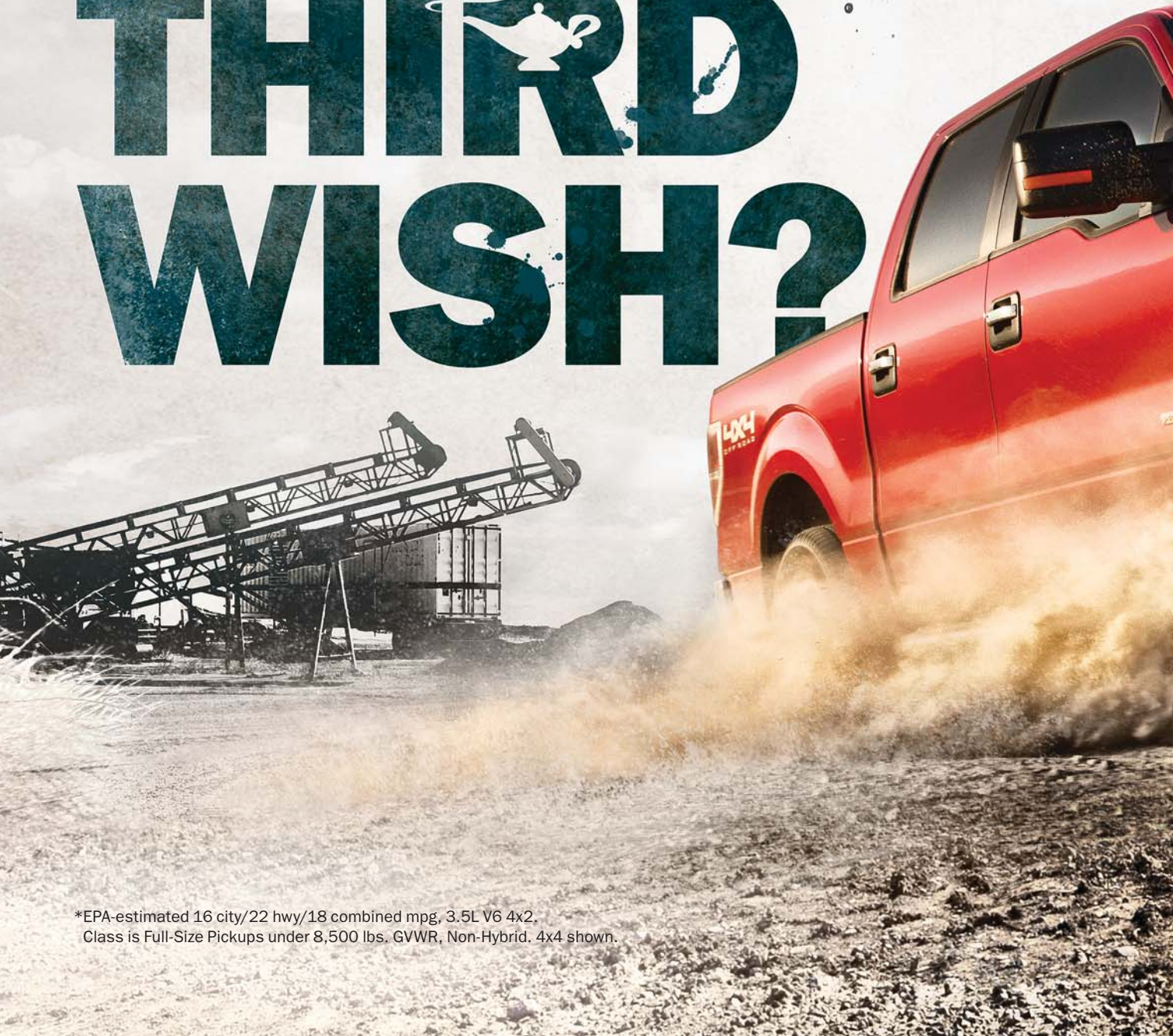


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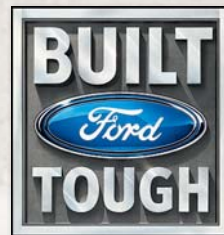


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Designed with family-oriented RVers in mind, KZRV's Spree LX Superlite 321 RES is filled with thoughtful amenities. See the story on page 36.

Photo by Rich Cox Photography

DRIVER'S SEAT

by **Bob Livingston**



FULL-TIMING ICONS

When thinking of a single word that best describes the RV lifestyle “passion” always comes to mind first for me. That passion can be driven by camping close to nature in a tent trailer on weekends or by seasonal living in a large fifth-wheel. It’s easy to get addicted to the freedom of rolling your home anywhere you want. And some people just keep on rolling full time, like authors Bill and Jan Moeller.

There’s no telling exactly how many RVers full-time, but the number of people who have checked out of stationary neighborhoods is growing. The Moellers were the poster couple for the full-time RV lifestyle. As media executives, their work schedules in New York City pretty much kept them from seeing each other. One day Jan gave Bill an ultimatum, “We either leave these jobs or leave each other.” They quit their high-paying jobs, sold the house, bought a boat and never looked back.


After 12 years of living on the water and publishing a number of marine books (which are still in print), the Moellers sold their boat and headed for land.

The progression to a travel trailer was natural. The boating lifestyle gave them intimate knowledge of full-time living in a mobile residence. Their boat was not exactly a yacht, but it did provide a foundation that led to a fulfilling life together. The transition to a travel trailer was a big one for the Moellers. For the first time in many years, they actually had a real bathroom with a real shower. Their antics for taking showers — among other crazy stories they shared on life aboard a boat — brought about many hilarious moments.

The Moellers were quintessential RV full-timers for 25 years. Their techniques and tips perfected over the years were published in the book, “Complete Guide to Full-Time RVing,” first printed by this company in 1986. Eventually three editions of their popular book were penned. Their travels were well chronicled through Bill’s camera lens and Jan’s writing. Many of those articles showed up in this magazine and our sister publications, *MotorHome* and *Highways*.

To know Bill and Jan was to love them. While their unique personalities kept most people puzzled, everyone — either secretly or openly — was envious of their lifestyle. When Jan was diagnosed with terminal cancer eight years ago, she elected to stay in their fifth-wheel, where Bill cared for her until she closed her eyes for the last time. It was a storybook love affair that continued even after Jan’s passing.

Bill stayed in his fifth-wheel until his own health declined. He fought and beat cancer multiple times. He attributed his remissions to the one scoop of ice cream he and Jan ate religiously every night. Maybe so, but his positive attitude and contagious and voracious laughter undoubtedly played big roles.

When I got the call that my good friend had passed away on January 17, my eyes welled up with sadness. The RV fraternity lost two great icons, but the Moellers’ lessons of how life should be lived will always be imprinted. For that I’m forever grateful. 

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LETTERS

from our Readers

Irene Middleman Thomas' article on Loveland, Colorado, in your February issue really hit the mark.



CAMP NEAR THE CAVES

Your story on the “Oregon Caves National Monument” (December 2011) was nice, but the author states no camping is offered. That is true for the cave site itself, however there are two U.S. Forest Service camps on the route to the caves.

Two years ago, we stayed at the upper Caves Creek Campground, not too far from the caves, with small sites for truck campers or tents. There was only one camper besides us in the entire upper campground, in peak season. While my husband drove back down from the caves to our camp, I hiked the trail back to it. It followed Cave Creek down.

The lower camp (Grayback Campground), large enough for trailers, is at the base of the winding road up to the caves, and was busier but not full.

Caves Creek offers primitive amenities and will not accommodate large RVs. Grayback offers running water and flush toilets. Visit www.nps.gov/orca/plan-yourvisit/camping.htm to find out more.

Kathy Juenemann, Cornelius, Oregon

MORE TO LOVE

Irene Middleman Thomas' article on Loveland, Colorado, in your February issue really hit the mark. As a 24-year resident of Loveland, I think she summarized many of the great assets of the town for RVers and others.

There are a couple things I would add. The two sculpture parks are open 24/7

and have no admission fee. Also, there are some additional independent restaurants she may not have had a chance to visit. The Inglenook in the downtown area offers a very romantic setting and good wine selections without being as pricey as it could be for the food and ambiance. The Fourth Street Chophouse (also downtown) is a good choice for a steakhouse and fun place in a very old building. Near the Riverview RV Park on the west side is the Bohemian Cottage, an unassuming little place with old world charm and excellent eastern European cuisine. Finally, the Asian Grill and Café serves everything Asian from sushi to pho with very reasonable prices and has a devoted local clientele.

Again, thanks to Irene for showing our town it the light it deserves.

Charlie Howard, Loveland, Colorado

UNREALISTIC ADVERTISING

I have been camping and RVing for many years and living in Wyoming has allowed us to visit most of the western United States. I enjoy the magazine and look forward to each new issue. However, I must take issue with many of the advertisements depicting the RV/camping experience that show the RV parked in a pristine setting that we would all die for. Unfortunately, these camping sites do not exist; the settings shown would have suffered damage just from shooting the ad, much less repeated camping. One of the worst offenders is Go RVing. These ads present a misconception of what campsites are available and minimize the environmental damage caused by camping in such pristine areas. I have camped in many wonderful

areas that have dedicated camping areas and the occasional boondocking. However, I would never camp in an area that would be damaged by my activities or block the view of a wonderful vista from others out to enjoy the great outdoors as we are. Please encourage the truthfulness in your magazine and a realistic presentation of the RVing experience.

Bruce English, Casper, Wyoming

Editor's note: We empathize with your thoughts, Bruce, and know where you're coming from, but consider this: Have you ever noticed how the cars in TV commercials are always driving fast, even if the car featured is just a small economy car? They are always shiny and clean, and maybe they are on a twisting road or are surrounded by lights. Have you noticed how people in TV commercials and print ads are almost always good looking, dressed in unwrinkled clothes and have big smiles on their faces? How, even in fast food commercials, people on TV are far more trim and in better shape than your average Americans? It's marketing. And, undoubtedly, the ads are Photoshopped, reducing the risk of damaging the environment. Aside from making their products look better, marketers also know from research that people aren't attracted to the everyday norm – they are drawn in by fantasy of what their ideal world would be. RV marketing isn't much different. You won't see any dented, dirty cars jammed into parking ramps in the car ads, just like you won't see RVs jammed onto pads at overcrowded, ill-maintained RV parks in the trailer ads. Your altruistic thoughts are certainly noble, but we wouldn't expect a change anytime soon. 🚐

To contribute to this column, write to 3300 Fernbrook Lane N., Suite 200, Minneapolis, MN 55447, or e-mail info@trailerlife.com.

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User Guide

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Part of the joy of RVing is knowing a surprise lies around every corner.

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User Guide

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AROUND

THE BEND

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

Edited by Laura Michaels



RUST-FREE ROOF

As RVers get ready to hit the road this spring, Dicor Products has enhanced its Metal Roof Coating System with a Metal RV Roof Rust Inhibitive Primer. The primer, according to Dicor, provides better coating adhesion and prevention of rust bleed-through as part of a restoration system that also includes Dicor's Elastomeric Metal RV Roof Coating and Coating Ready Cover Tape. Dicor introduced the Metal RV Roof Rust Inhibitive Primer for use anywhere rust appears on the metal roof, both to reduce further corrosion and to enhance the adhesion and look of the roof. The primer comes in gallon and quart sizes and can be cleaned up with soapy water. Retail prices vary. **For more information**, call (800) 837-2059 or visit www.dicorproducts.com.

OUT OF AFRICA

Head 90 minutes north of Phoenix and find yourself in Africa. Well, Out of Africa is more like it.

At the Out of Africa Wildlife Park in Camp Verde, Arizona, you can feed a giraffe, watch a zebra smile for handouts and see tigers play and chase plastic inflatable prey in and out of a swimming pool. Tour the Masai Mara and Serengeti sections in special tour vehicles or just walk the footpaths of the wildlife preserve to see a variety of animals and big cats from around the world.

Other attractions include a Behind The Scenes VIP Tour, Feed A Tiger and other special safari tours to allow closer interaction and more photo opportunities with the animals. A huge parking lot can handle the largest RVs. The park is open Wednesday through Sunday from 9:30 a.m.-5 p.m. Tickets are \$32 for adults and \$20 for children ages 3 to 12. **For more information** and directions call (928) 567-2840 or visit www.outofafricapark.com. —Joseph and Carol Berke



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WOODALL'S RELEASES 2012 DIRECTORY

The latest edition of Woodall's popular campground directory has been released and features more than 300,000 updates and changes from 2011.

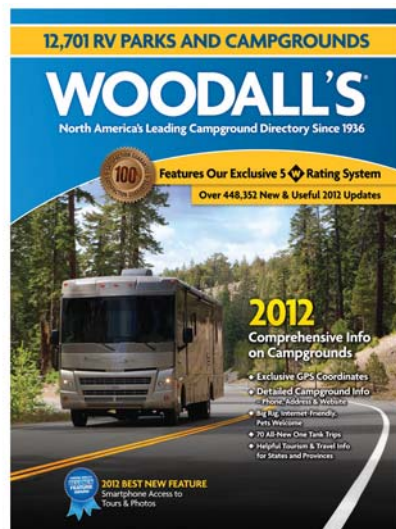
The 2012 Woodall's North American Campground Directory contains information for more than 8,000 privately owned and 6,000 public RV parks across North America, along with detailed listings of the campgrounds, RV dealers and service centers and interesting attractions. It also displays full-color state and provincial maps, at-a-glance charts showing parks and campgrounds that welcome big rigs, have Internet access (including Wi-Fi), welcome pets, and that are considered green-friendly, based upon the criteria of the National Association of Campgrounds and RV Parks (ARVC) in conjunction with the Leave No Trace organization.

Included in the 2012 edition, according to a press release, is exclusive new editorial on "One Tank Trips," which guides readers to trips using only a tank of fuel. Also new is the use of QR codes allowing RVers and campers to connect with the campgrounds, RV parks and resorts found in the directory. Located throughout the directory, these QR codes can be scanned by

smartphones and will connect users to exclusive online content.

Woodall's also redesigned its Travel Section for 2012, filling it with tips and recommendations about local cities and attractions within each specific state.

In conjunction with the release of the new 2012 directory, Woodall's Publications is also releasing its list of top-rated, privately owned RV parks and campgrounds in North America through its 5W/5W rating system. Of the 8,000 privately owned parks listed in the 2012 directory, 363 parks earned the highest and most coveted designation in the Woodall's rating system. The 2012 North American Campground Directory is available online at www.woodalls.com for \$14.95.



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NEWSWIRE

Celebrate **National Park Week** April 21-29, and enjoy free admission to all national parks. Earth Day also falls within National Park Week, on April 22, and dozens of parks are hosting their own acts of green. In Cleveland, Ohio, join volunteers for the annual Doan Brooke Spring Stream Sweep; or head to Ashburn, Virginia, for the Earth Day Family Festival. Find events close to you by visiting www.earthday.org ... **Cuyahoga Valley National Park** in northeastern Ohio received \$3.2 million in federal grant dollars to fund five projects to improve visitor services to the park's alternative transportation system, the Cuyahoga Valley Scenic Railroad (CVSR). The five Cuyahoga Valley National Park projects include: \$1.4 million to construct a bridge across the Cuyahoga River linking Rockside Station with the Lock 39 trailhead, which will improve access between the Towpath Trail and Cuyahoga Valley Scenic Railroad; \$575,000 to re-



place the 58-year-old power generation car; \$994,000 to rebuild locomotive #365 with green technology – resulting in a hybrid engine that will reduce exhaust transmissions by 90 percent and fuel consumption by 60 percent or more; \$145,000 to rebuild an older ADA car; and \$137,000 to rebuild the baggage car serving the Bike Aboard! program ... **The RV Learning Center** is offering scholarship money to sophomore, junior or senior undergraduates majoring in business, finance, economics, accounting or other RV-

related subjects. The RV Learning Center awards a \$2,500 scholarship annually and the application deadline has been set for June 4. Scholarship applicants must have a 2.8 or better cumulative grade point average, and a 1050 minimum SAT score (a minimum ACT score of 22 is also acceptable); be a sophomore, junior or senior college undergraduate student; complete a 500-word essay on their goals and objectives for attending college; submit a copy of their Free Application for Student Aid (FAFSA) form; demonstrate the ability and willingness to fund a portion of their educational expenses on their own; and attend an accredited four-year college or university as a condition of receiving the scholarship. Dealer principals, their family and dependents are not eligible. For more information on the RV Learning Center scholarship program, send an email to info@rvda.org or visit www.rvlearningcenter.com.

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WIN A WHITE HAWK

A national promotion combining four RV industry members is in full swing, providing, among other things, a chance for RVers to win a 2012 Jayco White Hawk ultralight travel trailer. According to a press release, the sponsors include Jayco, RV Trader, RV America Insurance and the Passport 66 RV Club. In addition to the White Hawk grand prize, there will be weekly prizes awarded

for one-year memberships to the Passport 66 RV Club, a national travel club for RVers, provided by the Route 66 RV Network. Contest registration ends June 15. For more information and to register, visit www.winawhitehawk.com.

PUT IT ON ICE

If this past winter's ice wasn't enough, now you can make your own with Dometic's Portable Ice Maker HZB-15S. This handy appliance can make a batch of ice in less than 15 minutes and up to 33 pounds of ice every 24 hours. Choose from three cube sizes and monitor the ice making with low water and basket full indicators on the front-mount LED display. It also features a self-storing drain fitting, 6-foot powercord and recessed handles. The Dometic Portable Ice Maker is priced at \$299.99 and is available at www.campingworld.com.



