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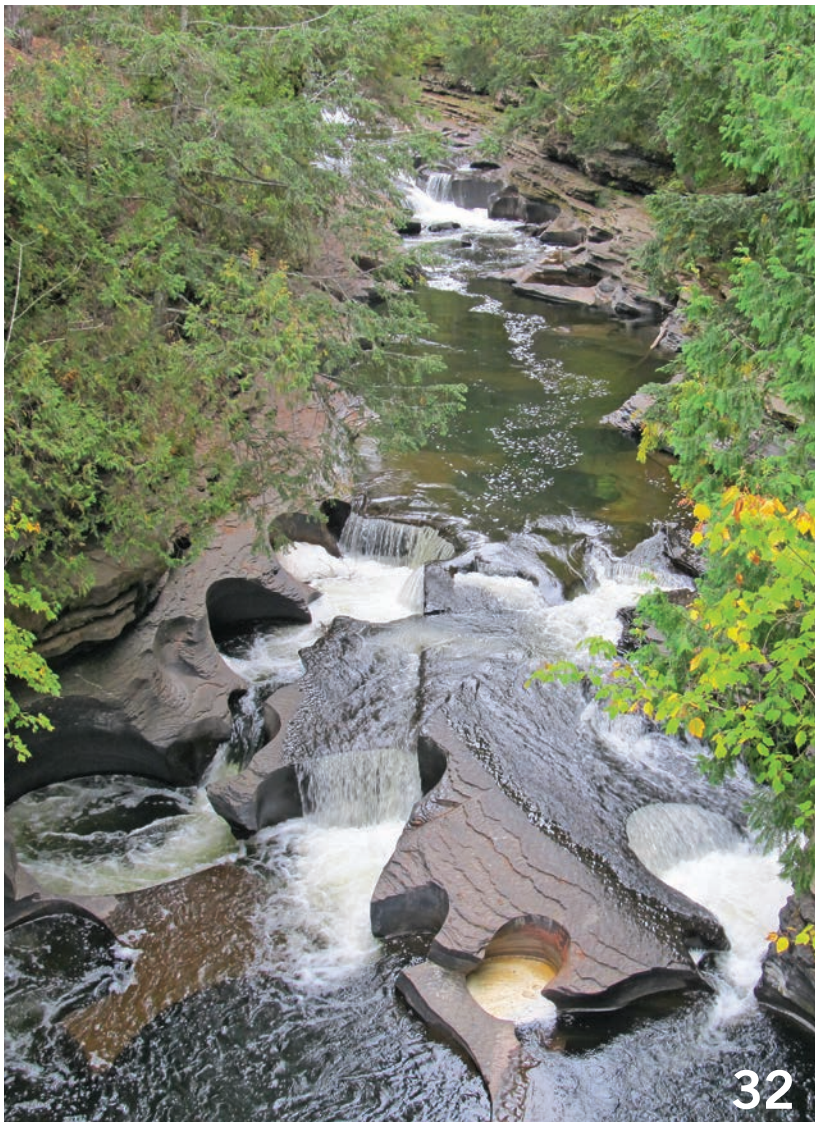
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On The Cover: Explore western Colorado with a trip from Grand Junction to Glenwood Springs (see story on page 36).

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HALL OF FAME

If you find yourself driving on Interstate 80 in the northern Indiana city of Elkhart, you can't help but notice the RV/MH Hall of Fame building. This beautiful structure is a living testament to the RV lifestyle and the people who dedicated their lives to the industry. While a monument to RVing may not have the same panache as the Baseball Hall of Fame or the Rock and Roll Hall of Fame, believe me, our industry's digs are quite impressive.

For many years the RV/MH Hall of Fame was headquartered in a plain-Jane building in Elkhart and wasn't exactly on many RV enthusiasts' radar. Fortunately, a few industry visionaries, spearheaded by the late Boots Ingram and his wife, Betty, drove a plan to enhance the new facility that would proudly stand as a museum, library and conference center — and attract visitors itching to learn the history of the RV industry and its pioneers. Boots was always a big thinker. He started building trailers back in the 1960s and grew his business into a thriving RV manufacturing enterprise that was eventually run by his son, Tony.

