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User Guide

Contents



40

FEATURES

23 | Step Right Up!

The John and Mable Ringling Museum of Art in Sarasota, Fla., celebrates the remarkable legacy of the famed circus entrepreneur

26 | Ambling Through an Arkansas Autumn

Northeastern Arkansas provides plenty of fall foliage and unexpected attractions

33 | Happy as Clams

Washington state's Long Beach Peninsula has cranberry everything, fresh fish and tall ships

40 | Trailblazing in New York State

You don't have to be an avid hiker to enjoy wilderness trails throughout The Empire State

47 | The RV Party of the Year

From shopping to concerts to contests and socializing, this year's Good Sam Rally, presented by DISH Network, had it all

50 | Stars of The Rally

Top manufacturers have pulled out all the stops for 2012 with these innovative motorhomes

55 | A No-Stress Approach to Motorhome Repair

A Master Certified RV Technician breaks down the troubleshooting process to simplify diagnosis

58 | 2012 Fleetwood Bounder 35K

The iconic Class A gas coach has a new look and luxury appointments that rival diesel-pushers

63 | Am I Smart Enough for a Smartphone?

With useful apps and functions, smartphones can be a worthwhile upgrade for RVers

DEPARTMENTS

- 4 | On Ramp
- 6 | P.O. Box
- 10 | Contact MotorHome
- 12 | Life on the Road
- 15 | Escapes
- 16 | Events
- 17 | Noteworthy/News Briefs
- 18 | Wheels & Gear
- 20 | Crossroads
- 68 | Quick Tips
- 69 | Hands-On
- 70 | Hot Line
- 71 | Coach & Powertrain
- 92 | Advertisers Index
- 97 | Free Travel Information
- 98 | Off Ramp



26



50



55

On The Cover: Camping at Flying Flags RV Resort & Campground in Buellton, Calif. The resort features roomy pull-through sites with full hookups and 28-foot-wide concrete pads — an ideal setup for the new Fleetwood Bounder 35K (see test on page 58). Photo by Fred Pausch.

WARRANTY RACE

When we asked the question, “Do you think that motorhome warranties are lacking considering the cost of buying a motorhome?” in P.O. Box (August issue), the response was, as expected, very high. This is a subject that coach owners are passionate about. The overwhelming number of respondents told us that warranties are not long enough.

But the issue is more complicated than simply the desire to have more coverage. Motorhomes are complex vehicles with components supplied by a variety of parts and accessory manufacturers. Consequently, there’s a whole range of places and situations where something can go wrong. And that doesn’t include problems caused by improper maintenance.

Let’s dissect the issue further. First of all, gas chassis are protected by longer warranties, parallel to the typical auto coverage, which is 36,000 miles or three years. Diesel engines used as pushers are usually protected to 100,000 miles or five years. The issue is primarily what’s above the chassis. Most coach manufacturers stand behind their products for only one year; same goes for the majority of the appliance and accessory suppliers. Generally, components that have a manufacturing defect will fail during the first year — if they’re used. And that’s the rub. The average motorhome owner travels less than a month a year when adding up days on the road. Components that sit dormant for months typically don’t break within the first year. It’s a simple matter of actuaries.

New stationary homes, in a parallel comparison, normally have the same one-year warranty coverage. The difference here is in the usage; most people live in their homes all year, giving the appliances and structure a good workout. Full-time RVers have the advantage here. Nevertheless — even though motorhome quality has improved dramatically over the years — some improvement is still in order.

Part of the issue is market pressure. Buyers shop price and manufacturers respond by building models that have different levels of materials. Competition



is fierce and coachbuilder purchasing agents are going to squeeze every nickel they can in an attempt to keep prices down. Granted buyers want to spend less, but is that the way we should be thinking? If we focus on value — and how the coach fits our lifestyle — we’ll likely be more satisfied with our motorhomes.

Pairing usage to the right coach is paramount. Years ago, I tried to convince a few manufacturers to offer packages that would include more robust features, using higher-end fixtures and upgrading systems to include higher capacities and offer better longevity. Call it a full-timers package, if you will. The idea is to improve on the components/fixtures that fail prematurely under heavy use and add systems that make long-term travel more comfortable and practical. This would up the price, but in most cases it’s cheaper for the factory to incorporate upgrades than to add the options and/or make repairs at a later date — and the motorhome is likely to experience fewer breakdowns. To be fair, buyers must recognize the differences when shopping; otherwise it puts dealers at a disadvantage when trying to sell against lower-priced products that look similar but don’t have the upgrades.

One thing is for sure, motorhomes are not going to become less complex. Hopefully, higher efficiency, better quality and electronically controlled devices will keep us out of the repair shops. Just in case, buying an extended warranty from a reliable provider will level the playing field, especially for those who keep their coaches in storage for long periods of time.

Better yet, get out and use your motorhome more often and find the bugs before any extended warranty kicks in. ♦

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User Guide

Contents



“DO YOU THINK MOTORHOME WARRANTIES ARE LACKING CONSIDERING THE COST OF BUYING A MOTORHOME? WHY OR WHY NOT?”

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

JUST DO IT RIGHT THE FIRST TIME

Of course motorhome warranties should be longer. In 2006, my new Presidio included a three-year warranty; starting in 2007, the warranties were reduced to one year. If the industry learned how to control quality in the first place, they wouldn’t fear extending their warranties and they would save thousands of dollars per unit. Just as Detroit had to learn how to produce a quality product in order to compete with the Japanese, the RV industry should learn the process of “doing it right the first time.”

JERRY CONKLIN | DESERT HILLS, ARIZ.

YOU GOTTA HAVE FAITH

Yes, we think that motorhome warranties are lacking considering the cost of buying a motorhome! Considering the warranty a consumer gets with an automobile, which is driven significantly more and costs significantly less, I’d think the RV industry would have more faith in its product line and offer a longer warranty for its vehicles.

SKIP AND TERRI PRITCHETT | LEBANON, MO.

LEFT OUT IN THE COLD

Yes of course warranties are lacking — how foolish to pay that kind of money for a motorhome and not have the security of a longer warranty. If the product is truly a good one then the manufacturer should stand behind its work. For those of us with a short RV season, by the time we find out there’s a problem the warranty has run out.

CHARLES POLITO | STRATHAM, N.H.

HOT IN CLEVELAND

Warranties on the non-chassis components are very weak. Many manufacturers have a one-year warranty, but some owners may not travel more than a few thousand miles in a year. Not much coverage except for those who really use it hard in the first year. The only failures likely to be covered are the “out of the box” kind. What happened to three years or 36,000 miles, whichever comes first, like the auto companies give?

MARK LITTLE | CLEVELAND

IN SEARCH OF A RIG THAT CAN STAND THE TEST OF TIME

Modern materials and methods allow auto manufacturers to provide, and deliver on, warranties that reach 100,000 miles. Automobiles are treated much more casually than expensive RVs, so if reasonable care and thought are put into RV design then they should carry a reasonable warranty. Current warranties mean that we will never



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**GEOFFREY PRUETT
PORTLAND, ORE.**

ACCEPT THE SHORT WARRANTY, OR DON'T BUY

The issue is that most automobiles are built in the thousands or even hundreds of thousands. With this amount of risk, and this amount of returned capital, it makes sense to spend millions of dollars on thoroughly testing a vehicle to make sure nothing is overlooked.

But when an RV manufacturer builds 40 coaches, even if they are expensive, there is only so much testing that can be profitably done. With limited money to test with, lowering their risk with a short warranty is the only way to survive.

Even though they may have been making coaches for years, any future improvements would require a whole new battery of tests (both for the new design/part itself, and its interaction with the existing coach systems/materials). It comes down to this: Either accept the short warranty or just don't buy an RV.

K. CARL MILBRODT | MCBEE, S.C.

GIVE AND TAKE

We have traveled in coaches for 30 years. We started with an old Executive and went with Newmars back in the 1990s and 2000s as they used to extend a three-year warranty. For the past 12 years we have been with Tiffin Motorhomes as it has the same warranty but is very good about support and help with items even after the warranty expires.

We aren't the type of people who expect every little thing to be taken care of — if I can do it and the RV manufacturer will send me the part, then I'll fix it. If a problem shows up after warranty and is the fault of workmanship, building or lack of someone's attention, then we think some help should be extended.

I've told Bob Tiffin that his graciousness toward his customers is great, but we've seen some motorhome owners try to take advantage of getting all they can from the repair techs. RV owners should not nickel-and-dime the builder to death.

**STEVE AND CYNTHIA ECTON
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User Guide

Contents

OIL THE O-RING

I enjoyed the August Quick Tip, "Avoiding Oil Starvation." I've been changing the oil in all my vehicles and farm equipment for about 55 years. My dad taught me the trick of "filling the filter" when I was learning about care of motors when filters went into metal canisters.

One thing that was not mentioned, and is very important when changing all filters, is to oil the rubber "O" ring at the top of the filter. Do this no matter what kind of a filter, even a water filter as on most diesel motorhomes like my Newmar Mountain Aire. Without oil it makes it almost impossible to remove and with oil it seals better and is easily removed.

GEORGE MCELVY
EDGAR SPRINGS, MO.

NO PEDESTALS IN RV PARKS

Regarding "Getting a Charge Out of RV Parks" (Noteworthy, August), I understand that RV parks may be the coming thing for electric vehicle refueling, but that could only work for a short time — certainly not for the long haul. I can't imagine sitting in my subcompact electric car in an RV park for four hours to recharge the battery. What would I do while I was waiting?

We live in a fast-paced, multitasking, emailing, texting, cyber world of instant gratification and we must be constantly entertained. I am 73 years old and retired with no time commitments, and I'd still have a problem with this. I think these recharge pedestals have a place at shopping malls, motels, restaurants or workplaces, but I don't think we'll see the day when it will be profitable for an RV park.

DON ROBINSON
NORTH VERNON, IND.

FRESHMEN FUN

I just finished reading the August article by Thomas Michalski, "Neophyte Campers Take On a Cross-Country Trip," about how he and his wife, Patricia, tackled the road as new RVers. It brought back many vivid memories of the adventures and misadventures my wife and I have shared during 30 years of RVing. From our first camping experiences in our pop-up, progressing on to a van conversion we built ourselves, and then getting

our first factory-built motorhome, the RV bug firmly took hold in our lives. We've now been full-timers since 2002 living in a Class A. What a sometimes wild and crazy but wonderful trip it's been.

I'm also glad that Tom is once again using his skills as a writer. He was a regular contributor for a weekly newspaper where we live in the Tampa Bay area of Florida. I always looked forward to his wit and candor that came through in his articles. I've missed his contributions since he retired last year. Tom, please make this the first of many more articles about your RVing adventures and discoveries.

FRED BRUDER | SEMINOLE, FLA.

FRUSTRATING FUEL STOPS

We own one of the "affordable Class A's" Bob Livingston discussed in the August issue (On Ramp), but we have one problem with them. The trouble is, most if not all of these coaches have gasoline engines. The engine itself isn't the problem (we're happy with our Fleetwood Terra LX 34N), but we are almost always stressed when it comes time to refuel.

We tow a dinghy and as everyone knows, you can't back up while using a tow bar. Herein lies the problem: all gas stations are designed for refueling cars, not a 34-foot RV towing another 15 feet. We only know of one station, Flying J, that accommodates RVs that need fuel.

Then, to make matters worse, if you do find a station that you can enter and leave without getting stuck, you have to make three or four transactions with your credit card. Most, if not all stations won't allow you to charge more than \$60. You can't fill up a Class A coach with \$60!

We've decided to leave our dinghy at home and rent a car when we get to our destination.

BOB AND NANCY ADAMSKI
LOUDON, TENN.

QUESTION:

What changes would you like to see fuel stations make in order to better accommodate motorhomes?

Send your comments to MotorHome, 2575 Vista Del Mar Drive, Ventura, CA 93001; or email letters@motorhomemagazine.com. ♦

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COLD WEATHER CAMPING

It's no secret to experienced RVers that cold weather months can be a great time to travel and camp in a motorhome. Today's insulated motorhomes with their efficient heating systems provide a snug refuge from unpleasant weather. Hot meals and drinks are easily prepared on the galley stove. Clothing to match the changing weather is conveniently available in closets and drawers. And while others participate in outdoor activities, comfort lovers can enjoy the luxury of curling up on the couch with a good book.

A few simple arrangements will make it easy to expand the time you spend camping in your motorhome.

Prepare your motorhome as you would for any trip. Engines demand more electrical starting power during cold weather so check the condition of your chassis battery. Be sure your engine's cooling system has the appropriate mix of antifreeze and, after filling your windshield-washer reservoir, check your windshield wipers.

Cold weather camping doesn't necessarily have to include snow and ice but you may want to carry a set of tire chains, just in case. Practice putting them on at a time and place where it's warm and dry.

Your motorhome's built-in heating system should be adequate for keeping the interior warm. Remember, though, that a forced-air furnace, in addition to LP-gas consumption, will draw up to 7 amps of battery power while operating. This could represent a considerable drain on the coach battery if electric hookups are not available.

If you do have an electric hookup, try warming the interior of your coach with the forced-air furnace and then switching to a portable electric heater. The electric heater will maintain a comfortable temperature and minimize the

time the furnace has to operate.

If you will not have an electric hookup, consider using a catalytic heater. A catalytic heater releases energy in the form of radiated heat. It requires no electricity and utilizes LP-gas more efficiently than a forced-air furnace. Keep in mind that catalytic heaters consume oxygen from inside the coach and should only be operated when open windows and vents can provide adequate ventilation.

Prevent your water and sewer hoses from freezing by disconnecting, draining and storing them when outside temperatures drop below 40 degrees.

Look for ways to improve your RV's ability to retain heat. Windows can be insulated against the cold with heavy drapes or curtains. Cover the inside of roof vents and skylights with plastic foam or snap-on vinyl covers. Throw rugs, especially on tile flooring, will add

insulation to the floors. They will also protect the carpeting against tracked-in moisture and dirt.

Determine what measures may be needed to protect your motorhome's plumbing from freezing temperatures. The freshwater tank, water pump, pipes, drains, holding tanks and dump valves of many motorhomes are protected inside heated channels or compartments. The heat source is a duct from the forced-air furnace. As long as the furnace runs periodically, the water in the pipes and tanks shouldn't freeze.

Other motorhomes, however, may have their drains, holding tanks and dump valves exposed to outside temperatures. Empty the holding tanks if they will be subject to freezing temperatures and pour a couple of quarts of nontoxic, biodegradable antifreeze into each holding tank. This will protect the dump valves. Add more antifreeze as wastewater fills the tanks. Pouring the antifreeze through the shower drain and into the gray-water tank will also protect the drain pipe below the shower.

If you find yourself in extreme cold temperatures, you can always drain the water system if you are unable to protect the freshwater pump or plumbing from freezing. Better yet, use compressed air to blow the remaining water from the pipes or simply pump nontoxic, potable antifreeze throughout the water system.

Some cold weather RVers winterize and then don't use their plumbing system at all. Instead, they carry containers of drinking water inside the living area of the coach and rely completely upon the campground's restroom facilities. Call ahead to the campground if this is your plan. Some campgrounds close their restrooms during the off-season and others may only have electrical hookups available.

Winter RVing is a little different but certainly not difficult. With a little experience you'll soon find yourself enjoying your cold weather journeys. And don't be surprised if you find yourself in an almost empty campground experiencing unseasonably warm, balmy weather.

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

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HOMESTEADS IN JACKSON HOLE, WYO.

Nestled in the southeastern corner of Grand Teton National Park in the valley known as Jackson Hole, Mormon Row Historic District is dwarfed by the magnificent Teton Range. Mormon settlers first arrived here in the 1890s from Idaho to establish a community of 27 homesteads that was known as Gros Ventre. The location was chosen because of its fertile soil, shelter from winds by Blacktail Butte and access to the Gros Ventre River. Today only six buildings and a single ruin remain.

T. A. Moulton built the distinctive gable-with-shed-style barn that attracts photographers from around the world to the Antelope Flats area in which Mormon Row is located. Skiing is popular at the nearby Jackson Hole Mountain Resort during the winter months, and during the summer Antelope Flats is a great spot for viewing wildlife, including bison and pronghorn antelope. Both Colter Bay and Flagg Ranch campgrounds in the park have full hookups, showers and laundry. For more information, call 307-739-3300 or visit www.nps.gov/grte.



NOV. 3-6

Watching “The Good, the Bad and the Ugly” on your motorhome’s TV might help you get in the right frame of mind for the ninth annual **Cave Creek Wild West Days** in Cave Creek, Ariz. The lassos will be flying and guns will be blazing at Gun Down by Sundown, where entertainers portraying Wild West characters will give award-winning performances of gunfights. Country music, a period costume competition, western parade, pig races, a chili cook-off, bull-riding competitions, a best-dressed horse competition and several other horse-related activities add to the Wild West fun; www.wildwestdayscavecreek.com.

NOV. 4-6 | If you find yourself snowbirding on the Treasure Coast this November, head over to the **Jensen Beach Pineapple Festival** in Jensen Beach, Fla. A variety of musicians perform at this event — one of the few remaining true street festivals in South Florida — with attractions that include an arts and crafts show, stunts, a parade, rides and games. Leave the rig at Pitchford’s By the Sea RV Park with full hookups, located right in Jensen

Beach; 772-334-3444, www.pineapplefestival.info.

NOV. 12 | Delicious syrup can be found in places other than Vermont, including at the **Heritage Syrup Festival** in downtown Henderson, Texas. It is the only folk life festival in East Texas and includes old-time ribbon-cane syrup making, folk artist demonstrations, arts and crafts, two stages of live entertainment, dance performances, historic home tours, an antique car and tractor display, children’s activities and more; 866-650-5529, www.visithendersontx.com.

NOV. 12-13 | Get out your green and plaid clothing

and do a little jig over to the 26th annual **Scottish Highland Games & Celtic Music Festival** at Harrison County Fairgrounds in Gulfport, Miss. Celebrate the Old Country with live music, Irish dance workshops, children’s games, a parade, Scottish vendors, food, a Medieval village, and bag-piping and athletic competitions. An open stage is available for anyone who wants to sing or play a tune; www.highlandsandislands.org.

NOV. 19 | It should come as no surprise that a man who was quoted as saying, “Wine ... a necessary of life with me,” has a wine festival thrown in his honor — **Thomas Jefferson Wine Festival** at Jefferson’s secluded Virginia retreat, Poplar Forest. Jefferson is considered the “father of Virginia wine,” having attempted to establish vineyards in Virginia and imported wines from Europe more than 200 years ago. Although Jefferson was unsuccessful for the most part, Virginia is now an up-and-coming wine region and the festival showcases the finest Virginia wines, local artisans and vendors. Tours of Jefferson’s house will be available the day of the festival at a discounted rate; 434-525-

1806, www.thomasjeffersonwinefestival.com.

NOV. 20 | If you want to avoid the congestion in New York City around Thanksgiving but still want that Macy’s Thanksgiving Day Parade experience, **Parade Spectacular** in Stamford, Conn., is a great alternative. It’s one of the largest helium balloon parades in the country and features everyone’s favorite giant balloon characters like Elmo, plus marching bands and extravagant floats for a fun holiday activity for the whole family; 203-348-5285, www.stamford-downtown.com.

NOV. 21-26 | Spectators can watch a world-class livestock showcase and high-speed rodeo entertainment at **Canadian Western Agribition** in Regina, Saskatchewan. Unique to this particular agricultural show is the RBC Beef Supreme Challenge, in which champions from livestock shows throughout North America compete for the title of Canadian Western Agribition Supreme Champion. Depending on your preference, there are campgrounds in the city of Regina or on the outskirts that can accommodate motorhomes; 306-565-0565, www.agribition.com.



PHOTO: TONY HALL, VIRGINIA TOURISM CORPORATION



THE 'SHAQMOBILE'

Haulmark Motor Coach is

accustomed to building powerful, robustly designed vehicles. The Elkhart, Ind.-based company's latest assignment, however, was a bit different — design a coach that would accommodate NBA great Shaquille O'Neal.

The 45-foot Class C, which was recently delivered to O'Neal's Orlando, Fla., residence, carries special significance for the sure-bet Hall of Famer, representing a new phase in his life. He recently announced his retirement from the NBA and the motorhome was presented as a gift by the Boston Celtics.

"It's a beautiful coach with a lot of custom-designed features and amenities," said Marty Kumle, national sales manager for Haulmark. "We've built vehicles for other sports celebrities, but this one offered some unique challenges."

Predictably, one of the focal points during the design process was to create living space that would match O'Neal's 7-foot-1-inch frame.

"We adapted a floorplan from our motor garage line," said Kumle. "It was perfect because we needed to make sure Shaq could sleep comfortably, which means we had to have enough room for a California king-sized bed. The floorplan allowed us to fit an 85-inch bed, with two slideouts. There is an additional slide in the living area where the booth dinette and sofa are located. He also wanted to have triple-bunks on both sides in the kids' bedroom and we were able to accomplish that as well." — *RV Business*

THE RV CENTENNIAL COOKBOOK



What better way to celebrate

100 years of RVing than with delicious, easy-to-prepare food that you can share with friends and family on the road? "The RV Centennial Cookbook" by Evada Cooper (TSTC Publishing, hardcover, 159 pages), a lifelong avid RVer, contains 100 recipes that are complemented by maintenance tips and RV-related

historical tidbits from the past 100 years.

Conjure up some nostalgia while reading about popular children's games such as Kick the Can and Drop the Handkerchief. Some of the historical facts in the book might surprise you — did you know that Thomas Edison, Henry Ford, Harvey Firestone and former President Warren G. Harding went camping together in the early 1900s and called themselves the "Vagabonds"?

As far as the recipes go, they all contain ingredients that are easy to find at most supermarkets. We're getting hungry just thinking about "Tortilla Soup" and "My Favorite Taco Salad," both of which look super simple to prepare. The book retails for \$19.95 and is endorsed by RVIA as one of its centennial promotions. It is available through Amazon and <http://publishing.tstc.edu>.

MOTORHOME | November 2011

News Briefs

Camping World celebrated the opening of its fourth store in Alabama on July 14 with a grand opening and ribbon cutting ceremony. The Calera store, located in the showroom of Suncoast RV, has more than 8,000 items. "We're the No. 1 RV retailer in the country," said Greg Skinner, general manager of the Calera Camping World. The store is the chain's 80th store nationwide. Other Alabama locations include Anniston, Dothan and Robertsdale.

With the introduction of its 2012 models, Tiffin Motorhomes marks its 40th anniversary as a family-owned business. Bob Tiffin started the company in Red Bay, Ala., in 1972. Today, Tiffin Motorhomes is a leading manufacturer of Class A motorhomes. The Phaeton was the top-selling brand of Class A diesel coaches in 2010. Tiffin's Allegro Bus, Allegro RED and Allegro Breeze were also among the top-five best-selling diesel-pushers.

"This year, Tiffin Motorhomes proudly celebrates our 40th year of building the finest motorhomes on the road," said General Manager Tim Tiffin. "We want to thank everyone who has been part of our journey, from our dedicated team to our wonderful customers. As we celebrate 40 years and continue to strive to exceed the expectations of our customers, we look forward to celebrating our 50th anniversary in 2022."

Michigan's Department of Natural Resources (DNR) is asking campers to go green by participating in its Camp Green pilot program. The program encourages park guests to follow environmentally friendly and energy-efficient practices while visiting Michigan state parks and recreation areas. There are 10 locations participating in this pilot program: Aloha, Cheboygan, Clear Lake, Onaway, Port Crescent, Seven Lakes, Tawas Point, Traverse City and Wilson state parks, plus Bay City State Recreation Area (pictured).

DNR Recreation Division Chief Ron Olson said that conserving electricity is a key focus of the Camp Green effort. He explained that Camp Green supporters will be given a "reality check" list to assess how green they camped. Anyone who fills out the registration pledging to camp green, and sends in the checklist to one of the participating parks, will receive a window cling for their vehicle.





NEW SUPPLEMENTAL BRAKING SYSTEM

Roadmaster's new **InvisiBrake** supplemental braking system does not require connecting and disconnecting or adjusting and tweaking — just install it in your dinghy vehicle and forget about it. Mount it under the driver's seat, under the rear seat, behind interior panels or in the trunk, so that you don't have to sacrifice any interior space to ensure safe braking.

When you press on your motorhome's brake pedal, InvisiBrake applies a harder pressure to the towed vehicle's brakes without causing them to skid, according to the company. It uses the dinghy vehicle's electrical harness to power the brakes — the same electrical signal that activates the dinghy's brakelights activates InvisiBrake, eliminating false braking. It connects directly to the towed vehicle's battery, constantly charging it, so you don't have to worry about battery drain. Its LED monitor acts as a visual reference for braking activity, with an audible alert that will let the driver know if the brakes have been on for too long.

The InvisiBrake meets U.S. and Canada braking requirements and retails for \$999.99. Roadmaster, 800-669-9690, www.roadmasterinc.com.

SYNTHETIC DIESEL OIL

AMSOIL has added another product to its line of synthetic oils that fits the bill for owners of diesel-pushers — OE 15W-40 Synthetic Diesel Oil. It uses a low-sulfated ash formation that meets the requirements for low-emission diesel oil, while offering excellent performance, protection and fuel efficiency, even under extreme operating conditions, according to the company.



The oil has a premium synthetic base stock and detergent additive package, and is designed for engines with diesel particulate filters (DPF). It is compatible with all exhaust treatment systems, and features a low burn-off rate that translates to reduced oil consumption and emissions, even under high-temperature conditions.

AMSOIL OE 15W-40 Synthetic Diesel Oil retails for \$6.80 for a 1-quart bottle. AMSOIL, 800-777-8491, www.amsoil.com.

HANDY BAG HELPER

If you feel like you could use an extra set of hands in your motorhome's galley while cleaning up or preparing a meal, the **Bagwell** can offer some help. Invented by a California mom, the Bagwell holds open 1-gallon plastic bags for food storage, automotive fixes, or just about any use you can think of.



Plastic bags come in a small cardboard box and take up little space in the fridge, which make them a great option for food storage in an RV, where space is limited. The design of the Bagwell is simple, with four sturdy plastic arms that collapse for storage and pop open to hold plastic bags, which are folded down over the arms to keep them held open. You could use the Bagwell to put away some leftover fruit salad from a picnic while your spouse is busy washing the dishes, or to hold a bag open for collecting nuts and bolts while you're making a repair. This product lends itself to an endless variety of uses that go beyond the galley — it could be fun just to see what you can come up with!