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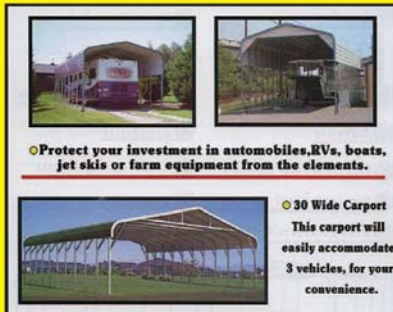
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PHOTOGRAPHY IN MOTION

With their photography studio in tow, a husband-wife duo from Tampa, Florida, is hitting the road to share their work. Photographers Matt Larson and Rebecca Sexton Larson, co-founders of Boxfotos, launched a new adventure earlier this year called "Boxfotos Airstream." A 23-foot, 2008 International Flying Cloud Airstream will serve as their home away from home for location and travel shoots, their moving gallery and studio, office and classroom.

More than a year ago, the Larsons built their website, Boxfotos.squarespace.com, and announced they would soon be the Boxfotos Airstream gallery and shooting studio. The

idea caught enough buzz from friends, collectors and art organizations that they decided to buy the Airstream. The couple plans to teach photography (historical processes) on location, offer portfolio reviews, travel and exhibit their works of art out of the Boxfotos Airstream. Both photographers create works of art using historical photographic processes such as tintype, glass plate, cyanotype, vandyke, silver and salt printing. **For more information**, visit Boxfotos.squarespace.com.



BLAST FROM THE PAST

RVing history buffs can add another stop to their list of yesteryear destinations with the opening of the Jack Sisemore Traveland RV Museum in Amarillo, Texas. The museum, covering about 7,000 square feet, is home to dozens of iconic RVs, including a 1936 Alma, 1953 Fleetwood and 1974 Winnebago. The Sisemore family began collecting and restoring vintage RVs more than 25 years ago. The museum is free and open to the public Monday through Friday from 8:30 a.m.-6 p.m. and Saturday from 8:30 a.m.-5 p.m. **For more information**, call (806) 358-4891 or visit www.rvmuseum.net.

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A NOT-SO-SIMPLE RETURN

After purchasing the wrong parts from one dealer, this reader had his problems fixed elsewhere, but was having trouble returning the original parts. He asked for our help:

In the summer of 2010, we purchased a Four Winds Class C motorhome after moving over from a fifth-wheel. On a trip in October, I noticed that the driver's side in the rear was about 2 inches lower than the curb side. After a call to Four Winds, Dave Bernard there recommended taking it to a body shop and suggested longer U-bolts and a wedge put on the driver's side. I took the rig to the Pro Shop in Oxnard, California. There, Joey Diaz checked out the rig to see which parts were needed, then we were to set up an appointment for the work once the parts were in. During that time, our house sold and had a 45-day escrow. Since I am the only driver (and packer), I did not have the time to take the motorhome in. As a goodwill gesture, I did offer to pay for the parts which I thought I could use at a later date. The charge for the U-bolts and wedge was \$368.13. With everything going on, I did not question the cost at that time. (He ordered four U-bolts when only two were needed.)

After moving to Washington, I took the rig to Brazel's RV Performance in Centralia, Washington. They stated, "The spacer supplied by the customer is the wrong size and doesn't bolt in. The U-bolt thread pitch is different." They did the repair and I am very happy with them and their work. The total charge for the parts was \$69.34 for two U-bolts and \$33.72 for one caster wedge, plus labor.

I started calling Mr. Diaz [from the Pro Shop] shortly thereafter to request a refund on the parts. He wanted me to send the parts to him and then he would send a refund. I did not feel comfortable doing

this and I asked for a letter from him stating that he would refund the cost when he received the parts. He refused to do this. After a few more calls with the same result, I sent him a certified letter stating that I was sending the parts to him and was expecting a refund to be sent to me. The parts were packed and sent via UPS (and delivered on August 24 and signed by "Diaz").

I have made numerous calls to Mr. Diaz and have received nothing but promises and excuses from him as to why he now has the parts and still refuses to give me a refund. Since it is physically impossible for me to go to Oxnard at this time, I was hoping you might be able to help.

Joe Muller

Rochester, Washington

We forwarded the letter to the Pro Shop to Mr. Diaz' attention in mid-October and did not receive a response. We did, however receive a follow-up correspondence from Mr. Muller on November 7, which tells us that the process worked:

Checking in on my credit card account, I noticed that there was a credit in the amount of \$368.13 from The Pro Shop. I can't thank you enough for helping to settle this. As I stated earlier, even though we now own a [Class C] motorhome (after years of owning trailers), we will continue to subscribe to *Trailer Life*. Keep up the good work. Thanks again, Joe Muller.

OUT OF WARRANTY, OUT OF LUCK?

A recurring problem with the bodywork on a trailer has extended beyond that vehicle's warranty period. So who is responsible? Our reader wanted to know:

We purchased a 2008 Heartland Sundance 2900RK fifth-wheel in July of 2007 from Jim May Heartland, a dealership that is no longer in business, of Findlay, Ohio. Upon our first trip one week later, we no-

ticed a basketball-sized spot above the bedroom door delaminating. We immediately alerted the dealer to the problem. They wanted to wait to see what else went wrong. At that time nothing did, just that one spot. After lengthy back-and-forth with the dealer and Heartland, a local body shop fixed the spot.

Fast forward a year later and out of warranty by just a few weeks. Upon uncovering our unit we saw it had numerous [sites of] delamination on the entrance side, the whole back panel and a small spot underneath the bedroom slideout. We immediately contacted Jim May once again. The dealer was diligent in working with us and Heartland to get this resolved. I emailed numerous pictures and was in constant contact with someone in charge. This went on for about three months. I had an "inside" contact within the company and used that to see if they could get anything done for us. Finally Heartland agreed to repair all the delamination if we brought it out to Elkhart, Indiana. That would be in September of 2008. Since it was so late in the year it was agreed upon that we'd deliver the trailer in April of 2009. As we did, Heartland replaced the whole back panel and fixed all the marked spots we pointed out. We felt at the time the whole panel on the entrance side should be replaced, but it wasn't. We were just grateful for what they were doing. We picked the unit up in June 2009.

All was well when we uncovered it this year, until we noticed a spot again above the bedroom window. The fiberglass was bubbling again, so very little. And now we have two cracks in the fiberglass in that area and one by the back compartment – all on the entrance side. This time I contacted Heartland and was directed to Michael Rogers. He said to send pictures and the VIN, and I did. I am enclosing emails that I received from Heartland on this issue. I sent them pictures as well (also included).

Our complaint is, even though it's out of warranty, the issue we are having now is a direct result of not properly fixing the fiberglass from the beginning. What would make fiberglass crack, anyway? We realize that a company has to put a cut-off [point] somewhere, but this is ongoing. Now we have a trailer with no resale value. Who'd buy a trailer that's had that much repair to it? Heartland has refused to repair this – we were advised to take it to a body shop at our expense.

Terry and Linda Aukerman
Findlay, Ohio

So, is a manufacturer responsible for a four-year-old trailer that's long out of warranty? The manufacturer would likely prevail in a court case, because the owner would have to draw a very direct line of cause and effect, and tying cracking (usually caused by frame flexing) to delamination issues would be very difficult. But the court of customer service and public opinion has different standards. Here's the re-

sponse from Heartland, which we found to be uncommonly generous:

This letter is in response to the letter we received regarding Terry and Linda Aukerman. We contacted the customer and offered them the opportunity to return the coach to Heartland and we will perform the needed repairs at no charge to them. The customer accepted this as a fair resolution. This issue should be resolved.

James Fenner

Customer Service Manager
Heartland Recreational Vehicles LLC

After exhausting all other resources without success, please forward information with copies of appropriate bills and correspondence to *RV Action Line*, 3300 Fernbrook Lane N, Suite 200, Minneapolis, MN 55447. Please include a self-addressed, stamped envelope. No phone calls.

Corrosion Technologies, Circle 125 on Reader Service Card

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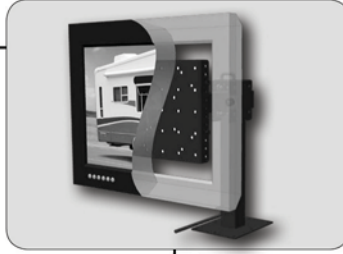
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ABRAHAM LINCOLN BIRTHPLACE NATIONAL HISTORIC PARK

by **Len Cousineau**

Only about 50 miles from the incomparable Mammoth Cave, another of Kentucky's attractions draws travelers who are interested in American history. Although George Washington is often viewed as the father of our nation, perhaps no one has done more to shape the country we live in today than Abraham Lincoln. RVers who visit the Abraham Lincoln Birthplace National Historic Park, which consists of the Birthplace Unit and the Boyhood Home Unit at Knob Creek, will surely feel a thrill traversing the same grounds that the boy who grew up to become the 16th president of the United States once walked.

In the visitor center of the Birthplace Unit, the Bible that belonged to Abraham's parents, Thomas and Nancy Lincoln, is on display. Biblical references often appear in Lincoln's writing, and religion played a large role in his life. A 15-minute orientation film provides insights into the Lincolns' life in Kentucky, and the exhibit hall helps explain what living in a frontier cabin was like.

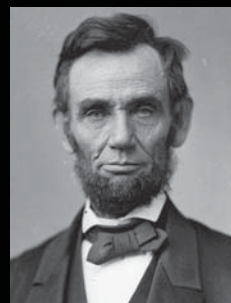
Within the impressive Memorial Building, which features one granite step for each of Lincoln's 56 years, stands a cabin that replicates the one in which Lincoln was born. Sinking Spring flows nearby, a spring from which Lincoln first drank.

Visitors can enjoy hiking trails and a picnic area on the 116-acre property.

"My earliest recollection is of the Knob Creek place," wrote Lincoln. From the age of 2-and-a-half until he was nearly 8, Lincoln lived on and explored the 30 acres his family rented on Knob Creek farm. And had it not been for the quick wits and reflexes of his boyhood friend Austin Gollaher, Lincoln may have drowned in swollen Knob Creek when he fell in while playing on a log. Austin, however, grabbed a long tree branch, supported one end, then offered the other to Abraham, who pulled himself in.

Years later, when Abraham had become President Lincoln, he wrote about Gollaher's heroics.

Various ranger programs allow children of all ages to learn about Lincoln's formative years. Admission is free, and the sense of history is palpable. 📍



Abraham Lincoln Birthplace National Historical Park, (270) 358-3137, www.nps.gov/abli

Photos courtesy of the National Park Service

HITCHED ❖



by **Barry Zander**

THE BUCKET LIST, AND THE JOURNEY

There are, in my opinion, two types of RVers: destination- and journey-driven folks. It may not always make sense – why would you journey if you don’t have a destination? – but for us, the journey is often more exciting than the destination.

Let’s talk about our trip-planning process. First, we decide which family members and friends or what part of North America we want to see. Often, that’s a slam dunk, like knowing we want to be on hand for the birth of our grandchild or for other special occasions. Then, it’s just a matter of finding an interesting route to travel.

One of my favorite variations of this theme was when we had already decided to climb the East Coast from Key West on our way to the Canadian Maritime Provinces. Monique had begun putting yellow lines on maps and was continuing to check travel books and calculate costs. Then, out of the blue one day, she said, “Why don’t we go to California in March, clean out our storage unit and then go to Alaska?” I couldn’t think of any reason not to, other than having told East Coast friends we were heading their way.

Going to Alaska was a chance to put a dent on our list of states and provinces visited. Other than our love for traveling,

no matter where we go, the only goal we have is to visit all the states and as many provinces as is practical as RVers. We still have 14 eastern states and Hawaii to check off (we’ve been to them all, just not with an RV), plus 11 provinces. We doubt that we will ever get to Nunavut or the Northwest Territories of Canada, but even if we never make it to all of the United States it doesn’t matter.

I wrote during our trip to Alaska that I didn’t know I had a bucket list until we saw the Canadian Rockies. For those who didn’t see the movie “The Bucket List,” the term refers to doing all the things you’ve always wanted to do before you “kick the bucket” (as illustrated by Jimmy Durante at the end of “It’s a Mad, Mad, Mad, Mad World”). I guess that established my bucket list, to which I have since added two items: whitewater rafting on the Colorado River through the Grand Canyon and learning to scuba dive. If Monique has a bucket list, probably the only line on it is to be in nature, wherever we happen to be.

Not all RV travelers have a strong desire to visit specific places or attend specific events (i.e., the Albuquerque Balloon Festival), but there are many theme destinations we hear about when sitting around campfires with overnight neigh-



Before heading for wide open spaces, Monique spends the time necessary to plan trips that take us to new and interesting places along our route.



bors. In most cases, these neighbors have a list of places they want to visit. We've met several who set their sights on attending games in all the major league baseball stadiums in the country, which is a logistical challenge trying to be in the right city when the home team is playing.

On the other hand, they have it easier than the NFL game version of that quest. You don't want to be in an RV in Minnesota in December, and most pro football games are on Sundays. That makes it tougher.

We have met a few RVers with specific interests that aren't so problematic. A friend of mine by the name of "R.V." was well on his way to walking the corridors of every presidential library in the country. I recall one camper who told us he has already climbed to the top of the highest point in every state.

Monique and I have been to 40 of the nation's 58 national parks, and going to all of them hasn't been a goal we've set for ourselves. It's an impossi-

bility for RVers anyway, considering the remoteness of about half of those we haven't added to our "achieved list."

For us, and probably most of those enthusiasts I've just mentioned, it's not really important to have completed the task. The joy has to be in getting there. The destination may be what it's all about for the objective-minded traveler, but for most of us, the excitement is in discovering what may seem like the trivial and unique things along the way and learning more about our great nation.

Dozens of people, articles and TV reports have extolled the beauty of Acadia National Park in Maine. I can't wait to put down stabilizers along the shore of the Atlantic up there, but the real expectation is the adventures ahead of us in getting there. Big Bend is on our list. We don't look forward to the drive down to the bottom of Texas but we want to make the trip to another of America's most beautiful places. We expect that to fall into the category of "worth the drive."

If you don't have a bucket list or at

least a traveling theme, think about what excites you. We always love to be in the right place at the right time for a blues festival, while close friends try to take in all the bluegrass fests they can schedule. New Orleans' Jazz & Heritage Festival is a treat for music lovers of every popular genre. But maybe opera, symphonies, Broadway plays or watching Elvis impersonators at casinos is your thing.

Learn what you can about what's happening within a driveable distance and work to make it happen. It's amazing what barriers fall when you say, "We want to visit such and such in June two years from now." You've consciously set your goal and a time frame for it to become a reality.

The best part is that even if the location or performance isn't memorable, it's the journey that will stay with you over the years when your traveling days are over ... when it's the trips you've taken that will bring tears of joy to your eyes. 🚐



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By **Bruce Leonard Jr.**

Glacier National Park's Going-to-the-Sun Road delivers photo ops around nearly every turn.



GLACIAL APPEAL

While its rugged mountains dominate the field of vision, Glacier National Park offers more for visitors than meets the eye

As adventures go, I wasn't expecting much. After all, I had been told the two-and-a-half-hour excursion I'd be taking required participants be at least 54 inches tall and at least 10 years old – the kind of restrictions enforced at amusement parks, not in the great outdoors. Sporting endeavors worth sweating through generally employ a principle similar to caveat emptor – participate at one's own risk. And, before you start, please sign this waiver form.

After taking a short ride from the village at Montana's Whitefish Mountain Resort to a canvas tent called Cougar Camp, a name earned when two cougars leapt from the tent one morning, I began to reassess the forthcoming activity called Walk in the Treetops. When our guide, Inge, pointed to a wooden pole and told us a grizzly bear left the huge gashes in the wood, I knew my second cup of coffee had been superfluous – I was now wide awake. A married couple from Seattle and I were soon fitted with climbing harnesses attached to stout ropes, which were outfitted with specialized contraptions that would secure us to the steel cables that run from tree to tree.

This will be no Disney ride, I thought, and then set out on the half-mile hike to the start of our elevated, arboreal endeavor.

VIEW FROM THE TOP

As intense as the buildup was, however, the Walk in the Treetops proved to be as wonderful and unique as the entire Glacier National Park region. The area offers plenty of hardcore outdoor activities for travelers so inclined, but RVers seeking nothing more adrenaline-inducing than gawking at nearly unending scenery and watching wildlife forage through untrammeled terrain can easily stay entertained for a week here. Travelers willing to test the limits of their comfort zones – to raft the Middle Fork Flathead River, to hire a guide and float in a drift boat in search of native west-slope cutthroat trout or mountain bike on single-track trails through forests thick with grand fir and cottonwoods – will be hard pressed to find better adventures than those in Glacier Country, Montana.

On the hike to the platforms, Inge proved so enthusiastic about the bear grass, devil's club, thimbleberry and wild ginger, among many plants along the trail, that I was forced to admit my



Photo courtesy of National Park Service

botanical knowledge allowed me only to distinguish a shrub from a tree.

We soon stepped onto a platform, hooked onto the cables with our safety ropes (which would prevent us from falling), and began our walk in the trees. We carefully stepped on boards that were suspended below the safety cables; though to call the tilted, bouncy surface a boardwalk would be inaccurate. The walkway seemed far less stable than it proved to be and it was inevitable that one or all of us would make a Tarzan reference.

The walkway, on average, is suspended 30 feet above the forest floor, with a high point of 70 feet in the trees. Travelers with a fear of heights would be wise to find their outdoor thrills elsewhere. I thoroughly enjoyed the soft adventure that Walk in the Treetops provided. Since I have never experienced anything like it, I believe most travelers will at the very least appreciate the novelty of the activity. The entire elevated route covers only 800 feet, but it's a distance I'll fondly remember.