While Boots and Betty's dream eventually came to fruition through personal donations and arm-twisting of fellow RV industry entrepreneurs, the facility fell upon hard times after the recession hit in 2008. Mounting debt and limited revenue put the RV/MH Hall of Fame at risk of closing down for good. With the help of the Ingram family, along with the Hall's board of directors and Darryl Searer, who has stepped in as the facility's new president, a workable plan was implemented to keep the doors open.

While the future now looks bright, the Hall is not out of woods, yet. Substantial debt, which has been reconfigured, must be reduced and new programs are being planned to bring in much-needed revenue. The Ingram family was key to the restructuring of the debt and has challenged the industry and its consumer participants to help pay down the financial obligation. The Ingram family will match, dollar for dollar, up to \$100,000



to reduce the mortgage, as long as the donations are made by Aug. 31, 2012. *MotorHome* Chairman and CEO Marcus Lemonis stepped right up as the first to make a pledge, offering \$25,000. Don Wallace, the cofounder of Lazydays RV center in Tampa, Fla., matched Lemonis' donation a few days later.

Hopefully, the \$100,000 goal will be realized through the help of other generous industry figures and the private sector. A number of RV enthusiasts have made personal donations and others can follow suit by contacting the Hall of Fame online (www.rvmhhalloffame.org). Donations are tax deductible.

Keeping the Hall alive is a big deal. Although I have toured the facility numerous times, I never tire of the exhibits. Strolling down the indoor highway of RVs takes the visitor through the history of the RV industry dating back when motorized vehicles were in their infancy. Most people who tour the facility are surprised to learn how innovative the early pioneers were, especially since the designing and engineering of RVs was usually done on a scrap of paper rather than sophisticated computer-aided design software.

Future plans for the facilities are destined to enrich the visitor experience. The industry is now using the grounds for trade shows, and other displays and cultural events are planned. As a member of the board of directors, I can assure you these future plans are very exciting.

Thanks to the vision of the Ingram family and other industry friends, the Hall will continue to stand proudly as a shining example of the RV lifestyle's heritage.

While this facility may not pay homage to our favorite sports legends and rock stars, keep in mind that our lifestyle is much more personal, and we should let the world know. ♦

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MotorHome (ISSN 0744-074X) is published monthly by GS Media & Events (a division of Good Sam Enterprises, LLC), 3300 Fernbrook Lane N #200, Minneapolis, MN 55447. Periodicals postage paid at Plymouth, MN 55447 and additional mailing offices. The annual subscription rate is \$19.97 per year in the U.S. For Canadian and International subscriptions, add \$12 per year. U.S. funds only.

POSTMASTER: Send address changes to MotorHome, P.O. Box 5860, Harlan, IA 51593-1360.

CANADIAN RETURN ADDRESS: GS Media & Events, 4960-2 Walker Road, Windsor, Ontario N9A 6J3. Publication Sales Agreement #40012332.

CUSTOMER SERVICE: Call 800-678-1201 (U.S.), or Email motorhome@cdsfulfillment.com

Printed in the United States.

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WHAT ARE THE MUST-SEE SITES YOU'VE ENCOUNTERED HEADING SOUTH ALONG THE EAST COAST AND WHAT MAKES THEM SO SPECIAL?

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

ONLINE SITE SUGGESTIONS

When I plan a trip, I use How Far Can I Travel (www.freemaptools.com/how-far-can-i-travel.htm). This site allows me to input my average MPH and travel time. It then draws a radius around my starting point and lists major highways and cities. Eight hours of drive time at an average speed of 60 MPH does not get you very far into the South from Hudson, Mass., but it does get you into Maryland and the northeast portions of Virginia. Some call this the South, but many in Arkansas, Alabama, Georgia and other "true Southern" states may suggest travelers to Maryland and Virginia miss the flavor of the true South. Nevertheless, within that radius the Temples will find much to see. Of interest may be Washington, D.C., and Arlington, Manassas and Bull Run in Virginia, along with many other historic areas. When we traveled north, we enjoyed Fredericksburg, Va., and George Washington's home of Mount Vernon. Y'all come on down as far south as you like and y'all will find the folks real friendly.

MIKE BAUMANN | SHREVEPORT, LA.

FLORIDA PARADISE

Head to Sebastian, Fla., a self-proclaimed undiscovered paradise. My wife and I camped at Sebastian Inlet State Park every year, fell in love with the Treasure Coast, ended up buying a home in Sebastian and now live in paradise permanently. Y'all come see us soon, hear? If the state campground is full, Long Point Park is nearby or search within Woodall's for a campground near Sebastian.