The Bagwell has an MSRP of \$9.99. The Baggie Helper, 866-962-7335, www.thebagwell.com.

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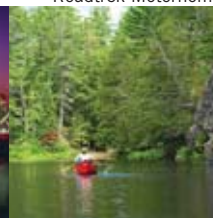


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User Guide

Contents



Views from the Road

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

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

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

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

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

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

Happy travels.



Al and Mary traveling the country



PHOTO: CALIFORNIA TRAVEL AND TOURISM COMMISSION/BLAISE

STATE PARK STUNNER

The journey to Hearst Castle at Hearst San Simeon State Historical Monument in San Simeon State Park begins in a spacious parking lot with more than enough room for motorhomes. From there, you venture over to the visitor center with lots of souvenirs and snacks for sale. When your tour time is near, you line up for a five-mile bus ride to the top of a very tall hill, then out of the trees you are wowed by the opulence that is Hearst Castle.

William Randolph Hearst inherited approximately 250,000 wilderness acres in Central California from his mother in 1919. It was known as "Camp Hill" and was used for primitive camping by the Hearst family and friends, but Hearst envisioned grander accommodations and hired architect Julia Morgan to bring his dream home to life. The estate now has 165 rooms and 127 acres of colorful gardens year-round, terraces with sweeping views, and ornate pools surrounded by statues and mosaics.

Several types of tours are offered, including those that are handicapped-accessible. During the holiday season, the main house and all three guesthouses are decorated for a 1930s Christmas. San Simeon Creek State Park Campground is conveniently located near the castle, but does not have hookups and the maximum RV length is 35 feet.

For more information, call 800-444-4445 or visit www.hearstcastle.com.

MONTPELIER'S STYLE ICON



PHOTO: KENNETH M. WYNER/ THE MONTPELIER FOUNDATION



PHOTO: THE MONTPELIER FOUNDATION

Style icons set the dress code for what's fashionable and hip — even in the 1800s. First Lady Dolley Madison was a style icon who also made significant contributions to society.

"Dolley Madison's Life Through Fashion: Dressing the Part" is a temporary exhibit at James Madison's Montpelier in Montpelier Station, Va. Montpelier was the lifelong home of James Madison and the estate's 2,650 acres are open to visitors. Dolley's exhibit tells her life story through eight meticulously detailed gowns that were made as costumes for a TV series. The costumes include a muted silk day dress from when she was a Philadelphia Quaker, a colorful striped dress, her buff velvet inaugural gown and turban, and a red ermine-trimmed dress she wore after the British burned the White House during the War of 1812. The exhibit also features a video that shows how the costumes were created from historical research.

For more information, call 540-672-2728 or visit www.montpelier.org. ♦

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User Guide

Contents

Now seating party of two...



...to six.



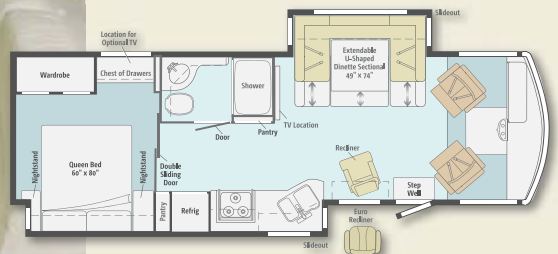
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a lot to
love with
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STEP RIGHT UP!

IN SARASOTA, THE JOHN AND MABLE RINGLING MUSEUM OF ART DISPLAYS A CIRCUS FAMILY'S OPULENT GIFTS TO THE STATE OF FLORIDA

f ever there was a great American success story it is yours to discover in intimate detail at a palatial 66-acre estate overlooking Sarasota Bay, Florida. The John and Mable Ringling Museum of Art stands as a remarkable legacy of the famed circus entrepreneur, financier and art collector who endowed the state of Florida with one of its richest cultural treasures.

Now operating under the aegis of Florida State University, the Ringling complex, including the Museum of Art, Circus Museum, the Historic Asolo Theater, the Ringling family's splendid Venetian gothic mansion Ca' d'Zan and acres of spectacular gardens, is officially designated as the state art museum of Florida.

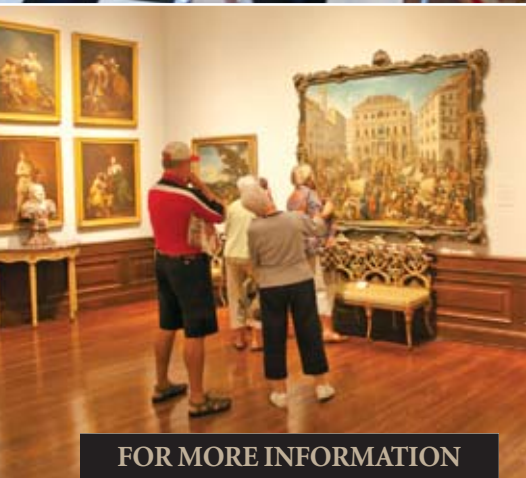


Clockwise from above: This shiny clown costume was typical of those worn at a Ringling Bros. and Barnum & Bailey circus in the early 20th century. The parade and baggage wagons of the circus were richly decorated and detailed. This vintage circus poster depicts the five Ringling brothers. Ca' d'Zan reflects John and Mable Ringling's European tastes and is constructed from terra cotta, brick, concrete and stucco.



PHOTOS: DAVE G. HOUSER

MOTORHOME | November 2011



Clockwise from top left: The rooms at Ca' d'Zan show the Ringlings' lavish tastes. Italian influences are evident in the Museum of Art's courtyard, which features the Fountain of Tortoises, a replica of the Piazza Mattei in Rome. Sun-N-Fun Resort and Campground is about 20 minutes from the Ringling Museum. The Museum of Art has 21 galleries that mostly display works from the Renaissance and Baroque periods.

FOR MORE INFORMATION

THE JOHN AND MABLE RINGLING MUSEUM OF ART
 941-359-5700,
www.ringling.org.
SUN-N-FUN RESORT AND CAMPGROUND
 800-843-2421,
www.sunnfunfl.com.



SARASOTA

In the spirit of America's wealthiest industrialists of the Gilded Age, John Ringling assembled a formidable collection of paintings by Renaissance and Baroque masters, along with a room full of Cypriot antiques purchased from The Metropolitan Museum of Art — and many other objets d'art. He bequeathed it all to the people of Florida upon his death in 1936.

John and Mable Ringling's first venture in Sarasota was to be a winter retreat (the Venetian-inspired mansion Ca' d'Zan) that reflected the couple's European tastes and passion for opulence. Mable in particular developed a great affection for Venice during their travels and made sketches and collected photos to incorporate into the design of the 56-room palazzo. She personally supervised construction of Ca' d'Zan, which means "House of John" in Venetian dialect, working side by side with New York architect Dwight James Baum.

Once the mansion was completed, John Ringling built the Museum of Art in the style of the Uffizi Gallery in Florence to house his growing collection, much of it acquired during trips to Europe while searching for new circus acts. Ringling, it is said, had always dreamed of building his own museum — in the spirit of J. P. Morgan and Henry Frick — to transform Sarasota into a major cultural destination.

To honor Ringling's brilliant career as a circus impresario — he united the Ringling Bros. and Barnum & Bailey circuses — the Circus Museum was added in 1948, 12 years after his death.

Two years later the museum's first director, A. Everett Austin Jr., purchased a complete and fully functional 18th-century theater from the castle of a Venetian queen in the town of Asolo, near Venice. The theater was disassembled and shipped to Sarasota where it was installed in a new

STEP RIGHT UP!

freestanding building at the Ringling complex in 1954. The venerable old theater was fully restored in 2004 and reinstalled in the John McKay Visitor Pavilion where it reopened to the public in 2006. Today the Historic Asolo Theater offers a diverse roster of performances including theater, dance, opera, film and music productions.

At the heart of the complex, however, is the esteemed Ringling Museum of Art. Visitors strolling its 21 galleries view a mouth-dropping, internationally renowned collection of masterpieces — mostly from the Renaissance and Baroque periods — which includes works by Rubens, Velazquez, Titian, Tintoretto, El Greco, van Dyke and others. Curators and donors have subsequently expanded upon the European collection, adding Asian ceramics and drawings, sculptures from the famed Chiurazzi Foundry in Naples and an array of contemporary art.

One of the museum's most remarkable features is the Aston Salon and Library, which Ringling purchased intact from the great New York Aston Mansion when it was about to be demolished.

In 2007, the Ulla R. and Arthur F. Searing Wing opened, adding 20,000 square feet to the museum's already expansive 102,000 square feet of gallery space. It is used primarily to host traveling exhibits.

The museum's Italianate courtyard features numerous cast molds of original statues, including the towering David by Michelangelo. The two ornate fountains you'll see there are the Fountain of Tortoises, a replica of the Piazza Mattei in Rome, and the Oceanus Fountain, copied from the 16th-century original by Giovanni Bologna in Florence's Boboli Gardens.

While docent-led tours of the Museum of Art and Circus Museum are free, an optional \$5 narrated tour of Ca' d'Zan is the only way to get a look inside the elegantly furnished 36,000-square-foot mansion. Don't miss it — if only to see John's private marble toilet and tub — secreted away in one of the mansion's 15 bathrooms.

You can step right up to the Big Top at the Circus Museum — something you'll especially enjoy if you're old enough to remember the rousing performances of the Ringling Bros. and Barnum & Bailey circus, which crisscrossed America from

1919 to 1947.

John Ringling's appreciation of art is clearly evident in his circus productions, as seen in a colossal array of finely decorated parade and baggage wagons and sequined costumes. The museum's Tibbals Learning Center features a one-of-a-kind exhibition of circus posters, ranging from window- to barn-sized. These classic, colorful posters were plastered on buildings, walls and fences across America — announcing in no uncertain terms that the circus was coming to town.

The cornerstone of the Tibbals Learning Center is the world's largest miniature circus, a model of an early Ringling Bros. and Barnum & Bailey circus, created over a 50-year period by master builder and philanthropist Howard Tibbals.

Mable's gardens are something to behold as well, even for those without a hint of horticultural awareness. A rose is a rose as the saying goes and nearly everyone can appreciate the beauty and aroma of more than 1,200 of the multicolored flowers, planted in a traditional Italian circular garden near Ca' d'Zan. In 2006, it was named the nation's most outstanding public rose garden. Mable also planted a Secret Garden. Look around and see if you can find it.

Clearly there is much to see here so plan a full day for your Ringling visit. A tram system makes it easy to get around the sprawling 66-acre estate. You won't go hungry here as both lunch and dinner are served at classy Treviso Restaurant, located in the Visitor's Pavilion. Treviso offers a selection of Italian and American favorites; snacks and lighter fare are served counter-style at Banyan Café near the Circus Museum.

The Ringling complex is open daily, 10 a.m. to 5 p.m., Thursdays until 8 p.m. General admission is: adults, \$25; seniors, \$20; children 6-17 and active military, \$10; and children under 6 years, free. Visiting RVers will find plenty of parking at the adjacent Florida State University Center for the Performing Arts.

There's an RV park nearby — and a dandy one at that. Located just minutes east of Interstate 75 on Fruitville Road (Exit 210) and nestled next to its own lake for fishing and boating, Sun-N-Fun Resort and Campground offers a long list of amenities including a spacious pool, restaurant, spa, computer room and bowling green. ♦

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AMBLING THROUGH AN ARKANSAS AUTUMN



The golds and reds of fall color are not only found in New England — the authors' motorhome is surrounded by it in Village Creek State Park near Wynne, Ark.

PHOTOS: RICHARD AND ELLEN THANE

November 2011 | **MOTORHOME**

Being avid photographers, we're always looking for new places to capture the vivid colors of fall with our cameras. Hearing that autumn in Arkansas rivals that of New England, we decided to see for ourselves. We spent a month driving the highways and backroads through the northern and eastern parts of the state celebrating the season and enjoying the hospitality of this very RV-friendly region. Along the way, we found plenty of RV parks offering good, reasonably priced camping.

It was October when we entered Arkansas from the west on Interstate 40, stopping first in the historic town of Fort Smith. We were surprised to learn that it was here in Fort Smith that factual human drama gave basis for such movies as "True Grit" and "Hang 'Em High." This northwest corner of Arkansas was just as much a part of the Wild West as states like Arizona, Wyoming or Montana. After first stopping at the visitors center housed in Miss Laura's Social Club (a former bordello that has been beautifully restored) we visited the Fort Smith National Historic Site. Established in 1817 to keep peace between the Cherokee and Osage tribes, Fort Smith was known as the "Motherpost of the Southwest" as it supplied military forts farther to the west. It was also the location of the infamous gallows that meted out frontier justice by Judge Isaac C. Parker, known as the "hanging judge." Looking like something out of a movie set, the courtroom, jail and gallows are still there. Extensive demonstrations also depict the terrible saga known as the Trail of Tears when the Cherokee Nation was removed from their homelands in Georgia to the dry and foreign lands of the West.

Clockwise from top right: A swallowtail butterfly lands on orange flowers at Blue Spring Heritage Center, 5.5 miles west of Eureka Springs. Turpentine Creek Wildlife Refuge is home to more than 100 big cats, including this sweet-faced tiger. One of the authors enters a hiking trail at Crowley's Ridge State Park along Crowley's Ridge Parkway National Scenic Byway. Cheryl Irvine makes pottery at Ozark Folk Center in Mountain View. The center is dedicated to preserving the traditions of the Ozarks and demonstrating them for visitors, including pottery, weaving, woodworking and traditional music.



FALL COLOR, WINERIES, BIG CATS AND MORE SURPRISES IN THIS SOUTH- CENTRAL STATE

by RICHARD AND
ELLEN THANE



MOTORHOME | November 2011



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www.arkansasstateparks.com/
crowleysridge.

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www.ozarkrvpark.com.

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www.arkansasstateparks.com/
villagecreek.



Clockwise from top left: An autumn display with scarecrows and mums in Altus celebrates the season. Richard Thane takes a closer look at a cannon at Fort Smith National Historic Site, which was known as the "Motherpost of the Southwest" and was established to keep peace between neighboring Native American tribes. Fort Smith is a historic town that inspired the movies "True Grit" and "Hang 'Em High." A small motorhome launches a boat at Beaver RV Park & Campground. Swimming, boating and fishing are popular activities at the park.



Finding that we were a bit early for fall color, we moved camp a few miles east to the town of Altus in the beautiful Arkansas River Valley. This is wine country and there are five small family-operated wineries with friendly winemakers who are willing to give you a personal tour and share their history and art of winemaking. You will also taste some very good wine.

When we could see color starting in the mountains to the north, we made our

trek up into the Ozarks. Taking winding Highway 23 to Eureka Springs, we found the color to still be a bit sparse. This is a sweet little Victorian town that grew in the 1870s and 1880s around natural springs reported to possess miraculous healing powers. People from around the world flocked to the area seeking health and even eternal life. A few spas remain but today tourism is the big draw and Eureka Springs knows how to roll out the welcome mat.

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AMBLING THROUGH AN ARKANSAS AUTUMN

Built in a step-like fashion down a steep hillside, intriguing shops offer exquisite handmade quilts, rugs and other textiles. Old hotels provide a glimpse of luxuries enjoyed by 20th-century travelers and you can't go wrong having lunch in one of the lovely dining rooms. Narrow streets wind among elegant Victorian homes and the entire downtown area is listed in the Natural Register of Historic Places. Remember those narrow streets and don't even think of driving a big rig through town.

The Great Passion Play is a major event in Eureka Springs. An outdoor drama seating more than 4,000 people, this is a moving story of the last days in the life of Christ. Attracting an international audience, the play is held rain or shine. It was raining the evening we attended and we thought that would lessen our enjoyment but we were cozy in rain gear and the weather added to the intensity of the drama as a broad cast of people and animals played out their roles.

An unexpected highlight of our visit to Eureka Springs was a day at Turpentine Creek Wildlife Refuge — home to more than 100 big cats. The refuge's lions, tigers, cougars and more have mostly been rescued from illegal breeders and people who bought big cats but found they could not handle the animals. Natural habitats are provided for as many of the animals as money allows and visitors are able to get so close the urge to reach out and touch is almost irresistible. Feeding time brings a primordial chorus that sends chills down your spine. Enhance your visit by staying overnight in the refuge's small RV park.

We spent a week in Eureka Springs and could easily have stayed longer. Quiet country roads invited exploration, tour boats skimmed over lakes rimmed in fall color and little cafés offered our first taste of catfish. This is world-class fly-fishing country so bring your rod and line. Your Trailer Life Directory lists several campgrounds in Eureka Springs and the nearby hamlet of Beaver.

Before moving east along U.S. Highway 62, we took a quick side trip west to Blue Spring Heritage Center and toured its gardens. Back on Highway 62, we headed east through the hills of the Ozarks, which rolled from horizon to horizon in a kaleidoscope of color. A couple of nights in Harri-

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son gave us time for a drive south along Highway 7, also known as Arkansas Scenic 7 Byway — a designated state scenic byway and National Forest Scenic Byway. As we passed through remote pastoral scenery we found several easy hiking trails leading through dense forestland and along quiet mountain streams.

Our autumn trek took us farther east on Highway 62 to Mountain Home where we turned south on Highway 5 through the deepening color of the Ozark National Forest and on to the town of Mountain View. Known as the Folk Music Capital of the World, impromptu groups gather all over town to pick and strum. Everyone is welcome so bring an instrument of your own and join in. Mountain View has a festival of one sort or another almost every month with Bean Fest & Great Arkansas Championship Outhouse Races held late in October (Oct. 27, 28 and 29 this year) and the Mountain View Fall Bluegrass Festival in November (Nov. 10, 11 and 12 this year). If you visit during these events be sure to make RV park reservations well in advance.

Mountain View is also home to the Ozark Folk Center (a state park) where the rich traditions of the Ozarks are carefully preserved. Potters are busy at their wheels, weavers at their looms and spinning wheels; broom makers, woodworkers, soap makers, all demonstrate their craft. Musicians entertain throughout the park playing stringed instruments of the mountains such as fiddle, banjo, mandolin and dulcimer, and singing ballads from the 1800s. Men dressed in Civil War uniforms recite war experiences from the point of view of young country boys. Then evening brings wonderful musical events featuring such sounds as gospel, country and Cajun. These performances were so good we spent a couple extra days in Mountain View just so we could attend more of them. Ozark RV Park, a Good Sam Park, is located right next to the Folk Center.

Continuing east we passed through the town of Batesville and finally left the Ozarks, zigzagging our way over to U.S. Highway 49 where we drove north through Jonesboro to Crowley's Ridge State Park. This was the beginning of our tour down Crowley's Ridge Parkway National Scenic Byway. What a change in landscape this is.

Lying within the nation's largest alluvial plain, Crowley's Ridge is quite an anomaly, rising as much as 200 feet above the surrounding plain and only 12 miles across at its widest point. The Arkansas portion of the parkway begins to the north near the Arkansas/Missouri border and continues south for about 200 miles, ending in the historic delta town of Helena.

We enjoyed the campground at Crowley's Ridge with water and 30-amp

electrical hookups at each site. Leaves in brilliant reds and gold carpeted the ground and, though the days were sunny, we found ice crystals on our windshield in the morning. While camped here we made a day trip to the north end of the parkway, driving up Highway 49 through rice and cotton fields to Chalk Bluff Battlefield Park, a Civil War historic site. Shades of golden yellow shimmered through the hardwood forest as we walked a short trail where plaques provided



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information about the bloody battle that raged here. Returning to our campsite at the state park, we drove through the railroad town of Rector and then through Paragould to see the 1888 beaux-arts-style courthouse and the historic homes for which the town is noted.

Moving south on the parkway, Highway 163, we encountered a fascinating patch of kudzu just south of Jonesboro. We'd never seen it before and though we know it is a difficult blight for this part of the country it is actually quite beautiful as it drapes over the landscape creating fanciful shapes.

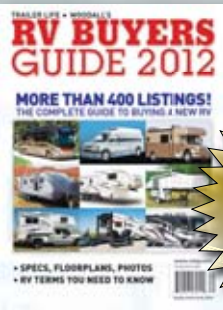
The last campsite on our trek was Village Creek State Park, south of Wynne, where we spent several days exploring the southern end of Crowley's Ridge in our dinghy. Once you reach Marianna, to the south of this campground, the ridge route takes Highway 44 through the beautiful St. Francis National Forest, a narrow gravel route easily navigated in your dinghy but difficult for a motorhome. If you decide to

take your RV into Helena be sure you stay on one of the main highways. You are deep in delta country here and vast cotton fields line the highways. Autumn is cotton picking time and giant harvesters crawl through the fields picking and baling.

Helena is only a ghost of the town it was when this was the hub for trade along the Mississippi. Gracious mansions fill the historic district, some restored — some not. We found streets empty and many stores closed, though just weeks before this old town was filled with a seething mass of humanity as crowds poured in for the International King Biscuit Blues Festival.

Standing on the levee, looking out over the Mississippi we said goodbye to our trek through an Arkansas autumn. Fall color that rivals New England? Well, maybe not quite, but we enjoyed every moment of our trip through the beautiful and gracious state of Arkansas with its grand scenery, interesting historical sites and friendly people. ♦

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It's a little sliver of land just 28 miles long and a mile wide that juts out into the Pacific Ocean, but Washington's Long Beach Peninsula has everything we need for a great vacation in our motorhome — long, pristine beaches, historic lighthouses, forts, fishing villages, unique and memorable regional foods, and more than two dozen places to park our coach. It's the perfect place for us to take a break for a few days, breathe in the fresh salt air, and enjoy life in the slow lane.

We head north up Interstate 5 from Portland, Ore., cut through the mill town of Longview, Wash., across the Columbia River teeming with ships loading fir logs, and onto Highway 30 on the Oregon side. Highway 30 is a two- and sometimes four-lane road with plenty of passing lanes and turnouts as well as scenic forested vistas. It passes through a number of small towns, including Clatskanie, a great place to stop for fuel, and Westport for a piece of berry pie at the Berry Patch.

A LEISURELY TRIP ON WASHINGTON'S LONG BEACH PENINSULA UNCOVERS FISHING AND BEACH TOWNS, A LIGHTHOUSE AND TASTY SEAFOOD

by BOBBIE HASSELBRING

HAPPY AS CLAMS



Clockwise from top left: Horseback riding is a terrific way to explore Long Beach. Back Country Wilderness offers guided rides for novice and experienced riders. Driving along Highway 101 in Washington offers incredible views like this one of the wild coast. Clamming for delicious razor clams is a popular activity on the peninsula. You can dig up as many as 15 clams a day with the proper license.



PHOTO: LONG BEACH PENINSULA VISITORS BUREAU



PHOTO: BOBBIE HASSELBRING

Clockwise from top left: Cranberries have grown in bogs around Long Beach Peninsula for thousands of years, and all kinds of cranberry products are available for purchase throughout the area. Lady Washington, the official tall ship of the state of Washington, docks at the Ilwaco marina. She and Hawaiian Chieftain were in port to celebrate Astoria's 200th birthday. This basalt monolith along the Lewis and Clark Discovery Trail features journal entries and names of members of the Discovery Team. Behind it is a statue of explorer William Clark. North Head Lighthouse is one of two historic lighthouses at the mouth of the mighty Columbia River. The Astoria-Megler bridge between Astoria and the Long Beach Peninsula soars to nearly 200 feet.



PHOTO: BOBBIE HASSELBRING

Within an hour, we're pulling into Astoria, a once rough-and-tumble, now charming fishing town at the mouth of the mighty Columbia River that's celebrating its 200th anniversary. It's here that giant container ships come from the Pacific Ocean and cross the Columbia River Bar, water so treacherous that ships have to employ special Bar pilots to make the journey.

We pass through Astoria and turn onto the Astoria-Megler Bridge that crosses the Columbia River from Astoria to Point Ellice. It's the longest continuous truss bridge in North America and the bridge's Oregon side soars nearly 200 feet above the water and, while it was built to withstand winds up to 150 MPH, it's not a bridge you want to drive in your motorhome on gusty days. Fortunately, we've picked a quiet, sunny day and the views of the river and the ocean are spectacular.



PHOTO: LONG BEACH PENINSULA VISITORS BUREAU

As we drive onto Long Beach Peninsula, we spot signs pointing in two directions for the new Lewis and Clark National Historic Park. Perhaps highway workers have made a mistake? We later learn that this new national park recognizes a number of historical sites along the Columbia and the Pacific used by Lewis and Clark and the Corps of Discovery, including Station Camp where the explorers spent 10 days before they voted to cross the Columbia River and establish a winter camp there. Now Station Camp is a gravel RV park/fishing camp jammed with RVs lined up shoulder to shoulder to open the sturgeon season.

We drive on U.S. Highway 101 north with its stunning views of the Pacific and spot a pair of bald eagles scanning the waves for a meal. We pass Fort Columbia State Park, home for thousands of years to local Chinook Indians, and, from 1896 to 1946, a military fort. While there's no overnight camping here, you can still clamber over the fort's concrete remains that protected the Columbia River for half a century.

Next comes Chinook, a quaint residential town with a working fishermen's



PHOTO: ANNE WEAVER



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HAPPY AS CLAMS

dock where you can often buy fresh tuna right off the boats. We spot a sign for crab and turn onto Cherry Street. At Linda Brand Crab, a small fish store operated by a local fishing family for more than 40 years, we pick up a few pieces of freshly caught ling cod for supper.

The peninsula is long and narrow with two main north-south roads, U.S. Route 101 on the ocean side and Sandridge Road on the bay side. It's perfect for motorhomes, even for big rigs, because the roads are straight and long with plenty of views of the ocean and Willapa Bay. Most peninsula towns are strung like pearls along Highway 101 — Chinook, the fishing port of Ilwaco, quiet little Seaview and Long Beach, a proverbial beach town filled with ice cream and candy shops, moped and go-cart rentals, Marsh's Free Museum of the weird (think Jake, the creepy alligator man), and plenty of interesting shops, bakeries and cafés. The north end of the peninsula is quieter; on the ocean side, there's Klipsan Beach, Ocean Park and Surfside, and, on the bay side, Nahcotta

PHOTO: ANNE WEAVER



River's End RV Park is popular among RVers who love to fish, as it's close to the Columbia River.

and Oysterville, which is listed in the National Register of Historic Places.