HIT THE CYCLERS' SLOPES

A couple hours later I found myself pedaling a mountain bike up the trails that cross the slopes of Whitefish Mountain. The resort's chairlifts were being updated, part of the recent transition from what used to be called Big Mountain Resort, and I was grateful for the exercise. I hopped on a rental bike, provided by Snow Ghost Outfitters, located in the village of Whitefish Mountain Resort, and slowly fought gravity as a guide named Michal from Snow Ghost Outfitters pedaled in front of me, providing commentary and cheering me on. My mountain-biking experience is limited, so I was grateful the route was not too extreme.

Whitefish Mountain's best asset in regards to mountain biking is its variety. As Michal put it, "We offer terrain for novices as well as experts. We have the skills park, which uses a lot of the new-age ladders, a lot of drops, things oriented purely towards downhill." From my novice point of view, the skills park looked like a place where lemmings

came to their untimely ends, a perception that reinforced the feeling that my mountain biking skills have plenty of room for improvement.

Since I love unusual experiences and soft adventures, my smile seemed permanently affixed. Yet my stint at Whitefish Mountain Resort was a bonus, since Glacier National Park had truly drawn me to the region. The town of Whitefish sits just down the hill from the resort, and visitors can shop in boutiques and galleries, golf on two championship courses or indulge in fine dining. I, however, had a national park to explore.

An hour or so of driving east on U.S. 2 through quiet small towns and past more RV parks than I can remember seeing in so short a stretch deposited me in West Glacier. That summer day the small tourist hub on the western edge of the park was abuzz with travelers from around the world, each trying to decide how best to spend time in the park. The Middle Fork Flathead River beckoned to a high percentage of the visitors, so they

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signed on for a river float with Glacier Raft Company. Other travelers laced up their hiking boots, then studied maps trying to decide which of the more than 730 miles of trails to explore.

As I ate lunch in a small cafe, a man at the next table asked me if I could recommend a fishing guide who could “put [him] on some Montana trout.” Lakestream Fly Shop in Whitefish could meet that objective, I told him. In a souvenir shop, two German tourists asked a sales clerk about the effectiveness of the bear bells the shop sold (not very effective, came the answer; hiking in groups is far safer, and carrying bear repellent also makes sense). Grizzlies and black bears roam Glacier, but hikers are not likely to encounter any ursine creatures among the park's million-plus acres if they take precautions.

TRAVERSE THE TERRAIN

Visitors who want to encounter bears, however, should take a Red Bus Tour. In fact, I highly recommend that everyone



Suspended about 30 feet above the ground, Walk in the Treetops offers a unique view of Glacier National Park. Visitors can also get their thrills on a rafting excursion.

who intends to explore Glacier sign up for one of the 11 tours. Ranging from two-and-a-half to nine-and-a-half hours, these tours provide context to the scenery travelers might otherwise see but are not likely to understand. The drivers deliver commentary on the flora and fauna, the migration and dissolution

of the glaciers that carved the valleys, plate tectonics and the establishment of the park. They communicate with the drivers of other buses about where wildlife is located, and answer questions from curious tour-takers.

Yet as fascinating as the drivers are, they are not the stars of the Glacier Na-

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GLACIAL APPEAL



Travelers should take advantage of the numerous viewpoints throughout the park. Glacier's Fish Creek Campground is an ideal launchpad for exploring the park.



tional Park show; the scenery and the buses share the marquee. In order to deliver the best perspective for taking in the park's soaring peaks and hanging valleys, the White Motor Company built 25-foot long touring coaches that seat 17 passengers.

These vehicles, built from 1936 through 1939 and painted an alluring shade of red, deliver a stylish ride through the gorgeous terrain. Yet their functionality sets them apart; the canvas roofs roll back, granting tourists unobstructed skyward views of such distinctive features as

the Garden Wall and Triple Divide Peak. The drivers of these sleek rigs were once called Jammers, a linguistic nod to the days when they had to manually jam the gears as they negotiated the tricky ascents and descents along the famous Going-to-the-Sun Road. Ford overhauled the fleet of aging vehicles a while ago, and now the automatic red buses run on propane, making them more environmentally friendly than before.

On the Lake McDonald Crown of the Continent Tour, an eight-hour excursion that left Lake McDonald Lodge at 9 a.m.,



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we battled the morning cold as we passed through a forest thick with hemlock and cedars. Soon we left the McDonald Valley behind, ascending Going-to-the-Sun Road, clinging to the edge of a glacier-formed arête, on the flanks of the Continental Divide. The road itself is a National Civil Engineering Landmark. Built between 1921 and 1937, it features a revolutionary design that dramatically lessened the environmental impact the original 15 planned switchbacks would have caused. Going-to-the-Sun Road has only one major change of direction, called the Loop, a design feature that maximizes views.

The scenery was spectacular that morning, since the smoke from the wildfires that choked the valleys much of the summer had dissipated a few days before. After exploring the panoramic vistas of Logan Pass, where I spied grazing Rocky Mountain goats before seeing bighorn sheep scurry across a ridge near Many Glacier Hotel, I considered my Red Bus Tour a total success. Throughout the day we had also seen six bears, four grizzlies and two black bears, so the trip rated somewhere above a total success.

Visitors to Glacier and Waterton Lakes National Park, a contiguous Canadian park to the north, who have more time to explore may want to set out on a hike. The Trail of the Cedars and the Swiftcurrent Nature Trail represent the easy end of the spectrum. The Carthew-Alderson Trail, with its 12-mile one-way route to Waterton Park, holds down the strenuous end. The Highline Trail is generally regarded as a must-do for travelers who are relatively fit. Beginning at Logan Pass, this 7.6-mile scenic bonanza parallels the Garden Wall and delivers hikers to the Granite Chalet Park.

SETTLE IN

So many more outdoor options exist in Glacier: boat tours on Lake McDonald, horseback riding, golfing, bicycling and fishing for five kinds of trout, Kokanee salmon, Arctic grayling and whitefish. RVers may want to stay in various campgrounds to experience the park's attractions. Apgar, on Lake McDonald's south shore, is open early May through mid-October and features 192 sites; St. Mary,

located one mile from the St. Mary entrance, is open late May through late September and has 148 campsites, with rigs limited to 35 feet. A handful of other campgrounds accommodate RVs, and for travelers to appreciate the magnitude of Glacier National Park, to experience even a small fraction of its wonders, RVers may have to settle into a different campground on each return visit.

As for me, I can't return to Glacier Country soon enough. 🚐

FOR MORE INFORMATION:

Glacier Country

www.glaciermt.com, (800) 338-5072

Whitefish Mountain Resort

www.skiwhitefish.com, (800) 858-3930

Glacier National Park

www.nps.gov/glac, (406) 888-7800

Red Bus Tour

www.glacierparkinc.com, (406) 892-2525

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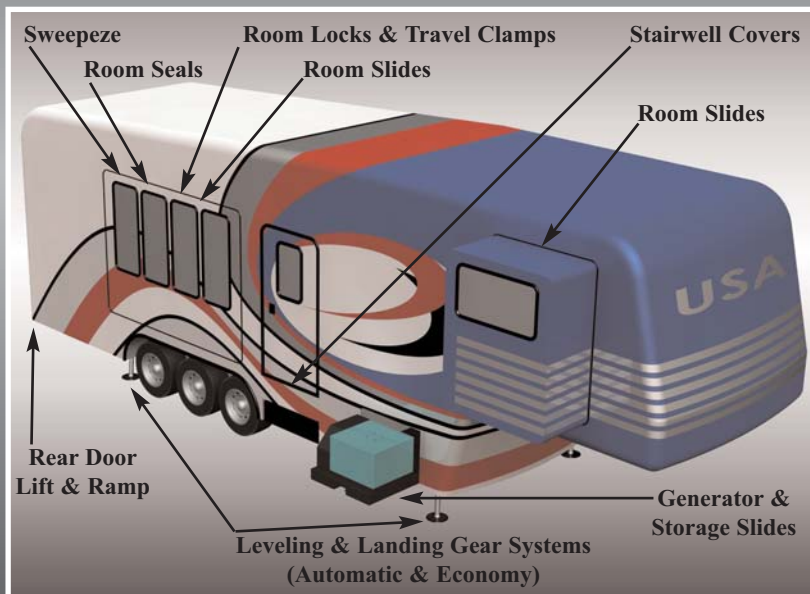
www.glacier.national-park.com/camping.htm



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By Barry Zander

Why the Desert? Why not.

WITH A NATURE ALL ITS OWN, THE DESERT ADDS
ANOTHER DIMENSION TO TRAILER TRAVEL

I grew up picturing the desert as I saw it on Saturday morning TV westerns. That impression – of uninhabitable expanses that required 100 gallons of water to drive across – stayed with me until I experienced the desert for myself.

As RVers, we seek variety in our camping spots. My wife, Monique, can't wait to return to the ocean shores. I love being in rugged mountains. We look forward to our stops in the woods or by a lake alongside a meadow. We visit cities, too, but we prefer nature. And the desert presents a nature all its own.

After winding up a week in Death Valley, we decided to stay a few days longer to linger in the beautiful emptiness and serenity that surrounded us. We had grown to love the ever-changing vistas that start with the early morning sun illuminating peaks of surrounding hills and mountains. The creviced hills have their own character, much like the faces of old cowboys and miners who dwelt under the scorching sun for seemingly endless years.



The rocky crevices of Death Valley's mountainous surroundings present endless photo ops.

As the sun rises in the sky, the mountains lose most of their color and harsh outlines. Then, a few hours later, pastel purples, dark greens, pale blues and dim gray hues begin to tint the stark landscape, set apart by those deep shadows akin to a stained glass win-

dow. And at night the sky is amazing, like a black and white version of Times Square or the Las Vegas Strip. How long can you be entertained looking at the twinkling planets and ever-present stars, deep set throughout the ebony background? Long enough to see a me-

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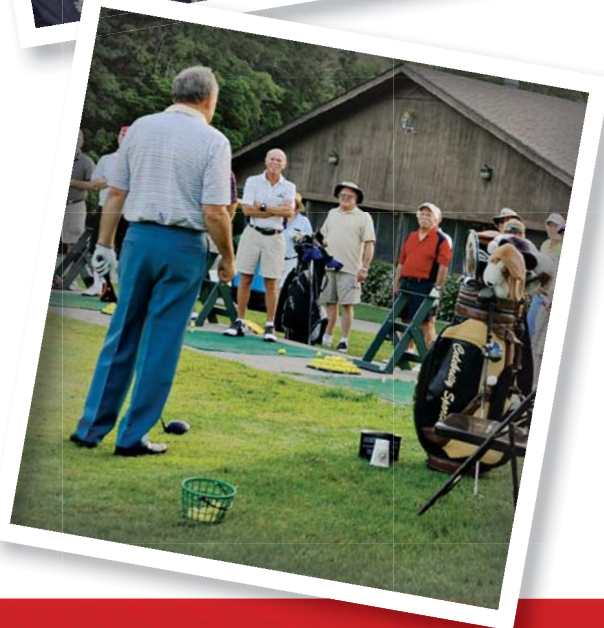
Ranging in size from 50 rigs to over 500, Samborees are RV get-togethers planned by state and provincial directors, making each Samboree unique. Along with fun and games, many Samborees include RV exhibits and educational seminars. Most states and provinces have a Samboree each year!

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teorite flash across your line of vision. Long enough to find a manmade satellite cruising from one horizon through deep space to the other end of the universe. That's when you fault the moon for shining too much light on your nighttime sky.

The darkened desert offers a special experience. You can easily see our sun's neighboring stars in the Milky Way, with

Roadrunners are year-round residents of Death Valley. This kit fox keeps cool by heading to its underground burrow.

all of this being accompanied by the songs of distant baying coyotes. You can hear sounds from miles away when the wind behaves, like the cry of a disturbed crow, a branch tumbling across the desert floor or the screech of an owl. Every now and then, breaking the si-

lence is a far-away truck plying the nighttime highways or a plane rushing to find landing lights hundreds of miles over the horizon.

The desert is, among other things, a visual experience. As many people forget even when they are in the middle of

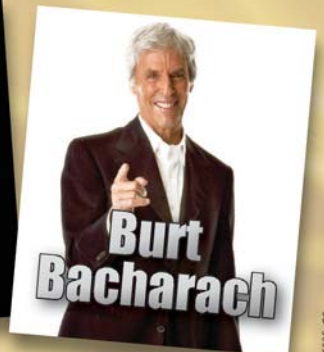
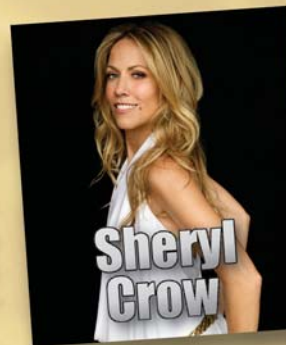


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it, this is a place that can best be appreciated by focusing outward, instead of on the HDTV on the trailer wall. It's a place to take comfort in how small we are in this vast world.

Monique and I find that we gain our greatest appreciation for our desert surroundings when we take the opportunity to do more than contemplate the beauty but actually become part of it. How do we do this? We forget about the maps and points of interest. As we drive through the varied terrains, we stop when we find a place that offers some interesting rock formation, greenery or barrenness. Except on a few curvy mountain roads, there are often pull-outs or shoulders that can accommodate our 50 feet of truck and trailer, and miraculously, they are where we would want to pause in our journey for a while.

Whether we're along a paved road or walking a dirt trail, we find the spot and settle in. It takes me a few minutes to get over looking at every sight as a photo op, eventually focusing on the array of shapes, colors and flow of the land. I finally make the transition. Instead of looking at the scenery, it's time to immerse myself in the surroundings. As one ranger put it, "just be there" without letting your mind think about each element across the expanse. By that time, your brain already knows what a desert looks like – your mind can soon appreciate this as an opportunity to embrace the feeling of these fascinating surroundings.

In deserts with cactus and vegetation, we wonder how it all survives and even thrives. We see a spindly tree holding on for dear life on a bald boulder and wonder if that's actually possible. A yellow flower smiles down from a crevice between two rocks, reminding us that

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User Guide

Contents

“The desert is, among other things, a visual experience.”



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the harshness of the environment is an intrinsic part of desert life. One never tires of seeing a saguaro cactus' arms stretched upward, silhouetted against a rosy sunset or the bright red flowers that line an ocotillo's branches like Christmas lights along the eaves of a home.

As more and more of the Earth's surface is electrified, the chance of finding the almost absolute darkness of night will continue to diminish. We also learned during a ranger talk that the stars of the Big Dipper are moving apart at a rate of millions of miles an hour. It will be about 10,000 years before the constellation is no longer discernable from our world.

WELL WORTH IT TO DO WITHOUT

Camping in the desert takes planning and the willingness to overlook minor hardships, like running out of coffee or losing cell phone reception. Who camps in the desert? Travelers in all the standard RV types, although high winds can take their toll on pop-ups.

Among the thousands of rigs that drove hundreds of miles to attend 49er Encampment Days in Death Valley's Furnace Creek (www.deathvalley49ers.org) were a few time-worn models, pock-marked from years of blowing sand and faded by the harsh sun. But there were almost as many glistening half-million dollar motor coaches, the conveyances of choice for those who haven't let wealth blind them from the world as it was carved millions of years ago.

As I write this from my RV "office," I glance out our rear windows at forbidding stones and gravel, probably here



The 1849 gold rush wagon trains are celebrated during Death Valley's 49er Encampment Days.



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Why the Desert? Why not.

Prospectors often stayed in stone dugouts while searching for gold. Somehow, vegetation survives in Death Valley.

since lakes submerged this area for thousands of years. Some 500 yards beyond us are a series of café-au-lait colored mounds into which it appears as if a stream of half-and-half cream has been poured but hasn't settled. Immediately behind the mounds are higher, sharper knolls, with a lavender hue at 10 a.m., turning to a tan, then to chocolate brown later in the day.

Our view of the rest of the world is hidden by a line of high hills, jagged and coarse, shaded a hundred different earth tones and lined with black highlights. Fortunately it doesn't take climbing higher to see forever. It's all encompassing.

"Away out here they've got a name for wind and rain and fire/The rain is Tess, the fire's Joe and they call the wind Mariah." The Kingston Trio nailed it when they singled out the wind for adoration. It blows the world around, particularly in spurts at night, scattering anything not held down. It's part of the experience.

When you hear the word "desert," you may think about Hopalong Cassidy drifting through sagebrush on a bed of rocky sand, spurs jingling or stopping by a remote oasis. That is the setting of the desert, but there is also the poetic aspect, the grand stillness and rejuvenating sense of the eternal.

There is no scene in nature any more incredible than a sand dune blown into place hundreds of years ago and constantly rising higher and dropping lower as the winds breathe life over billions of sand grains. And across the top of those grains are footprints of a variety of critters that inhabit the area year-round, plus remnants left in the path of tumbleweeds.

When wildflowers appear miraculously from the barren terrain in the spring (which is never a certainty), the visitors viewing them do more than see the splendor; they feel it. Rather than being afraid of the desert, cherish it. It's an experience like no other.

From the Never-Bored RVers, we'll see you on down the road. 🚐



Desert RVing Resources

Death Valley National Park: www.nps.gov/deva, (760) 786-3200

Furnace Creek Campground: Spacious sites, potable water, flush toilets, dump station, open year-round. Call (877) 444-6777 for reservations. Campground is first come, first served April through October.

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Go to the main Death Valley National Park website listed above and click on "Campgrounds" for further information.



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SPREE LX SUPERLITE 321 RES

KZRV TRAVEL TRAILER OFFERS THOUGHTFUL AMENITIES FOR FAMILY RVERS

by **Kristopher Bunker**

In recent years, building lighter weight units without sacrificing amenities has become the rule rather than the exception. Therefore, it's up to the manufacturers to do their best to get their products to stand out from the pack.