JOHN CONNELL | VIA EMAIL

INTERSTATE OOPS

While you would definitely use Interstate 295 to travel to Rockport for the Maine Lobster Festival, you would be unable to access Perkins Cove as described in the May article, "A Maine Event." The southern most tip of I-295 is in Portland, 30 miles to the north of Ogunquit, home of Perkins Cove, The Finest Kind I and Captain Tom. You would need to exit I-95 (exit 4 in York or exit 19 in Wells) to access U.S. Route 1 to Shore Road in the center of Ogunquit, and then follow the signs. The rest of the story is right on! Maine

lobster is the sweetest, tastiest, most succulent lobster in the world! And the Maine Lobster Fest is a must for anyone who is traveling to Maine in season. The coastline is beautiful, the scenery spectacular, from Kittery to Eastport. And while the article was about the festival and the coastline in general, don't forget the rest of the state. You can't go wrong with a Maine vacation!

JEFFREY MOORE | WELLS, MAINE

LOOK BEFORE YOU BACK

I am a long-time subscriber to *MotorHome* and a lifetime member of the Good Sam Club. Joe and Vicki Kiev's "Life on the Road" articles have always been favorites of mine, and I've learned much from the wisdom they share.

I began traveling solo in my Roadtrek Class B in 1999, and 10 years later upgraded to a 36-foot RV. As a solo traveler, I was intrigued by the Kiev's April article, "Arrival Routine." I, too, have been entertained watching many a careless routine. I am undoubtedly the subject of curiosity myself while conducting my own solo routine. I'm a grandma, retired from the grind and now enjoying a second career as a nonfiction writer. Perfect for the RV life. I cannot stress enough the importance of patience when backing into a campsite without assistance. Every time I feel myself beginning to hurry, I think of the repair bill. Like the Kiev's, I scout my site thoroughly in advance. The most important thing for a solo traveler when backing in to a site is to stop. Not once, not twice, but maybe three, four, even five times. Get out of the rig and walk around all sides, looking up and down. It doesn't matter if you think you're clear. Get out and do it anyway. It doesn't matter if you're blocking the road; it will take a whole lot longer if you smack into something. Just smile and wave nicely to whomever you are momentarily inconveniencing.

I'm also not averse to asking a friendly neighbor (often someone looking for entertainment) for guidance, although as the Kiev's noted, my fellow RV enthusiasts have many varied communication styles and I'm not always able to decipher them. As long as we can laugh about it, all is well.

KAREN MCCORMICK | VIA EMAIL





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P.O. BOX

TOWING A HONDA

After reading in *MotorHome* almost monthly about people having problems towing the Honda CR-V, I had to put in my two bits. I towed a 1995 Honda Civic automatic for 10 years and never had a transmission or battery problem. I then purchased a 2005 Honda CR-V all-wheel-drive, which I've towed for nearly seven years without any dead battery problems and I don't pull any fuses. There is nothing in my owner's manual about removing fuses to tow; it only describes the procedures for starting the engine, shifting the transmission and running the engine for a set amount of time. I use a U.S. Gear supplementary braking system that draws power from the diesel engine battery. I limit myself to no more than 300 miles a day and I always disconnect my car when I pull into a campground. I start the engine and my wife drives the car to the campsite.

LEO ARAGON | VIA EMAIL

NO MORE FUEL FRUSTRATION

Although late, I just read Bob and Nancy Adamski's letter, "Frustrating Fuel Stops," in the November 2011 issue. My wife and I have a 32-foot Class C Freedom Express motorhome and we tow a Hyundai Elantra on all fours when we travel. I would recommend the Adamskis purchase the *Exit Now: Interstate Exit Directory* from the Good Sam Club website. Whenever we go on a trip, I make up my own trip tic for all the interstates on our route. At every exit the directory identifies every fuel station that is accessible for large vehicles. It also has food stops, such as our favorite Cracker Barrel, where a motorhome can get in. With a little planning, which I enjoy greatly, we know everywhere we can get in and out of easily, even McDonald's for a quick cup of coffee. It also gets us excited, because when I'm making one up we know we are close to getting on the road again.