We settle our motorhome at Andersen's RV Park on the Ocean, 3.5 miles north of downtown Long Beach and one of a handful of RV parks very close to the peninsula's famous 28-mile stretch of pristine beach. Because of grassy sand dunes, few parks offer unobstructed ocean views, but at Andersen's you can walk along a sandy path and be on the beach in minutes. The peninsula is casual and authentic and, like other area RV parks, Andersen's isn't a luxury park. It does have everything we need, however, including laundry, clean restrooms and friendly staff.

It's time to go exploring and our first stop is the Cranberry Museum where we're met by museum volunteer and cranberry farmer Melinda Crowley. Cranberries have grown naturally in bogs on the peninsula for thousands of years. We walk along the top of cranberry dikes and Crowley explains that cranberries don't grow in water, but the fields are flooded each year for harvest. In the museum, we check out 100-year-

old farming tools and machinery and buy some cranberry caramel and chocolate-covered cranberries for a snack.

Just down the road, we stop at Oysterville, a scattering of historic buildings and home to the area's last oyster station. Visitors can take a self-guided walking tour of the village, founded in 1854, and imagine what it was like 150 years ago when this little town supplied thousands of pounds of oysters to rich San Franciscans who paid as much as \$50 a plate for the delicacies. Today, Willapa Bay is still farmed for oysters and visitors line up at Oysterville Sea Farms to buy oysters, clams and artisan products such as cranberry butter. We stock up on a few dozen oysters and some of their incredibly delicious cranberry chocolate chip cookies before heading out to Leadbetter Point State Park.

The park encompasses the northern tip of the peninsula and, while it's day use only, it has plenty of trails for exploring and you can park your motorhome and walk out to the beach or Willapa Bay. (Check before you go since some trails close during

nesting season for snowy plovers.)

Back at the motorhome, we enjoy our fresh fish and oysters and are lulled to sleep by the sound of ocean waves. The next morning, we're up very early because we're going charter fishing with Captain Milt of Pacific Salmon Charters in Ilwaco. The water is too cold for sturgeon so Captain Milt, who's been fishing these waters for 40 years, decides bottom fishing for rockfish will be more productive.

We motor out of the harbor through gray, cloud-covered skies and churn an hour out to Tillamook Rock, a favorite fishing spot. After brief instructions from the captain ("point the rod down, let the line out until you hit bottom, then reel up twice"), we're fishing. Within minutes people all over the boat are shouting, "Fish on!"

Captain Milt and his mate, Sarah, rush from person to person pulling in big black sea bass and ling cod and rebaiting our hooks. As soon as the action slows, Milt shouts "Pull 'em in!" and we motor off in search of another school. Within 90

minutes, our fish box is filled with our limits and we're cruising homeward, feeling happy and satisfied.

After our fish is cleaned, filleted and packed on ice, we head out for the area's historic lighthouses, North Head and Cape Disappointment. RVs are prohibited on lighthouse roads, but you can drive your dinghy car or hike from Cape Disappointment State Park. The park is large and features plenty of RV sites, some right next to the beach, and makes a great base camp.

Cape Disappointment Lighthouse, 53 feet tall with a focal length 220 feet above the ocean, was first lit in 1853 and has been marking the mouth of the Columbia River for mariners ever since. Its sister, North Head, at 65 feet and built in 1856, signals the river's entrance for ships from the north. We learn from the volunteer guides that 234 ships have been stranded, sunk or burned between 1725 and 1961 in this stretch of hazardous water.

We're tired from our early fishing adventure so we opt for a delicious spring salmon dinner at Pelicano restaurant

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overlooking the wharf in Ilwaco. Long Beach Peninsula has been recognized by food icons such as James Beard as a food lover's paradise. Other truly outstanding places to eat include The Depot, Shelburne Inn, and Jimella and Nanci's Market Café (where you can also buy fresh fish and gourmet picnic items).

After dinner, we stroll along Ilwaco's docks, admiring the boats, including two replica tall ships here to celebrate Astoria's birthday. This walkway is part of Discovery Trail, an 8.5-mile paved walking and hiking path that stretches between Ilwaco and Long Beach and is studded with sculptures such as a giant bronze condor and the reassembled bones of a beached whale.

The next morning, we're on the beach for clam digging. The peninsula is famous for long, thin (and delicious) razor clams, and you can dig as many as 15 clams a day on specified low tides. Armed with our three-day licenses (\$7) and a plastic clam "gun" (a fat piece of PVC pipe with a handle, \$14), we're soon spotting telltale clam holes. I furiously twist the pipe into the wet

sand, pull up, plunge my hand into the hole, and grab onto a 6-inch razor clam. It doesn't take long to fill our sacks with our limit. With a little egg, flour, cracker crumbs and butter for frying, our dinner is set.

We stash our clams in the refrigerator and head over to Long Beach, where we discover the town's raised boardwalk allows you to float above the sand dunes and stroll along the beach — without getting sand in your shoes. We also spot a sign for Back Country Wilderness, a horse rental

agency that lets you ride on the beach. That sounds like fun so we pay our \$25 and saddle up.

My horse walks along the beach at a leisurely pace as the sun begins to set, casting golden light across the waves. I feel completely relaxed and invigorated by our visit to Long Beach Peninsula. We're headed home tomorrow, but I know we've only scratched the surface of this area's charms. As a famous actor-politician says, "We'll be back." ♦

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FROM LONG ISLAND TO THE ADIRONDACKS, THESE HIKES ARE CONVENIENT TO CAMPGROUNDS AND BURSTING WITH FALL COLOR

by RHONDA OSTERTAG

Hiking New York. Surely, a conundrum, if you think only of New York City. But New York state is a sweeping empire of great natural diversity. Why wouldn't you want to lace on the hiking boots and check it out? You'd be missing out big time if you didn't.

You don't have to be an avid hiker to join in the discovery. Fine, flat nature trails and canal and rail trails are ideal for confessed couch potatoes. Young families can select trails to grow up and grow old on. Trails can lead you to dramatic waterfalls, charming lakes, high peaks and vista rock outcroppings, not to mention firestorms of autumn leaves. Many trails were walked into place before the nation was born.

In each of New York's 11 travel regions — Thousand Islands-Seaway, the Adirondacks, Greater New York, Western New York, Chautauqua-Allegany, Finger Lakes, Central New York, Capital-Saratoga, the Catskills, Hudson Valley and Long Island — interesting trails and welcoming campgrounds, public and private, vie for your fancy. At a majority of state park and Department of Environmental Conservation (DEC) campgrounds, trails sit within easy reach of the campsite. Elsewhere, passenger vehicles ease road travel and trailhead parking. Remember, some of these roads were laid out in the days of wagons, not motorhomes.

The Empire State owes its great diversity both to its geographic location and to the advance and retreat of four glacial masses over a period of 2 million years. Icy fingers gouged out



Top to bottom: This stone bridge in Letchworth State Park south of Rochester crosses a trail over the narrows of the Genesee River Gorge near Lower Falls. Ambitious hikers can reach the summit of Mount Marcy, the highest point in New York, via the Van Hoevenberg Trail in the High Peaks Wilderness Area of Adirondack Park. A motorhome is camped at Rogers Rock Campground on the northern end of Lake George in the Adirondack Forest Preserve.

PHOTOS: GEORGE OSTERTAG

north-south lakes, scoured valleys and deposited rock debris. Since the ice's retreat, time has finessed, vegetated and colored the stage, leaving a first-rate playground.

There are places of loft and lowland,

and all points in between. More than half of the state is covered in forest, with 150 tree species represented. Because hardwoods fashion much of the tree cover, autumn hikes unfurl a kaleidoscope of color, over-

head and underfoot. The color show varies from the southern transition woods of beech, birch, basswood, sweet gum, magnolia, hickory and oak to the sugar maples of the northern state and the red maples of

HIKES TO GET YOUR FEET MOVING



THOUSAND ISLANDS-SEAWAY

Lakeview Wildlife Management Area (WMA) sits 20 miles southwest of Watertown on Lake Ontario, next door to Southwick Beach State Park. Its three-mile-long northern spit invites relaxing, sandy strolls, exploring part of the largest natural freshwater barrier beach in the state. The hike begins on the sands of Southwick Beach State Park, which offers camping, day use and water frolic. The natural beach is for quiet pursuit and nature study. There, you will walk south below low dunes and along Floodwood Pond to the pond's outlet, the hike's turnaround. Boardwalks lead to inland discovery; a viewing platform overlooks the pond.

THE ADIRONACKS



Heron Marsh at Paul Smiths Visitor Interpretive Center.

Paul Smiths Visitor Interpretive Center (VIC) on state Route 30 at Paul Smiths, 26 miles north of the hamlet of Tupper Lake, offers nature trails of various lengths and challenge. The

VIC (a day-use facility) is one of two operated by the Adirondack Park Agency, serving 6-million-acre Adirondack Park. The other is at Newcomb. Paul Smiths' network of short nature trails, boardwalks and a pontoon bridge explores woods, open water, meadow and wetland habitats. The 4.1-mile Jenkins Mountain Trail travels forest, glade and glacial drift to claim a summit vista of high peaks, valley ponds and rolling woods.

WESTERN NEW YORK

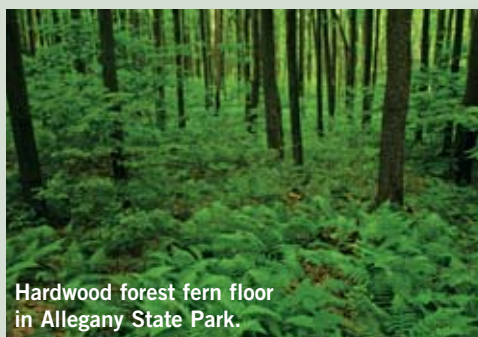


Middle Falls in Letchworth State Park.

Letchworth State Park, south of Rochester and reached via state Route 36 from the village of Mount Morris, has pleased crowds for generations. The 17-mile-long incision of the Genesee River Gorge, with its 400- to 600-foot-tall sheer sandstone-shale cliffs, three major waterfalls and

be parceled, shows off much of the park. Mary Jemison Trail (a 2.5-mile loop) opens a chapter of Seneca Indian history. The park also offers camping, picnicking and the historic Glen Iris Inn.

CHAUTAUQUA-ALLEGANY



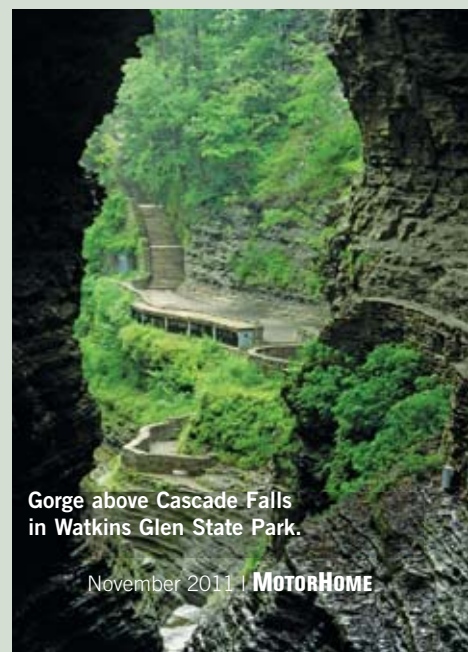
Hardwood forest fern floor in Allegany State Park.

Allegany State Park, west of Salamanca in southwest New York, off the Southern Tier Expressway (Interstate 86), is the biggest park in the state system.

Two recreation areas, Red House and Quaker, comprise the 65,000-acre park that brings together even-height ridges, V-shaped valleys, lakes, springs, second-growth forests, boulder-cave realms, Summit Fire Tower, campgrounds and hiking trails. Pieces of three long-distance trails — North Country, Conservation and Finger Lakes — thread through the park, but visitors can find trails of all lengths and abilities.

FINGER LAKES

Watkins Glen State Park, in the village of Watkins Glen, is one of the nation's premier gorge and waterfall settings, so its large parking lot fills. Charged with excitement, a moderately difficult 2.8-mile gorge loop unites 200-foot cliffs with 19 waterfalls, turbulent chutes and deep plunge pools on a 545-foot drop of Glen Creek. Scenic bridges, tunnels, twisting staircases and a total of 832 steps make the trail itself an attraction. A fee shuttle bus runs from the concession to the upper trailhead for one-way, downhill hiking. Elsewhere, the park has camping.



Gorge above Cascade Falls in Watkins Glen State Park.

November 2011 | MOTORHOME

the Adirondack region. Viburnum, sarsaparilla, ferns, rhododendron, azalea and wild rose (the state flower) spill through the midstory. Hikers enjoy sensory-rich pathways of shape, shade and texture.

Across the state, Great Lakes shores, a wilderness seashore, celebrated Adirondack landscapes, Finger Lake gulfs and falling waters, pine barrens, rare fir-spruce alpine enclaves, hardwood forests, prairie

grasslands, wetlands and even a desert plain beckon boots. Habitats support varied wildlife. Likely critter sightings include woodchucks, rabbits, frogs, toads, efts, songbirds, migrating hawks, woodpeckers,

CENTRAL NEW YORK



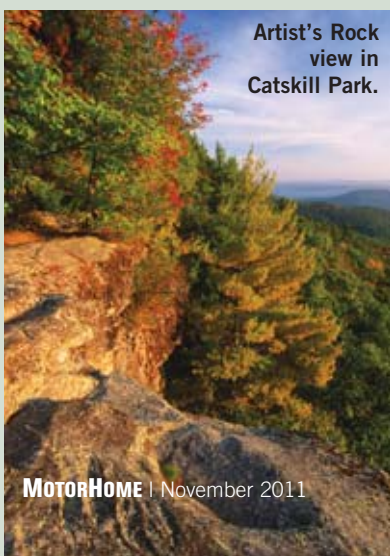
Towpath trail in Old Erie Canal State Historic Park.

Old Erie Canal Heritage Trail, between DeWitt and Rome, east of Syracuse, salutes a 36-mile vestige of the historic 363-mile Erie Canal, which linked

the Hudson River to the Great Lakes. One of the great engineering feats of its day, the canal opened the West to transportation and commerce — a boon to 19th-century New York state. Barge-towing mules plodded the towpath from 1825 to 1918. Today the towpath is a national recreation trail that strings past parks, museums and historic structures. At the trail's eastern access, a tour of privately owned Erie Canal Village can broaden your historical perspective.

CAPITAL-SARATOGA

John Boyd Thacher State Park (camping at nearby Thompson's Lake State Park) sits west of Albany, off state Route 157. Thacher State Park embraces six miles of the famous Helderberg Escarpment — one of the richest fossil-bearing formations in the world. It also brings together Mohawk-Hudson Valley panoramas, a historic Native American trade route, echoes of Tory spies and a Revolutionary-times paint mine. Waterfalls and mixed woods complement the cliff setting. Short trails unravel the story: the one-mile out-and-back Indian Ladder Trail, the 2.5-mile Escarpment Trail and a one-mile nature loop.



Artist's Rock view in Catskill Park.

MOTORHOME | November 2011

THE CATSKILLS

North-South Lake DEC Recreation Area sits northwest of Saugerties, five miles east of Haines Falls. Here, hikers can fashion a moderate and rolling 9.3-mile loop, combining named trails to travel an escarpment and the wooded outskirts of North-South Lake. Cherished views at Artist Point (a worthy

destination and convenient turnaround for a short hike) and elsewhere along the escarpment, cultural sites, waterfalls, azalea and mountain laurel blooms, and fall foliage complement foot travel. Despite ringing spectacle-shaped North-South Lake, the loop never approaches the water. The hike begins at North Lake beach area. The park has camping.

HUDSON VALLEY



Brace Mountain summit on South Taconic Trail in Taconic State Park.

Taconic State Park, in the southern Taconic Mountains east of Copake Falls on state Route 344, abuts 11 miles of the Massachusetts and Connecticut border, and its trails blur state lines.

Bash Bish Falls, attracting 100,000 visitors annually to the park, sits in Massachusetts but is best reached via this park's 0.7-mile trail. Tracing the park skyline, the South Taconic Trail meanders in and out of New York and Massachusetts. Southbound to Brace Mountain (a 16-mile out-and-back workout), hikers gather tri-state views. The park has camping and Harlem Valley Rail Trail runs near Copake Falls.

LONG ISLAND

Hither Hills State Park, on Long Island's east end, offers short, generally flat trails visiting walking dunes, phantom forests, a pristine mile of Atlantic beach, the cobbled shore of Napeague Bay, and Goff Point, where piping plovers, terns and oyster-catchers nest. The Paumanok Path, Long Island's long-distance trail between Montauk Point and Rocky Point Natural Resources Management Area, traverses the park's pine barrens, dune heath and maritime grassland. The park has camping.



Napeague Harbor in Hither Hills State Park.



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User Guide

Contents



A wooden bridge crosses the Appalachian Trail in Sterling Forest State Park.

shorebirds and wild turkeys. On remote lakes, the cry of the loon is as much a sound of the wild as the wail of a wolf or coyote in the West.

Deer are common and a reason to be watchful when driving to your campsite or trailhead. Because black bears reside in the Empire State, be mindful when storing foodstuffs and garbage.

While out walking, you will encounter the paths of past presidents and literary giants, soldiers and farmers. The state's trails hold the sparks of independence and the tide of the Industrial Revolution. You will find the heritage of the Erie Canal, the lore of the Catskills and the looking-glass waters and region that inspired the 19th-century writings of James Fenimore Cooper.

Keeping this treasury passable is an army of volunteers. At the lead are such established hiking clubs as New York-New Jersey Trail Conference, Adirondack Mountain Club (ADK), Appalachian Mountain Club (AMC), Finger Lakes Trail Conference (FLTC) and Long Island Greenbelt Trail Conference. Grassroots special forces fill in gaps. The big organizations are great sources of information on where to hike and what to expect. They also produce and sell up-to-date maps — always a good idea.

Generally, New York offers three-season hiking. Spring and fall blend mild temperatures with low humidity. In summer, be on alert for afternoon thunder and lightning storms. The main bugaboo here is bugs. True to the East, mosquitoes and

black flies can pester you in June and July, especially in the Adirondacks and in New York's lowlands and swamp country. Insect repellent should be a constant companion.

The state boasts thousands of miles of trails. About 2,000 miles web the Adirondacks alone. New York is home to banner long-distance trails, including a portion of the nation's first national scenic trail, the Appalachian Trail (AT). It was at Bear Mountain north of New York City that the first stretch of AT was inaugurated. Finger Lakes Trail (FLT), North Country Trail, Paumanok Trail and Long Path are others.

Trail parking and use are generally free for DEC lands, although some nature centers and day-use areas require fees. Because of the predominance of leafy forests, some form of blazing — paint, diamond or disk — keeps hikers on course. The DEC uses both color-coded and user-coded trail disks you can see on page 40. A double-blazing typically warns of a direction change, with the top blaze offset left or right, indicating which way to turn. Cairns and stakes are other markings.

With doctors now encouraging us to walk 10,000 steps daily to reach good health, why not invest those steps, plus a few more, on a New York trail and see what happens? You just might walk yourself skinny. ♦

HIKING TIPS

- Wear proper shoes for support and comfort.
- Always carry water.
- Don't fret that a trail is long. Just because the trail continues doesn't mean you need to. Hiking is about the journey.



FOR MORE INFORMATION

NEW YORK DEPARTMENT OF ENVIRONMENTAL CONSERVATION

www.dec.ny.gov

NEW YORK STATE DIVISION OF TOURISM

800-225-5697,

www.iloveny.com.

NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

518-474-0456,

www.nysparks.com.



THE RV PARTY OF THE YEAR



RVers won tons of prizes on Pub Day.



A stylish dog show contestant.



Marcus Lemonis with the Good Sam mascot on stage.



FIND OUT WHAT YOU MISSED OR RELIVE YOUR FOND MEMORIES FROM THIS YEAR'S THE GOOD SAM RALLY, PRESENTED BY DISH NETWORK, IN REDMOND, ORE.

by MARLEEN CANNIFF

The almost perfect summer weather in the heart of Central Oregon can't claim credit for the high-flying spirits that ran through this year's RV rally. Nor can the beautiful backdrop of the snowcapped Cascade Mountains be held responsible for the show's success. Rather, it was the thousands of attendees who made The Good Sam Rally, presented by DISH Network, one of the best rallies to date — but the pleasant climate and majestic views certainly were welcomed.

From July 14 to 17 at the Deschutes County Fair and Expo Center in Redmond, 6,500 rally-goers smiled as they walked their way through the many events, seminars and displays at the show. Near the registration booth, attendees placed a pin on the Home Town Map, sponsored by Rand McNally, showing their place of origin; the thousands of pins scattered across this nearly wall-to-wall, floor-to-ceiling map was proof positive that people came from all over the continent to attend this grandiose



Dancing classes offered a way to let loose.

PHOTOS: W. SCOTT MITCHELL

affair. They met new friends and reconnected with old ones, hung out on club days (see sidebar), toured this high-desert community, packed the seminar rooms, played golf, participated in the annual dog show and were entertained by the likes of Vince Gill, Bobby Vinton, Peter Noone (of Herman's Hermits) and the High Street Band. But the main attraction, as usual, was the shopping: Row after row of new RV products lined nearly 400 booths in the exhibit halls, and more than 600 new-model RVs were on display on the fairgrounds. To read about our picks for the coolest 2012 motorhomes on display at the show, check out "Stars of The Rally" on page 50.

Taking a break from all of the shopping

opportunities at our 12th annual RV enthusiasts' celebration, thousands of rally-goers gathered each morning to participate in club days. RV Publications Day, brought to you by Trailer Life, MotorHome, Trailer Life Directory, Camping Life and Woodall's, opened its doors at 9 o'clock sharp on the first day of The Good Sam Rally, presented by DISH Network. It was by far the best venue around for RVers to connect with staffers from their favorite RV publications and to learn about what's new in the RV industry by getting complimentary magazines, receiving discounts on books and directories as well as winning some of the newest and handiest products on the market.

Pioneer Days was the theme to this

year's Pub Day event, and Joanna and Michael McIntosh from Lazy M Ranch parked their old-school, horse-and-buggy-style wagon out front to welcome guests to the High Desert Activity Center at the Deschutes County Fair and Expo Center. Inside, participants waited in line to spin the Wagon Wheel of Wonder for chances to win prizes and books, as well as a chance to ultimately win a brand-new WD2100XC washer/dryer combo unit, which was donated by Splendide. Some guests also opted to get branded by visiting tattoo artists Malea Anderson and Rebecca Anderson from Clowns Unlimited. And all morning long, line-dancing instructor Anna Maria Prach taught parties of potential



Magazine staffers gave away prizes to lucky winners from the crowd on Pub Day.



Thousands of rigs camped on the grounds.



Motorhome manufacturers lined up their new coaches for the public to check out.



Not all of the fun was just for adults.



Attendees perused the hundreds of RV accessories on display.



A beautiful golf course in Redmond.



Kids compete in an Oreo-stacking contest.

stars how to shake it up while keeping in step with some great dance music.

Pub Day was also an established hot spot to give back to Redmond, the city that has welcomed us for three rallies thus far. The local nonprofit NeighborImpact assistant program worked with Pub Day staffers to collect canned goods to help those in need in this high-desert community: The Good Sam Rally-goers attending Pub Day donated a whopping 788 pounds of food ... Thank you to all who donated!

Although the giving was good, the getting was also pretty impressive. Thousands of rally-goers went home with free loot — prizes that totaled nearly \$30,000. As in years past, the first 2,000 attendees re-

ceived a handsome embroidered ball cap, and this year, thanks to Thetford, every Pub Day attendee also received a sample of Eco-Smart holding-tank deodorant.

But that's not even close to all: the annual Pub Day raffle also delivered this year with wonderful prizes such as some sweet Magellan GPSs, cool cases and gift cards from OtterBox, Xantrex inverters, more than a handful of ThermoCELL Mosquito Repellent Lanterns, some very cool products such as an EIGato EyeTV Hybrid, Super-Tooth Buddy and a completely waterproof power strip, as well as an ADCO RV cover, a Tengolnternet wireless adapter, a trickle charger from CEA Solar, Microsoft 2011 Streets & Trips with GPS Locator and Thet-

ford also donated a Sani-Con System and two SmartDrain Sewer Systems. Ready America once again donated its popular Rock n' Roll Motion-Proof Putty and other products, and we also raffled off eight Strongback chairs, all of which the winners had to sit in before accepting this prize — and, of course, they all loved them! An assortment of award-winning games and puzzles from Buffalo Games were a huge hit, which has convinced us that absolutely every RVer loves games. Other games from Maranda Enterprises and Daddy-O Productions were also well received.

Calling out numbers of raffle tickets for the many prizes took some time, but the crowd hooped and hollered all in good fun through it all. Just before the grand prize drawing, Lenore Beach, from Temple, Texas, won a Tempflow RV mattress valued at \$1,299 (check out www.reliefmart.com for more details about this RV mattress). In fact, while wearing her very memorable red-white-and-blue-boa-accented hat, this lucky participant also won a bag of Protect All RV cleaning supplies. But if we were to name the luckiest RVers of all, it would be Glenn and Marilyn Nielsen of Fresno, Calif., as they were the grand-prize winners of a Good Sam RV Tour to their choice of Branson, the Pasadena Rose Parade or the Albuquerque Balloon Festival, valued at \$2,400.

The Good Sam Rally is expanding to three great venues in 2012. It will take place in Phoenix March 22-25; Louisville, Ky., June 21-24; and Daytona, Fla., Nov. 2-4. Call 877-749-7122 or visit www.therally.com to reserve your spot. ♦



Vince Gill headlined the main entertainment.



Bobby Vinton still wows the crowds.



Peter Noone of Herman's Hermits.



The large crowd made an attempt to high-five their way into Guinness World Records.