It's no longer acceptable to simply offer a large, relatively lightweight floorplan; consumers have come to expect practical, user-friendly trailers that are easy to tow and that feature designs to make their home away from home more livable than ever before.

To that end, KZRV has designed the new Spree LX Superlite 321 RES with family-oriented RVers in mind, making sure that their experiences inside the trailer are as memorable as those outside.

The highlight of the Spree is the dual-slide rear living area, and why not? That's where most RV-owning families will spend the majority of their time while inside the trailer. Curbside, dual recliners with a handy magazine table offer mom and dad a great place to relax and sit down with a good book, while the streetside slide contains the convertible sofa bed (with inflatable mattress, \$690) and large U-shaped dinette that will comfortably seat the whole family.

The sofa and dinette also offer the ideal seating area to view the optional 26-inch LCD TV (part of the \$1,885 LX package, which also gets you such niceties as aluminum wheels and a



PHOTOS BY RICH COX PHOTOGRAPHY

fiberglass front cap) located in the rear entertainment center, which not only houses a CD/DVD/AM/FM stereo with surround sound, but also offers plenty of shelves for books, DVDs and the like. Above and below those shelves is even more storage space for larger items, a much-appreciated design feature that helps extend the long-term livability of the Spree.

The galley is exactly as you'd expect in a trailer this size, with the floorplan dictating the amount of counter space for food prep. A dual-basin sink





The Spree's large U-shaped dinette offers ample seating and is an ideal spot to view the optional 26-inch LCD TV. Dual recliners add to the Spree's residential feel.

with an attractive high-rise faucet lends a bit of elegance, and the three-burner stove, range and microwave offer plenty of options for fine dining or simply zapping some popcorn or frozen pizzas.

The 6-cubic-foot refrigerator is large enough for a trailer this size and will handle your perishables, while the large pantry with adjustable shelves should be more than enough real estate for dry and canned food items. Pots, pans and silverware will likely be stored in the drawers and cabinet beneath the sink with room to spare.

The lav in the Spree continues KZ's trend of maximizing a limited amount of space, and actually feels a bit larger than it is. It doesn't exactly reach two-at-a-time territory, but there is more than enough room for one person to comfortably tend to grooming duties. Plus, at 6 feet 2 inches tall, I had adequate headroom in the shower, something I always covet.

The large linen closet in the bathroom

is a much-desired feature, at least for my family. The additional storage space helps keep the towels off the doors, shower-curtain rod and the beds, leaving them in the bathroom where they belong. Another nice touch is the stand-alone medicine cabinet, located on the adjoining wall to the sink (which has its own mirror on the wall above).

The master bedroom area in the Spree comes across as a bit plain, but that's because the large wall at the foot of the bed is just begging for the optional 19-inch TV (\$430), or perhaps some photos to personalize it. The mattress itself is comfortable enough, and the attractive headboard fastened to the wall helps break up some of the monotony. KZ has again come through with a practical design, offering nightstands on each side of the bed (thank you!) in addition to dual his and hers hanging wardrobes. Large cabinets above the bed should swallow duffels and bulky items with ease, and the carpeted

under-bed storage is yet another place to hide any eyesores.

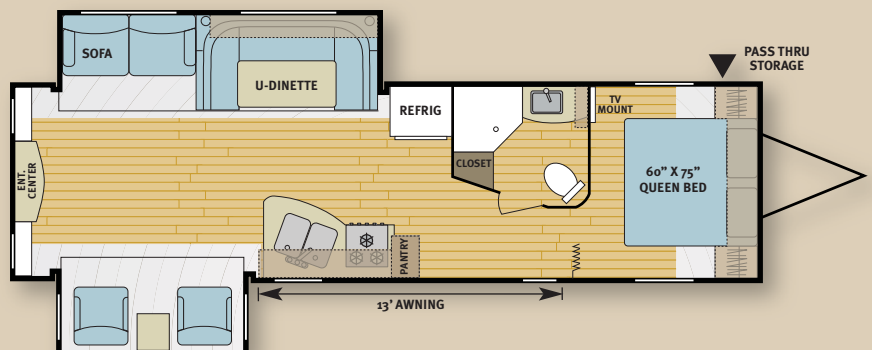
The Spree is built on an all-aluminum frame, with heavy-duty I-beam construction, a heated and enclosed underbelly and a one-piece seamless roof doing their best to ensure longevity. The test trailer also includes the optional \$2,460 paint package. All new KZ trailers come with a one-year free roadside assistance plan from the factory.

The Spree is proof positive that KZ is determined to maximize the use of space and to provide customers with a pleasant RVing experience. The floorplan is sprinkled with thoughtful, user-friendly amenities – from the linen cabinet in the bathroom to the cup holders on each side of the sofa and beyond – which definitely make this lightweight, family-friendly model one to consider. 🚐

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- EXT LENGTH:** 34' 10"
- EXT WIDTH:** 8'
- EXT HEIGHT:** 10' 10"
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- LP-GAS CAP:** 14 gal
- HITCH WEIGHT:** 730 lb
- GVWR:** 7,900 lb
- MSRP BASE** \$39,800



On The Hunt

Western Kansas' Keystone Gallery Is Rife With Fossils Just Waiting To Be Discovered

Text and photos Pamela Selbert



Heading south from Oakley, Kansas, a rustic town noted for the 1868 bison shoot in which William Cody became legendary “Buffalo Bill” Cody, U.S. Highway 83 cuts across terrain that is mostly as flat, round and brown as an old penny. But here and there along the 26 miles south to Keystone Gallery, our destination this brisk fall morning, the land features sprouting dagger-bladed yuccas, then rumples into low hills or splits with rugged outcrops of gold-colored rock and jagged arroyos exposing low, white-chalk scarps.

The few buildings you see as you drive are of yellow stone (as are the fence posts) because when they were new a century or more ago, there were

no trees. The evergreens clustered into the occasional windbreaks of today were imported, said artist Chuck Bonner, who with his wife, photographer Barbara Shelton, owns Keystone, a 900-square-foot fossil world. When you pass the amusing “Pteranodon Ahead” sign, you’re almost there.

Ringed by fat cedars, the gallery, originally Pilgrim Holiness Church built in 1916, and former parsonage next door where the couple now lives, are an oasis with high, wide views of the austerely beautiful plains and Smoky Hill River Valley. The river, a respectable stream in this arid land, meanders past just to the north. In the Wild West days, Butterfield Overland Dispatch stagecoaches ran along it.

From the gallery Bonner gestured to

a distant white bluff, which he called “Niobrara chalk,” and said that type of formation, located along the river and its tributaries, is where the fossils he has spent his life hunting and studying are found – in deposits laid down millions of years ago when a vast, shallow sea covered the region. It receded about 65 million years ago as the Rockies were uplifted. Throughout the ages, hosts of the prehistoric sea creatures died and became embedded in the soft, chalk-like sea floor, material similar to England’s White Cliffs of Dover, Bonner explained.

Fascination With Fossils

Chuck Bonner, 57, grew up in Leoti, an hour or so southwest, where his father,



Marion, owned the local movie theater. But Marion Bonner was also an avid fossil hunter, and frequently probed this fossil-rich landscape with such noted paleontologists as George Sternberg, among others. And most weekends, the elder Bonner and his wife, Margaret, would load the family of 10 – Chuck, his three brothers and four sisters – into the 1949 Chevy Suburban nicknamed “Spiker” and drive to the chalk fields. Aged Spiker, garaged this day, is still the vehicle of choice for taking visitors on fossil-hunting expeditions, Chuck Bonner said with a smile.

Keystone, which opened in 1991 (and appears in the 2007 “1,000 Things To Do Before You Die” guidebook),

opens a window to a long-gone world, when during the late Cretaceous period 65 to 87 million years ago the waters teemed with life.

A mural Bonner painted on the gallery’s rear wall depicts the ancient sea and the creatures that inhabited it, among them 20-foot sharks, 30-foot mosasaurs with two pairs of paddle limbs, giant squid, turtles similar to leatherbacks, clams with 3-foot wide shells, ammonites and huge fish with names like gillicus, pachyrhizodus, cimolichthys, bananogmius and xiphactinus. And swooping over the water in search of a snack are pteranodons, reptile-like creatures with 25-

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- Big East Powersports Show
- Rocky Mountain Snowmobile Expo
- Fall Atlantic City RV Show
- St. Paul Ice Fishing & Winter Sports Show

**For dates, times and
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<http://www.gsevents.com/rv-shows.cfm>

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On The Hunt



Shark teeth, like this one found by Chuck Bonner, are common discoveries at Keystone Gallery.

foot wingspans.

Nearby, the fossilized skeleton of a 14-foot xiphactinus, a ferocious-looking animal with 3-inch fangs, hangs on one wall, and a 21-foot mosasaur covers much of another wall.

Glass-front cases hold fossilized saurodons, predatory fish with protruding lower jaws; numerous fanged xiphactinus heads; a plesiosaur paddle; disk-like caps from ammonite shells; shiny gray shark teeth; fish skulls and vertebrae; and dozens of other items, representing about 30 prehistoric species, most of them found by Bonner or Shelton. Bonner also pointed out the fossilized ink-bearing "pen" of a prehistoric squid named niobrara-teuthis bonneri after Marion Bonner, who discovered the creature.

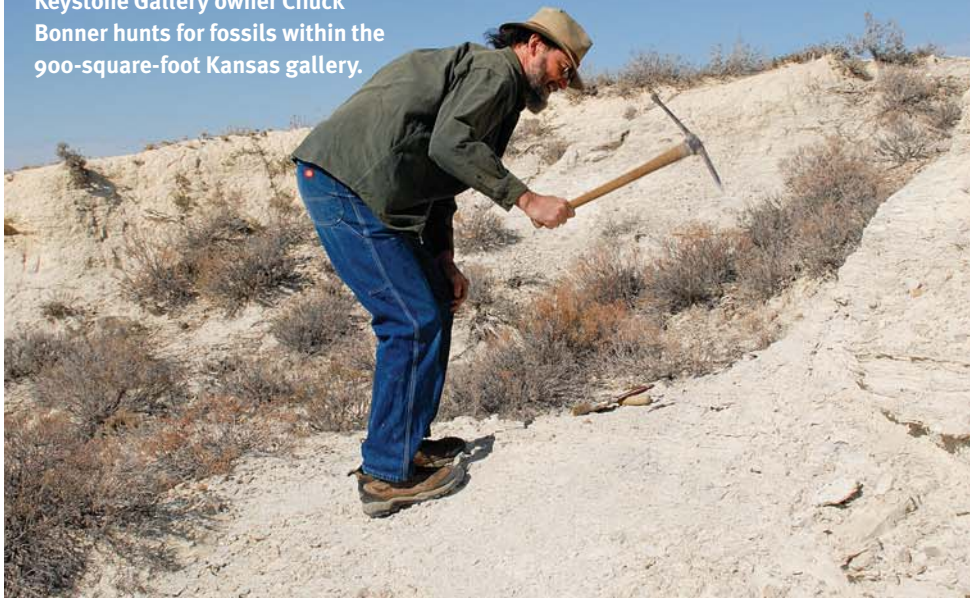
There's a surprisingly extensive gift shop, with rock specimens, stone carv-

ings, a silver jewelry set with malachite, carnelian, amethyst, black onyx, tiger eye and other stones; ammonites, shark teeth and other fossils; and books on related topics.

Shelton, 54, said she was a "city girl" from Mission, Kansas, studying political science at Fort Hays State University at the time Bonner was there as an art student. After they married they came to western Kansas, "so far off the grid there is no grid," she said. In 1980 they bought the church, which had stood empty for nearly 30 years, and the acre it stands on.

"Nothing was left of the place but four hinges," she said. "Even the baseboards were gone." But the couple and several friends, among them sculptor Pete Felten, who carved the bison statue out front, restored the antique structure for a museum and second-

Keystone Gallery owner Chuck Bonner hunts for fossils within the 900-square-foot Kansas gallery.



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On The Hunt

story art studio for Bonner.

Keystone and the house are powered entirely by sun and wind, as the area is rarely lacking for stiff breezes. On this day blades on the windmill beside the house were whirling, and Shelton had lit the antique cast-iron woodstove that heats the gallery.

Among the family's finds are a 22-foot mosasaur that hangs in the Los Angeles County Museum of Natural History; an 80-million-year-old shark exhibited at Chicago's Field Museum of Natural

History; and a 14-foot xiphactinus that swallowed a 6-foot gillicus on display at the Royal Tyrell Museum in Canada.

Most major natural history museums own specimens from the area, Bonner said. As far back as 1870, professors from Yale University came here to hunt fossils and claimed some 2,000 mosasaurs for the school's prestigious Peabody Museum. Bonner and Shelton have found more than 100 significant fossils, many of which are at universities and museums around the

world. Bonner has also lectured on the subject at Yale and the Cincinnati Science Center.

His favorite place to lecture, he said with a smile, is in the chalk beds themselves, because many of Keystone's 3,500 annual visitors are interested in going on a hunt. He and his wife charge \$200 per person for full-day (8-hour) hunts and \$100 for half days. The full-day excursions, Bonner cautioned, "involve a lot of walking." Though the land is privately owned and fenced, for a fee (included) area ranchers allow fossil hunting.

On our brief excursion this blustery day – too cold for a long outing – Bonner almost immediately pointed to a tip of shiny gray poking from the chalk, a perfect shark tooth. He said the best time for hunting (preferably April through June, September and October) is right after a hard rain, which washes out the fossils.

If anything truly rare and important is found, Bonner reserves the right to keep it for the gallery or a museum. But because the area is so rife with fossils, he guarantees everyone will go home with treasure.

For more information or to arrange a fossil hunt, contact Keystone Gallery at (620) 872-2762 or keystone@keystone-gallery.com, or visit www.keystone-gallery.com. Keystone Gallery is located 26 miles south of Oakley, Kansas, and 18 miles north of Scott City.

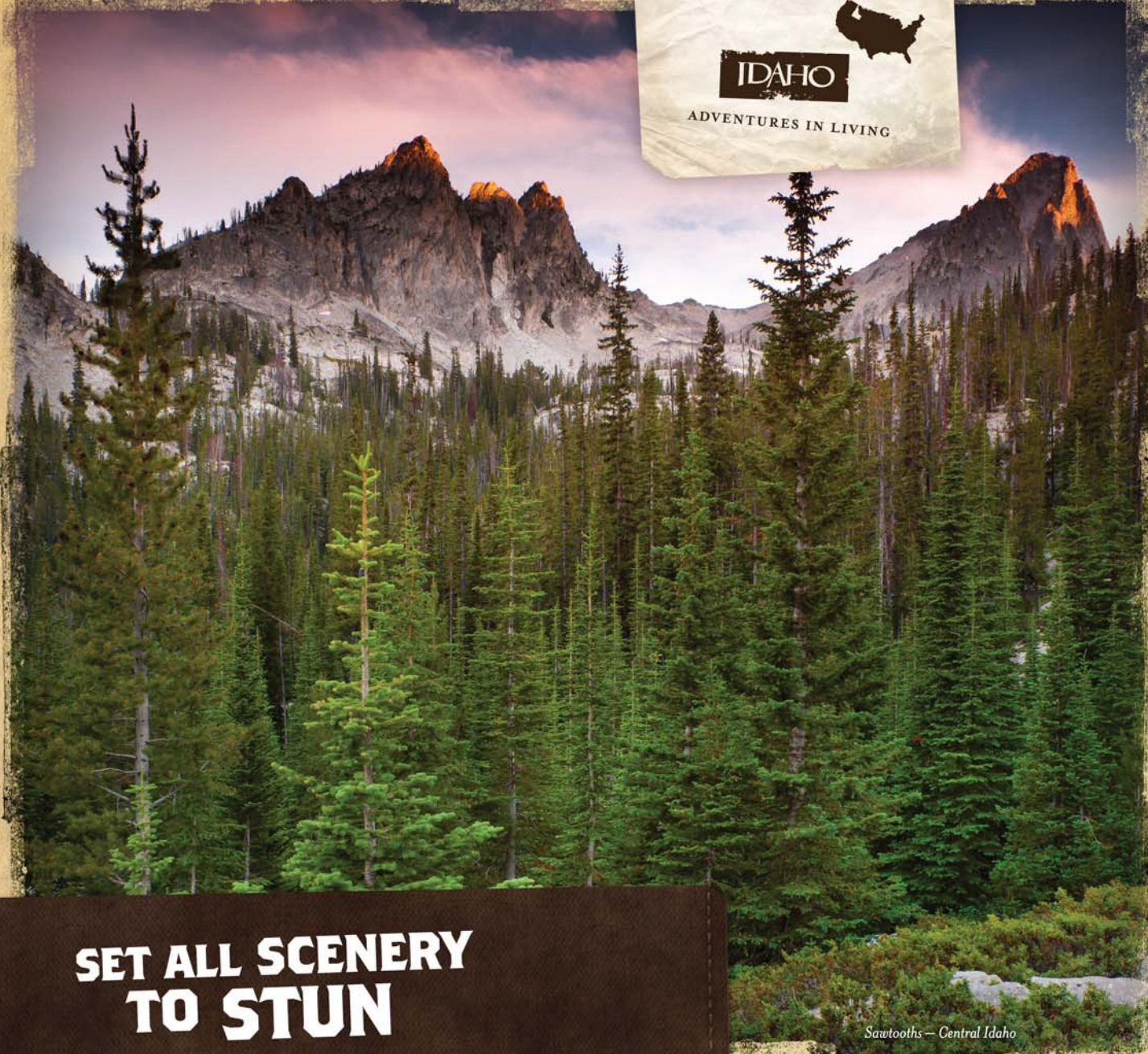


The Monument Rocks are located 26 miles south of Oakley.