GARY AND NANCY MERTZ | SHARON, PA.

REDUCE SPEED TO REDUCE SPENDING

A couple of years ago, while staying at an RV park in southern Arizona, a fellow RVer stopped and asked me how I liked my motorhome. It is a 38-foot diesel-pusher with a 350-hp Cummins engine. I pull a four-door Chevy Colorado pickup with it. He said his rig was almost identical to mine and he hated it. I asked him the problem

and he said he could only get about 6 MPG. I told him I was averaging about 9 MPG and asked at what speed he set the cruise control. He said between 75 and 78 MPH. I never travel over 60 MPH and told him to try it and he might be surprised. This proves to me that slowing down saves money and a lot of stress. I let the fast cars and trucks roar around me while I enjoy the scenery.

DICK BOUMA | ONTARIO, CALIF.

MANDATORY CDL?

There was an incredible story in the news in early April about five family members being killed in an RV crash near Williamsburg, Kan. I read with disbelief the details of the crash, which stated there were 18 people inside the motorhome, which was also pulling a trailer full of motorcycles and gear. The driver was 17 years old. In reading the comments after the article, the outcry was, as you might expect, that a CDL should be mandatory to drive an RV. I can see how that could be a good idea given the size of the rigs on the road today, but the more serious issue here is how dramatically overloaded this RV must have been, and that a 17-year-old was driving. I'm at a loss to understand how any adult present could allow such disregard for safety, and I am very concerned that anyone would so blatantly break every safety rule in the book with a rig and trailer that probably weighed in excess of 30,000 pounds. Maybe it's time to bring Gaylord Maxwell's Life on Wheels classes back, bigger and better than ever.

JON WYLY | PLATTE CITY, MO.

THANK YOU, BLUE OX

I had an unfortunate experience while towing a Chevy HHR behind my motorhome. One of the arms on my Blue Ox tow bar broke while I was on the interstate near Asheville, N.C. I was fortunate to pull over to the shoulder of the highway with no further damage. The following Monday I contacted Blue Ox and spoke to someone in customer service. He advised me to send the tow bar to Blue Ox for examination. I was later contacted and informed that the tow bar had a defect and a replacement would be sent to me at no charge. My tow bar was five years old and I was pleasantly surprised by the response I received. I received the replacement and am very pleased that Blue Ox stands be-



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hind its product. I have had two tow bars from Blue Ox and am glad they are from an American-owned company and manufactured in the United States. Because of Blue Ox's presence at many RV rallies, RV shows and NASCAR races, I have been able to take advantage of its customer service.

**ANTHONY L. LAMARCA
GREENEVILLE, TENN.**

KEEP WEIGHT LIMITS IN MIND

I have a comment about the review of the Itasca Rey0 25R in the April issue. The Rey0 has a realistic occupant and cargo carrying capacity (roccc) of 790 pounds. It has four seat belted positions, which if you have two adults at 150 pounds each and two children at 100 pounds, that would only leave

290 pounds for everything else, which seems a little light. I read somewhere it's estimated that up to 50 percent of the RVs on the road exceed some type of limit, and putting rigs like this on the road just add to that.

Perhaps the new trend toward lighter, more fuel-efficient rigs is pushing everybody to rush to be green without thinking it through. I think RV manufacturers should establish some form of sanity test for the units they make. Something like a realistic number of what the average person would take with them for a week, including clothes, food, bicycles, lawn chairs, etc. I think the trend toward more efficient motorhomes is a good thing; we just need to be smart.

LORRIN WALSH | SILVERDALE, WASH.



WHAT YOU ARE SAYING ON OUR FACEBOOK PAGE:

A reader sought suggestions of must-see sights along the East Coast. Here's how some of our Facebook fans responded:

Sharon Ellers: *We loved Virginia and all the history. We stayed in Williamsburg at Anvil Campground; it was close to most everything.*

Robert Fox: *Virginia Military Institute, Luray Caverns, Skyline Drive. All in Virginia and off Interstate 81.*

Patricia Ann Hogue: *Definitely Myrtle Beach. Could have stayed much longer! Pet-friendly beaches. Also, Charleston, S.C. Beautiful city!*

Carol Sanders: *Wilmington, N.C. It has a historic district larger than Charleston.*



Become a fan of **MotorHome** on Facebook. Go to www.facebook.com/MotorHomeMagazine and click "Like."