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STARS OF THE RALLY



Activity was brisk around the **Winnebago** display and among the hottest models was the 2012 **Tour**. It's the company's flagship diesel-pusher and it's easy to see why. Power comes from a 450-HP Cummins ISL turbodiesel, and it rides on the Maxum chassis with a gross vehicle weight rating (gvwr) of 44,600 pounds. The chassis provides a lower center of gravity for improved ride and handling, and creates a full-width sliding tray for more storage room below the coach. The all-new 42JD model (base MSRP \$351,098) offers three slides, one of which is a full-wall slide; boasts the largest refrigerator in its class; a 36-inch entry door; 7-foot ceilings; a king-size master bed; and two bathrooms. The master bathroom sports his-and-her sinks with plenty of elbowroom.



The 2012 **Winnebago Journey 36M** (base MSRP \$246,498) was another new Class A that grabbed a lot of attention for its outside entertainment center — plus it offers a lot packed into a 36-foot package. It houses a large LCD TV and new extendable sectional dinette with a table and seating that expands to entertain guests inside. The kitchen faces the dinette and features a pullout island that makes the midcoach dining area very cozy and useful. It's a 360-HP diesel-pusher on a low-slung Maxum chassis with a GVWR of 32,350 pounds and generous under-coach storage.



THERE WAS PLENTY OF SPARKLE AND SHINE AT THE GOOD SAM RALLY AS **NEW COACHES FOR 2012** GRACED THE GROUNDS

by STUART BOURDON

More than 600 motorhomes of all sizes, types and varieties were on display during The 2011 Good Sam Rally, presented by DISH Network, held July 14 through 17 at the beautiful Deschutes County Fair and Expo Center in Redmond, Ore. And in between meeting up with old and new friends, attending interesting seminars and finding exciting products to

enhance the RV lifestyle, there was still plenty of time for attendees to check out all the new bright and shiny coaches.

If it could be said there were any trends this year, we noticed a few: More and more outdoor entertainment centers and outdoor kitchens are being offered, and larger lounges and dinettes with expandable or pullout sections are becoming more common. We found quite a few standouts in the crowd that really shined.



One of the favorites from the **Itasca** line was the **Sunova 30A** (base MSRP \$122,510) gasser built on a Ford F53 chassis with a GVWR of 22,000 pounds and a Triton V-10 engine. In that compact 31-foot length is a double-slide floorplan that features an innovative extendable U-shaped dinette. The hybrid couch/dinette can grow to seat up to six; the lounge area features a recliner and a 42-inch LCD that can be moved out for viewing even when the slideout is not extended; the bathroom and bedroom are huge and the inline galley has two pantries.



Fleetwood had a host of new products for Rally attendees to check out. Two sparkling examples were the **Bounder 35K** (see our test on page 58) and the **Providence 42P**.

The **Fleetwood Providence 42P** (base MSRP \$313,740) diesel-pusher's polished porcelain floors and huge bathroom really got some attention. So did its all-residential-level appliances and the vast spaciousness created when both of the huge main slides were opened wide. The popular extendable L-shaped lounge and a giant kitchen with roughly the same L-shaped layout inhabit one side. On the other side is a convertible couch and an innovative two-person dinette with a credenza and laptop station with room underneath for a printer. This coach is powered by a 450-HP Cummins 8.9-L ISL and has a GVWR of 44,600 pounds.



PHOTOS: W. SCOTT MITCHELL



Also impressing the crowds was the 2012 **Anthem 42DLQ** from **Entegra Coach** (base MSRP \$417,541) powered by a Cummins 450-HP Cummins diesel and sitting on a chassis sporting a 44,600-pound GVWR. The Entegra, built by **Jayco**, has a new floorplan featuring luxurious living standards that begin at the tile entryway and don't stop. The galley boasts a residential refrigerator, Corian counters and a hidden-drawer dishwasher; the main living area shows off raised-panel solid hardwood cabinets and distressed Ultraleather furniture; the large bathroom offers a rounded glass shower and his-and-her sinks, and a Sleep Number bed is featured in the master bedroom. This is an all-electric coach that runs off eight house batteries and power inverters.



The gleaming white porcelain tile floors; the upholstered, fully lit and ducted ceiling; the solid-wood cabinetry; residential appliances and furniture drew crowds into the quad-slide 2012 **Tiffin 42 QBH** (base MSRP \$301,280). But what was really striking was the volume of room in the coach's main living area. Absent is the popular L-lounge — instead, a more traditional booth dinette and two sofa beds allow for a wide-open classic feel. Other features of note are rear vision and side-view cameras with defrosters as standard, argon-gas-filled dual pane windows, a slide-out front-mounted AC generator and a GVWR of 42,600 pounds. The 42 QBH also gains the new 400-HP Cummins turbodiesel.



Also on display among the dozen or so **Holiday Ramblers** was the new 2012 **Vacationer 36SBT** (base MSRP \$121,650), a triple-slide Ford V-10 gasser unit built on a chassis with a GVWR of 20,500 pounds. It offers a sofa with an optional sectional unit, a standard L-shaped galley in one front slide and a booth dinette and 54-inch loveseat sofa with a refrigerator and pantry squeezed between in the opposite front slide, making up a split but spacious living/dining area. A 40-inch LCD TV and optional fireplace decorate the back wall of the living area. A well-outfitted bathroom with a large shower, and a spacious bedroom with a full-size walk-around queen bed are in the rear of the coach.





Newmar showed off its completely redesigned 2012 **Dutch Star 4342** (base MSRP \$324,771). A coach with a very traditional image, the designers wanted more curb appeal, especially since dealers and buyers were so familiar with the long-standing line. The living room and galley sparkle like an Italian villa. The floor is made of white polished porcelain tiles accented with black glass inserts, which complement the Corian counter- and tabletops. Black, gray and white tile inserts create a striking backsplash. The luxuriously appointed bedroom featured a king-size Sleep Number bed; a walk-in closet, full-height hanging storage and a stacked washer/dryer were highlights of the massive bathroom. The chassis, with a GWR of 47,000 pounds, is powered by a new 400-hp Cummins ISL engine.



Another shining star Rally attendees found on the fairgrounds was the **Ikon** by **Renegade**. This massive and powerful luxury motorcoach can deliver up to a 30,000-pound towing capacity and features a triple-slide 34MC floorplan (base MSRP \$637,035) filled with leather furniture, top-notch stainless steel appliances, polished tile flooring with inserts, and Corian countertops. Other interior highlights include a stacked washer and dryer, 40-inch LCD TV in the front area (non-bunk option), a large bathroom with a huge tub/shower and macerator toilet, and a spacious rear queen bedroom. Outside there is an entertainment center with a big TV and sound system, and side-swing-door storage boxes.



On the smaller side, **Roadtrek** displayed a 2012 **RS-Adventurous** powered by the Mercedes 3.0-L CRD turbodiesel (base MSRP \$108,680). It offers sleeping for four or transport for seven, depending on how it's made up. The rear sleeping area makes into a 69-inch by 78-inch king bed. A 19-inch LCD TV inhabits the entertainment center. The galley offers granite countertops with a convection microwave oven, and other standards include a macerator system and dual coach batteries.



From the compact Class B units to the majestic Class A motorhomes spread across the Deschutes County Fair and Expo Center, there was something of interest for all of the attendees. No matter what they were looking for, high-end luxury or a sporty road Rambler, there were plenty of star-quality motorhomes to be found at The Good Sam Rally, presented by DISH Network. ♦

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A NO-STRESS APPROACH TO MOTORHOME REPAIR

USE COMMON SENSE AND A FEW BASICS TO SOLVE YOUR COACH'S TECHNICAL TROUBLES ONE STEP AT A TIME

by STEVE SAVAGE



Using a meter to verify voltage at the air conditioner. The acceptable range is 104-132 volts AC.

It's NASCAR time in Bristol, Tenn., and I am parked outside the paddock where the drivers' buses are sequestered. About 30 minutes ago, the owner of one of the buses called to ask if I knew how to check the compressors on a refrigerator. Having stared more than a cooler or two in the face, I assured him it was not my first rodeo and signed on. As the task was explained to me, he had a specialist locked, loaded, and at the ready to fly in and install two new compressors. My job was to assure him his considerable out-of-pocket expense was justified. So, I waited.

In not too many minutes, the driver (not of the race car, but the bus) arrived via golf cart and escorted me through security. Now just so we are all on the same page, I run a mobile RV service for RV owners, along with several large and small RV dealerships. Some days I work out of my truck, others I spend the day on a dealer's lot. I service towables and motorhomes; conversion buses almost never. So why did I have the audacity to think I could troubleshoot an appliance I had not yet seen? For the same reason I think most motorhome owners can learn to work on many of the systems in their own coaches. Most motorhomes are the same;

PHOTOS: STEVE SAVAGE



plug was behind it. I needed a simpler plan. Disconnecting the power cord connected to the refrigerator was relatively simple as all the connections were exposed at the base of the fridge. I disconnected the cord, then I went back outside and reset the breaker. The breaker tripped, just as before.

Knowing now it was the circuit and not the refrigerator, I called the bus owner and told him to keep those compressors on the runway. The refrigerator was off the hook. Two weeks after the race, the bus driver called me to say the wall receptacle had a short. Grunt work to gain access to the receptacle, but technically not a very difficult repair.

My purpose in this example is not to explain how to troubleshoot Sub-Zero refrigerators. I likely will never see another, nor will most reading this. My goal is to suggest an approach for troubleshooting any problem in your motorhome. For, you see, the difference between a technician and a parts-changer is not tools, service manuals, or even experience. The difference is whether you use a step-wise approach to answer a question or simply throw parts at the problem in hopes it will go away.

If you have read this far, I am guessing you have done so either because you already work on your own motorhome, you would like to start working on your own coach, or you are simply hoping to pick up an idea or two to save some money. Let's do the "save money" part first.

In my experience, if owners would learn to use their components correctly and regularly, they would eliminate at least 25 percent of their service costs. Like the human body, mechanical things, of all

they just come in different flavors.

Now back to the story. Finding myself in front of a motorhome and not knowing how to open the pneumatic door was a bit disconcerting, and things were not looking a great deal better when the alleged problem child turned out to be a Sub-Zero double compressor household model refrigerator, ensconced in marble. However, here I was and there it was, so I needed to do something. What I decided to do was approach this problem just as I would any other; try not to panic and keep it simple. Fortunately, the driver knew how to open the door to the bus, so I was off to a good start.

The first step in any troubleshooting scenario requires the designated fixer to assume nothing about the task at hand. That line of thinking meant the refrigerator may

not even be the guilty party. Time to interview the witnesses and this is what I learned. The breaker feeding power to the refrigerator had tripped and could not be reset for more than a second. Since every problem has to be verified, back outside I went and into the compartment with the breakers and fuses. Resetting the breaker was a waste of time. It snapped open instantly.

Now, knowing what I was up against, I began by asking myself this simple question: Is the breaker tripping because of the refrigerator or is it tripping for some other reason? If I could rule out the refrigerator, the compressors could not be the problem and my work was finished. The simplest way to resolve this issue would be to unplug the fridge and try resetting the breaker, but the refrigerator was built in and the



Jumper leads can be used to bypass several controls in motorhomes. Be sure to check the service manual to avoid damaging control boards when using jumpers.



Always check directly at the appliance for voltage to controls and components. Acceptable ranges are referenced in service manuals.



Clamp meters provide a quick and easy way to verify the refrigerator element is working.

stripes, resent being stored and do much better with regular exercise. In addition, many motorhomes now come with a plethora of switches, lights, gauges and control panels. Operating these things is not always intuitive and reading the owner's manuals may prove interesting.

Getting back to troubleshooting — there are some things that need to take place before you begin and understanding basic electricity is first on my list. I'd estimate well over 80 percent of service calls have to do with something electrical. You do not need to be an electrical engineer, but, if you do not have a working knowledge of terms like voltage, amperage and resistance, you will be in over your head fast!

Next, you are going to need service manuals and I am often asked how to obtain them. Service manuals, by the way, frequently have diagnostic trees to help break troubleshooting down into steps. Fortunately, that is one of the least difficult things about troubleshooting. Most service manuals are available on the Internet. Simply Google the manufacturer's name and the component you are troubleshooting. When working on a component for the first time, I pull up the service manual and either print it or download it onto my laptop.

How about tools? You need at least one good electrical meter for sure and, speaking dogmatically, a high-end clamp meter capable of reading both direct current (DC) and alternating (AC) current (amperage) and what is called RMS voltage is an absolute. In my book, this is a lifetime purchase, so forget the shiny wrenches and put your money in a quality meter. If you have never used a meter before, start by practicing on the parts of your motorhome that are working. Using your meter, you will be able to test virtually everything in your coach that uses electricity, often in a matter of minutes. Remember, electricity can be dangerous, so no circuit is ever tested live, unless the test requires it!

In addition to my clamp meter, my first-out-of-the-truck bag includes stubby and standard-size ratcheting screwdrivers with changeable tips, needle-nose pliers, an angle wire cutter, and standard pliers. Besides the tools, I have two leads with alligator clips on each end and a couple of pieces of wire in case I have to bypass something. I also carry an infrared gun for

reading component temperatures. I have many more tools on my truck, but the ones in my bag are the regulars.

So far, I have purposely avoided focusing on a specific appliance because far too often folks look for shortcuts, or as one caller said to me not long ago, "I can fix it myself. I only want you to tell me what is wrong and what part to buy." Here is an example of the approach I would use on a call to service an air conditioner. The problem presents itself as "when I set the wall thermostat to cool and turn the temperature down, nothing happens."

The first step is making sure the air conditioner has both AC and DC power. The DC power is sometimes necessary for the controls. The generator or shoreline provides 120-volt AC power. This week, I found 97.5 volts at one campground pedestal, and at another coach I found 118 volts at the breaker, but only 45 volts at the air conditioner. Sometimes you don't need to go to step two. Your service manual contains the power requirements for whatever model you are servicing.

If the power supply is good, I would check for power from the board at the ceiling to the rooftop unit. If I had power out of the board, I would move to the unit on the roof. If I did not have power out of the board, I would bypass the wall thermostat, which controls the board. If the rooftop unit started when I bypassed the thermostat, I would replace the thermostat.

If it didn't, I would next focus my attention on the module board in the ceiling, most likely replacing it, after checking the connections at the board. The crucial feature is that I am answering a series of simple questions, and so far, all I have used is a screwdriver, my multimeter, and perhaps a small wire to jump thermostat terminals. You will find the procedures for everything I noted here in the service manual.

A final thought I would like to share with you. Troubleshooting in a motorhome, as with all problem-solving, means answering a series of small questions. The only time I fail to resolve a problem is when one of two things happen — either I don't know what to ask, or I ask the wrong question. ♦

Steve Savage is a Master Certified RV Technician who frequently writes for consumer and industry publications.

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2012 FLEETWOOD **BOUNDER 35K**



Left to right: The unique floorplan of the Bounder has the galley up front and the family room in the middle, with the L-shaped Transformer Sofa creating the divide. While the galley is well equipped with a huge 12-cubic-foot, four-door refrigerator and a pull-out pantry, countertop would benefit from a fold-up extension next to the sink. In the cockpit, a stand-up dash pod holds the rearview monitor and the instrument panel has clear readouts during the day and night. A retractable laptop tray is a thoughtful touch for the copilot.

PHOTOS: FRED PAUSCH

November 2011 | **MOTORHOME**

Q

Quick! Someone tell Fleetwood's President John Draheim that they're sending Bounders down the luxury coach assembly line! So went the comments as we surveyed the 2012 Bounder. Clad in a handsome, new full-body paint scheme (with a choice of three more), and looking more like a Fleetwood Discovery clone, the Bounder promises a new direction for the iconic front-gas 'Roo coach.

As gasoline-engine motorhome sales continue to "fuel" buyer interest in a convalescing economy, manufacturers are capitalizing on that interest by migrating features and amenities from larger, more expensive diesel coaches into their best-selling gas lines. The results are stellar and after more than 41,000 Bounders built since its debut in 1985, the new Bounder represents the culmination of owner feedback and manufacturer redesign of a true iconic coach.

A WALK-AROUND

Underneath that striking full-body paint you'll find generous lighted exterior saddle bag storage compartments behind insulated aluminum side-hinged doors. One large undivided driver-side storage compartment is in-

tegrated into the 30-inch-deep by 16-foot-wide cabin slide room, eliminating noggin' knockin' trips under the slide when retrieving gear. The rear pass-through compartment is capable of handling ladders, fishing rods and skis but a lack of simple tie downs in the slick rotomolded compartments allows unwanted cargo shift if not fully packed. A set of nonskid, hose-off compartment mats would be a welcome convenience, even if offered as an option. With more than 10,000 miles already clocked on this test coach, it was reassuring to see that the compartment weatherseals successfully stopped dust and water infiltration, giving the compartment drains little to do.

The lighted utility compartment is fully enclosed and protected from road debris. Inside, it houses the 50-amp service cord (equipped with the \$560 optional Neutral Loss Protection), manual dump controls and hose connections all within easy reach. An exterior shower hose for cleanups is also provided. Cold weather campers will appreciate the heated holding tank compartments (standard equipment) with winterizing valves and drains, and the whole-coach water filter, which is also protected from debris and cold temps.

2012 FLEETWOOD BOUNDER 35K	
<p>WHAT'S HOT Choice of four full-body paint schemes, exterior entertainment center, roomy 30-inch by 39-inch shower with bench, stand-up dash pod for rearview monitor in cockpit, plenty of floor space</p>	<p>WHAT'S NOT Audio visual system needs to be simplified and more accessible, countertop space in the galley could be augmented by a fold-up countertop extension, Triton V-10 is noisy upon acceleration</p>

BRAND-NEW 1½ BATH FLOORPLAN, 3 TVS, A FIREPLACE, FAMILY ROOM AND AN EXTERIOR ENTERTAINMENT CENTER. DID FLEETWOOD SEND THE NEW BOUNDER DOWN THE WRONG ASSEMBLY LINE?

by FRED PAUSCH





The full-width rear-wall bath with a roomy shower makes the rear bedroom feel like a classy private suite. The residential feel is aided by the 60-inch by 80-inch queen bed and surrounding cabinetry that includes matching eyeglass nightstands and a wardrobe module that conceals the 32-inch flat-screen TV.

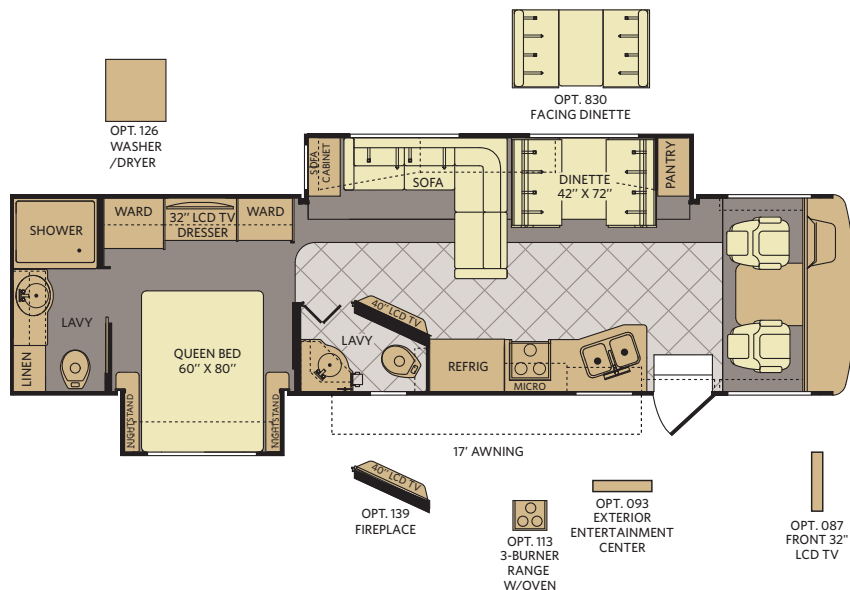
Engine and transmission servicing needs on the Ford chassis are readily accessible behind the locking drop-down hood panel that has space to stow the long-handled windshield squeegee you will need to buy for the Bounder's enormous panoramic one-piece front glass. With fluids checked and the hood locked, a sharp eye might even detect the optional (\$1,225) Diamond-Shield protective paint mask.

DECATUR, WE HAVE A PROBLEM

We were pleasantly surprised by the optional (\$1,932) exterior entertainment center with a 32-inch flat-screen Sony TV and Pioneer stereo combo. It's the first outside entertainment center to debut on any of Fleetwood's Class A gas coaches.

From the comments we received about it while camped at beautiful Flying Flags RV Resort and Campground in Buellton, Calif., the outside TV setup should become a popular option.

And while we're talking about the Bounder's AV system, we hope Fleetwood will focus more effort in simplifying the interior TV AV system. With the optional (\$1,148) auto-locating satellite dish, the optional (\$1,267) 32-inch LCD TV in the cockpit, the optional (\$553) Blu-ray home theater system, inputs for the roof TV antenna and the resort's cable system, we found it frustrating to send the correct signal source to the TV. We called NASA for help, but they didn't pick up, so maybe a simple "cheat sheet" is needed. A closer



SPECIFICATIONS

PERFORMANCE

FUEL ECONOMY: 6.5 MPG
ACCELERATION:
0-60 MPH: 25.6 SEC
40-60 MPH: 11.7 SEC

CHASSIS

MODEL: FORD F53
ENGINE: TRITON 6.8-L V-10
SAE HP: 362 HP @ 4,750 RPM
TORQUE: 457 LB-FT @ 3,250 RPM
TRANSMISSION: 5-SPEED WITH TORQSHIFT, OVERDRIVE AND TOW/HAUL
AXLE RATIO: 5.38:1
TIRES: 235/80R22.5G
WHEELBASE: 228"
BRAKES, F/R: DISC WITH ABS
SUSPENSION, F/R: I-BEAM, MULTI-LEAF SPRING W/STABILIZER BAR, MULTI-LEAF SPRING WITH STABILIZER BAR
FUEL CAP: 80 GAL
WARRANTY: 3 YRS/36,000 MILES

COACH

EXT LENGTH: 36' 3"
EXT WIDTH: 8' 6"
EXT HEIGHT (WITH A/C): 12' 10"
INT WIDTH: 8'
INT HEIGHT: 7'
CONSTRUCTION: INTERLOCKED ALUMINUM FRAMING, BONDED FIBERGLASS SKIN, TPO ROOF, POLYSTYRENE INSULATION IN SIDE WALLS AND RADIUS ROOF STRUCTURE
FRESHWATER CAP: 85 GAL
BLACK-WATER CAP: 42 GAL
GRAY-WATER CAP: 58 GAL
WATER-HEATER CAP: 10 GAL
LP-GAS CAP: 20 GAL
AIR CONDITIONER (2): 13.5K BTU
FURNACE: 34K BTU
REFRIGERATOR: 12 CU FT
INVERTER/CHARGER: 1,200 WATTS/70 AMPS
BATTERY (3): 1 12-VOLT CHASSIS, 2 6-VOLT COACH
AC GENERATOR: 5.5 KW
BASE MSRP: \$135,660
MSRP AS TESTED: \$144,235
WARRANTY: 1 YR/15,000 MILES

WET WEIGHT

(WATER AND HEATER, FUEL, LP-GAS TANKS FULL; NO SUPPLIES OR PASSENGERS)
FRONT AXLE: 7,120 LBS
REAR AXLE: 12,900 LBS
TOTAL: 20,020 LBS

CHASSIS RATINGS

GAWR, F/R: 8,000/15,000 LBS
GVWR/GCWR: 22,000/26,000 LBS
ROCC: 1,980 LBS

GAWR: GROSS AXLE WEIGHT RATING
GVWR: GROSS VEHICLE WEIGHT RATING
GCWR: GROSS COMBINATION WEIGHT RATING
ROCC: REALISTIC OCCUPANT & CARGO CARRYING CAPACITY (FULL WATER, NO PASSENGERS)

look revealed that the Blu-ray player, which is located in the overhead cockpit cabinet, is very difficult to reach and operate without having to stand on the engine doghouse or driver's seat. We'd like to see the AV system relocated away from the driver's position to a lower, more sensible and accessible location.

FAMILY ROOM PLAN

This floorplan immediately caught our eye, leading off with a forward galley and dinette behind the cockpit and the main seating area aft of the dinette. While most floorplans combine both seating and dining areas around the perimeter of an open cabin, Fleetwood has created two distinct areas with the use of its new expanding Transformer Sofa serving as a room divider. Families and couples will find this arrangement appealing as activities can continue at the standard drop-table-style facing dinette or the optional (\$1,358) jackknife cushion dinette, while conversations, a movie or a good book can be enjoyed from this very comfortable sofa.

Releasing the hidden sofa latch extends the end of the sofa into the room creating a full L-shaped sofa with additional seating. It also creates a unique and intimate family room feel, which is centered around the wall-mounted 40-inch Sony LCD TV and optional (\$315) 5,200-Btu heating fireplace. The impression of a cozy study is further enhanced by the optional (\$490) MCD Innovations day and night shades and the decorative wood-trimmed glass panel above the TV that is back-lit and dimmable for added ambiance. But true to Bounder's functional heritage, whenever maximum floor space is needed again, simply retract the sofa.

GOOD EATS

The galley is well equipped for any occasion with a solid-surface counter and a deep twin-basin sink with a residential-style pull-out faucet. Countertop space is enlarged by using the twin sink basin covers but would benefit more from a surprisingly absent fold-up countertop extension next to the sink and entry. A convection microwave handles warm-ups and baking chores assisted by the standard three-burner cooktop or select the optional (\$217) cooktop and gas oven combo for

the holiday turkey. The 12-cubic-foot, four-door refrigerator with icemaker, adjustable shelves and crispers, should have no trouble handling anything and everything you need for a memorable trip. A convenient integral sliding door lock between the upper and lower doors makes it easy to check and a snap to secure before departure.

The versatile pull-out pantry with fixed and adjustable shelves will also hold enough menu items for your extended trips with additional fully carpeted storage cabinets and full extension drawers in the galley module. We discovered one feature often requested by owners: designers have relocated the galley lighting and water pump switch panel array behind the sink base cabinet doors. While it certainly eliminates interrupting the galley décor with several utilitarian rocker switches and plates, we'll leave it to you to decide how convenient it is to repeatedly open a cabinet door to hit a switch.