Where We Stayed

High Plains Camping: 462 U.S. Highway 83, Oakley, Kansas; 61 sites, all with water, electricity (30-50 amp) and dump station; Wi-Fi throughout park; pets welcome; open year-round. For more information, call (888) 446-3507 or visit www.highplainscamping.com.

Scott State Park: 101 W. Lake Scott Drive, Scott City, Kansas. Features two campgrounds, Lake View Campground (15 RV sites with water, 30-amp electricity, dump station) and Circle Drive Campground (42 sites, all with water, 15 with 50-amp service, the rest with 30-amp service; dump station). Open year-round. For more information, call (620) 872-2061.



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More Fossil Finds

Add another stop to your Kansas visit and check out Oakley's Fick Fossil and History Museum. The original collection of fossils belonged to Ernie and Vi Fick, who owned a ranch about 30 miles south, said Janet Bean, the museum director.

Over the years, Vi Fick found more than 11,000 shark teeth, many of which she turned into art, now displayed at the museum. Her 3-D works depicting flowers, trees, baskets, vases and others are of acrylic paint, papier-mâché and shark teeth, as well as reptile teeth, snails, vertebrae of various creatures and more.

Also on display is a fossilized mosasaur skeleton, rare in that its eye socket and teeth are intact, said Bean. George Sternberg, Marion Bonner's colleague who hunted the Smoky Hill area from 1924 to 1927 and was curator of paleontology at Fort Hays State College, collected many of the fossils. Among these are a plesiosaur paddle with shark-tooth scars and a 15-foot xiphactinus.

The museum, which opened in 1975, also houses a replica of the town's 1886 depot, in addition to an array of hand-

carved wood toys from the 1930s; a life-size furnished sod house typical of the area; wood carvings by Vi Fick; a mounted bison; cases of minerals from around the world; a Remington bronze called "Bronco Buster;" hundreds of historic photos from the area; and a plaque proclaiming Oakley as the "birthplace of the legend of Buffalo Bill."

In an 1868 competition between William Comstock, buffalo hunter from nearby Fort Wallace, and William Cody, from Iowa, who hunted the animals for railroad crews, Cody emerged the victor killing 69 bison in one day to Comstock's 46, and was thereafter known as "Buffalo Bill."

Contact Fick Fossil and History Museum at (785) 672-4839, fickmuseum@ruraltel.net or visit www.DiscoverOakley.com. Summer hours are Monday through Saturday 9 a.m.-5 p.m. and Sunday 2-4 p.m.; winter hours are Monday through Saturday 9 a.m.-noon and 1-5 p.m. Admission is free; the museum is closed on holidays.

Other area attractions include:

- Sternberg Museum of Natural His-



tory at Fort Hays State University; (877) 332-1165; www.fhsu.edu/sternberg

- Museum of the Great Plains; (620) 375-2316; www.wichitacountymuseum.org

• Butterfield Trail Museum; (785) 751-4242; www.kansastravel.org/butterfieldtrailmuseum.htm

- Fort Wallace Memorial Museum; (785) 891-3564; www.ftwallace.com

• Monument Rocks: stunning array of 50-foot high, 80-million-year-old Cretaceous chalk pyramids located 26 miles south of Oakley. Visit www.kansastravel.org/monumentrocks.htm 🚗

The Keystone Gallery fossil museum is housed in Pilgrim Holiness Church, which was restored by owners Chuck Bonner and Barbara Shelton.



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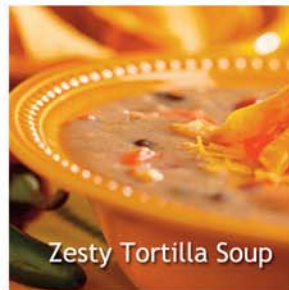
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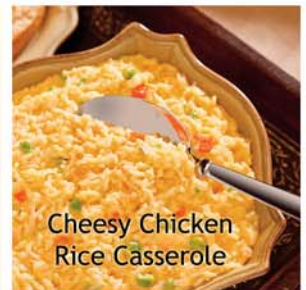
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By Bob Ashley

EASYGOING OPTIONS

Folding Campers Provide Gateway To Affordable Travel

These days, folding camping trailers aren't just tents on top of trailers. More often than not, they're loaded with amenities that include stoves, refrigerators, furnaces, holding tanks, rugged off-road packages and, in some cases, air conditioning. A few even have hard fiberglass sides like traditional travel trailers that form A-frames in the campground and fold down neatly on top of the box for travel.

And there's no small amount of innovation among pop-up manufacturers, whose goal is to get people outdoors enjoying the

RV lifestyle, possibly for the first time.

The diminutive SylvanSport Go, for instance, is three trailers in one and is meant to appeal to serious outdoor aficionados while also being available for everyday chores.

"The Go is a piece of outdoor recreational equipment that happens to have wheels on it," said Kyle Mundt, SylvanSport's director of marketing and new product development.

The Go, besides being out of the ordinary, also wears the green mantle for being environmentally friendly, as do pop-ups from Livin' Lite Recreational

Vehicles, Jayco and Starcraft.

Then there are the hard-sided campers from Columbia Northwest/Aliner and Forest River's Palomino and Flagstaff/Rockwood divisions that resemble travel trailers in the campground, but fold down neatly like soft-sided popups in the setup mode.

Choices abound for those looking to buy a folding camping trailer. Here's a look at some of the more popular models available for 2012. And if you're not personally in the market for these more diminutive trailers, share this guide with a friend and start them on the road to the RVing lifestyle that you and I already enjoy.

Forest River's Traverse Series

With eight floorplans in 12- to 19-foot lengths, the new Traverse series from Forest River's Palomino division offers a variety of choices for campers looking for a high-end folding camping trailer. Equipped with brand-name equipment, including 20,000 Btu Suburban furnaces, Dometic three-way refrigerators, B.A.L jacks, A&E awnings, Omnova tents with Sunbrella inserts, Line-X coated roofs, Carefree of Colorado electric lifts, heated Flair mattresses and E-Z Lube independent torsion axles, the fiberglass Traverse series features three high-side floorplans with toilets and showers. Base MSRP: \$8,407 to \$14,941. Circle 202 on Reader Service Card

Forest River's Flagstaff & Rockwood Series

Forest River has added hard-sided trailer layouts to its top-selling twin Flagstaff and Rockwood pop-up series. Available in five 13- to 15-foot floorplans with 10- to 12-

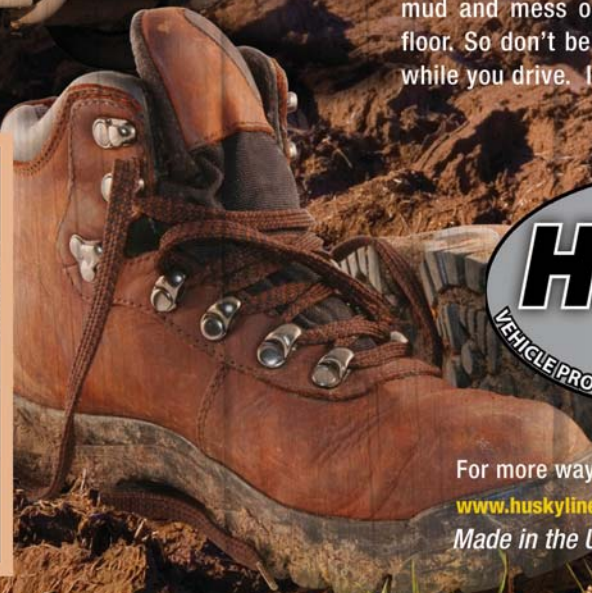


Forest River Traverse



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EASYGOING OPTIONS

foot interiors, the laminated fiberglass A-frame walls of the Flagstaff/Rockwood A-series fold down to create a 5-foot high box when in travel mode. Designed primarily for couples, the Flagstaff/Rockwood A-series features independent torsion axles, electric brakes, 20,000 Btu furnaces, cherry cabinets, permanently mounted three-burner stove, microwave, three-way 2.5-cubic-foot refrigerator, AM/FM stereo, outside shower and free-standing table. MSRP: \$12,995. Circle 203 on Reader Service Card



Forest River Rockwood



Jayco Jay Series

Jayco designs the Jay Series folding camping trailer with the family in mind. Each of the five Jay Series floorplans has a king bed along with a second queen or double bed and a convertible dinette. The 18-foot 2-inch Jay Series 1208 floorplan, the largest in the series, is equipped with a soft-sided dinette slideout along with a second portable dinette table and a stainless steel two-burner stove that can be taken outside. With a one-piece fiberglass roof with a powerlift, the Jay Series has a 16,000-Btu furnace, water heater, Porta Potti with optional folding hard-sided bath/shower, cherry cabinets and wall-to-wall vinyl flooring. Jay Series 1208 MSRP: \$12,972. Circle 204 on Reader Service Card.

Jayco Jay Series





Starcraft Comet



Starcraft Comet

Starcraft's 2012 Comet pop-up has been certified green by TRA Certification, as has the whole company with its processes to reduce waste and wise use of natural resources in building its camping trailers and other towables. Equipped with a Customer Convenience package that includes a three-way refrigerator, awning, water purifier and stereo with MP3 inputs, the 2012 aluminum-sided Comet features five layouts – some with king and queen beds. Standard features include diamond plate front and rear walls, electric brakes, power roof-lifts, A/C prep, exterior marine-grade speakers and a front trunk on some models. Base MSRP: \$8,343.

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Lees-ure Lite Excel

Adaptability is the key to British Columbia-based Lees-ure Lite's diminutive Excel pop-up camper, which the company says has a dry weight of 225 pounds. Only 4 1/2 feet wide, the Excel can be towed by a small car or touring motorcycle. Each 5 1/2-foot long Excel is designed with two screen entryways, allowing an optional room to be added to each side. Standards include curtains, carpeted sleeping area, rain tarp and four screened windows. In the travel mode, Excel offers 30 cubic feet of storage and can

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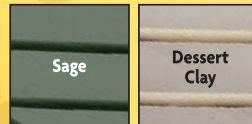
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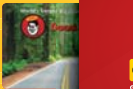


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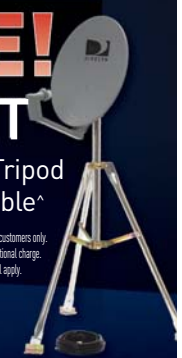


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**Columbia Northwest
Aliner Classic**



Go) features 12- to 14-foot boxes with 70-by 77-inch beds on each end along with convertible dinettes, stoves, refrigerators and cassette or flush toilets. Both floorplans in the off-road Somerset A3 have 12-foot boxes with beefed-up suspension, dual battery trays, LED interior lights and more fresh water. Base MSRP: \$12,000. Circle 207 on Reader Service Card.

**Columbia Northwest
Aliner Classic**

A cross between a pop-up and a fiberglass travel trailer, Columbia Northwest's 15-foot Aliner Classic is about as distinctive as a folding camping trailer can be. Available in two floorplans, one with a convertible sofa and the other featuring a permanent rear bed, Aliner's Fome-Cor sidewalls and roof system fold down to create a 57-inch high

trailer with a dry weight of 1,530 pounds that can be towed by just about anything. Standard amenities include an outside shower, 3-cubic-foot refrigerator and microwave. An optional Titanium Package is available with LED interior lights and a gray exterior with bold black trim. MSRP: \$14,900. Circle 208 on Reader Service Card.

Livin' Lite Quicksilver

Livin' Lite Recreational Vehicles has created a niche for itself over the past decade with its lightweight all-aluminum folding camping trailers. Now it has introduced the high-sided Quicksilver XLP for 2012. With side-walls 30 inches high, the 14-foot Quicksilver XLP is designed with queen beds on both ends along with a side or rear dinette and is equipped with a standard refrigera-

tor, furnace and range or grill—all operated with LP-gas. With a 1,499-pound dry weight, the Quicksilver XLP is towable by most cars. Other features include aluminum cabinets, interior lights, a cassette commode, exterior shower and aluminum rear deck and a storage box over the A-frame. MSRP: \$10,999. Circle 209 on Reader Service Card.

SylvanSport Go



The innovative Go from SylvanSport isn't just a camping trailer. It's also designed to haul an ATV and other toys or to become a small open-top cargo trailer. For 2012, the Go—at 11 1/2 feet from coupler to bumper—has been tweaked with a new bicycle-style support frame, suspension, LED taillights and paint and graphics. When open and in the camping mode, the Go provides 6 feet 6 inches of headroom along with a 7-foot long bed. An Adventure Accessory Package includes a rear awning, table panels, two self-inflating mattresses and a spare tire kit. MSRP: \$7,995.

Circle 210 on Reader Service Card. 🚗



Livin' Lite Quicksilver

CONTACT INFORMATION

- Forest River**
(877) 801-0333; www.forestriverinc.com
- Jayco**
(574) 825-5861; www.jayco.com
- Starcraft**
(800) 945-4787; www.starcrafttv.com
- Lees-ure Lite**
(800) 660-0933; www.leesurelite.com
- Columbia Northwest**
(724) 423-7440; www.aliner.com
- Livin Lite**
(574) 862-2228; www.livinlite.com
- SylvanSport**
(828) 882-4292; www.sylvansport.com

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Get your RV gleaming with Shurhold's Buff Magic. With circular motions activating the unique Buff Magic formula, it takes a dull surface from matte to glossy. Shurhold says the product works quickly to restore your rig's shine. It also works to remove surface rust, tarnish, Plexi-glass scratches and oxidation. With this multipurpose product you can work on shining the exterior of your RV while your partner shines pots, pans and acrylic tubs and showers. MSRP: \$28.98 (22oz.), \$59.98 (64 oz.). **For more information**, call (800) 962-6241 or visit www.shurhold.com. Circle 212 on Reader Service Card.



CONVENIENT CLEANING ❖❖❖

Cleaning your RV takes a lot of elbow grease — not to mention countless trips to the garage for more products. Grit Guard has made the cleaning process easier with the Universal Detailing Cart. Whether you live for or loathe being orderly, the Universal Detailing Cart provides the organizing options a pair of hands doesn't. The 40-inch high 24-inch wide cart rolls wherever you need it to go and includes three shelves of ample space for products and brushes while also offering a top-shelf cutout to hold a bucket, making even your dirtiest messes a little easier to manage. MSRP: \$169.95. **For more information**, call (866) 592-5925 or visit www.gritguard.com. Circle 213 on Reader Service Card.



DIGITAL VOLTMETER ❖❖❖

Technology Research's Electra Check Power Monitor plugs into any 120-volt AC receptacle and provides instant voltage and frequency values. The monitor provides RMS metering for accuracy in reading voltage and frequency for AC generators, inverters and park power. The LCD display alternates between line voltage and frequency in Hertz; manual cycling is push-button simple. A multi-tone alarm activates when a fault is discovered. Tests for open ground, reverse polarity and proper voltage, taking the guesswork out of hooking up to campground power. MSRP: \$66.66. **For more information**, call (800) 780-4324 or visit www.campingworld.com or www.trci.net. Circle 214 on Reader Service Card.

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LEVELING SYSTEM UPGRADE

New add-on for Bigfoot automatic hydraulic fifth-wheel jacks features wireless key fob convenience

by **Bill and Jenn Gehr**
Photos by **Jenn Gehr**

Automatic leveling jacks on a fifth-wheel trailer are not only convenient, but they add an element of luxury that is sure to spoil any owner.

One of the more popular systems designed for fifth-wheel applications is made by Bigfoot Quadra Manufacturing, a company that's been on the scene for quite some time. These jacks work smoothly and reliably, and although it's hard to imagine making them even better, the company did so with a recently introduced upgrade panel that's supported by a handy and small remote control.

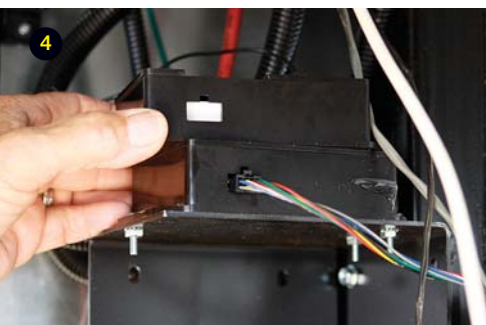
Bigfoot's basic leveling system installed at the factory on our fifth-wheel

is effective and well made. However, the user functions were limited to auto leveling, the ability to raise and lower only the front jacks manually and an emergency retract feature. For the past several years, Bigfoot Quadra has been developing an upgrade system that makes its fifth-wheel leveling system even more versatile, not to mention adding the benefit of being able to control the jacks remotely with a wireless key fob.

The key fob allows the user to hitch up without the need for another person to move the front jacks into position. Even better, Bigfoot incorporated an auto-reconnect feature, which remem-

bers the height of the kingpin within an inch or two after disconnecting. All the driver has to do is back the truck close to the kingpin and push the key-fob button. The rear jacks will automatically retract and the front jacks will adjust to restore the fifth-wheel's original hitch height.

The new control panel offers more user options, such as side-to-side leveling as well as independent operation of the front and rear leveling jacks, which allows for precision leveling. Raising and lowering the jacks individually more than a few inches can cause the frame of the fifth-wheel to twist, so caution must be exercised when applying this special feature.



1) The new Bigfoot Upgrade Leveling Kit comes with a rear level sensor for more accurate auto leveling. 2) Remove and replace the front level sensor. 3) Pay close attention to the arrow on the new front level sensor; it must face the front of the trailer when installed. 4) In this installation, the new front level sensor was stacked on top of the old level sensor so the old one could be used if there was ever a failure. 5) Remove and save the old Bigfoot control panel. 6) The new control panel can be mounted permanently or with hook and loop fasteners, as shown here.