QUESTION:

How often do you weigh your motorhome and how do you keep it from being overloaded?

Send your comments to MotorHome, 3300 Fernbrook Lane N #200, Minneapolis, MN 55447; or email letters@motorhomemagazine.com. ♦

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TRAVELING WITH FIREARMS

Do you travel with a firearm in your motorhome? If you keep a firearm in your home you might want to keep or transport one in your motorhome.

Whether you want to carry a firearm in your motorhome for sporting purposes or self-defense, there are a few things you must consider.

The most important question is, is it legal? Most states, counties and municipalities have laws that restrict carrying and transporting firearms, either on your person or in your vehicle. These laws differ from location to location but, generally, the laws pertaining to handguns are more restrictive. You should also determine the legal method for transporting a firearm in those locations. Many states require the firearm to be unloaded, cased and kept in a locked compartment that is not accessible to the driver and passengers while the vehicle is on the highway.

Being legal in one state does not necessarily mean it will be legal in another. Just because your state allows you to carry a firearm on your person or in your vehicle, don't expect the same privilege in other states. If you are going to transport firearms across state lines be sure you research the laws of the states and communities where you intend to spend one or more evenings. A good resource for firearms laws in the United States and Canada is the National Rifle Association's website: www.nraila.org/gunlaws.

A number of motorhome owners have gone through the process of obtaining a permit to carry a concealed weapon (CCW permit) from their home state. Many states recognize the CCW

permits of other states. Even with reciprocity agreements, if you plan to rely upon your CCW permit in other states, it is a good idea to contact those states to confirm the recognition status of your state's permit. You can research individual state CCW laws on the Internet by searching "CCW permit."

Canada requires a special permit in order to bring handguns and sporting rifles across the border. Don't be surprised if your vehicle gets searched for firearms at the border crossing. Review the Royal Canadian Mounted Police website (www.rcmp-grc.gc.ca; click on "Canadian Firearms Program" under "Quick Links") for details. Mexico has a strict weapons policy. It is illegal to bring guns, knives or ammunition into Mexico, and violators may be arrested and have their vehicle seized.

Some motorhome owners, in spite of the laws, carry loaded firearms somewhere in their RVs. Their attitude seems

to be "better to be judged by 12 jurors than carried by six pallbearers." Besides, they will say, how often do you hear of a motorhome being searched by the police? The fact is it's not unusual for motorhomes to get searched at Canadian and Mexican border crossings, along Mexican highways that are frequented by drug transporters, and at U.S. Border Patrol checkpoints on highways north of the Mexican border. And police officers who arrest drunk drivers and other lawbreakers frequently inventory the contents of the suspects' vehicles before having them towed to an impound lot. Searches of motorhomes do occur.

Is it necessary to carry a firearm for the purposes of self-defense? RVing is not without some risks. Motorhome owners can be victims of crimes, just like anyone else. But when RVing, you are generally in a relatively low-crime neighborhood. Motorhome travelers who make a habit of camping among other campers, locking their doors, and using common sense, rarely encounter criminal activity. Needing a firearm for self-defense should not be any more necessary while RVing than it is when you are at home.

Finally, is it practical to carry a firearm in a motorhome? Unless you want to risk getting caught with an illegal weapon, you may have to avoid stopping in states and countries you would like to visit. And an unloaded, cased firearm in a locked cabinet, while it may give you peace of mind, is not going to be readily available for self-defense.

Keep in mind that using a firearm for self-defense is only justified in a life-threatening situation. If you do decide to carry a firearm, be sure to take a professional training course so you will know how, when to and, most importantly, when not to use it.

MotorHome also explored the issue of carrying weapons in an RV in its January 2011 article, "Armed with Information." Find it online at www.motorhomemagazine.com/motorhome-travel/armed-with-information.

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

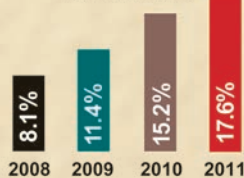
IF YOU DO DECIDE TO CARRY A FIREARM, BE SURE TO TAKE A PROFESSIONAL TRAINING COURSE SO YOU WILL KNOW HOW, WHEN TO AND, MOST IMPORTANTLY, WHEN NOT TO USE IT.