BED AND BATH

The half-bath features a roomy design that allows for a water-saving porcelain commode and full-size sink with wraparound wall and medicine chest storage. Often overlooked, a linen cabinet above the toilet has been included, eliminating bulky linen storage in the lav cabinet. Equipped with a furnace duct, powered roof vent and both accent and task lighting, this handsome wood-trimmed half-bath would be at home in any diesel-pusher.

The bedroom is a relaxing private suite wrapped in more of the Bounder's handsome woodwork offering a comfortable 60-inch by 80-inch queen bed in the curbside slide. Matching eyeglass nightstands, each with a 120-volt AC outlet and overhead reading lamps, provide a restful alternative to watching the 32-inch flat-screen TV mounted in the wardrobe module, opposite the bed. A six-drawer dresser and upper cabinet that holds the TV's DVD player is flanked by a 55-inch-tall wardrobe and a second wardrobe cabinet that is designed to house the optional (\$1,638) washer/dryer unit. Additional linen or wardrobe space is provided in the bathroom where a pull-out hanging rod is built into the rear wall linen closet, providing additional storage versatility.

The full-width rear-wall bath includes



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a porcelain VacuFlush commode and a large domed skylight shower providing up to 81 inches of usable headroom. A handy shower bench of comfortable proportions is provided in its 30-inch by 39-inch footprint — no more “telephone booth” showers. It’s even roomy enough to wash a big dog.

THE HELM

The cockpit is everything you’d expect for a coach of this type and size. Ford’s sweep-style instrument panel readouts are clear and unobstructed day or night. Kudos to the Fleetwood designers for the excellent stand-up dash pod that holds the rearview monitor (with sound). The monitor provides a clear view and visibility is aided by the large exterior side mirrors that house turn-signal-activated side-view cameras. Swiveling cockpit Ultraleather captain’s chairs with manual adjustments provide two thumbs up for comfort and support. A retractable footrest in the copilot’s seat allows feet-up comfort when not using the clever pull-out laptop computer shelf and storage drawer built into the dash. There’s also a 120-volt AC outlet near the floor that provides accessory power. Chassis controls and coach function switches and capacity levels are grouped together in the center stack with room for aftermarket additions. The doghouse cup holder and storage tray routinely interfered with average-size drivers swinging their feet around to exit the seat — hopefully relocating a redesigned unit to hold larger items like glasses, CDs and cellphones is in the works.

ALONG FOR THE RIDE

Our trip up the coast purposely included travel on a variety of road surfaces at multiple speeds. While the Ford leaf-spring, solid front axle chassis offered its version of a smooth, predictable and controlled ride on asphalt, it also transmitted its complaints about jointed concrete traffic lanes, truck-worn and cracked from big-rig weight making a hands-free cockpit phone call challenging. Front- and rear-stabilizer bars minimized body roll from side winds and larger vehicles passing and opposing. The V-10 Triton, as we have reported on other occasions, enjoys its power and torque at higher revs but unfortunately freely shares it with those in this cockpit. Accelerating

onto the freeway eliminated conversation or music until reaching cruising speed and then things quieted when settling into a 2,400 RPM, 65 MPH gait. Additional noise-suppressing material under the cockpit and doghouse would go a long way in containing the Triton’s excitement when climbing hills or under hard acceleration.

Downhill control was reassuring, even with a moderate side wind, engaging the tow/haul feature to assist service braking with engine compression braking. A 6 percent downhill grade speed of 40 MPH was held in check at 2,800 RPM in fourth gear with only occasional service brake application. The steepest 7 percent downhill grade added an additional 1,000 RPM in fourth gear to comfortably yet safely maintain 50 MPH. Conversely, a 5 percent uphill grade at 45 MPH required third gear at 3,600 RPM, limiting conversation again. Fleetwood reps told us that a doghouse redesign is currently being considered and we hope that it becomes a priority in keeping with the list of other pleasing upgrades that the Bounder line is enjoying.

It was immediately apparent that Fleetwood is serious about cloning this gasser in the image of its luxury diesel brethren. New features, upgraded décor, brand-name components, handsome full-body paint schemes, a heightened response to customer feedback and attention to detail have pushed the Bounder to an interesting new level in the gas coach segment. Bounder’s lifelong functionality remains under its brand-new suit, and with some additional fine-tuning, there’s no reason to settle for less in a gas coach whether as a weekender or full-timer.

Our thanks to the staff of Flying Flags RV Resort and Campground for their assistance and photo locations for this test. ♦

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www.flyingflags.com.

CIRCLE 149 ON READER SERVICE CARD.

t seems like they're everywhere! And although they are called phones, it seems that their use as a telephone is only a minor function. I'm talking about smartphones, those revolutionary devices that combine instant communication, social networking and the amazing power of the World Wide Web. They're amazingly versatile straight out of the box, but that's only the beginning. You can buy an endless number of apps (applications for those of us in the senior set) that offer an unending number of other uses. Some are even free.

If you've been a member of the RV community for a number of years as my wife and I have, you undoubtedly have memories of the time "B.C." (before cellphones). There was that gnawing fear that a tire would blow or the transmission disintegrate somewhere between Wendover, Utah, and Wells, Nev. How would you get help out in the middle of that barren wasteland? While not as gut-wrenching, there were those obligations where you'd promised your aging parents to stay in touch — provided you could find a working pay phone that accepted your phone card.

The early days of cellphones weren't a lot better. I remember the bag phone we carted around because the 3 watts of power would at least reach a short distance over the horizon, hopefully to an active tower. When laptop computers made online banking possible, I discovered early on that there were ways of hooking our cellphone up to our computer, getting our email messages and paying our bills online if I could find a tower that served our carrier. That often meant parking within a few feet of the tower in order to get a sustainable connection. No doubt you can add your own stories to this list.

In spite of the shortcomings, we were comfortable with cellphones. As service and coverage improved, we felt more secure that we could call the kids from the RV and not lose the signal just as our daughter said, "You'll never guess what happened to us!" There were times cellphones were lifesavers, such as the time we blew a tire on our rig on an overpass in Reno, Nev., and called road service to get us safely on our way.

But throughout, we operated under the increasingly false as-

AM I SMART ENOUGH FOR A SMARTPHONE?

ALTHOUGH THE WORLD OF NEW MOBILE TECHNOLOGY CAN BE INTIMIDATING, **THE BENEFITS OF SMARTPHONES AND THEIR FUN AND USEFUL APPS** CAN TURN SKEPTICS INTO BELIEVERS

by GERALD C. HAMMON



sumption that cellphones were for telephone calls. Each time our cellphone carrier lured us into its retail outlets with the offer to upgrade our phones, we noticed there were more and more things that could be done on a phone. People no longer just spoke to each other, they texted each other. Even though it's now commonplace, we still marvel at how the younger generation can move their thumbs at nearly the speed of light over a miniscule keyboard using a shorthand that will probably replace all spoken languages in a few years. Even though the screen on modern smartphones isn't as big as the screen on a 1947 Emerson black and white TV, folks are able to surf the Web, communicate with social networks, buy and sell stocks and so on.

Gradually, my reaction turned from no way to maybe we ought to try one of these things. After all, my wife pointed out, you are a writer. Why don't you write an article on smartphones? And that, dear readers, is why there is an almost-new iPhone sitting on my desk.

When we made the decision to join the smartphone genera-

tion, the first decision we encountered was what kind of smartphone we would buy. If you are also contemplating such a purchase, you will find that your wireless carrier will have several brands with varying capabilities. Most have strengths and weaknesses, and I wasn't much help when asked what we planned to do with it because I didn't know. Our son, a solid Apple fan, persuaded me we would be happy with the iPhone 4 and that, rather than detailed analysis, was our deciding point. He explained that

the iPhone was intuitive, which would make the task of learning its uses easier. I don't think we've gotten very far into the "intuitive" part. I did, after the fact, search websites such as www.cnet.com that rate smartphones. The majority, including our iPhone, are reputedly quite serviceable for most users. And most, if not all, will interface with both PCs and Macs.

If you think of a smartphone as a portable version of your home computer that incidentally also allows you to make and

GET SMART

SOME OF OUR FAVORITE MOBILE

APPLE MOTORHOME



This app allows you to bring along the latest edition of MotorHome magazine. The purchase price (\$1.99) includes access to the current issue of the magazine, and users can select the font size and color for a more personal experience. Back issues and subscriptions are also available for purchase with the app.

101 CAMPING & OUTDOOR RECIPES



The name says it all. From appetizers to entrees, this app (99 cents) features an array of tried-and-true recipes formulated specifically for campfire cooking. Users can also adjust font sizes, bookmark favorite recipes and take notes, all without needing an Internet connection.

ALLTRAILS HIKING



With this free app, users can browse through some 40,000 trail guides detailing activities like hiking, biking and even popular fishing spots. You can view topographic maps and routes, and read and write reviews on your favorite excursions. Plus, the off-line browsing feature means you can view all this when your iPhone isn't getting reception — likely while you're hiking off the beaten path.

COPPERTONE MYUVALERT



By entering your ZIP code, you can learn the current UV index for your region as well as forecasted UV indices, weather conditions and advisories. Enter your outdoor activities and the app will recommend sunscreens. Alerts remind you when it's time to reapply. The free app includes sun protection tips and coupons for Coppertone products.

DISH FOR MY RV SATELLITE FINDER



Having trouble determining line-of-sight for your Dish Network satellite feed? When setting up in a tree-lined or mountainous area, simply point your iPhone toward the sky and view the screen as it locates Dish Network satellites, which appear as red dots, making it easy to get the best positioning for optimal reception — and the app (\$2.99) requires no Internet connectivity to use.

FACETIME



FaceTime makes it easy to connect with friends and family while on the road. The video-call app (99 cents) works with your existing address book and offers up to 720p clarity for "face-to-face" calls with other Mac users. Of course, this app requires a camera, so be sure you're properly equipped.



Part of the allure of RVing is the ability to get away from it all, to unplug and de-stress. For some, that involves turning off the cellphone and laptop, and forgoing TV for peaceful, electronics-free living. But many of us still prefer to take advantage of the technology that's available to help enrich our RV experiences. With iPads, tablets and smartphones becoming, well, smarter by the day, there are literally hundreds of apps available that are beneficial for even the most refined RVing tastes. To that end, we've rounded up two Top 10 lists; one for Macs (iPhone, iPad, etc.) and one for Android-powered phones and tablets. Keep in mind that some apps are available on both platforms, but to avoid any duplication, we're limiting our lists to be mutually exclusive.

receive telephone calls, you will find it easier to understand how it works. Most smartphones will synchronize with your PC or Mac computer and download contact information from that source. Depending on your email program, it may allow you to download all of your contacts onto your smartphone, eliminating the need to laboriously type in those contacts.

The question you may be asking at this point is, "Are they really that much more useful than a conventional, old-style cell-

phone?" The answer, in large measure, depends on you. To carry the possibilities of smartphones to an extreme, you can download books and read them on your smartphone. You can even subscribe to services such as Netflix and download movies. Watching movies on a smartphone seems a little too much like watching TV on an old 10-inch TV screen to me. It might work for some people, but we doubt we'll try that. However, our iPhone came equipped with applications that I actually found quite useful.

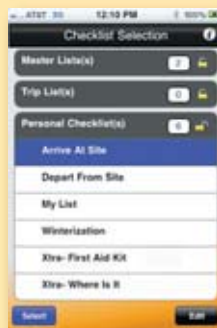
APPS TO HELP ENHANCE THE RVING EXPERIENCE | by KRISTOPHER BUNKER

NATIONAL PARKS COMPANION



Offering more than 500 national treasures in the palm of your hand, this app (99 cents) features park descriptions, photos, contact information and fees for some of your favorite park destinations. The offline app also allows users to keep track of all the parks they have visited with an interactive checkbox.

RV CHECKLIST



Written by an RVer, for RVers, this app (99 cents) includes RV-centric checklists on what to do when arriving at and departing from a campsite, a master list for long and short trips and suggestions on where to store particular items. Plus, the ability to create your own checklist enhances the versatility of this application.

RV COMPANION



The ideal companion on your RV trip, this app (\$4.99) includes customizable to-do lists, trip logs, procedures and an RV info section, where you can store specs, registration numbers, dealer contacts, etc. There's also a tool to record campground information and rankings. Plus, extras like a bubble leveler and dimmable flashlight help make this app more than worth the price.

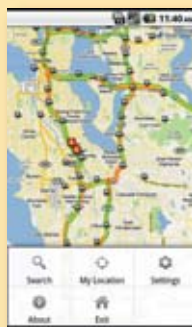
SHAZAM



Remember the days of catching the last few bars of a song on the radio, only to wonder what the name of it was for the rest of your trip? Well, this free app enables users to point their device at the speakers, and the app tags it and tells you the name of the song, artist and album. It even allows you to link to iTunes to immediately purchase it. "Name That Tune" just got a whole lot easier.

ANDROID

BEAT THE TRAFFIC



Getting there is half the fun, until you're stuck in bumper-to-bumper traffic. This free app features real-time road and traffic maps for more than 33 cities in the U.S. and Canada, alerting users to stick to the main roads or try an alternate route. And with a "My Traffic" subscription, users can receive alerts of potential snafus on the road ahead.

BIRDWATCH CALENDAR



If searching for fine-feathered friends is on your itinerary, this app (\$2.75) is for you. It features views for best times, months and locations for birdwatching in your area. Special tables offer information on optimal viewing seasons for different species. Photo sharing and user notes are also possible.

CAMPFIRE GAMES



A free list of games that are fun to play around the campfire or while en route to the RV park. Game objectives and rules are laid out so there's no last-second cheating. Follow the Leader, 20 Questions and Movie Connection are some examples. An advertising-free pro version (99 cents) is also available.

CREEPY TALES



Sitting around the campfire swapping scary stories is one of the more popular aspects of RVing. Now, users can add 100 more creepy stories, legends and urban myths to their coffers. Suitable for all ages, from kid-level to adult — though you'll likely want to read them first by yourself (in the dark, perhaps?) to determine age-appropriateness. Download this app ... if you dare!

The iPhone allows you to turn a voice call into a video call, provided the person you're calling also happens to use an iPhone. You both need a Wi-Fi connection for it to work. Our daughter just got an iPhone and we were able to try the FaceTime application. It worked well after a preliminary false start when our daughter was using the wrong camera (there are two; one front and one back). We not only could see each other, but we could aim the camera at other things besides our own mugs. Our daughter got

a very clear picture of our two dogs as we were talking. We immediately thought of parents and grandparents being able to not only talk to family but see them as well. As fast as the technology is changing, it may not be long before applications such as FaceTime will operate across different manufacturers' platforms.

A helpful app allows you to get weather forecasts for your location or a trip destination. Another gives you the ability to track the performance of your investments. The map application included is

GET SMART

FISH NAVIGATOR



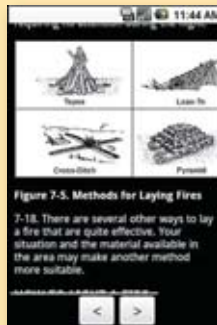
So, where are they biting? Now you'll always know where the fishing hot spots are with this free app, which is a must-have for serious anglers. This app includes the latest fishing reports, weather reports and species of fish identification, as well as GPS coordinates mapping out the prime fishing locations in your area.

NASCAR NEWS



This free app is perfect for NASCAR fans who can't bear to miss any of the latest NASCAR-related news. In addition to news, the app also features NASCAR tweets and race dates, times and standings (when available) for the Sprint Cup, Nationwide and Camping World Series. Track and driver details and history are also available.

U.S. ARMY SURVIVAL GUIDE



OK, so spending a weekend at a posh RV resort in a 40-foot motorhome isn't exactly roughing it. But when you do stray from the beaten path, this free app downloads the entire U.S. Army survival manual to an SD card, helping you make the most of your surroundings, from building shelters and fires to recognizing dangerous plants.

ADDITIONAL APPS

OTHER GOOD SAM FAMILY APPS



Along with the MotorHome app, there are several additional Mac apps designed for the iPhone and iPad that are available from other Good Sam Family publications, such as Trailer Life and Camping Life magazines, Trailer Life Directory and select Woodall's publications. These apps allow you to bring along the most popular publications for RV and outdoor enthusiasts, so wherever you may be you can search for articles about the RV lifestyle, reviews of the latest RVs and the best RV travel and camping destinations.

Woodall's has a new RV & Camping Copilot app for iPhones and iPads that provides users with instant access to details on more than 12,000 public and private RV parks and campgrounds, including amenities, rates, activities and contact information. The easy-to-use app offers the ability to search RV parks by city, state, name or nearest location, as well as interactive features including viewing photos,

GAS BUDDY



No more burning extra fuel scouring the city in search of cheaper fuel. This free service allows users to find the cheapest fuel in the area. Gas Buddy is an organic app that utilizes a vast community of users for the most up-to-date list of fuel prices around. It also offers the ability to post fuel prices as you encounter them on your travels.

RV TRIP PLANNER



If you're looking for an RV checklist, mark this app (99 cents) at the top of your list. RV Trip Planner replaces the old, spiral-bound checklist and adds a touch of versatility. It comes pre-loaded with more than 400 RV-related items, and allows users to customize the lists. Users can also store important phone numbers, maintenance dates and campground information.

THE WEATHER CHANNEL



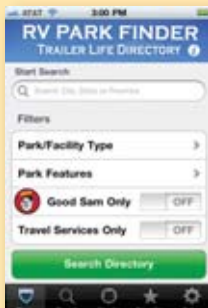
This free app features everything you'd expect from the famous cable channel, and a whole lot more. Up-to-date forecasts are available in hourly, 36-hour or 10-day formats, and voice search allows users to get weather forecasts by simply speaking a location. And animated radar maps and alerts provide information on severe weather conditions.



a GPS program that can give you directions to a pharmacy or restaurant or anywhere else you want to go. And it has the additional capacity of displaying your destination in map or satellite-photo form.

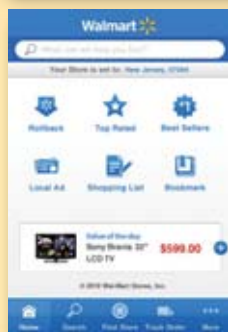
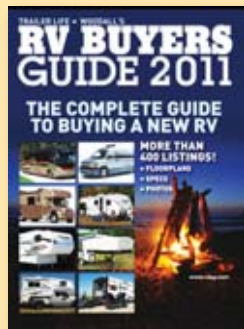
One of the more useful apps I've added is a Google app that allows me to say to the smartphone something like "CVS pharmacy." The phone will then tell you everything you wanted to know about CVS including the location of the nearest retail outlet. That is definitely helpful when you are traveling. Another free app scans

taking virtual tours and linking directly to the parks' websites. More than 1,000 popular attractions — in addition to Camping World locations — are also included. The best part? It's free! An Android version is in the works and is scheduled to be released by year's end.



Trailer Life Directory also has introduced a new free app called the RV Park Finder that allows users of the iPhone, iPad and iTouch to find all of the 11,800 RV parks, campgrounds, attractions and travel services that are listed in the Trailer Life Directory. It contains comprehensive and accurate campground information that includes an RV-friendly route to the location using Google maps, park amenities, site information, photos, a website link and more. All of the Good Sam discount locations are marked by red icons on the map and have the Good Sam logo in the listing, making it easy to point your rig toward a campground that's held to the high Good Sam Park standards.

The 2011 Trailer Life & Woodall's RV Buyers Guide app (\$3.99) is also available for Macs to give users the ability to comparison shop for a new rig literally from the palms of their hands. This app allows users to perform searches through the entire Trailer Life database for specs, photos, floorplans and prices on the newest trailers, fifth-wheels, truck campers and motorhomes.



VARIOUS RETAILER APPS

Like shopping at Walmart? There's an app for that. How about dining at Cracker Barrel? Yup, there's one for that, too. Many major retailers, restaurants and coffee houses — from Target to Outback Steakhouse to Starbucks — have apps that allow you to quickly find the nearest location and more. Just type in the name at the app store to see if your favorite establishment has one. Chances are it does. And, these Mac and Droid apps are usually free.

Naturally, there are hundreds more apps that may appeal to you and your individual lifestyle, but part of the fun is looking for yourself. You'll be amazed at the variety of apps ... and I haven't even mentioned Angry Birds! ♦

MAC USERS:
www.apple.com/itunes.

ANDROID USERS:
market.android.com.

bar codes and tells you if there are better deals in the area. It also reads those picture-like codes used in newspapers and magazines (QR codes) to lure you into greater detail, often on a website. An application we are both interested in, but our bank has yet to adopt, is the ability to take a picture of a check you've received, send the picture (front and back) to your bank and have it automatically deposited into your account. Chase Bank is one national bank that has implemented this procedure, along with a number of regional credit unions. Because one of the applications on our smartphone is access to the World Wide Web, we are able to carry out online banking from our smartphone. We just can't use it to deposit those rare checks we receive — yet!

On the local news the other evening, commentators were discussing whether smartphones will replace digital cameras. It's certainly a possibility. Most smartphones come equipped with cameras that are almost as good as some of the SLRs of a few years ago. And with the integration with other applications, you can take pictures, send them to other people, move them to your computer and so on. As noted before, our iPhone, like several other brands, has a front and back lens that makes it very easy to take a photo of yourself and your significant other smiling in front of Mount Rushmore or the Washington Monument. And if you want a photo of what you were standing in front of, just switch to the other lens.

There have been some downsides for us. Mastering that tiny keyboard, even with its built-in ability to anticipate what you are going to type, is still not that easy with our arthritic thumbs. Screen size is limiting, although a number of applications allow you to turn the smartphone sideways for a larger picture. And it is easy to zoom in and out. Manufacturers have obviously struggled with the dilemma of size.

I also want to mention that there's no physical instruction book. Guess they just don't do that anymore. Apple did provide rather complete instructions installed on the iPhone itself, and they're also available in PDF format online, which we downloaded onto our computer. Spending time going over the instructions has helped me understand how to better use applications, but I've still gotten lost on occasion in an application and wondered how to get out. So far I haven't stayed lost permanently.

If you are a full-timer, you probably have most of the capabilities you'd find on a smartphone on your computer. And since your computer goes almost every place you go, a smartphone may not provide you with worthwhile options. Last year, we went from full-timing back to part-timing. A smartphone definitely gives us the option to get out of the expensive laptop market and go back to a less expensive desktop computer for home use, because when we are on the road we can do almost everything on our smartphone that we would have done on our laptop.

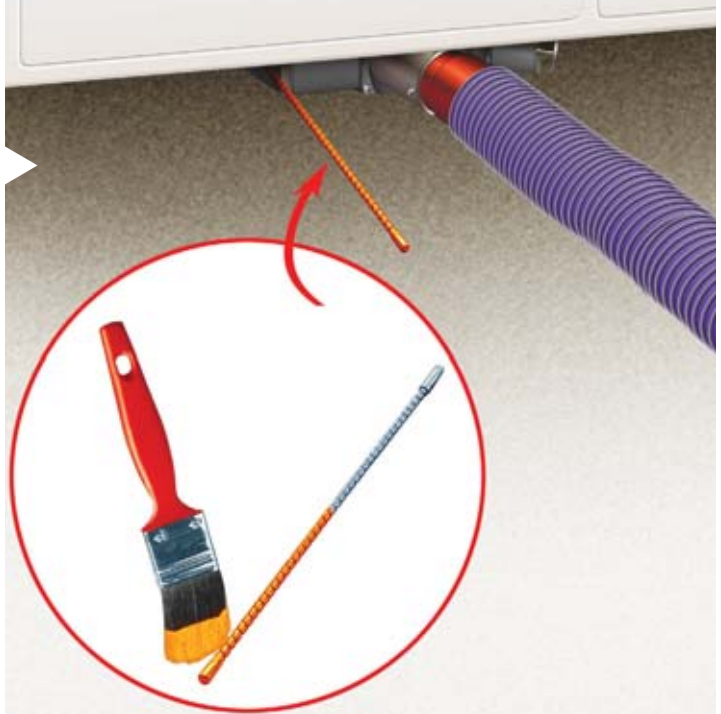
We haven't begun to touch on the game apps available for smartphones, but if you travel with kids or grandkids, or if you are a kid at heart, that's an area you may wish to explore.

In summary, smartphones are rapidly becoming a reasonable replacement for computers. Smartphones may be the next revolution with their ability to bring together functions still missing on most laptops in a highly portable package. Best of all, you can still make a telephone call — provided you know someone who actually speaks to other people instead of texting them. ♦

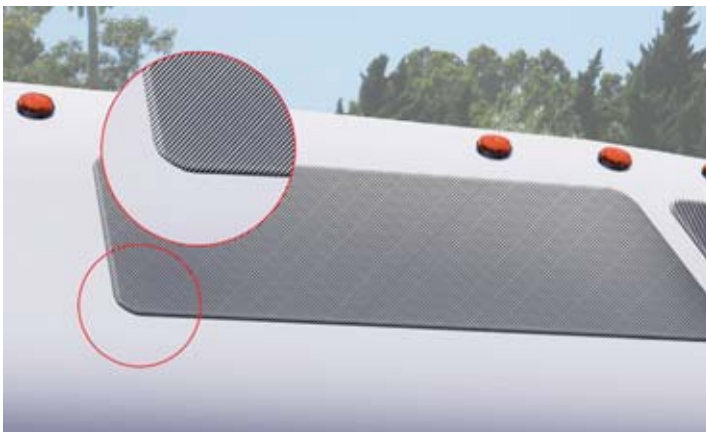
CURB FEELERS

I drive a 40-foot Safari Continental motorhome, and getting the sewer dump outlet perfectly lined up on a dump site can be a back-and-forth affair. You can either send someone outside as a spotter, or add a curb feeler. I painted the curb feeler fluorescent orange so it's easier for me to see from the rearview mirror. Just drive into a dump site until the feeler is lined up with the dump's inlet, and you're all lined up for your sewer hose. The curb feeler is a spring so it is indestructible in case it hits something. Curb feelers are sold in pairs, and the other one is used as a curb feeler on the passenger side for easier parking so I don't rub a tire on a curb.

CRAIG UELTZEN | PASCO, WASH.



UNDER WRAPS ▼



Finding inspiration from the vinyl wraps used as advertising on the exteriors of city buses and other commercial vehicles, I discovered a product that could be adapted to update faded exterior accents on our motorhome. Our Class C coach had two faded black faux windows molded into the fiberglass front exterior overhead and chrome accents around the taillights that needed rejuvenation. Not wanting to repaint these surfaces, I found a self-adhesive vinyl wrap with a carbon fiber appearance uniquely suited for this purpose and relatively easy to install.