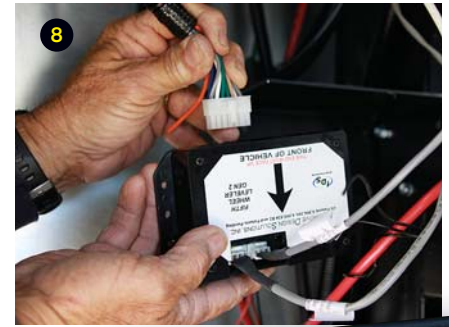
The Bigfoot upgrade kit comes complete with everything you need for do-it-yourself installation except for a few cable ties, which can be used to tidy up the wires. The most time-consuming step was installing a rear sensor onto a frame cross member just behind the rear axle. From the rear sensor, a wiring harness must be run all the way to the front sensor.

Using longer bolts, I stacked the new front sensor on top of the old front sensor, allowing me to reconnect the old control panel in case the new system were ever to fail.

The new control panel is housed in a small plastic box. It's smaller in size and has a different shape than the original control panel. Bigfoot supplies a faceplate to make the new control panel fit properly into its designated mounting location.

In addition, there were about 10 extra feet of wiring harness between the front sensor and the control panel. Since the control panel mounts in its own plastic box, I decided to use hook and loop fasteners rather than attaching

7) Mount the rear level sensor just behind the rear axle and run the cable forward to the front level sensor. 8) Bigfoot made this install quite simple with its plug-n-play design. 9) Trim to fit the faceplate for the new control panel, which has different dimensions than the original. 10) The Bigfoot key fob is designed to activate the control panel and has an audible tone.



Tire blow-out is the #1 worry facing RV'ers today!

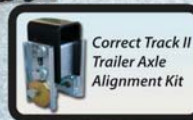


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Illustration of Correct Track Laser Alignment System

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LEVELING SYSTEM UPGRADE



11) After cutting the new faceplate to fit in the exterior compartment, cut the hole for the new control panel. 12-13) Hold the new faceplate against the original opening, mark and cut a notch for the new control panel.

it permanently. That gives us the option to take the Bigfoot control panel in hand while looking under the vehicle to watch the individual jacks during operation – if that ever becomes necessary.

Once all the components were in place, the system needed to be programmed. Using the manufacturer's simple instructions, the control panel and the wireless key fob were programmed within five minutes. Total installation time was about 1.5 hours.

It's easy to fall in love with this system right from the get-go. The upgrade kit really takes the Bigfoot leveling system for fifth-wheels to the next level. While effortless leveling is certainly convenient, the real bonus is the ability to hook up the fifth-wheel to the truck without anyone's assistance. This upgrade retails for \$495, but in our opinion, it's money well spent. 🚚

Quadra Mfg. (800) 752-9815
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14) The Bigfoot control panel is mounted permanently in place.

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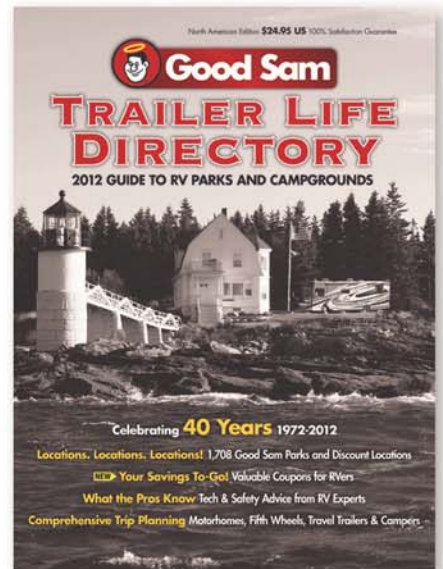
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REPAIRING DUAL PANE WINDOWS

BROKEN SEALS LEAD TO FOGGING, CLOUDINESS AND CONDENSATION, BUT THERE ARE SIMPLE SOLUTIONS TO THIS COMMON PROBLEM

Fogging of dual pane windows in RVs is, unfortunately, a fact of life for many owners. Dual pane windows have been widely used in houses for decades and their energy savings are well documented, which is a major reason why they are also used in RVs. The air layer between the glass panes provides a huge increase in the insulation quality of the window and prevents condensation from forming inside as long as the window's inner air seal is unbroken.

These windows work well in houses, but in RVs the movement of being on the road puts a lot of strain on the seals. Seal failure is the reason windows fog.

There are rubber (or other material) seals that close off the inner air pocket in the window and prevent humidity from penetrating the two panels of glass, which are sealed and dry

when built at the factory. Once that seal is compromised, however, humidity is allowed to enter the air pocket of the window, resulting in condensation and fog.

Today, owners have several choices when it comes to restoring a clear view to their fogged dual pane windows. The easiest, but perhaps most expensive, is to simply buy and install new windows. You can do this on your own or take your RV to a service center and have them install a replacement window.

Another option is to have your windows removed and take them to a qualified glass/window shop and have them repair the windows. Some readers have reported good results with this method and it seems to be a reasonably priced option. Depending on the turnaround time, this also means that you need to have the RV covered while the windows are out.



STEP 1. Start from inside and remove the screws that secure the trim ring around the window. You'll need a helper outside to catch the window, as some are loose and fall out while others are tight and require more work.



STEP 2. Next, cut the adhesive sealant around the top of the window outside the rig. Be very careful and only slice deep enough to cut through the sealant and not into the sidewall.



STEP 3. Position one person inside the RV and one on the outside and push from the inside (or pull from the outside) to start removing the window. If it doesn't come out easily, use a rubber mallet to carefully tap the frame from the inside. Or use a plastic pry bar and gently slide it between the lip of the window and the outside of the body. It helps to have the window open to allow you to reach in or out when pushing and pulling on the window.

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User Guide

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REPAIRING DUAL PANE WINDOWS

As you search for a qualified shop, make sure to let them know they will be dealing with RV dual pane windows. Some shops simply will not or cannot make these kinds of repairs. We have also discovered that square or rectangular glass windows are a lot easier to work with than glass with rounded corners.

Some, but not all, of these windows are factory filled with argon or nitrogen, which is a dry gas ideal for occupying the space between the panes of glass. If you can find a facility that has the capability of refilling the space with a dry gas, your chances of success are a lot better because it is the moisture inside the cavity that causes the condensation. We have talked with some RVers who have performed their own DIY repair and they simply drilled a small hole in the window frame and used welding argon gas to inject inside the window cavity, then resealed the hole with silicone sealant.

There are RV-specific repair facilities that can do this work for you. In most cases, you bring your rig to the facility,

they remove the windows one at a time and disassemble them completely. They then clean the glass to remove the fogging and reassemble the glass with completely new seals. They also use better materials in hopes of preventing this from recurring.

In some cases, the interior glass is etched beyond the point of normal cleaning or polishing and must be replaced. To try to prevent this, when you see fogging on your windows you should have them repaired soon rather than waiting months or years. The longer you wait the more difficult it is to remove the deposits.

Some of these companies also offer the option of shipping your windows to them for this repair service, so you perform the removal and reinstallation.

In several of these options, owners who are fairly handy can save money by doing their own removal and reinstallation. So, on these pages, we walk you through a basic how-to on removing and reinstalling a window.

Depending on the size of the window, you may need two or three people

to ensure the window can be safely removed and reinstalled from a ladder without risk to those performing the work. The window we replaced was fairly small and only required two people to completely remove it and install a new one.

You will need some basic tools such as a ladder, outdoor-rated clear sealant, a plastic scraper (to remove the old sealant) and a rubber mallet (just in case). You will also need to obtain the same type of gasket or butyl rubber sealing tape originally used by your RV manufacturer to seal the window. We installed a new window and it came with a new rubber self-adhesive gasket.

Of course, every RV manufacturer uses slightly different methods and parts so your process may vary slightly from the one shown here. Even if your method is slightly different, this offers you enough information to do the work yourself and save a lot of money in the process. If you prefer not to try this approach, we have included a list of companies that will do all the work for you. Some attend RV rallies, so check their schedule and you could save on driving, too. 🚐



STEP 4. Once the window starts to move, press it out evenly on the top and bottom to prevent it from getting crooked and caught in the opening. If it gets stuck, push it back in and start the process over.



STEP 5. Remove the window and set it aside to prepare for the new window. Using a plastic scraper, remove the old sealant from around the top of the window frame. Clean the inside of the window opening so the window will easily slide back into place.



STEP 6. This window uses a rubber gasket that must be attached to the frame before installing and it is critical that the seam be located at the bottom of the window. Take one end of the gasket material and start peeling the cover off the self-adhesive and apply it to the frame. If the frame is not 100 percent clean, be sure to wipe it down first so the adhesive will stick.



STEP 7. After the gasket has been applied all the way around the frame you will have to cut the gasket. It is better to cut it slightly long and then trim it shorter as needed. Make sure there is no gap in the seal or this can become an opening for moisture and air to enter the RV.



STEP 8. Next, lift the window into place from the outside of the RV and press it firmly into the window opening.



STEP 9. While one person is holding the window in place, start installing the window trim ring (from the inside) with a manual or power screwdriver and bit. Be sure to line up the trim ring with the pre-drilled holes in the window trim so the left and right halves of the trim go back exactly as they were made to line up the screw holes properly.



STEP 10. If you are careful with the alignment, the trim piece should match up like this with no unsightly gaps.



STEP 11. After installing all the screws, go back around the window two or three times to tighten each screw. This pulls the window firmly against the outside of the RV. You will have to judge the torque carefully or use a torque-limiting drill like the one shown here to prevent stripping the screw heads or window frame.



STEP 12. After the window is securely in place, apply a fine bead of high-quality, outdoor-rated sealant to the top and sides of the window. Use a fine bead to prevent getting the sealant on the outside wall. If you get any on the paint use a solvent-based bug and tar remover to clean it up before it cures. Allow the sealant to cure for 24 hours before exposing it to water.

**FOR MORE
INFORMATION**

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Duncan Systems Inc. (800) 551-9149, www.duncansys.com
RV Fog Dr. (501) 278-3015, www.rvfogdr.com
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NEW 2011 Starcraft TRAVEL STAR 245RBS WAS \$29,309 **NOW \$17,998** SAVE \$11,311 (888) 457-4801 Colfax, NC STK# CFX4097



USED 2009 Keystone SPRINTER 250RBS WAS \$28,900 **NOW \$17,999** SAVE \$10,901 (888) 489-5784 Knoxville, TN STK# KNOX19536



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



NEW 2011 Crossroads SLINGSHOT 23CK WAS \$27,695 **NOW \$17,999** SAVE \$9,696 (866) 648-5288 St. Augustine, FL STK# JAC37710



USED 2004 Holiday Rambler ALUMASCAPE 29RK **NOW \$18,003** (888) 479-3568 Vacaville, CA STK# VAC18348 VIN # 4E146718



USED 2008 Keystone OUTBACK SYD 30RLS WAS \$28,376 **NOW \$18,995** SAVE \$9,381 (888) 682-3036 Churchville, NY STK# CHU69272



USED 2010 Coachmen FREEDOM EXPRESS 290BHS WAS \$27,800 **NOW \$18,995** SAVE \$8,805 (888) 674-0275 Gulf Breeze, FL STK# GB40036



NEW 2011 Keystone HIDEOUT 27BHS MSRP \$27,778 **NOW \$18,995** SAVE \$8,783 (888) 542-3819 Mesa, AZ STK# MES14826



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



NEW 2010 Dutchmen AEROLITE 27QSTH-SL WAS \$34,035 **NOW \$18,999** SAVE \$15,036 (866) 289-0113 Chattanooga, TN STK# CH6205



USED 2006 Komfort TRAIL BLAZER 252FS **NOW \$19,222** (888) 479-3568 Vacaville, CA STK# VAC11162D VIN # 62023455



USED 2008 Keystone COUGAR 29 **NOW \$19,487** (888) 641-0925 Kaysville, UT STK# KY37660



USED 2003 Keystone MONTANA RL3255 WAS \$29,995 **NOW \$19,500** SAVE \$10,495 (866) 775-0682 Roanoke, VA STK# ROA16591



USED 2006 Thor JAZZ 2760RL **NOW \$19,779** (888) 480-3175 Sacramento, CA STK# SAC18459 VIN # 6C465435



NEW 2011 Dutchmen KODIAK 280BHSL MSRP \$30,208 **NOW \$19,995** SAVE \$10,213 (888) 542-3819 Mesa, AZ STK# MES12206



USED 2007 Americamp LE SERIES 326T WAS \$16,830 **NOW \$12,791** SAVE \$4,039 (866) 996-3140 Calera, AL STK# CLE18947



USED 2007 Jayco EAGLE 32 **NOW \$19,950** (888) 479-3568 Vacaville, CA STK# VAC17589 VIN # 71CA0096



USED 2009 Keystone COUGAR 311RLS WAS \$30,690 **NOW \$19,988** SAVE \$10,702 (888) 386-5187 Houghton Lake, MI STK# HL5447A



USED 2001 Forest River CARDINAL 28RKB LX **NOW \$19,784** (888) 480-3175 Sacramento, CA STK# SAC10924B VIN # 1G075785



USED 2002 Holiday Rambler PRESIDENTIAL 36SIT WAS \$29,995 **NOW \$19,995** SAVE \$10,000 (888) 474-1330 Bartow, FL STK# DCW8437A



NEW 2011 Dutchmen KODIAK 241RBSL MSRP \$29,181 **NOW \$19,995** SAVE \$9,186 (888) 542-3819 Mesa, AZ STK# MES13553



NEW 2011 Dutchmen KODIAK 250BHSL MSRP \$28,208 **NOW \$19,995** SAVE \$8,213 (888) 542-3819 Mesa, AZ STK# MES12205



NEW 2011 Crossroads ZINGER 26BH WAS \$28,585 **NOW \$19,998** SAVE \$8,587 (888) 457-4801 Colfax, NC STK# CFX3717



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



NEW 2012 Forest River MAVERICK 2902 WAS \$28,977 **NOW \$19,999** SAVE \$8,978 (866) 415-9726 Wheat Ridge, CO STK# KC511708



NEW 2012 Crossroads CRUISER 29RLX WAS \$39,164 **NOW \$20,988** SAVE \$18,176 (888) 386-5187 Houghton Lake, MI STK# HL5887



USED 2006 Forest River CEDAR CREEK 362BTS WAS \$49,995 **NOW \$20,995** SAVE \$29,000 (888) 903-6787 Harrisburg, PA STK# HAR69863



NEW 2011 Starcraft LEXION S-LITE 314RE WAS \$37,207 **NOW \$20,995** SAVE \$16,212 (866) 502-8238 Bath, NY STK# BAT66818



USED 2009 Keystone SYDNEY 29RLS
 WAS \$34,900 **NOW \$20,999** SAVE
 \$13,901 (888) 489-5784 Knoxville, TN
 STK# KNOX19537



NEW 2011 Keystone SPRINTER 264BHS
 WAS \$32,777 **NOW \$21,680** SAVE
 \$11,097 (866) 648-5288 St. Augustine, FL
 STK# JAC41386



NEW 2012 Dutchmen RUBICON 2100
 WAS \$32,448 **NOW \$21,975** SAVE
 \$10,473 (888) 471-3546 Chichester, NH
 STK# GRV507372



NEW 2011 Jayco EAGLE SUPER LITE 284BHS
 MSRP \$31,411 **NOW \$21,995** SAVE \$9,416 (888)
 315-7967 Tucson, AZ STK# TUC13926



NEW 2012 Coleman COLEMAN CTU287BH
 WAS \$31,138 **NOW \$21,995** SAVE
 \$9,143 (866) 820-0335 Council Bluffs, IA
 STK# CBI14227



NEW 2011 Starcraft LEXION S-LITE 256RKU
 WAS \$42,125 **NOW \$21,996** SAVE
 \$20,129 (877) 450-7415 Island Lake, IL
 STK# CRV5676



NEW 2011 Keystone OUTBACK 230RS LIST
 PRICE \$35,499 **NOW \$22,550** SAVE \$12,949
 (888) 331-1595 Santa Clarita, CA STK#
 AMRV22157 VIN # BB451822



NEW 2011 Dutchmen RUBICON 2100 WAS
 \$35,152 **NOW \$22,777** SAVE \$12,375 (877)
 289-0812 Las Vegas, NV
 STK# LVN38454



NEW 2011 Dutchmen RUBICON 2100
 LIST PRICE \$37,782 **NOW \$22,862** SAVE
 \$14,920 (888) 331-1595 Santa Clarita, CA
 STK# AMRV22597 VIN # BT207376



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



USED 2008 Forest River SANDPIPER 305RLW
NOW \$23,900 (888) 668-6715
 Katy, TX STK# KAT9876



NEW 2012 Dutchmen AEROLITE 288RLSS
 WAS \$34,427 **NOW \$23,995** SAVE \$10,432
 (888) 819-7952 Longmont, CO STK#
 KC111450



NEW 2011 Keystone SPRINTER 308BHS
 WAS \$34,011 **NOW \$24,613** SAVE \$9,398
 (888) 568-2177 Burlington, WA STK#
 FRV9814



USED 2006 Americamp SUMMIT RIDGE 327RRK
 WAS \$37,855 **NOW \$24,877** SAVE \$12,978
 (866) 996-3140 Calera, AL STK# CLE18948



NEW 2011 Keystone SPRINTER 277RLS
 WAS \$34,658 **NOW \$24,917** SAVE \$9,741
 (888) 568-2177 Burlington, WA STK#
 FRV9809