The material is a 3M product called DI-NOC. It has an adhesive backing and installs using a small felt-tipped squeegee, a sharp knife and/or scissors, and an ordinary hair dryer or heat gun.

Once the vinyl wrap was placed over the area to be covered, the air bubbles were easily removed due to tiny holes in the material. The wrap can also be stretched and molded to adhere to complex surfaces and curves for anything from electrical switch plates to entire cars. Although it comes in many colors, I chose the black model with a dry carbon look.

ROD MURPHY | PALM DESERT, CALIF.



SEWER LINE SUPPORT

I made a support for my motorhome's sewer flex line by using a 6-inch-diameter PVC drain pipe cut to 6 feet long. I then cut three openings into the pipe that are 2 inches wide by 10 inches long so I can push the flex sewer line through the drain pipe.

I support the drain pipe with rope, wire or a bungee cord at the motorhome. I also support and slant the drain pipe with rocks or other braces to prevent bending or kinking. When it's time to break camp, I stow the 6-foot drain pipe on

top of the rear bumper of my coach with bungee cords.

RON SWIERSKI | SUN CITY WEST, ARIZ. ♦

WE WANT TO HEAR FROM YOU!

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

ILLUSTRATIONS: BILL TIPTON

techsavvy

HANDS-ON | HOT LINE | COACH & POWERTRAIN



HANDS-ON | by BOB LIVINGSTON

KEEPING TABS ELECTRONICALLY

Temperature@lert uses a cellular network to monitor the temperature of your motorhome and send a message when conditions get too risky

If you travel with a pet and leave your family friend in your motorhome for a number of hours — or even most of the day — while you do some local touring, you'll likely stress over how hot it's going to get inside your coach. The scenario becomes even more agonizing when relying on campground power during periods when everyone in the park is using air conditioning. Power goes off and poochie is ... well, let's just say, "very uncomfortable."

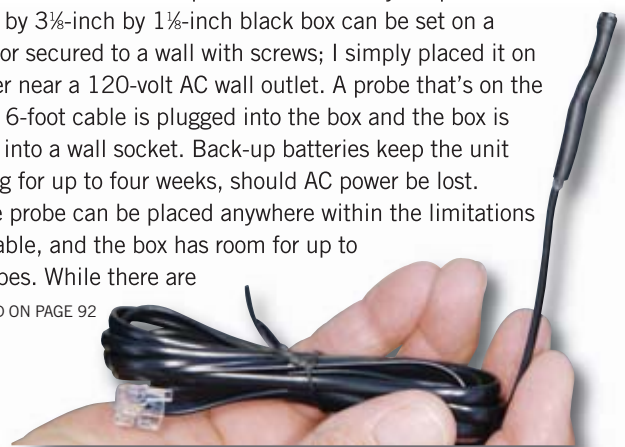
Temperature@lert is a device that can take the worry out of leaving your best friend alone, allowing you to keep track instantly of inside conditions and be alerted via

email, text or phone call when the temperature reaches a preset threshold, or the power goes off. The device relies on the AT&T and T-Mobile cellular network and in my case teamed up perfectly with my iPhone.

Installation of the Temperature@lert is very simple. The 6½-inch by 3¾-inch by 1½-inch black box can be set on a counter or secured to a wall with screws; I simply placed it on a counter near a 120-volt AC wall outlet. A probe that's on the end of a 6-foot cable is plugged into the box and the box is plugged into a wall socket. Back-up batteries keep the unit operating for up to four weeks, should AC power be lost.

The probe can be placed anywhere within the limitations of the cable, and the box has room for up to four probes. While there are

CONTINUED ON PAGE 92



PHOTOS: BOB LIVINGSTON

MOTORHOME | November 2011

69



Paint-Protection Predicament

BELIEVING THAT HIS AFTERMARKET WARRANTY HAD NOT PROVIDED THE FULL MEASURE OF BENEFITS THAT HE WAS ENTITLED TO, A READER SOUGHT HOT LINE'S HELP. HE WROTE:

When I bought a new Travel Supreme in 2007 I also purchased a warranty from Cal-Tex Protective Coatings to cover my coach's exterior paint and interior fabric. Three years later I took the motorhome to the dealer for maintenance and noticed that the paint on the transition from the roof to the sides was fading. The dealer contacted Cal-Tex, which sent an independent adjuster to inspect the claim.

Soon after, I received a denial letter that stated the claim didn't meet the scope of the limited warranty because damage was not reported within the required time frame (30 days).

The Preferred Package I bought included "protection against weather-induced fading or loss of gloss, permanent hard-water etching, industrial fallout, bird droppings, tree sap and acid rain." I feel Cal-Tex should rectify this situation.

RICHARD SANK | TOLLAND, CT.

Warranties and service contracts are quite literal documents: what is written is what you get, including exclusions and term limits. Sank's policy states, "You must regularly inspect your vehicle and maintain your vehicle as recommended by the manufacturer. Upon noticing any stain or damage to your interior or exterior Treated Surfaces, contact Cal-Tex immediately, but in no event later than 30 days or it may be considered neglect."

We passed Sank's complaint on to Cal-Tex Protective Coatings Inc., and it responded as follows:

In response to your letter, I reviewed Mr. Sank's claims file, as well as his original letter. I have concluded that the claim was properly denied. Before I provide an explanation to the rationale for the denial of the claim, I will say that no company, including ours, wants

WARRANTIES AND SERVICE CONTRACTS ARE QUITE LITERAL DOCUMENTS:

WHAT IS WRITTEN IS WHAT YOU GET, INCLUDING EXCLUSIONS AND TERM LIMITS.

to disappoint a consumer. Not only is it bad business, but our company is comprised of people who are also consumers, just like Sank and your readers. We all want to be treated fairly.

However, our warranty for our product is just that — a product warranty. It is not insurance or even a service contract. Our warranty does not guarantee unlimited coverage (as some insurance policies or service contracts might, but even those agreements typically require a duty of diligence by their policyholder).

Our product warranty is meant to cover the instances where our product does not perform as reasonably expected. While our warranty does hold us to a certain degree of responsibility for the performance of our product, it also correspondingly requires the consumer to exercise a certain amount of diligence, as well as to act on his own behalf in minimizing damage.

In response to Sank's claim, the independent adjuster concluded that the damage occurred long before Sank filed a claim. In fact, the damage was so extensive that not only had the paint faded on the top and sides of the RV, but the UV-induced damage had worked its way down into the primer in some places. Pervasive damage of that sort does not occur overnight, nor over a few months, but over an extended period of time. There is little doubt that most owners would have detected such damage well before the time Sank reported his claim.

**ERIC GREEN
DEPUTY GENERAL COUNSEL
CAL-TEX PROTECTIVE COATINGS
SCHERTZ, TEXAS**

BAD VIBRATIONS

After being denied compensation for consequential expenses, a reader turned to us for help. He explained:

In January 2010 I traded our 2002 Itasca Spirit for an Itasca Cambria. From the beginning, the motorhome vibrated when traveling between 35 MPH and 45 MPH. Due to my wife's illness, I had to put the rig in storage. A year later I called Winnebago Industries and Ford, and was told to take the coach to a Ford service center. The technician there said the middle driveshaft had been added by Winnebago and therefore was not warrantable by Ford. I found a repair shop that straightened and balanced the driveshaft assembly for \$570.94. I sent the bill to Winnebago and they said the charges were out of line, but they would reimburse me for the repair. I also had submitted out-of-pocket costs for fuel and camping. They would not pay for those expenses.

**EMERY WHITLOW
COTTONWOOD, ARIZ.**

Most manufacturers do not recognize or include coverage for consequential expenses in their warranties. We contacted Winnebago Industries on Whitlow's behalf. The company responded as follows:

With the purchase of his Cambria, Mr. Whitlow received a warranty that covers defects in materials and workmanship for 12 months or 15,000 miles. Winnebago Industries does not assume responsibility for loss of time, inconvenience, or other consequential damage, including expense for gasoline, phone, travel, lodging, loss or damage to personal property, or loss of revenue. We did not learn of the vibration concern until after the basic warranty had expired on Jan. 12. In the interest of good customer relations and in appreciation of him as an Itasca owner, we reimbursed Whitlow \$570.94 as a goodwill gesture.

**ALLAN STEEN | SERVICE ADVISOR
WINNEBAGO INDUSTRIES
FOREST CITY, IOWA ♦**

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

Carrying a Spare Tire

Last year I bought a used 2005 Holiday Rambler 35-foot Admiral with 28,000 miles. One of the storage compartments has an unmounted spare tire that came with the coach. The tires on the ground are probably originals and look good; I've put an additional 9,000 miles on them. If I have a flat, or blowout, will the spare unmounted tire be of any use to me on the road? They are 22.5-inch tires. I thought that the emergency tire companies bring a mounted tire to install. Also, wouldn't I want a new tire installed? I could use the storage space if this spare isn't doing me any good. The spare isn't new, but looks good; I don't know the age or mileage.

JIM MORRIS | JACKSONVILLE, FLA.

It's your call if you want to carry it. Many of the mobile truck repair services carry tires and some even have wheels, but there is no way to ensure that the one you find at the time that you are stuck on the side of the road will have both the right tire and wheel you need. Some mobile heavy-truck service vehicles are equipped with tire mounting and dismounting equipment for situations just like yours. You can measure the tread depth and check the date code, it's the last four digits at the end of the DOT number on the sidewall. The first two of those numbers are the week (2305) and the last two are the year of manufacture. Keep in mind that dual tires must be matched in pairs.

COMMENT ON OUTFITTING A HONDA CR-V FOR FLAT TOWING

I'm surprised the author of the article on towing a Honda CR-V ("Outfitting a Honda CR-V for Flat Towing," August) made no mention of alternatives to removing the under-dash fuse to prevent battery drain while towing. Due to the location of the fuse and the difficulty of removing it, the author suggested the additional expense of having a fused ON/OFF switch installed.

In the sidebar about adding the Roadmaster Even Brake system as a brake assist for the towed vehicle, the author states the need to install an additional cigarette lighter to power the Even Brake as the removal of the previously mentioned fuse disabled the standard cigarette lighter receptacles. That's another additional expense. The Even Brake will draw down the battery over time. Preventing battery draw down was the reason for removing the fuse initially.

A better solution is to install a TOAD-CHARGE from LSL Products in the dinghy. TOAD-CHARGE uses power supplied from the motorhome through the attached power cord to keep the dinghy's battery fully charged when being towed. It has its own 15-amp circuit breaker. You never have to worry about the state of the dinghy's battery after long periods of being towed and heavy use of the Even Brake. And, it's less expensive than your suggested modifications. I had a TOAD-CHARGE installed in my Honda CR-V when I set it up to be towed.

**KEN ZAREMBA
BOULDER CREEK, CALIF.**

MANY MOBILE TRUCK REPAIR SERVICES CARRY TIRES AND SOME EVEN HAVE WHEELS, BUT THERE IS NO WAY TO ENSURE THAT THE ONE YOU FIND ... WILL HAVE BOTH THE RIGHT TIRE AND WHEEL YOU NEED.



Thanks for your comments, Ken. A similar charging product is also available from Roadmaster. We are happy to share tips and experiences from readers like you.

NITROGEN IN TIRES

I have a 2010 motorhome that has nitrogen in the tires. The dealer doesn't have any way to refill the nitrogen and I live in a remote area where I can't find nitrogen. I've called NitroFill and asked if I can use air; they said yes. Will the tires run cool with air and nitrogen as advertised?

GEORGE MARTIN | VIA EMAIL

Air has worked for more than a century for inflating tires. Since air contains about 79 percent nitrogen, you will only be making a slight change in the percentage mixture. While nitrogen does offer some benefits, there's no need to stress over this. If you can't readily obtain nitrogen, use air. You won't notice any difference.

QUITS RUNNING IN HOT TEMPERATURES

I own a 1991 Tioga Class C motorhome with a 460-cid Ford engine that has about 63,000 miles. When the temperature gets hot (more than 85 degrees) the engine periodically misfires, backfires and eventually quits running. If I let it sit for 30 minutes it will start and run for awhile. I have changed the fuel pump on the frame rail three times and replaced the ignition module. I haven't had the fuel pump in the gas tank replaced.

It happened twice within 12 miles on my last trip. I had driven about 400 miles and the temperature was about 95 degrees. I crawled under the coach and turned the ignition off and on several times and the fuel pump wouldn't make the usual brief sound of pumping fuel to the engine. The second time it happened I sprayed cold water on the fuel pump and the fuel filter, turned on the ignition switch, heard the fuel pump working and the engine started. What should I do?

GARY MILLER | DES MOINES, IOWA

These models have a well-known problem with the in-tank pump stopping

until it cools, especially when the fuel level is low (fuel cools it). You can verify this with a fuel pressure gauge connected to the fuel rail test fitting. The engine needs both pumps to run well.

EMERGENCY BATTERY START TIP

This regards "Emergency Battery Start" in the August issue. The emergency start on my Fleetwood Expedition did not work when the chassis batteries were dead. It turns out that the chassis batteries power the emergency start relay coil, so if they are too low to activate the relay you are out of luck. The fix is to rewire the relay to the house batteries.

JIM NEDRY | LAGO VISTA, TEXAS

Thanks for writing. This is something owners should check before they need it!

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Shurhold's Moldaway is designed to attack mold, mildew and algae. Unlike bleach, it is claimed not to damage surfaces or leave a residue. A scientifically formulated, powdered and oxygenated cleaner, Moldaway can be used to remove stains from carpets, fabrics and canvas. It doesn't contain bleach or chlorine, so it's safe on all colors and fabrics, including vinyl, plastic, wood and interior and exterior cushions, according to the company.

Moldaway can also be used to clean drains in sinks and showers prior to putting an RV in long-term storage. Add a scoop into each drain with a cup of water, let it work for a few minutes and then rinse. According to the company, the cleaner will deodorize drains without harming the pipes. It will also help clean the holding tank by oxygenating the holding tank water, killing mold/mildew spores and other bacteria safely and without bleach. A 12-ounce jar of Moldaway costs \$12.98. Shurhold, 800-962-6241, www.shurhold.com/rv.



AWNING ANGST

On my 2001 Winnebago 36-foot Journey I have a Dometic One Step Patio Awning. Whenever I try to extend or retract the main awning the electric motor engages and then stops, similar to when a battery has insufficient power to continue. The awning motor only clicks after the extension or retraction stops. I have all-new 12-volt batteries and the problem occurs regardless if the power comes from shore or batteries. I took the coach to a repair shop to have the awning motor replaced. The result was that the awning worked for about two weeks and then returned again to not having enough power to work. If you have an idea or solution I would greatly appreciate your help.

G. E. CARRIER | LEAGUE CITY, TEXAS

I strongly suspect a voltage drop in the awning circuit. Check the voltage at the motor when it is operating, and look for a corroded ground connection at the motor, and corrosion or looseness at other connection points. The awning control box is in proximity to the right frame rail near the third crossmember, and the control components are inside. Winnebago has wiring diagrams on its website (www.winnebagoind.com/resources/manuals), you want 135392H.pdf.

STICKING CALIPERS

I have read several articles about motorhome owners having trouble with sticking calipers. In the last two years I have replaced the front calipers twice on my 1989 Fleetwood Bounder because I thought I was having problems with the calipers.

I took the coach in to have the front-end alignment checked and the mechanic showed me how the right front wheel didn't turn. I told him I had replaced the calipers twice because of that problem. He said he knew the answer. He released the bleeder valve and the brakes released immediately. Then he followed the brake line back toward the engine to a steel connector that was all rusted inside. The problem was that it let fluid in but it didn't drain back properly. I had him replace both of the front brake hoses. The brakes haven't hung up since then. My mileage has increased from 5.5 MPG to 7.5 MPG. I hope this helps someone else who may be having the same problem.

DONALD A MOORE | WHITE CITY, ORE.

Yes, when brake lines and hoses get older, they not only crack on the outside, but also rust and delaminate on the inside. I've heard from several readers on this subject recently. It's also important to replace the brake fluid and bleed the system every two years or so to minimize water in the fluid that causes rust.

LIGHT MY (LED) FIRE

I own a 2010 Tiffin Phaeton motorhome with a Xantrex RV Series inverter. I recently had an LED night-light catch fire. If I had not been in the motorhome at the time, it would have gone up in flames. Using a True RMS voltmeter, the voltage to it is 117 volts AC. Is this problem due to a faulty LED light or is it because of the modified sine wave put out by the inverter?

RICHARD WEISS | SALINAS, CALIF.

I've never heard of an LED doing this in a motorhome. I suspect it was a faulty part, not related to the modified sine wave, and 117 volts AC is just fine. If anyone has experienced a similar situation, we'd like to hear from them. Be sure to include what kind of power supply you have.

BAD GAS OR A MAF? NOT!

We own a 2003 Fleetwood Southwind 32VS. We thought we had some bad gasoline because the 8.1-L engine in our Workhorse was bucking. We didn't think it was serious until the CHECK ENGINE light came on. We ran half the tank down, and purchased fresh gas and a gas additive. It ran well and we rested for the night.

The next morning, the CHECK ENGINE light didn't come on, so all was good, we thought. Going up mountains and under load it seemed to buck all the way; going down mountains it ran smooth and the mileage was great.

The mechanics we took it to said the problem was the mass airflow (MAF) sensor. But, then we took a trip from Minnesota to Florida and the coach went like the wind for 400 miles, with only one bucking incident. I added some gas additive and all was good until Atlanta and rain, and the Workhorse bucked some more.

Next I brought the coach to a shop in town and they replaced the MAF sensor. After putting the new one in, the engine still

CONTINUED ON PAGE 92

The idea of hitching a 3,000- to 5,000-pound car or SUV to a motorhome and towing it through all sorts of traffic situations over thousands of miles can be daunting to novice motorhomers. But we get comfortable with it. Maybe too comfortable.

Vigilance is necessary, both in terms of our routine — making sure we don't omit an important step in the hitching process — and in terms of the equipment. We should be very familiar with the tow bar installation. For example, the bar should not be more



than 3 to 4 inches out of level — necessary to avoid damage during emergency braking. Receiver adapters can be used to raise/lower the positioning of the tow bar, if necessary.



Pins and clips are simple but critical. They must be installed correctly every time; our thoughts cannot be somewhere else. Likewise, setting the transmission/transfer case and ignition key in the correct positions are subject to oversight.

Serious damage to the dinghy vehicle can result if instructions are not followed precisely.

Using a written procedure is a good idea, and it's essential that two people check all the steps. For a motorhome owner traveling alone, go through the procedure twice.

Example:

- Position the car for hitching.
- Activate motorhome emergency flashers and running lights, if you don't have someone who can turn on the lights and signals from the motorhome.
- Release tow bar arms from stored position and check for damage, wear or binding.
- Position tow bar swivel connectors in car bracket/baseplate.
- Insert pins and install clips, making sure clips are latched.
- Attach safety cables or chains.
- Insert wiring connector and check car for lights; turn off flashers and lights if not needed.

- Turn ignition key to the ACCESSORY position and make sure the steering wheel is free.

- Shift transmission and transfer case (four-wheel-drive) to the proper position.

- Slowly move the motorhome forward to make sure the tow bar is locked in place and everything is secure.

A separate checklist and procedure are essential also for brake-actuation devices, varying with the type of device.

After hitching and as you begin driving, make a turn and check the car via rear-view mirrors/camera to make sure the front wheels are free to turn.

During the trip, do a walk-around at every stop and check pins, clips, safety cables/chains and the wiring connector. Check for anything that looks different or out of place. This may seem like overkill, but incidents have happened in which a pin falls out and the bar drops to the pavement at highway speed — or steering is left in lock position, causing the motorhome to drag the car around turns. Perform any engine/transmission procedures required by the dinghy vehicle manufacturer at specified driving intervals.

Safety cables should be arranged in an X arrangement below the hitch bar and tow bar pivot. They should not be too short,



causing binding in turns, or so long that they tend to drag.

The unhitching procedure also requires focus to keep from losing pins or clips, and to avoid dragging a wiring connector or a safety cable while driving the coach without the car.

Maintenance on most tow bars is simple but important. Before stowing (telescoping) bars, each arm should be sprayed with silicone and wiped clean, then checked to make sure it



moves freely. Check all towing components on the car and motorhome for wear and looseness.

With anything but the smaller coaches, towing a vehicle is essential to the enjoyment of motorhoming. Doing it safely is equally as important. ♦

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NOW \$39,995 SAVE \$10,000 (888) 682-3036 Churchville, NY
STK. # CHU72081



USED 2003 Four Winds WINDSPORT 33L WAS \$49,995
NOW \$39,995 SAVE \$10,000 (888) 903-6787 Harrisburg, PA
STK. # HAR68690



USED 2008 Winnebago CHALET 30BR WAS \$77,520
NOW \$39,995 SAVE \$37,525 (888) 542-3819 Mesa, AZ
STK. # MES14357



USED 2010 Four Winds CHATEAU 28A NOW \$39,998
(888) 801-3226 Byron, GA
STK. # MAC15654



USED 2006 Georgie Boy MAVERICK 260SO WAS \$52,180
NOW \$41,977 SAVE \$10,203 (877) 450-7415 Island Lake, IL
STK. # CRV6031



USED 2008 Winnebago CHALET 30BR WAS \$69,900
NOW \$41,999 SAVE \$27,901 (866) 289-0113 Chattanooga, TN
STK. # CH6846



USED 2010 Four Winds CHATEAU 23A WAS \$59,995
NOW \$42,995 SAVE \$17,000 (866) 502-8238 Bath, NY
STK. # BAT69225



USED 2009 Winnebago CHALET 29T LIST PRICE \$55,860
NOW \$43,130 SAVE \$12,730 (877) 834-0429 Bakersfield, CA
STK. # SLV22319 VIN # B09338



USED 2010 Four Winds CHATEAU 28A WAS \$70,355
NOW \$44,995 SAVE \$25,360 (866) 820-0335 Council Bluffs, IA
STK. # CBI14838



USED 2006 Forest River SUNSEEKER 3160 WAS \$64,995 **NOW \$44,995** SAVE \$20,000 (866) 754-7302 Greenwood, IN STK. # GRW325630



USED 2005 Fleetwood JAMBOREE 31M WAS \$93,255 **NOW \$44,995** SAVE \$48,260 (888) 242-0293 Madison, WI STK. # MAD15087



USED 2008 Forest River SUNSEEKER 3100 WAS \$62,900 **NOW \$47,602** SAVE \$15,298 (866) 289-0113 Chattanooga, TN STK. # CH6869



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



USED 2006 Fleetwood FIESTA 29J WAS \$99,871 **NOW \$46,995** SAVE \$52,876 (888) 242-0293 Madison, WI STK. # MAD15076



USED 2010 Four Winds CHATEAU 31P WAS \$72,450 **NOW \$47,995** SAVE \$24,455 (866) 820-0335 Council Bluffs, IA STK. # CBI14805



USED 2006 Coachmen CONCORD 300TS WAS \$74,995 **NOW \$47,995** SAVE \$27,000 (866) 754-7302 Greenwood, IN STK. # GRW325584



USED 2006 Itasca CAMBRIA 29H WAS \$74,995 **NOW \$47,995** SAVE \$27,000 (866) 754-7302 Greenwood, IN STK. # GRW325600



USED 2006 Forest River GEORGETOWN 3385S WAS \$59,999 **NOW \$47,999** SAVE \$12,000 (866) 648-5288 St. Augustine, FL STK. # JAC38649



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$69,156 **NOW \$48,700** SAVE \$20,456 (888) 674-0275 Gulf Breeze, FL STK. # GB37965



USED 2010 Four Winds CHATEAU 23A **NOW \$49,900** (888) 844-1758 New Braunfels, TX STK. # SW9756



NEW 2011 Four Winds FREEDOM ELITE 21C MSRP \$72,231 **NOW \$49,977** SAVE \$22,254 (888) 801-3226 Byron, GA STK. # MAC15295



USED 2006 Fleetwood FLAIR 31A WAS \$75,790 **NOW \$49,988** SAVE \$25,802 (888) 386-5187 Houghton Lake, MI STK. # HL5896



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



USED 2009 Winnebago CHALET 30BR LIST PRICE \$75,865 **NOW \$49,995** SAVE \$25,870 (888) 331-1595 Santa Clarita, CA STK. # AMRV21880 VIN # A02661



USED 2006 Winnebago VIEW 23H WAS \$69,995 **NOW \$49,995** SAVE \$20,000 (888) 682-3036 Churchville, NY STK. # CHU67697



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$71,868 **NOW \$49,995** SAVE \$21,873 (888) 450-7060 Dothan, AL STK. # DOT38041



USED 1999 Winnebago CHIEFTAIN 36L WAS \$69,995 **NOW \$49,995** SAVE \$20,000 (866) 754-7302 Greenwood, IN STK. # GRW325306



USED 2009 Winnebago VISTA 30BR WAS \$78,855 **NOW \$49,995** SAVE \$28,860 (877) 289-0812 Las Vegas, NV STK. # LVN36786



USED 1998 Gulf Stream TOURMASTER 8404 WAS \$84,995 **NOW \$49,995** SAVE \$35,000 (888) 254-9145 Meridian, ID STK. # MER12639A



USED 2007 Coachmen CONCORD 275DS 2 SLIDES! **NOW \$49,995** (888) 617-5406 Oakwood, GA STK. # ORV15727



USED 2008 Coachmen FREEDOM EXPRESS 26S0 **NOW \$49,995** (888) 815-7523 Woodstock, GA STK. # WDS15618



USED 2010 Four Winds CHATEAU 31P WAS \$62,720 **NOW \$49,999** SAVE \$12,721 (888) 474-1330 Bartow, FL STK. # DCW8220



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$77,328 **NOW \$49,999** SAVE \$27,329 (888) 860-8684 Stratford, MO STK. # STR13278



USED 2009 Winnebago CHALET 30B LIST PRICE \$65,877 **NOW \$51,111** SAVE \$14,766 (888) 479-3568 Vacaville, CA STK. # VAC13158 VIN # A02623