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



NEW 2012 Crossroads CRUISER 27RLX
 WAS \$39,879 **NOW \$24,988** SAVE
 \$14,891 (888) 386-5187 Houghton Lake, MI
 STK# HL6017



USED 2012 Coachman FREEDOM EXPRESS 27FLDS NOW \$24,995 (888) 905-0490 Anthony, TX STK# LC16075A



USED 2005 Forest River CARDINAL 34 WAS \$35,299 **NOW \$24,995** SAVE \$10,304 (888) 568-2177 Burlington, WA STK# FRV9737



USED 2006 Sunnybrook MOBILE SCOUT 31BWFS WAS \$35,444 **NOW \$24,999** SAVE \$10,445 (888) 348-5909 Avondale, AZ STK# AVO14593



USED 2006 Coachmen SOMERSET 341QS WAS \$45,900 **NOW \$24,999** SAVE \$20,901 (866) 289-0113 Chattanooga, TN STK# CH5934



NEW 2011 Keystone OUTBACK 285FL WAS \$37,128 **NOW \$24,999** SAVE \$12,129 (877) 554-3516 Lakewood, NJ STK# LAK8189



NEW 2011 Dutchmen DUTCHMEN 405FLDS WAS \$35,454 **NOW \$25,673** SAVE \$9,781 (888) 474-1330 Bartow, FL STK# DCW7960



USED 2004 Forest River CEDAR CREEK 36 **NOW \$25,048** (888) 479-3568 Vacaville, CA STK# VAC17720A VIN # 4P188221



NEW 2011 Starcraft LEXION S-LITE 256RKU WAS \$44,084 **NOW \$25,775** SAVE \$18,309 (866) 775-0682 Roanoke, VA STK# ROA12129



USED 2008 Forest River SIERRA 292RLBS WAS \$47,925 **NOW \$25,995** SAVE \$21,930 (888) 315-7967 Tucson, AZ STK# TUC18120



NEW 2011 Keystone FUZION 230 WAS \$45,424 **NOW \$25,995** SAVE \$19,429 (866) 820-0335 Council Bluffs, IA STK# CBI13613



NEW 2012 Crossroads ZINGER 30RL WAS \$38,240 **NOW \$25,995** SAVE \$12,245 (888) 860-8684 Strafford, MO STK# STR17794



USED 2005 Potomac POTOMAC 5436REQS **NOW \$26,771** (888) 480-3175 Sacramento, CA STK# SAC18579 VIN # 51469579



USED 2007 Holiday Rambler ALL-MASCAPE SUITES 32SKT **NOW \$26,777** (888) 727-2952 North Little Rock, AR STK# LIT17708



USED 2007 Gulf Stream SEDONA 34FBRW WAS \$43,524 **NOW \$26,877** SAVE \$16,647 (866) 996-3140 Calera, AL STK# CLE19279



USED 2011 Coachmen CATALINA 38 BHDS WAS \$49,589 **NOW \$26,988** SAVE \$22,601 (866) 755-9604 Charleston, SC STK# CHN125655



NEW 2011 Keystone PREMIER 27RB WAS \$38,995 **NOW \$26,995** SAVE \$12,000 (888) 902-8565 Tallahassee, FL STK# TAL39428



NEW 2012 MVP RV IMPACT 22SS WAS \$28,627 **NOW \$26,997** SAVE \$1,630 (888) 463-3995 Colorado Springs, CO STK# KC211644



USED 2005 Carriage CAMEO CK33 WAS \$43,200 **NOW \$27,495** SAVE \$15,705 (888) 674-0275 Gulf Breeze, FL STK# GB40059



USED 2011 Keystone COPPER CANYON 292BH WAS \$41,339 **NOW \$27,877** SAVE \$13,462 (866) 996-3140 Calera, AL STK# CLE19284



USED 2008 Heartland BIG COUNTRY 3250TS **NOW \$27,995** (888) 617-5406 Oakwood, GA STK# ORV15957



USED 2010 Heartland EAGLE RIDGE 35DSRL **NOW \$27,995** (888) 617-5406 Oakwood, GA STK# ORV17083



USED 2007 Alpenlite VOYAGER 31CK WAS \$49,900 **NOW \$28,999** SAVE \$20,901 (866) 289-0113 Chattanooga, TN STK# CH6868



NEW 2011 Keystone FUZION 230 MSRP \$43,065 **NOW \$29,995** SAVE \$13,070 (888) 542-3819 Mesa, AZ STK# MES16789



USED 2008 Dutchmen MONTE VISTA 35RB WAS \$45,600 **NOW \$29,995** SAVE \$15,605 (888) 674-0275 Gulf Breeze, FL STK# GB38892



USED 2006 Keystone MONTANA 3600RE **NOW \$29,995** (888) 801-3226 Byron, GA STK# MAC16137



NEW 2011 Keystone HORNET RETREAT 39FDEN WAS \$42,888 **NOW \$29,995** SAVE \$12,893 (888) 625-5187 Fort Myers, FL STK# FTM13742



NEW 2011 Keystone HORNET RETREAT 39FDEN WAS \$42,599 **NOW \$29,995** SAVE \$12,604 (888) 674-0275 Gulf Breeze, FL STK# GB38635



USED 2008 Dutchmen GRAND JUNCTION 31TKS **NOW \$30,995** (888) 815-7523 Woodstock, GA STK# WDS17078



NEW 2011 Keystone FUZION 230 LIST PRICE \$46,267 **NOW \$32,753** SAVE \$13,514 (877) 834-0429 Bakersfield, CA STK# SLV21363 VIN # BF810503



NEW 2011 Jayco EAGLE SUPER LITE 31.5RLTS MSRP \$45,576 **NOW \$32,997** SAVE \$12,579 (888) 315-7967 Tucson, AZ STK# TUC13944



USED 2006 Carriage CAMEO 35KS3 **NOW \$33,779** (888) 801-3226 Byron, GA STK# MAC16043



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



USED 2010 Jayco EAGLE 30.5DDBSA **NOW \$34,995** (888) 614-5201 Draper, UT STK# ABRV39411



NEW 2011 Jayco EAGLE 321RLTS MSRP \$58,929 **NOW \$34,995** SAVE \$23,934 (888) 617-5406 Oakwood, GA STK# ORV15226



NEW 2011 Keystone MOUNTAINEER 335RET WAS \$58,262 **NOW \$34,997** SAVE \$23,265 (888) 903-6787 Harrisburg, PA STK# HAR67896



NEW 2011 Keystone LAREDO 324RL WAS \$50,646 **NOW \$35,995** SAVE \$14,651 (888) 471-3546 Chichester, NH STK# GRV507260



NEW 2011 Keystone LAREDO 310RE WAS \$50,390 **NOW \$34,999** SAVE \$15,391 (888) 471-3546 Chichester, NH STK# GRV507252



USED 2008 Forest River CEDAR CREEK 35L4QB WAS \$75,970 **NOW \$35,858** SAVE \$40,112 (888) 484-3906 Spartanburg, SC STK# GR125557



USED 2007 Keystone BIG SKY 340RLQ WAS \$64,000 **NOW \$36,449** SAVE \$27,551 (888) 484-3906 Spartanburg, SC STK# GR126054



USED 2007 Keystone MONTANA 3295 **NOW \$36,717** (888) 480-3175 Sacramento, CA STK# SAC12783B VIN # 74702833



USED 2008 Heartland BIG HORN 3600RL WAS \$52,798 **NOW \$36,985** SAVE \$15,813 (866) 673-0250 Statesville, NC STK# STA126284



USED 2007 Alpenite VOYAGER 34RLR WAS \$51,365 **NOW \$36,995** SAVE \$14,370 (888) 625-5187 Fort Myers, FL STK# FTM9740A



NEW 2011 Crossroads HAMPTON 38CK WAS \$63,695 **NOW \$37,500** SAVE \$26,195 (866) 648-5288 St. Augustine, FL STK# JAC38873



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



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$59,995 **NOW \$38,995** SAVE \$21,000 (888) 484-3906 Spartanburg, SC STK# GR124836



USED 2006 Keystone CAMBRIDGE 358RLS **NOW \$39,777** (888) 727-2952 North Little Rock, AR STK# LIT16974



NEW 2011 Keystone MONTANA HIGH COUNTRY 343RL WAS \$64,388 **NOW \$39,965** SAVE \$24,423 (888) 242-0293 Madison, WI STK# MAD18832



USED 2010 Keystone MONTANA 3150 WAS \$69,989 **NOW \$39,985** SAVE \$30,004 (866) 755-9604 Charleston, SC STK# CHN125677



USED 2011 Keystone MONTANA 333DB **NOW \$39,987** (888) 614-5201 Draper, UT STK# ABRV40241



USED 2009 Keystone CHALLENGER 35CKQ FW NOW \$39,995 (877) 834-0429 Bakersfield, CA STK# SLV21995 9E750174



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



NEW 2011 Forest River CEDAR CREEK 30RL WAS \$65,374 NOW \$39,995 SAVE \$25,379 (888) 903-6787 Harrisburg, PA STK# HAR68359



USED 2009 Heartland CYCLONE 3914 WAS \$58,985 NOW \$39,995 SAVE \$18,990 (888) 860-8684 Strafford, MO STK# STR14160A



USED 2009 Keystone MONTANA 2955RL NOW \$42,900 (888) 844-1758 New Braunfels, TX STK# SW9934A



USED 2010 Keystone EVEREST 340I NOW \$43,995 (888) 905-0490 Anthony, TX STK# LC15682A



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



USED 2008 Carriage CAMEO 35FD3 NOW \$47,900 (888) 844-1758 New Braunfels, TX STK# SW9705A



NEW 2011 Keystone RAPTOR 400RBG WAS \$80,169 NOW \$48,995 SAVE \$31,174 (866) 502-8238 Bath, NY STK# BAT65845



NEW 2011 Keystone MONTANA 3100RL WAS \$71,176 NOW \$48,995 SAVE \$22,181 (877) 289-0812 Las Vegas, NV STK# LVN39163



NEW 2011 Jayco PINNACLE 34RLTS WAS \$72,278 NOW \$48,999 SAVE \$23,279 (866) 415-9726 Wheat Ridge, CO STK# KC511165



NEW 2012 Dutchmen INFINITY 3640RL WAS \$76,644 NOW \$49,995 SAVE \$26,649 (888) 819-7952 Longmont, CO STK# KC111447



NEW 2011 Keystone RAPTOR 4014LEV WAS \$76,404 NOW \$49,995 SAVE \$26,409 (888) 682-3036 Churchville, NY STK# CHU69198



NEW 2011 Keystone MONTANA 3455SA WAS \$79,243 NOW \$54,995 SAVE \$24,248 (877) 289-0812 Las Vegas, NV STK# LVN38432



NEW 2012 Dutchmen INFINITY 3520MS WAS \$75,871 NOW \$54,995 SAVE \$20,876 (888) 463-3995 Colorado Springs, CO STK# KC211612



NEW 2011 Keystone MONTANA 3580RL LIST PRICE \$82,483 NOW \$56,977 SAVE \$25,506 (877) 834-0429 Bakersfield, CA STK# SLV21785 VIN # B4702100



NEW 2011 Keystone FUZION 405 WAS \$83,971 NOW \$59,995 SAVE \$23,976 (888) 860-8684 Strafford, MO STK# STR14162

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USED TRAVEL TRAILER TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2007 R-Vision TRAIL-LITE 189QB	FRV10358	\$12,995	\$9,988	(888) 568-2177
2003 R-Vision TRAIL-LITE M-8305S	FTM15801A	\$12,481	\$9,995	(888) 625-5187
2007 Dutchmen FREEDOM SPIRIT FS180	JAX19861	\$10,990	\$9,995	(877) 458-3214
2007 Coachmen CAPRI 271DS	JAX19860	\$15,799	\$13,789	(877) 458-3214
2002 Fleetwood WILDERNESS 34PGL	RD40606	\$15,988	\$13,988	(888) 475-5918
2007 Forest River SHAMROCK 23SS	KS8497A	\$18,995	\$13,995	(888) 454-1707
2006 Coachmen CAPTIVA 32	CRV5685	\$18,497	\$13,995	(877) 450-7415
2008 Keystone SPRINGDALE 252RD	MER15868	\$19,995	\$14,858	(888) 254-9145
2010 Forest River PUMA 20QB	COL21153	\$19,775	\$14,995	(888) 848-7312
2007 Sunnybrook SUNSET CREEK 269BH	LAK8692	\$19,999	\$15,295	(877) 554-3516
2008 Dutchmen FREEDOM SPIRIT 26F-D5L	HIL37045	\$17,950	\$15,950	(888) 859-6653
2007 Skyline LAYTON 3150	SYU73048	\$19,999	\$15,977	(888) 672-5049
2006 Coachmen CAPTIVA 280	TAL39726	\$20,995	\$16,995	(888) 902-8565
2005 Dutchmen COLORADO 30RL	FTM12097A	\$19,575	\$17,995	(888) 625-5187
2006 Jayco JAY FLIGHT 31BHS	CLE19282	\$25,641	\$18,995	(866) 996-3140
2006 Americamp AMERICAMP 3150BS	GB39075C	\$25,563	\$20,403	(888) 674-0275
2011 Pacific Coachworks TANGO 256RKS	FRV10435	\$27,995	\$21,995	(888) 568-2177
2007 Keystone COUGAR 302RLBS	JAX19858	\$26,985	\$24,319	(877) 458-3214
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 Starcraft AR-ONE 14RB	SAC16356	\$12,927	\$10,950	(888) 480-3175
2011 Jayco JAY FLIGHT SWIFT 198RD	ARV15710	\$19,232	\$13,980	(888) 896-2801
2011 Jayco JAY FLIGHT 19BH	ARV15789	\$21,421	\$15,988	(888) 896-2801
2012 Dutchmen DUTCHMEN 196RD	LC15905	\$21,866	\$15,995	(888) 905-0490
2011 Keystone HIDEOUT 21FQS	LVN40035	\$24,355	\$17,995	(877) 289-0812
2011 Jayco JAY FEATHER SPORT X20E	LC16012	\$23,019	\$17,995	(888) 905-0490
2011 Jayco JAY FLIGHT 26BH	LC15795	\$21,994	\$17,995	(888) 905-0490
2011 Dutchmen DUTCHMEN 265BHS	RD39785	\$25,180	\$18,995	(888) 475-5918
2011 Keystone HIDEOUT 30FKDS	DCW7876	\$27,083	\$19,995	(888) 474-1330
2011 Keystone SPRINTER 264BHS	JAC38493	\$26,495	\$19,995	(866) 648-5288
2011 Heartland PROWLER SPORT 23PFBB	STA125787	\$24,998	\$20,765	(866) 673-0250
2012 Keystone BULLET 198RBS	CHN125806	\$27,770	\$20,849	(866) 755-9604
2011 Crossroads SLINGSHOT 29BH	CFX4011	\$29,299	\$21,998	(888) 457-4801
2012 Keystone SPRINGDALE 266RLSSR	CHN127518	\$29,326	\$22,788	(866) 755-9604
2011 Crossroads ZINGER 29DB	CHN127614	\$27,798	\$22,865	(866) 755-9604
2012 Dutchmen RUBICON 2100	CFX3724	\$31,051	\$22,995	(888) 457-4801
2011 Keystone HIDEOUT 31BHS	CB117141	\$28,840	\$22,995	(866) 820-0335
2012 Crossroads ZINGER 255B	STR15958	\$28,538	\$22,995	(888) 860-8684
2011 MVP RV IMPACT 21FS	ABRV37741	\$29,543	\$23,976	(888) 614-5201
2012 Keystone HIDEOUT 30RKS	KC211763	\$31,768	\$23,997	(888) 463-3995
2012 Dutchmen AEROLITE 269BHSS	SW9852	\$30,097	\$24,900	(888) 844-1758
2011 Keystone BULLET 200EXP	KY37365	\$28,508	\$25,658	(888) 641-0925
2012 Crossroads ZINGER 25RB	STR17793	\$28,207	\$25,995	(888) 860-8684
2012 Dutchmen KODIAK 263RLSL	CHU69834	\$35,491	\$26,995	(888) 682-3036
2011 Keystone SPRINTER 277RLS	WDS15901	\$32,435	\$26,997	(888) 815-7523
2012 Keystone BULLET 2860BS	MB125386	\$29,676	\$26,997	(888) 692-9016
2012 Keystone OUTBACK 279RB	MAC15729	\$36,264	\$27,949	(888) 801-3226
2011 Keystone SPRINTER 277RLS	HIL36969	\$35,759	\$27,950	(888) 859-6653
2011 Keystone OUTBACK 301BQ	TAL39634	\$36,995	\$27,995	(888) 902-8565
2012 Dutchmen DENALI 262RB	CB115370	\$34,003	\$28,875	(866) 820-0335
2011 Keystone OUTBACK 280RS	TAL39149	\$38,995	\$28,995	(888) 902-8565
2011 Keystone SPRINTER 264BHS	SLV21517	\$33,913	\$28,995	(877) 834-0429
2012 Keystone SPRINGDALE 303BHSSR	MB127454	\$32,976	\$29,589	(888) 692-9016
2011 Keystone OUTBACK 230RS	SLV22212	\$36,680	\$29,995	(877) 834-0429
2011 Keystone COUGAR 29FKS	KY38127	\$34,477	\$31,865	(888) 641-0925