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



USED 2010 Thor FREEDOM ELITE 21 WAS \$72,075 **NOW \$51,988** SAVE \$20,087 (888) 386-5187 Houghton Lake, MI STK. # HL6171



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$85,559 **NOW \$51,995** SAVE \$33,564 (866) 502-8238 Bath, NY STK. # BAT67361



NEW 2011 Four Winds FREEDOM ELITE 21C MSRP \$74,376 **NOW \$51,995** SAVE \$22,381 (888) 905-0490 Anthony, TX STK. # LC15487



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



USED 2005 Coachmen AURORA 3480DS WAS \$79,995 **NOW \$52,995** SAVE \$27,000 (888) 682-3036 Churchville, NY STK. # CHU67166



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$71,788 **NOW \$54,950** SAVE \$16,838 (888) 850-5575 Wood Village, OR STK. # POR36025



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



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



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$70,746 **NOW \$54,988** SAVE \$15,758 (888) 386-5187 Houghton Lake, MI STK. # HL6013



USED 2009 Winnebago CHALET 30B WAS \$69,995 **NOW \$54,995** SAVE \$15,000 (888) 254-9145 Meridian, ID STK. # MER18149



USED 2004 Itasca SUNCRUISER 386 WAS \$89,995 **NOW \$54,995** SAVE \$35,000 (866) 754-7302 Greenwood, IN STK. # GRW325194



USED 2008 Coachmen FREELANDER 3150SS WAS \$79,995 **NOW \$54,995** SAVE \$25,000 (866) 754-7302 Greenwood, IN STK. # GRW325281



USED 2008 Coachmen FREEDOM EXPRESS 31IS WAS \$69,988 **NOW \$54,995** SAVE \$14,993 (888) 475-5918 Robertsdale, AL STK. # RD38718



NEW 2011 Four Winds FREEDOM ELITE 21C LIST PRICE \$69,156 **NOW \$54,995** SAVE \$14,161 (888) 480-3175 Sacramento, CA STK. # SAC11979 VIN # A96937



NEW 2011 Four Winds FREEDOM ELITE 21C LIST PRICE \$69,156 **NOW \$54,995** SAVE \$14,161 (888) 480-3175 Sacramento, CA STK. # SAC13851 VIN # A61434



NEW 2011 Four Winds FREEDOM ELITE 21C WAS \$72,505 **NOW \$54,995** SAVE \$17,510 (888) 902-8565 Tallahassee, FL STK. # TAL37749



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



USED 2001 Harney Coach RENEGADE CLASSIC SEDONA WAS \$73,269 **NOW \$55,991** SAVE \$17,278 (877) 450-7415 Island Lake, IL STK. # CRV5452A



USED 2006 Winnebago VIEW 23H WAS \$71,498 **NOW \$55,995** SAVE \$15,503 (888) 242-0293 Madison, WI STK. # MAD15170



USED 2008 Jayco GREYHAWK GREYHAWK WAS \$79,995 **NOW \$58,995** SAVE \$21,000 (888) 450-7060 Dothan, AL STK. # DOT39930



USED 2008 Winnebago SIGHTSEER 30B WAS \$81,676 **NOW \$59,858** SAVE \$21,818 (866) 673-0250 Statesville, NC STK. # STA125977



NEW 2011 Four Winds FREEDOM ELITE 31R MSRP \$95,813 **NOW \$59,866** SAVE \$35,947 (888) 727-2952 North Little Rock, AR STK. # LIT10888



NEW 2011 Four Winds CHATEAU 28A WAS \$75,745 **NOW \$59,900** SAVE \$15,845 (866) 775-0682 Roanoke, VA STK. # ROA15198



USED 2004 Tiffin ALLEGRO BAY 32BA
NOW \$59,945 (888) 614-5201 Draper,
UT STK. # ABRV36569



USED 2000 Newmar DUTCHSTAR
3851 WAS \$79,995
NOW \$59,995 SAVE
\$20,000 (888) 454-
1707 Kissimmee, FL
STK. # KSC2138



USED 2009 Fleetwood TIOGA 31M WAS
\$84,345 **NOW \$59,995** SAVE \$24,350
(888) 542-3819 Mesa, AZ STK. # MES14361



USED 2010 Four Winds FREEDOM ELITE 26E WAS
\$86,995 **NOW \$59,995** SAVE \$27,000 (866) 775-
0682 Roanoke, VA STK. # ROA13008



NEW 2011 Four Winds FREEDOM ELITE
26E MSRP \$86,621 **NOW \$62,995** SAVE
\$23,626 (888) 668-6715 Katy, TX STK. #
KAT9364



NEW 2011 Four Winds FREEDOM ELITE
31R WAS \$95,126 **NOW \$62,995** SAVE
\$32,131 (888) 860-8684 Strafford, MO
STK. # STR12518



NEW 2011 Four Winds
FREEDOM ELITE 21C
LIST PRICE \$76,303
NOW \$59,995 SAVE
\$16,308 (877) 834-0429
Bakersfield, CA STK. #
SLV21501 VIN # A96894



USED 2000 Monaco
WINDSOR 38'SLD
NOW \$63,995 (888)
614-5201 Draper, UT
STK. # ABRV36744



USED 2008 Winnebago SIGHTSEER
30B WAS \$79,999 **NOW \$63,995** SAVE
\$16,004 (866) 502-8238 Bath, NY STK.
BAT69158



USED 2006 Damon CHALLENGER 372F
WAS \$79,690 **NOW \$63,999** SAVE
\$15,691 (866) 648-5288 St. Augustine, FL
STK. # JAC39756



NEW 2011 Four Winds FREEDOM ELITE
28U WAS \$90,837 **NOW \$64,775** SAVE
\$26,062 (888) 860-8684 Strafford, MO
STK. # STR13708



NEW 2011 Four Winds
FREEDOM ELITE 31R
WAS \$91,653 **NOW**
\$64,895 SAVE \$26,758
(888) 474-1330 Bartow,
FL STK. # DCW7930



NEW 2011 Four Winds FOUR WINDS
28A MSRP \$89,886 **NOW \$64,900** SAVE
\$24,986 (888) 844-1758 New Braunfels, TX
STK. # SW9566



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



USED 1998 Holiday Rambler IMPERIAL
40WDS WAS \$84,995 **NOW \$64,995**
SAVE \$20,000 (866) 648-5288 St. August-
tine, FL STK. # JAC38679



USED 2007 Damon DAYBREAK 3270
WAS \$82,855 **NOW \$64,995** SAVE
\$17,860 (877) 289-0812 Las Vegas, NV
STK. # LVN36941A



NEW 2011 Four Winds FREEDOM ELITE
31R WAS \$96,075 **NOW \$64,995** SAVE
\$31,080 (866) 610-5049 Akron, OH STK.
SRV17971



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$94,864 **NOW \$65,117** SAVE \$29,747 (888) 674-0275 Gulf Breeze, FL STK. # GB40158



USED 2009 Holiday Rambler AUGUSTA 293TS WAS \$86,170 **NOW \$65,250** SAVE \$20,920 (888) 542-3819 Mesa, AZ STK. # MES12593



NEW 2011 Four Winds FREEDOM ELITE 31R MSRP \$95,359 **NOW \$67,980** SAVE \$27,379 (888) 696-2165 Savannah, GA STK. # SAV15321



NEW 2011 Winnebago ACCESS 26Q MSRP \$87,547 **NOW \$65,995** SAVE \$21,552 (888) 696-2165 Savannah, GA STK. # SAV15128



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$93,025 **NOW \$66,874** SAVE \$26,151 (888) 641-0925 Kaysville, UT STK. # KY37157



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$90,572 **NOW \$67,995** SAVE \$22,577 (888) 617-5406 Oakwood, GA STK. # ORV15570



NEW 2011 Jayco GREYHAWK 31DS WAS \$108,836 **NOW \$67,999** SAVE \$40,837 (877) 554-3516 Lakewood, NJ STK. # LAK8377



USED 2010 Damon DAYBREAK 3270 WAS \$87,587 **NOW \$68,799** SAVE \$18,788 (877) 554-3516 Lakewood, NJ STK. # LAK8989



NEW 2011 Four Winds FREEDOM ELITE 23S MSRP \$101,574 **NOW \$68,898** SAVE \$32,676 (888) 696-2165 Savannah, GA STK. # SAV14902



NEW 2010 Jayco GREYHAWK 31SS WAS \$92,780 **NOW \$69,137** SAVE \$23,643 (888) 315-7967 Tucson, AZ STK. # TUC16227



NEW 2011 Four Winds CHATEAU CITATION 288K WAS \$99,333 **NOW \$69,858** SAVE \$29,475 (888) 457-4801 Colfax, NC STK. # CFX3297



USED 2009 Fleetwood FIESTA 34FT WAS \$89,995 **NOW \$69,858** SAVE \$20,137 (888) 484-3906 Spartanburg, SC STK. # GR125172



USED 2010 Four Winds HURRICANE 30Q WAS \$110,598 **NOW \$69,895** SAVE \$40,703 (866) 755-9604 Charleston, SC STK. # CHN125289



NEW 2011 Four Winds FOUR WINDS 25C MSRP \$93,053 **NOW \$69,900** SAVE \$23,153 (888) 844-1758 New Braunfels, TX STK. # SW9565



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$93,860 **NOW \$69,950** SAVE \$23,910 (888) 859-6653 Hillsboro, OR STK. # HIL36286



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



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$92,407 **NOW \$69,995** SAVE \$22,412 (888) 454-1707 Kissimmee, FL STK. # KS8002



NEW 2011 Four Winds FREEDOM ELITE 31R MSRP \$95,810 **NOW \$69,995** SAVE \$25,815 (888) 801-3226 Byron, GA STK. # MAC15414



NEW 2011 Jayco GREYHAWK 26DS MSRP \$92,376 **NOW \$69,995** SAVE \$22,381 (888) 905-0490 Anthony, TX STK. # LC15535



USED 2004 Coachmen SANTARA GRAND 3680 TS WAS \$98,795 **NOW \$69,995** SAVE \$28,800 (888) 692-9016 Myrtle Beach, SC STK. # MB125212



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$93,427 **NOW \$69,995** SAVE \$23,432 (888) 542-3819 Mesa, AZ STK. # MES12776



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



USED 2007 Damon CHALLENGER 376 WAS \$87,942 **NOW \$69,995** SAVE \$17,947 (888) 672-5049 Syracuse, NY STK. # SYU67336



USED 2008 Coachmen CONCORD 275DS WAS \$125,881 **NOW \$69,998** SAVE \$55,883 (866) 755-9604 Charleston, SC STK. # CHN124687



USED 2005 Chinook CHINOOK GLACIER LE **NOW \$69,998** (888) 815-7523 Woodstock, GA STK. # WDS15765



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$93,393 **NOW \$69,999** SAVE \$23,394 (888) 568-2177 Burlington, WA STK. # FRV9978



NEW 2011 Jayco GREYHAWK 31FK MSRP \$96,048 **NOW \$72,995** SAVE \$23,053 (888) 614-5201 Draper, UT STK. # ABRV35940



NEW 2011 Four Winds FOUR WINDS SIESTA 26BE WAS \$101,606 **NOW \$72,995** SAVE \$28,611 (888) 896-2801 Albuquerque, NM STK. # ARV15622



NEW 2011 Four Winds CHATEAU CITATION 29BG WAS \$105,880 **NOW \$72,995** SAVE \$32,885 (866) 610-5049 Akron, OH STK. # SRV18897



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



NEW 2011 Four Winds FREEDOM ELITE 23S LIST PRICE \$105,495 **NOW \$74,995** SAVE \$30,500 (888) 331-1595 Santa Clara, CA STK. # AMRV21301 VIN # 449747



NEW 2011 Four Winds FREEDOM ELITE 31R WAS \$95,173 **NOW \$74,995** SAVE \$20,178 (888) 902-8565 Tallahassee, FL STK. # TAL40444



USED 2009 Coachmen PRISM M230 WAS \$110,643 **NOW \$74,999** SAVE \$35,644 (877) 554-3516 Lakewood, NJ STK. # LAK8484



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



NEW 2011 Four Winds WINDSPORT 31J WAS \$119,388 **NOW \$76,995** SAVE \$42,393 (866) 610-5049 Akron, OH STK. # SRV18110



NEW 2011 Jayco MELBOURNE 29D WAS \$108,615 **NOW \$78,997** SAVE \$29,618 (888) 463-3995 Colorado Springs, CO STK. # KC210832



NEW 2011 Four Winds CHATEAU CITATION 26BE WAS \$99,995 **NOW \$77,555** SAVE \$22,440 (866) 673-0250 Statesville, NC STK. # STA123853



NEW 2011 Jayco MELBOURNE 29D WAS \$109,014 **NOW \$78,995** SAVE \$30,019 (866) 415-9726 Wheat Ridge, CO STK. # KC511149



NEW 2010 Itasca CAMBRIA 30C LIST PRICE \$105,804 **NOW \$79,301** SAVE \$26,503 (888) 480-3175 Sacramento, CA STK. # SAC10924 VIN # A37830



NEW 2011 Damon DAYBREAK 3211 MSRP \$108,408 **NOW \$79,945** SAVE \$28,463 (888) 905-0490 Anthony, TX STK. # LC15526



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



NEW 2011 Four Winds FOUR WINDS SIESTA 24SA MSRP \$121,250 **NOW \$79,995** SAVE \$41,255 (888) 905-0490 Anthony, TX STK. # LC15442



NEW 2011 Itasca CAMBRIA 28B LIST PRICE \$107,051 **NOW \$79,995** SAVE \$27,056 (888) 331-1595 Santa Clarita, CA STK. # AMRV21224 VIN # A68066



NEW 2011 Four Winds WINDSPORT 31J WAS \$114,116 **NOW \$79,995** SAVE \$34,121 (877) 289-0812 Las Vegas, NV STK. # LVN36846



NEW 2011 Damon DAYBREAK 3211 MSRP \$110,907 **NOW \$79,995** SAVE \$30,912 (888) 617-5406 Oakwood, GA STK. # ORV15959



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



NEW 2011 Winnebago ACCESS PREMIER 31C WAS \$102,289 **NOW \$79,997** SAVE \$22,292 (888) 463-3995 Colorado Springs, CO STK. # KC211042



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



NEW 2011 Itasca IMPULSE 31N MSRP \$99,969 **NOW \$79,999** SAVE \$19,970 (888) 617-5406 Oakwood, GA STK. # ORV15476



NEW 2011 Itasca IMPULSE SILVER 31NP
LIST PRICE \$107,130 **NOW \$82,929** SAVE
\$24,201 (888) 480-3175 Sacramento, CA
STK. # SAC11425 VIN # A97201



NEW 2011 Damon DAYBREAK 3211 WAS \$118,417
NOW \$82,987 SAVE
\$35,430 (888) 896-2801 Albuquerque, NM
STK. # ARV15577



USED 2004 Itasca MERIDIAN 34H WAS
\$139,995 **NOW \$82,995** SAVE \$57,000
(888) 682-3036 Churchville, NY STK. #
CHU67630



NEW 2011 Winnebago VISTA 30W WAS \$132,926
NOW \$83,999 SAVE \$48,927 (866) 755-9604
Charleston, SC STK. # CHN124789



NEW 2011 Itasca IMPULSE SILVER 31NP
LIST PRICE \$107,310 **NOW \$84,261** SAVE
\$23,049 (888) 479-3568 Vacaville, CA
STK. # VAC11430 VIN # A97205



NEW 2011 Winnebago ASPECT 30C
MSRP \$129,493 **NOW \$84,866** SAVE
\$44,627 (888) 727-2952 North Little Rock,
AR STK. # LIT11376



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



NEW 2011 Damon DAYBREAK 36SD WAS
\$121,352 **NOW \$84,995**
SAVE \$36,357 (866) 415-9726 Wheat Ridge,
CO STK. # KC511018



NEW 2010 Winnebago ERA 170XL WAS
\$119,258 **NOW \$84,995** SAVE \$34,263
(888) 902-8565 Tallahassee, FL STK. #
TAL38560



NEW 2010 Four Winds WINDSPORT 32V
MSRP \$121,203 **NOW \$86,900** SAVE
\$34,303 (888) 668-6715 Katy, TX STK. #
KAT9583



NEW 2010 Damon DAYBREAK 34SS WAS
\$112,215 **NOW \$86,995** SAVE \$25,220
(888) 457-4801 Colfax, NC STK. # CFX3283



USED 2007 Winnebago ADVENTURER 35A
NOW \$86,995 (888) 696-2165 Savannah, GA
STK. # SAV15539



NEW 2011 Damon CHALLENGER 32VS
WAS \$128,683 **NOW \$89,900** SAVE
\$38,783 (866) 775-0682 Roanoke, VA STK.
ROA14216



USED 2009 Four Winds WINDSPORT 36R WAS \$129,877 **NOW \$89,995** SAVE
\$39,882 (888) 474-1330 Bartow, FL STK.
DCW7738A



NEW 2011 Four Winds HURRICANE 34U WAS \$124,621 **NOW \$89,995** SAVE
\$34,626 (888) 474-1330 Bartow, FL STK.
DCW7855



NEW 2011 Itasca SUNOVA 31E WAS
\$123,375 **NOW \$89,995** SAVE \$33,380
(877) 289-0812 Las Vegas, NV STK. #
LVN36778



USED 2004 Winnebago VECTRA 40QD
WAS \$129,895 **NOW \$89,995** SAVE
\$39,900 (888) 692-9016 Myrtle Beach, SC
STK. # MB124731



NEW 2011 Winnebago ASPECT 30C WAS \$116,863 **NOW \$89,997** SAVE \$26,866 (888) 463-3995 Colorado Springs, CO STK. # KC211060



NEW 2011 Itasca NAVION 24K LIST PRICE \$117,975 **NOW \$91,776** SAVE \$26,199 (888) 480-3175 Sacramento, CA STK. # SAC11692 VIN # 449261



NEW 2010 Itasca REYO 25R MSRP \$142,666 **NOW \$96,900** SAVE \$45,766 (888) 668-6715 Katy, TX STK. # KAT9388



NEW 2011 Damon DAYBREAK 36SD MSRP \$119,808 **NOW \$94,995** SAVE \$24,813 (888) 905-0490 Anthony, TX STK. # LC15197



USED 2006 Fleetwood BOUNDER 38N WAS \$119,900 **NOW \$95,995** SAVE \$23,905 (888) 674-0275 Gulf Breeze, FL STK. # GB38746



NEW 2011 Four Winds WINDSPORT 32V WAS \$129,734 **NOW \$97,850** SAVE \$31,884 (866) 820-0335 Council Bluffs, IA STK. # CBI11291



NEW 2011 Four Winds WINDSPORT 32V WAS \$147,061 **NOW \$97,995** SAVE \$49,066 (866) 415-9726 Wheat Ridge, CO STK. # KC511344



NEW 2010 Itasca SUNOVA 31E MSRP \$134,109 **NOW \$98,937** SAVE \$35,172 (888) 641-0925 Kaysville, UT STK. # KY35183



NEW 2011 Four Winds WINDSPORT 32V MSRP \$128,686 **NOW \$98,995** SAVE \$29,691 (888) 815-7523 Woodstock, GA STK. # WDS15140



NEW 2011 Winnebago VISTA 35F MSRP \$145,445 **NOW \$99,866** SAVE \$45,579 (888) 727-2952 North Little Rock, AR STK. # LIT11378



NEW 2011 Itasca SUNOVA 31E MSRP \$133,699 **NOW \$99,995** SAVE \$33,704 (888) 614-5201 Draper, UT STK. # ABRV35783



NEW 2010 Winnebago VIA 25R WAS \$139,816 **NOW \$99,995** SAVE \$39,821 (866) 502-8238 Bath, NY STK. # BAT64956



NEW 2011 Winnebago SIGHTSEER 31E WAS \$130,500 **NOW \$99,995** SAVE \$30,505 (888) 819-7952 Longmont, CO STK. # KC111227



NEW 2011 Itasca SUNSTAR 36D LIST PRICE \$140,832 **NOW \$103,331** SAVE \$37,501 (888) 479-3568 Vacaville, CA STK. # VAC12732 VIN # A03947



NEW 2011 Winnebago VIA 25R WAS \$170,002 **NOW \$104,567** SAVE \$65,435 (866) 755-9604 Charleston, SC STK. # CHN123378



NEW 2011 Four Winds SERRANO 31X MSRP \$159,878 **NOW \$104,995** SAVE \$54,883 (888) 905-0490 Anthony, TX STK. # LC15344



NEW 2011 Four Winds SERRANO 31X
 WAS \$160,995 **NOW \$109,858** SAVE
 \$51,137 (888) 254-9145 Meridian, ID STK.
 # MER11688



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



NEW 2011 Winnebago VIA 25R MSRP
 \$139,518 **NOW \$109,960** SAVE \$29,558
 (888) 696-2165 Savannah, GA STK. #
 SAV14765



USED 2002 Beaver PATRIOT THUNDER 92408 WAS
 \$187,500 **NOW \$109,995** SAVE \$77,505 (888) 860-
 8684 Strafford, MO STK. # STR12689



NEW 2011 Winnebago VIA 25R WAS
 \$142,003 **NOW \$109,997** SAVE \$32,006
 (888) 463-3995 Colorado Springs, CO STK.
 # KC210685



USED 2006 Fleetwood EXCURSION 39C
 WAS \$147,885 **NOW \$109,999** SAVE
 \$37,886 (888) 471-3546 Chichester, NH
 STK. # GRV507210



**NEW 2011 Four Winds
 WINDSPORT 34U**
 WAS \$152,710 **NOW**
\$114,995 SAVE \$37,715
 (888) 625-5187 Fort My-
 ers, FL STK. # FTM12515



**NEW 2011 Four
 Winds WINDSPORT
 36F** WAS \$155,190
NOW \$117,950 SAVE
 \$37,240 (866) 820-0335
 Council Bluffs, IA STK. #
 CBI11295



NEW 2011 Four Winds SERRANO 31X
 WAS \$155,688 **NOW \$119,777** SAVE
 \$35,911 (866) 775-0682 Roanoke, VA STK.
 # ROA15915



NEW 2011 Four Winds WINDSPORT 36F
 WAS \$159,995 **NOW \$119,985** SAVE
 \$40,010 (866) 673-0250 Statesville, NC
 STK. # STA125744



NEW 2011 Four Winds SERRANO 31Z
 LIST PRICE \$157,005 **NOW \$119,995**
 SAVE \$37,010 (888) 331-1595 Santa Clar-
 ita, CA STK. # AMRV21125 VIN # 440281



**NEW 2011 Four
 Winds SERRANO
 31X** WAS \$153,407
NOW \$119,995 SAVE
 \$33,412 (888) 242-
 0293 Madison, WI STK.
 # MAD15290



NEW 2011 Four Winds WINDSPORT 36F
 WAS \$165,413 **NOW \$124,900** SAVE
 \$40,513 (888) 674-0275 Gulf Breeze, FL
 STK. # GB38688



**USED 2007 Gulf Stream TOUR MASTER
 T40C** WAS \$189,995 **NOW \$129,995**
 SAVE \$60,000 (888) 903-6787 Harrisburg,
 PA STK. # HAR71562



USED 2007 Fleetwood PROVIDENCE 39L
NOW \$138,996 (888) 815-7523 Wood-
 stock, GA STK. # WDS15677



**USED 2008 Gulf Stream CRESCENDO
 40UL** WAS \$184,900 **NOW \$139,516**
 SAVE \$45,384 (866) 289-0113 Chatta-
 nooga, TN STK. # CH6815



USED 2007 Fleetwood DISCOVERY 39V
 WAS \$176,310 **NOW \$139,858** SAVE
 \$36,452 (866) 673-0250 Statesville, NC
 STK. # STA125979



USED 2007 Fleetwood EXCURSION 40X
 WAS \$179,995 **NOW \$139,995** SAVE
 \$40,000 (888) 682-3036 Churchville, NY
 STK. # CHU67636



USED 2007 Itasca ELLIPSE 40TD WAS
 \$199,997 **NOW \$144,997** SAVE \$55,000
 (888) 463-3995 Colorado Springs, CO STK.
 # KC2CS487



USED 2003 American EAGLE 42E NOW
\$159,500 (888) 727-2952 North Little Rock, AR
 STK. # LIT12372



USED 2008 Newmar VENTANA 3936
 WAS \$188,180 **NOW \$145,988** SAVE
 \$42,192 (888) 896-2801 Albuquerque, NM
 STK. # ARV14981B



NEW 2011 Damon ASTORIA 3470 WAS
 \$207,512 **NOW \$154,950** SAVE \$52,562
 (888) 850-5575 Wood Village, OR STK. #
 POR35547



USED 2010 Damon TUSCANY 4072 WAS \$229,950
NOW \$159,900 SAVE \$70,050 (888) 850-5575
 Wood Village, OR STK. # POR36611



NEW 2011 Itasca MERIDIAN V CLASS
34Y WAS \$227,974 **NOW \$159,995**
 SAVE \$67,979 (888) 902-8565 Tallahassee, FL
 STK. # TAL37226



NEW 2011 Itasca MERIDIAN V CLASS
34Y WAS \$220,249 **NOW \$164,950** SAVE
 \$55,299 (888) 859-6653 Hillsboro, OR
 STK. # HIL34193



USED 2002 Beaver MARQUIS EMERALD
42 WAS \$219,995 **NOW**
\$169,858 SAVE \$50,137
 (888) 254-9145 Meridian,
 ID STK. # MER13129



USED 2005 Winnebago VECTRA 40FD
NOW \$169,995 (888) 727-2952 North
 Little Rock, AR STK. # LIT13354



USED 2006 Holiday Rambler IMPERIAL
42PLQ WAS \$267,987 **NOW \$174,391**
 SAVE \$93,596 (877) 450-7415 Island Lake,
 IL STK. # CRV5704



NEW 2011 Damon TUSCANY 40LX MSRP
 \$271,254 **NOW \$179,866** SAVE \$91,388
 (888) 727-2952 North Little Rock, AR STK.
 # LIT11551



NEW 2011 Damon TUSCANY 3680 WAS
 \$241,956 **NOW \$179,995** SAVE \$61,961
 (888) 625-5187 Fort Myers, FL STK. #
 FTM14579



NEW 2011 Damon TUSCANY 4051 WAS
 \$251,859 **NOW \$179,995** SAVE \$71,864
 (888) 819-7952 Longmont, CO STK. #
 KC111239



NEW 2011 Damon TUSCANY 3680 WAS
 \$239,050 **NOW**
\$179,997 SAVE
 \$59,053 (888) 692-
 9016 Myrtle Beach, SC
 STK. # MB124303



NEW 2011 Damon TUSCANY 4072 WAS
 \$253,888 **NOW \$183,789** SAVE \$70,099
 (866) 673-0250 Statesville, NC STK. #
 STA125726



NEW 2011 Itasca MERIDIAN V CLASS 34Y MSRP \$241,432 **NOW \$184,275** SAVE \$57,157 (888) 614-5201 Draper, UT STK. # ABRV36386



NEW 2011 Damon TUSCANY 3680
WAS \$259,000 NOW \$184,895 SAVE \$74,105 (866) 755-9604 Charleston, SC STK. # CHN123967



NEW 2011 Damon TUSCANY 4078 WAS \$249,627 **NOW \$184,995** SAVE \$64,632 (888) 625-5187 Fort Myers, FL STK. # FTM14572



NEW 2011 Damon TUSCANY 4051 WAS \$242,387 **NOW \$185,633** SAVE \$56,754 (888) 674-0275 Gulf Breeze, FL STK. # GB40150



NEW 2011 Itasca MERIDIAN V CLASS 34Y MSRP \$240,539 **NOW \$187,998** SAVE \$52,541 (888) 801-3226 Byron, GA STK. # MAC15486



NEW 2011 Damon TUSCANY 42RQ MSRP \$294,076 **NOW \$189,900** SAVE \$104,176 (888) 844-1758 New Braunfels, TX STK. # SW9179



NEW 2011 Damon TUSCANY 42RQ
WAS \$272,416 NOW \$195,999 SAVE \$76,417 (866) 415-9726 Wheat Ridge, CO STK. # KC511225



NEW 2011 Damon TUSCANY 42RQ
WAS \$294,755 NOW \$198,999 SAVE \$95,756 (888) 860-8684 Strafford, MO STK. # STR13524



NEW 2011 Damon TUSCANY 4078 WAS \$252,016 **NOW \$199,858** SAVE \$52,158 (888) 848-7312 Columbia, SC STK. # COL16971



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



NEW 2011 Damon TUSCANY 42RQ WAS \$269,383 **NOW \$199,999** SAVE \$69,384 (877) 554-3516 Lakewood, NJ STK. # LAK8385



NEW 2011 Damon TUSCANY 42RQ
WAS \$296,320 NOW \$199,999 SAVE \$96,321 (888) 860-8684 Strafford, MO STK. # STR15659



NEW 2011 Itasca MERIDIAN 40U LIST PRICE \$307,554 **NOW \$210,551** SAVE \$97,003 (888) 479-3568 Vacaville, CA STK. # VAC11440 VIN # AU2313



NEW 2011 Damon TUSCANY 42RQ WAS \$274,549 **NOW \$219,989** SAVE \$54,560 (888) 457-4801 Cofax, NC STK. # CFX3695



NEW 2011 Winnebago TOUR 40BD MSRP \$319,215 **NOW \$249,995** SAVE \$69,220 (888) 696-2165 Savannah, GA STK. # SAV14764



NEW 2011 Winnebago TOUR 40BD WAS \$361,875 **NOW \$265,333** SAVE \$96,542 (888) 484-3906 Spartanburg, SC STK. # GR126230



USED 2009 Monaco DYNASTY STAFFORD 45 WAS \$387,785 **NOW \$289,995** SAVE \$97,790 (877) 289-0812 Las Vegas, NV STK. # LVN37628

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USED CLASS C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2002 Dutchmen DUTCHMEN 31S	CRV5355B	\$39,995	\$32,495	(877) 450-7415
2010 Winnebago CHALET 31CR	TUC17979	\$53,999	\$49,995	(888) 315-7967
2008 Winnebago CHALET 31CR	CFX3622	\$56,889	\$53,788	(888) 457-4801
2005 Coachmen LEPRACHAUN 307KS	KS8114B	\$64,245	\$54,895	(888) 454-1707
2006 Forest River FORESTER 3101S	AV014339	\$64,810	\$57,888	(888) 348-5909
2008 Fleetwood TIOGA RANGER 31	MB125288	\$68,670	\$57,897	(888) 692-9016
2007 Coachmen LEPRACHAUN 315KS	LAK8585	\$68,799	\$59,989	(877) 554-3516
2010 Four Winds CHATEAU 31R	GR125576	\$69,998	\$59,998	(888) 484-3906
2008 Gulf Stream ULTRA 6319	SYU66720	\$79,998	\$69,999	(888) 672-5049
2003 Fleetwood AMERICAN TRADITION 40	KC1CN01005A	\$119,900	\$116,995	(888) 819-7952

NEW CLASS C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Four Winds FREEDOM ELITE 21C	MB125102	\$73,794	\$57,995	(888) 692-9016
2011 Four Winds FREEDOM ELITE 21C	FRV10141	\$73,007	\$59,000	(888) 568-2177
2011 Four Winds FREEDOM ELITE 28U	HL5796	\$86,286	\$74,988	(888) 386-5187
2011 Winnebago ACCESS 26Q	DOT38603	\$88,306	\$76,995	(888) 450-7060
2011 Four Winds FREEDOM ELITE 28U	COL125119	\$84,696	\$77,999	(888) 848-7312
2011 Itasca IMPULSE SILVER 31CP	VAC11429	\$93,633	\$79,888	(888) 479-3568
2011 Jayco GREYHAWK 31FK	KC111252	\$95,914	\$79,995	(888) 819-7952
2011 Four Winds FREEDOM ELITE 31R	COL15670	\$91,653	\$82,995	(888) 848-7312
2011 Four Winds FREEDOM ELITE 31R	RD38646	\$91,653	\$82,995	(888) 475-5918
2011 Winnebago ACCESS 31J	POR35759	\$100,538	\$84,988	(888) 850-5575
2011 Winnebago ACCESS PREMIER 31C	DOT38604	\$95,946	\$84,995	(888) 450-7060
2011 Four Winds FREEDOM ELITE 23S	GR125132	\$103,406	\$86,999	(888) 484-3906
2011 Four Winds FREEDOM ELITE 23S	COL15148	\$97,691	\$86,999	(888) 848-7312
2011 Winnebago ACCESS 31N	SLV21219	\$99,636	\$87,528	(877) 834-0429
2011 Winnebago VIEW 24K	SYU66161	\$110,321	\$89,989	(888) 672-5049
2011 Four Winds CHATEAU CITATION 24SA	DCW8281	\$103,912	\$89,995	(888) 474-1330

USED CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2002 Tiffin ALLEGRO 30-DA	GR124165	\$45,499	\$39,994	(888) 484-3906
2003 Fleetwood PAGE ARROW 37A	AMRV22305	\$61,570	\$49,995	(888) 331-1595
2007 Itasca SUNOVA 30B	HAR71700	\$59,995	\$49,995	(888) 903-6787
2008 Winnebago CHALET 30BR	SLV21887	\$64,540	\$54,995	(877) 834-0429
2007 Damon DAYBREAK 33	KC510574BB	\$69,995	\$56,995	(866) 415-9726
2007 Coachmen MIRADA 31DS 2/SLIDE	GB38690	\$72,228	\$59,000	(888) 674-0275
2007 Four Winds HURRICANE 34S	DCW8151A	\$66,670	\$59,999	(888) 474-1330
2007 Four Winds HURRICANE 33H	JAC38620	\$74,999	\$62,995	(866) 648-5288
2007 Georgie Boy CRUISEMASTER 35	CRV5695A	\$83,154	\$68,995	(877) 450-7415
2009 Damon DAYBREAK SPORT 3204	AV014351	\$79,888	\$69,888	(888) 348-5909
2006 Monaco MONARCH 36PBD	AV015225	\$79,888	\$69,888	(888) 348-5909
2007 Damon CHALLENGER 37TS	MES17992	\$84,555	\$69,995	(888) 542-3819
2008 Tiffin ALLEGRO 32LA	FRV10227	\$79,995	\$72,469	(888) 568-2177

USED CLASS A GAS MOTORHOMES (CONT'D)

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2005 Itasca SUNCRUISER 37B	LVN36769B	\$89,855	\$74,995	(877) 289-0812
2007 Damon DAYBREAK 3276	MER13007	\$84,995	\$77,858	(888) 254-9145
2006 Rexhall REXAIR 340GT	AV014356	\$89,998	\$79,995	(888) 348-5909
2010 Newmar CANYON STAR 34	FRV10242	\$99,995	\$95,976	(888) 568-2177

NEW CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Four Winds HURRICANE 31D	HIL36319	\$104,811	\$84,950	(888) 859-6653
2011 Winnebago VISTA 26P	FTM12485	\$100,795	\$84,955	(888) 625-5187
2011 Winnebago VISTA 26P	FTM11894	\$100,641	\$84,995	(888) 625-5187
2011 Four Winds HURRICANE 32A	TAL37602	\$113,126	\$94,995	(888) 902-8565
2011 Winnebago VISTA 35F	FTM12486	\$126,744	\$105,589	(888) 625-5187
2011 Itasca SUNOVA 31E	POR35643	\$133,369	\$109,950	(888) 850-5575
2011 Damon CHALLENGER 376	SLV21326	\$137,581	\$119,995	(877) 834-0429
2011 Itasca SUNOVA 37L	GRV506357	\$149,517	\$122,995	(888) 471-3546
2011 Itasca SUNOVA 33C	ORV15483	\$141,231	\$128,965	(888) 617-5406
2011 Itasca SUNCRUISER 37F	WDS15854	\$180,400	\$161,850	(888) 815-7523

USED CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2002 Tiffin ALLEGRO BUS 37TP TRIPLE SLIDE	AV014467	\$68,910	\$59,995	(888) 348-5909
2001 Newmar KOUNTRY STAR DP3669	JAC38536	\$79,999	\$69,999	(866) 648-5288
2005 Coachmen CROSS COUNTRY 376DS	POR37151	\$89,950	\$79,950	(888) 850-5575
2005 Damon ASTORIA 3679	LAK8407	\$91,299	\$79,999	(877) 554-3516
2003 Trvl Sprme TRAVEL SUPREME 40 R DSL	MAD15084	\$105,406	\$89,995	(888) 242-0293
2007 Holiday Rambler VACATIONER 36WBD	ARV15556P	\$118,995	\$96,788	(888) 896-2801
2008 Coachmen CROSS COUNTRY 382DS	CFX3452	\$129,495	\$107,988	(888) 457-4801
2007 Damon ASTORIA PACIFICA 3774	CBI16301	\$134,995	\$114,995	(866) 820-0335
2006 Fleetwood DISCOVERY 39	KS3898A	\$129,995	\$122,995	(888) 454-1707
2007 Damon TUSCANY 4076	KS7471A	\$149,995	\$139,995	(888) 454-1707
2007 Fleetwood PROVIDENCE 39V	ROA13386	\$179,200	\$147,995	(866) 775-0682
2008 Fleetwood EXCURSION 39R	STA124905	\$169,677	\$149,900	(866) 673-0250
2003 Fleetwood AMERICAN EAGLE 40T	RD40282	\$159,988	\$149,988	(888) 475-5918
2006 Holiday Rambler SCEPTER 40PDQ	ARV15579	\$198,700	\$159,988	(888) 896-2801
2009 Fleetwood REVOLUTION LE 42K	COL17215	\$305,278	\$249,985	(888) 848-7312

NEW CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Itasca REYO 25T	SYU67090	\$134,206	\$109,998	(888) 672-5049
2011 Itasca REYO 25Q	GRV507290	\$128,465	\$113,999	(888) 471-3546
2011 Winnebago VIA 25T	DOT39961	\$131,920	\$118,995	(888) 450-7060
2011 Itasca MERIDIAN 40L	GRV507380	\$255,224	\$209,977	(888) 471-3546
2011 Itasca MERIDIAN 40U	GRV507245	\$285,053	\$231,855	(888) 471-3546
2011 Winnebago JOURNEY 40U	GRI124004	\$285,582	\$235,998	(888) 484-3906
2011 Itasca ELLIPSE 40CD	ORV15489	\$337,560	\$284,995	(888) 617-5406

*Government fees, state taxes, title, license and dealer fees as applicable will be added to comply with state vehicle codes. Sales tax not applicable in OR. In Arizona, prices plus doc. fee of \$369 and pre-delivery inspection. In California, prices not inclusive of government fees and prep charge, finance charge, or emissions testing charge. Freight costs vary by state. Not applicable in CA, OH, AR, TX or OR. In Texas and Arkansas, 'List Price' is equal to 'MSRP'. Inventory and floorplans vary by location. VIN numbers posted at dealership. Advertised inventory available at time of printing. Void where prohibited by law. May not be combined with any other offer and not applicable to prior sales. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 11/30/11. FR015400-0811

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RS #	ADVERTISERS	PAGE #
101	Aqua-Hot	8
102	Born Free Motorcoach	31
127	Camping World Classifieds	44-45 74-75
135	Coach Net	54
128	DISH Network	20-21
104	Danko Manufacturing, Inc.	39
105	Dave & LJ RV Interiors Dealers & Destinations	62 94
106	Dethmers Manufacturing	61
107	Essex Credit Corporation	CV3
108	Foretravel	CV2
131	Good Sam Club	93
132	Good Sam Emergency Road Service	37
129	Good Sam Extended Service Plan	38
130	Good Sam VIP Provided by GMAC Insurance	95
109	Guaranty RV	29
110	Holland Motor Homes	30
111	Holland Motor Homes	57
113	Miller Insurance	32
114	Moncao RV LLC	14
115	Newell Coach Corporation	CV4
112	Nomad Glass	62
103	Onan Corporation	13
116	Progressive Insurance RV Buyer's Guide	5 32
	RV Marketplace	96
119	RV Roofing Solutions	30
136	RV World of Nokomis	99
120	RVC Outdoor Destinations	35
117	Rand McNally	36
118	Roadtrek Motorhomes Inc.	19
121	SMI Marketing	31
122	Thetford Corporation	7
123	Tiffin MotorHomes	11
124	Triple E	25
125	Winnebago Industries	9
126	Winnebago Industries	22

145	Renegade RV	50
146	Roadtrek	50
147	Tiffin Motorhomes	50
148	Winnebago	50

RS # FREE TRAVEL INFO PAGE #

150	Alaska	97
151	Alaska Ferry	97
152	Anaheim Resort RV Park, California	97
153	Arkansas State Parks	97
154	Chula Vista RV Resort, California	97
155	Colorado	97
157	DeGray Resort State Park, Arkansas	97
159	Florida Keys	97
160	Florida State Parks	97
161	Glacier National Park, Montana	97
164	Hot Springs National Park, Arkansas	97
165	Idaho	97
166	Idaho RV Campgrounds Association	97
167	Lake Harris RV Resort, Florida	97
168	Lake of the Ozarks, Missouri	97
169	Missouri	97
170	Montana	97
171	New Mexico	97
172	New Mexico State Parks	97
173	Ohio State Parks	97
174	Oklahoma	97
175	Oklahoma State Parks	97
176	Oregon State Parks	97
177	Santee Cooper Country, South Carolina	97
178	South Dakota	97
179	Texas State Parks	97
180	Wyoming	97
181	Yellowstone Country, Wyoming	97
182	Yellowhead Highway, Canada	97

RS #	EDITORIAL	PAGE #
140	Entegra Coach	50
141	Fleetwood RV	50, 58
149	Flying Flags RV Resort	58
142	Holiday Rambler	50
143	Itasca	50
144	Newmar Corp.	50

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

a number of possibilities, I found the most practical applications (other than inside temperature) include monitoring the temperatures inside the refrigerator and outside the coach. The system is also capable of measuring relative humidity (using an optional temperature/humidity combination probe) within a range of 10 to 90 percent. Temperature probes are accurate to plus or minus 0.9 degrees Fahrenheit within a range between minus 40 and 200 degrees.

Once the box and probes are in place, you'll need to access the support website (www.myalertlist.com) and set up an account. From here, you can program the sensors with a threshold value and tell the system where you want the alerts to be sent. I found the most convenient was to use the text message option so I wouldn't have to look at my email to find the alerts. Alert history and current information can be accessed at any time by logging on to your account, and the thresholds can be changed easily. Monitoring intervals can be programmed at 5, 15, 60, 120 or 240 minutes. The cost of this service starts at \$15 per month, but to monitor every 15 minutes (and have other upgraded features) the cost goes up to \$21 per month. No long-term contract is required.

There's also an app that can be downloaded that will allow access to current monitoring and history. You can use the app to get instant numbers from the various sensor probes and view written and graphic logs that can go back up to seven days. That process worked very nicely. Temperature history can also be exported to Word or Excel on your computer.

Temperature@lert is a very powerful tool that's not only fun to use — and delve into its advanced features — but is also a dandy device for keeping tabs on critical information, providing peace of mind. The basic Cellular Edition package sells for \$400 and comes with one 6-foot temperature probe, AC adapter, instructional paperwork, one year of support and software updates, and a one-year warranty on the hardware. Additional temperature probes sell for \$39 and the combo probe is \$49; custom cables can be made up to 100 feet. A 12-volt DC adapter is also available. **Temperature@lert, 866-524-3540, www.temperaturealert.com.** ♦



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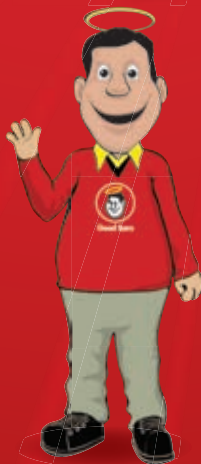
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- Dec. 11: Green Tea, Deming Luna Mimbres Museum

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bucked, so after shaking the harness he found one wire shorting out against the metal tube on the air-conditioning unit right up front on top of the engine and fans. This explained why when going uphill the harness would fall back against the tube, and on rainy days it ran poorly, yet downhill it hung away from the tube and ran smooth. The shorted wire was repaired and the harness was firmly secured. Now all is well again.

**SANDY AND LARRY BIERMEIER
LITTLE CANADA, MINN.**

When the CHECK ENGINE light came on, the trouble codes should have been read with a scan tool. Even after the light goes out, you can still retrieve the code for awhile. This would have given some direction to the search for the problem area. Unfortunately the self-diagnostics can't always discern whether the problem is an actual component or the wiring going to it. This is likely the trap that the technician fell into. I doubt that the MAF was actually faulty, it was probably just the wiring. Often, you can tell if a MAF is faulty by tapping on it with a screwdriver handle (don't hit it too hard or you will need a new one!). While the engine is idling, wiggling the wiring harnesses will often show up a problem like this. While this won't help you, it could help other readers.

TIRE PRESSURE QUANDARY

I had my Tiffin Allegro motorhome weighed by a mechanic who recommended following the Michelin RV tire chart: front tires at 95 PSI and rear dual tires at 80 PSI each. When I took my coach to a Tiffin authorized service center, the mechanic recommended following the manufacturer's plate inside the coach, which recommends front tires at 105 PSI and rear dual tires at 95 PSI each. Which recommendation should I follow?

PHIL BURDICK | VIA EMAIL

Factory guidelines are generally based on a maximum load scenario, because they don't know what you will be carrying. If you have actually had the coach weighed while it's fully loaded for a trip, including fuel, cargo, water, LP-gas and passengers, then you should use the load-inflation table for your tire size and rating to determine pressures.

SLIDE OVER UV PROTECTANT

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TOWING A TRAILER

I want to safely tow my 16-foot enclosed motorcycle trailer (with an 800-pound Honda loaded) behind my 1994 Cobra 28-foot Monterey with a GM 454-CID gas engine. I set up the trailer so that the maximum weight of the motorcycle sits over the trailer axle. However, friends have suggested weight-distributing hitches with anti-sway controls (which may sit too low and scrape). Any ideas or suggestions?

JOHN MEYERS | PITTSBURG

For safe towing the trailer should sit level, and when hitched, 60 percent of the trailer's weight should be forward of the axle centerline. Between 10-12 percent of total loaded trailer weight should be on the hitch ball. A sway control is always a good idea, but try towing without any and see if the trailer stays stable behind you. If not, add a friction-type sway control. Do not exceed any hitch ratings, generally maximum hitch weight is 500 pounds on these chassis, but your trailer shouldn't put that much weight on it. If the coach doesn't sag from the hitch weight, you probably won't need a weight-distributing hitch. ♦

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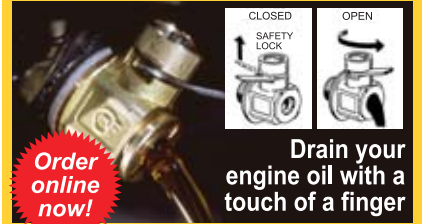
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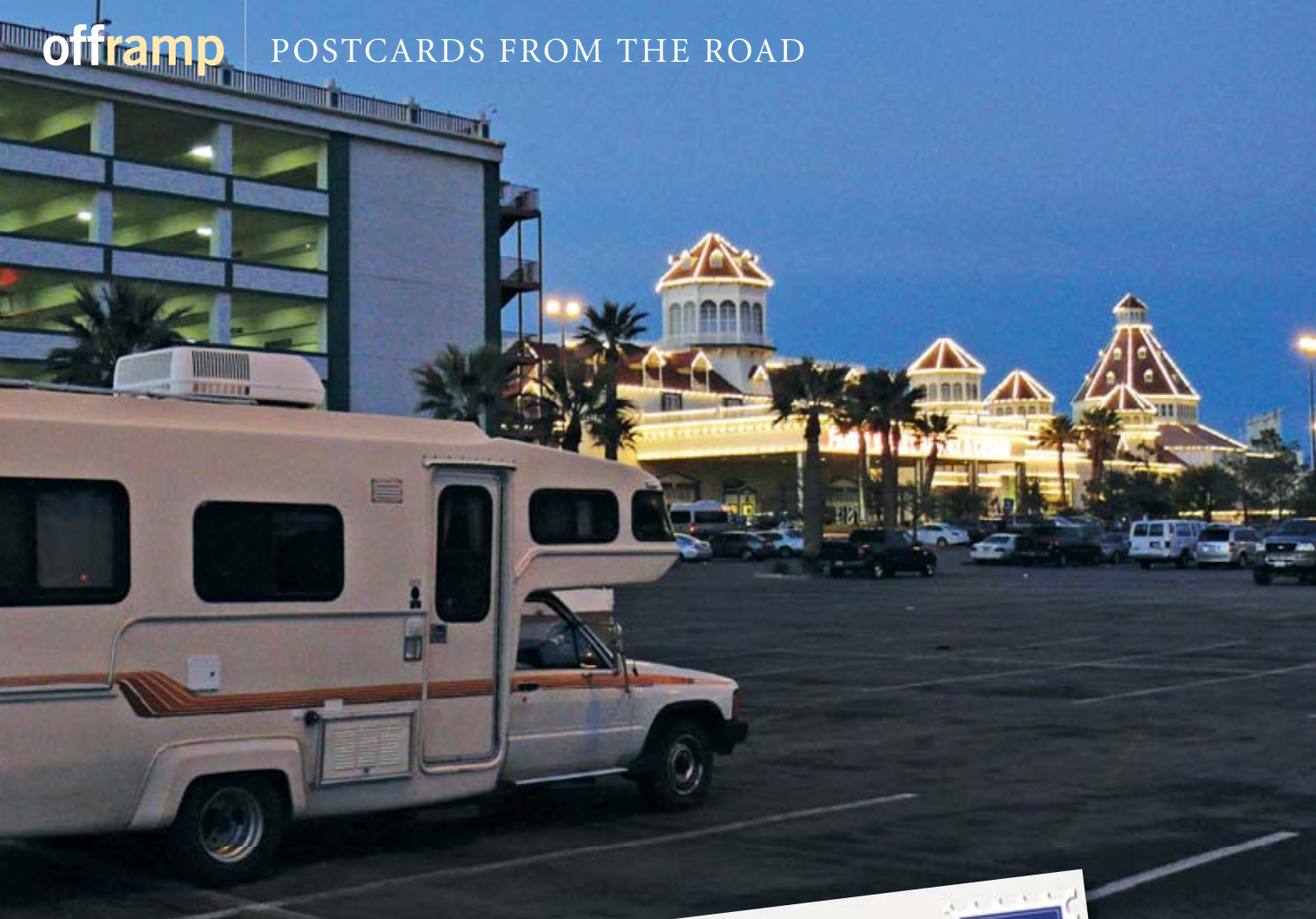
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This was shot in Las Vegas on the last night of our trip. It was the end of a perfect vacation. We took our kids on a 10-day vacation to Zion National Park (where we climbed Angels Landing), Bryce Canyon National Park, Snow Canyon State Park, Grosvenor Arch, Kodachrome Basin State Park, and St. George, Utah. This is our first, and only, motorhome. We started RVing about three years ago and we love it!

Allen Lee
Los Altos, California



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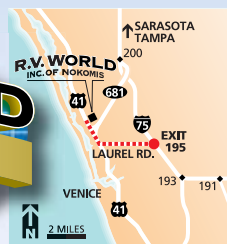
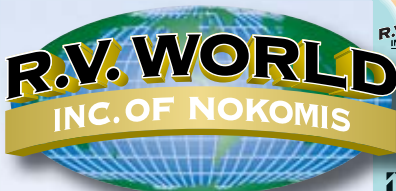


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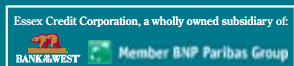
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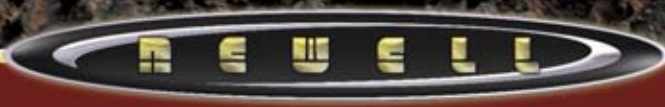
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

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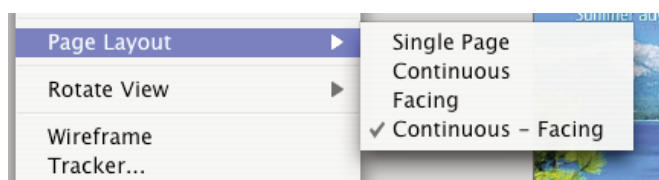


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