USED FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1986 Thor CITATION 30	RD40762	\$6,995	\$5,995	(888) 475-5918
1993 Dutchmen DUTCHMEN 26	HIL39281	\$7,950	\$6,000	(888) 859-6653
1994 Fleetwood TERRY 26	STA126225	\$7,995	\$6,895	(866) 673-0250
1999 Dutchmen CLASSIC 27RK	JAC40374	\$8,999	\$6,999	(866) 648-5288
1997 Thor CITATION 28	STA126036	\$8,995	\$7,495	(866) 673-0250
2001 Gulf Stream INNSBRUCK 28RL	JAC39971	\$12,999	\$9,999	(866) 648-5288
2004 Forest River SANDPIPER 31RSS	CHU72480	\$16,400	\$11,995	(888) 682-3036
2000 Forest River CEDAR CREEK 30	JAX20091	\$14,662	\$12,899	(877) 458-3214
2002 Newmar AMERICAN STAR 32RLSB	KC211305B	\$18,997	\$13,997	(888) 463-3995
2001 Keystone BOBCAT 282	JAX19857	\$18,400	\$14,860	(877) 458-3214
2003 Keystone MONTANA 285ORK	OCACI028	\$18,995	\$14,995	(877) 774-0328
2003 Keystone MONTANA 2880	SYU73044	\$21,504	\$15,988	(888) 672-5049
2007 Forest River WILDCAT 29RLBS	OCA19191	\$19,995	\$16,888	(877) 774-0328
2002 Fleetwood TRIUMPH 31.5G	POR37939	\$22,950	\$17,146	(888) 850-5575
2008 Pacific Coachworks TANGO 2760	MER16226	\$23,999	\$17,858	(888) 254-9145
2006 Fleetwood ADVANTAGE 295RLS	POR36739	\$24,950	\$18,900	(888) 850-5575
2003 Forest River SANDPIPER 37SP	HIL40260	\$22,950	\$19,950	(888) 859-6653
2003 Gulf Stream PRAIRIE SCHOONER 31FTS	RD41322	\$24,988	\$19,988	(888) 475-5918
2007 Monaco STARWOOD LX 32SKT	KC111444B1	\$26,995	\$19,995	(888) 819-7952
2004 Prowler REGAL 2952B	HIL39261	\$23,950	\$21,950	(888) 859-6653
2006 Jayco EAGLE 281RLS	MB126213	\$26,480	\$21,995	(888) 692-9016
2009 Keystone COUGAR 276RLS	CB18632	\$29,995	\$22,477	(866) 820-0335
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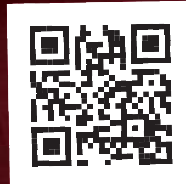
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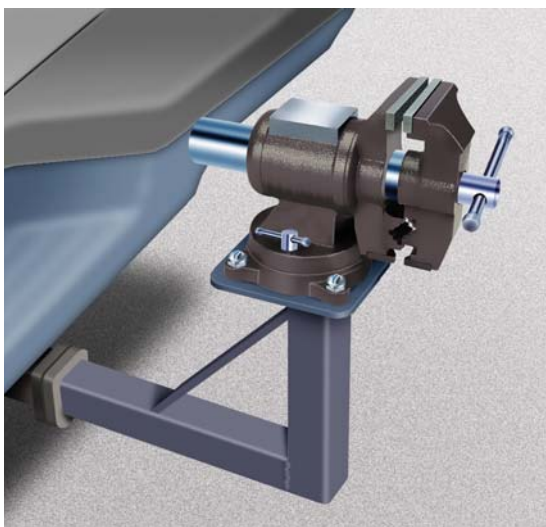
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A compilation of tried-and-true tips **From RVers**



NEVER WITHOUT A VISE ↑

I made a bracket on which to mount a swivel vise. The bracket is made with 2-inch square tubing and fits in a standard 2-inch receiver. I used a 19-inch steel tube coming out of the receiver squared up to a 13-inch tall vertical tube. For support, I welded an 11-inch long sheet steel bracket at an angle between the two pieces. On top of the vertical piece, I welded on a 6-inch square plate, in which I drilled three holes to mount the vise with 3/8-inch bolts. Don't forget to drill a 5/8-inch hole on the long horizontal piece for the pin in your hitch receiver.

William Bouma, Wildwood, Illinois



Illustrations by Bill Tipton

To send your submission, write to 3300 Fernbrook Lane N, Suite 200, Minneapolis, MN 55447. Please include an illustration if applicable.

LIGHT IT UP →

We and our friends have fallen in love with simple, battery-operated, push-top lights for use in our RV and at the campsite. They have endless uses. Inside the RV, we use them for many things – from lighting up dark storage compartments to serving as an easy-to-use night-light near the bed or in the bathroom. Outside, we've used them for dim lighting near the door or on a picnic table – we've even used them to help us back into a tight area at night. Decent ones can be purchased for less than \$10 each.

Rick Myers, Elmira, New York



MAINTENANCE MINDER

I just bought a new truck and expect to give it the same care and attention that permitted me to get top dollar for my old one. It's really simple. My maintenance schedule is based on a 3,000-mile interval reminder.

Using a label maker, I first make a strip that reads: "Next service check due." This I affixed permanently to the face of the vehicle speedometer lens in a position where it does not block any instrumentation. Then, I just print out the mileage at which I will undertake necessary maintenance and position it below the first label.

After each service has been completed, I peel off the old numbers and replace them with a newly oriented label showing the next mileage interval at which maintenance will be due.

Donald E. Hondorp, Grand Rapids, Michigan

← PULL-TOP MAGIC

Take the pull-top cap off of a quality water bottle (the type that you can pull up to let water out and then push down to close off the flow) and thread it onto a quart-sized bottle of motor oil. This has several advantages. First, it allows you more control over your oil bottle, reducing the chances of spilling and, in some cases, taking the place of a funnel. It also allows you to direct the oil into hard-to-reach places. And using a good pull-top seals the oil as well as the original oil cap for spill-proof storage.

David Blake, Otsego, Minnesota

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TIRE TRAUMA

We had ST235/80R16 Goodyear Marathon tires on our 2010 Keystone Montana trailer. While traveling south on Route 85 in North Carolina, our driver's side rear tire blew out with such force that it damaged the side of the RV to the tune of \$982. Two days later the front tire blew out on the driver's side in South Carolina. These tires are rated to carry 3,420 pounds single and are made in China. I check the air pressure every morning for 80 psi in all four tires before we start the day. The shipping weight on the 2010 model 3455SA Montana is 12,270 pounds. The carrying capacity for the unit is 3,290 pounds for a total of 15,560 pounds max weight. The four Goodyear tires rated at 3,420 pounds come to 13,680 pounds.

Am I wrong in saying the tires on my RV are not the correct tires for the unit? I would think the four tires should be rated to carry at least the 15,560 pounds. When I took the RV to the dealer for repair, the body shop manager said he has seen a lot of these tires blow out and cause damage. The tire dealers are recommending a 12- or 14-ply tire for the unit. I'm going to replace all the tires on this unit with 12-ply tires rated at 3,960 pounds single. Goodyear says I must have hit something in the road to blow out the tires. Two new Goodyear tires cost us \$442.39. If there

was something in the road, why didn't the truck tires blow out first?

I also replaced the rear passenger-side tire, as it does not look right to me. The tread is uneven and I did not want another blow out. These tires came on the new unit in 2009. The date code on the passenger tire is 1908. We do cover the tires when the unit is not being used and the tires are kept on plywood. We tow with a 2006 Chevy Silverado 2500 diesel. Any advice would be appreciated.

Dick Jarvela, Palm Bay, Florida

Fifth-wheel trailers are designed to carry about 20 percent of their weight on the hitch, so subtract 20 percent from the 15,560 maximum weight. That calculates to 12,448 pounds, which is how much of the maximum portion of the fully loaded trailer's weight should be carried by the tires. That figure is well below the 13,680 pounds the four tires are rated for. Tire manufacturers now use load ranges such as E and F, rather than ply ratings. Tire inflation pressure should be determined by actually weighing the loaded RV's axles on a truck scale and then referring to a load-inflation table from that tire manufacturer (available online or at tire dealers). A date code of 1908 means the tire was made in the 19th week of 2008, so age should not be the cause of failure. It is possible that the tires picked up nails or something, leaked down, got hot and blew apart. I've seen it a number of times where the first tires that run over an object stand it up, so a following tire will be punctured. In fact I've seen more punctures in rear tires than fronts.

Have a qualified shop check your trailer's axle alignment. This is an often-overlooked factor in excess tire failure situations. Also, having your trailer tires balanced is a good idea for the same reasons it's a good idea on your tow rig: The cost is low and you can add miles and years to your trailer tire lifespan. - 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 RVclinic@trailerlife.com. No phone calls.

TRAILER HITCH BOUNCE

We recently retired and purchased a KZ Sportsman Classic with one axle. It weighs 2,700 pounds and measures 15 feet long. We tow it with a 2010 Jeep Grand Cherokee that is rated to tow 3,500 pounds. During our first outing, with slight exaggeration, it felt like we were in a small boat in a choppy sea. Our vehicle went up and down and sideways to our great discomfort. There was no wind and the trailer had no water and very little added weight. Since the Cherokee's hitch is so high we purchased a 9-inch drop coupling which makes the tow very close to level. I have been researching sway bars and the like but I am hesitant to purchase one as our vehicle's motion is more up and down than sideways.

Pete Thorpe, Dickinson, Texas

Because you didn't specify the details I'm going to go out on a limb here, Pete, and conclude you're probably using a dead-weight hitch rather than a weight-distributing (WD) hitch. If that's the case, that bouncing and weaving you feel is the result of the hitch weight on the hind end of your Cherokee. Not only does it load down the rear axle, it then unloads the front axle due to the leverage effect, with the rear axle acting as a fulcrum. Your front suspension and steering are designed to function at a certain ride height, which keeps the alignment correct for optimum steering response, and when you raise the front end a bit it throws off that alignment to some degree. It may feel as if a large bungee cord is attached to your front bumper and lifting the front of the car while driving.

When you traverse bumps or dips in the road, the combined effect of the Cherokee suspension and the trailer suspension flexing vertically plus the leverage of the hitch weight out back can indeed make for an uneasy ride. That's true even if the trailer is the right weight for your tow rig.

I'd recommend a WD hitch as your next equipment purchase. These hitches are available in a wide range of weight capacities and there's a right one for your setup that does the job without being overkill. It distributes the hitch weight to both of the tow rig's rear and front axles and lets you tow with your lashup on an even keel. The friction-type sway control is also a good idea to further keep lateral sway in check, and would be the next good investment. Also, be

sure your trailer has at least 10 or 11 percent of its overall weight on its hitch, as this also contributes to safe and stable towing. —J.J.

HOT OVEN

We have a 2001 Jayco Designer with an Atwood stove. Every time I turn on the oven it goes way past the designated temperature. Someone told us to put a piece of ceramic tile in the bottom. I did, but there was no difference. Then when I put it on the lower rack, it broke. I have to open the door and turn down the temperature all the time. I do have a little gauge hanging on the lower rack to adjust the temperature with. Anything you can advise would be helpful.

Marge Sams, via email

Some oven controls can be adjusted with reference to an oven thermometer. Check your owner's manual for the procedure. Ovens use temperature probes to determine the temperature. If necessary, replacing a temperature probe is relatively easy. Instructions vary by model of oven, so check with the manufacturer before attempting to replace a probe, or have it done by an RV shop. Atwood can be reached at (800) 825-4328 or at www.atwoodmobile.com. KF

POWER FOR A SAT SYSTEM

We have a 2010 Keystone Cougar 26 BRS travel trailer. I recently purchased a Winegard GM1518 portable satellite system. The Winegard needs a cigarette lighter receptacle to plug into as it requires a 12-volt DC source of power. This trailer does not have a cigarette lighter receptacle like most fifth-wheels or motorhomes I've seen, so I am looking for suggestions on a power source for the Winegard.

Al Ferrara,

Saskatchewan, Canada

You can buy cigarette-lighter type power receptacles through Camping World or auto parts stores like Pep Boys, NAPA, etc., for a few dollars. Depending on where you mount it, you might drill through a cabinet, or use a mounting bracket that often comes with the receptacle and hang it under a cabinet. You will need some flexible, insulated wire (it should be about 16 gauge). You can use lamp (zip) cord or separate wires. Run the ground wire from the outside of the socket

to a clean ground on the chassis. Run the positive wire as unobtrusively as possible (through cabinets, etc.) to the fuse panel. Connect it to power through a fuse and you're in business. KF

EXCESS BLOWOUTS

I'm sorry to say we've had the same frequent-blowout trouble as Bill Phillips of Houston, Texas (RV Clinic, July 2011). We had a 31-foot Sunny Brook fifth-wheel. I can't remember how many blowouts we had before the right tire shop fixed the problem. The 15-inch load range C tires were too light. We went to a load range E 15-inch tire, and that was the end of our blowout trouble. I hope this is helpful.

Vince Hedrick,

Jacksonville, North Carolina

It's good you found a successful solution to your problem, Vince. Going to higher-rated tires is one way to address frequent blowouts. It's also possible that the tires weren't too small, but the trailer may have been too heavy. Have you ever taken your trailer, loaded and ready for the road, to a public scale to weigh it and check that weight against the trailer's gross vehicle weight rating (gvwr)? It's possible the tires were an OK match for the trailer's gvwr, but if it was overloaded, all bets are off. Going to a higher-rated tire, while making sure your wheels are likewise rated to handle the higher load, is a good way to help avoid the problems. —J.J.

PROPANE PROBLEM

I have two 30-pound upright propane cylinders mounted to the A-frame of my travel trailer. The area where the cylinder base rings contact the base plate is rusting. I want to remove the cylinders to accomplish preservation work to both the contacting surfaces. Work on the base plate is simple, but to work on the cylinders will require turning them upside down. My cylinders are equipped with Overfill Protection Devices. Will inverting them cause any damage to the internal OPD mechanisms?

Edward Phillips, via email

They are designed to take a jostling on the road. As long as you handle the cylinders gently, inverting them to sand and painting the bottoms shouldn't damage the OPD mechanisms. KF

AMERICA'S OUTBACK

by Bill Graves

KNOXVILLE, TENNESSEE

**"A CULTURE FED BY THOSE WHO
TEACH AND THOSE WHO LEARN
NEVER LACKS FOR EXHILARATION."**

I've forgotten what it's like to break a nine-to-five workday with lunch in a wooded park where spring is rampant. And I can't remember the last time I laughed at kids running with feigned trepidation through sidewalk fountains: those mini-geysers that squirt from cement circles in outdoor malls. And dinner at a sidewalk café on a warm evening – it's been years.

It's nice to go back and have a serious look every so often. It keeps things in perspective and memories fresh. I'm in Knoxville, Tennessee. Not an overly big city, but it has more people in one place – 185,000 – than any that I am used to in my travels.

The 400-acre campus of the University of Tennessee is here. A university always makes a place more vibrant, with its sports and special events, museums and libraries. A culture fed by those who teach and those who learn never lacks for exhilaration.

It's healthy for a city to have an allotment of young people that's higher than average. It raises the energy level. It gives the place a feeling of being relevant, contemporary and even on the edge. And Wi-Fi is in the air everywhere.

Knoxville is also a county seat. Here in the South, that means stately brick buildings – courthouses, old and new – each with a dignified steeple or at least a colorful dome.

The World's Fair was held here in 1982. From that, Knoxville emerged as a major metropolis.

The key player in its economic stability is the Tennessee Valley Authority. With its headquarters here, the TVA oversees regional networks of dams, among other things. It was one of President Franklin Roosevelt's solutions, created in 1933, to lift the nation out of the depths of the Great Depression.

During the excavation process to build the dams along the Tennessee River, the TVA crews were careful to preserve the artifacts they uncovered. Those vestiges of earlier times are now in the McClung Museum at the university, rooms full of them actually.

To get a close look at the river that goes right



While the kids cool off in the fountains in Market Square, office workers and shoppers take a break in the shade at Krutch Park in downtown Knoxville. WDVX-FM showcases local talent in broadcasts of live country music six days a week.

through town, I joined a group going out on the *Volunteer Princess*. It's a 96-foot yacht that urbanites take to for everything from a Sunday brunch to pizza and taco cruises. The boat was made in Wisconsin and delivered here using our inland river system.

Underway, I was chatting with the skipper. He gave me the wheel, saying that if I could navigate an RV across the country, I could probably get his \$2 million boat safely between a couple bridge stanchions. The correlation escaped me, but I did it.

Looking at a map, he showed me how the Tennessee River does something unique: It shows itself at both ends of the state, but does not pass through it. Forming here in eastern Tennessee, it heads south, exiting at the bottom of the state. Then it takes a westerly course across Alabama. Turning north, it re-enters Tennessee near Savanna, ending up in the Ohio River and completing a 652-mile U-turn.

We think of Nashville and Memphis, west of here, as being the core of country music in Tennessee. A musician told me, "Knoxville is Nashville without the industry pressure and with lower rents." Where else is there a live radio show that showcases county music performers? Broadcast on two FM stations, it happens here every weekday at noon at the Café Gourmet in the Knoxville Visitor Center.

I had lunch there. A couple dozen country-rooted music fans made an appreciative audience. It was great.

And so is Knoxville. But that's enough of the city. I'm outta here.

Welcome to America's Outback. 📧

Bill's email address: roadscribe@aol.com
Next month Bill will visit Virginia's Poplar Forest.



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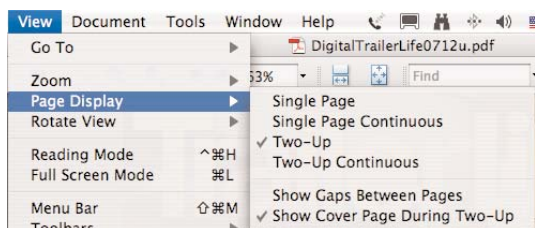


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