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*Source: Statistical Surveys, Inc. Calendar Year 2011.



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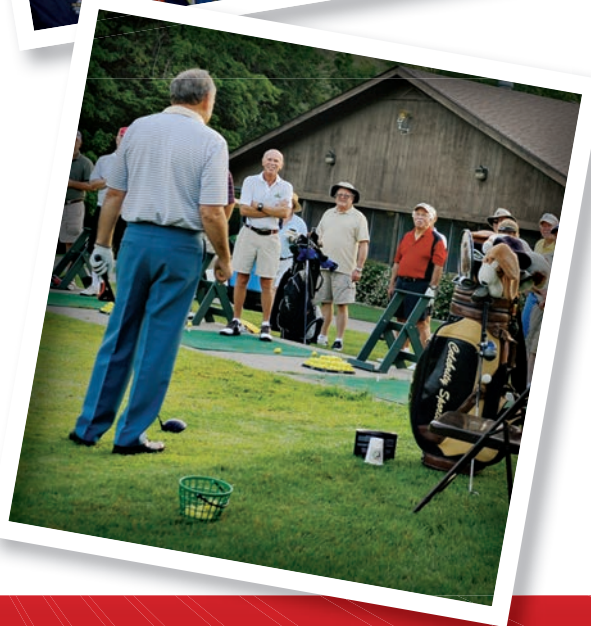
Ranging in size from 50 rigs to over 500, Samborees are RV get-togethers planned by state and provincial directors, making each Samboree unique. Along with fun and games, many Samborees include RV exhibits and educational seminars. Most states and provinces have a Samboree each year!

Visit GoodSamClub.com/Samborees to find the latest schedule of events and registration contact information.

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escapes

by LAURA MICHAELS

EVENTS | NOTEWORTHY | WHEELS & GEAR | CROSSROADS



PHOTO: TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION

FREE FALLIN'

HIKE AMONG THE WATERFALLS OF EASTERN TENNESSEE'S FALL CREEK FALLS STATE PARK

Home to the highest waterfall in the eastern United States, Tennessee's Fall Creek Falls State Park invites visitors to immerse themselves in a 20,000-acre wooded wonderland. At 256 feet, the park's namesake waterfall beckons nature lovers and is joined in its whooshing water serenade by Piney Falls, Cane Creek Falls and Cane Creek Cascades. Dotted with gorges and laced with streams, Fall Creek Falls State Park is rife with flowering mountain laurel and rhododendron, and is home to a vari-

ety of wildlife. Spread across Cumberland Plateau, much of the park is covered by a forest of oak and hickory, along with gorges of tulip poplar and hemlock.

Located near Pikeville, Fall Creek Falls State Park offers fishing, 34 miles of hiking trails and horseback riding, among other activities. All 238 of its campground sites have tables, grills, water, and electricity, and 50 sites have sewer connections. For more information, visit www.tn.gov/environment/parks/FallCreekFalls.



AUG. 1-4 | Billed as Arizona's longest-running nature festival, the **2012 Southwest Wings Birding and Nature Festival** includes an educational celebration of the diversity in birds, mammals, reptiles and insects, a welcome reception, keynote speaker Paul Bannick, a children's program, and a writers workshop; www.swwings.org.

AUG. 1-5 | Craving crustacean? Feast for five days at the annual **Maine Lobster Festival**. Local artists will feature their artwork while the craft tent will offer homemade items. Adults can enter the seafood cooking contest and attendees can enjoy an eclectic mix of live music; 800-562-2529, www.mainelobsterfestival.com.

AUG. 9-12 | Victorville, Calif.,

is set to host the **Route 66 International Festival 2012**, celebrating the theme "California Dreamin' on Route 66." A rally, classic car show, entertainment, car cruise to a drive-in theater, vendors, California-themed dinner and vendors await festival-goers; 909-336-6131, www.national66.org.

AUG. 10-12 | The Cascade foothills of Darrington, Wash., is the setting for the **12th Annual Summer Meltdown** showcasing live music, a children's area for art and music, and food vendors. Dry camping is available but limited, so advanced tickets are encouraged; www.summermeltdown.com.

AUG. 18-19 | Located in upscale Long Grove, Ill., the **24th Annual Art Fest** features more than 120 artists showcasing



AUG. 31-SEPT. 3

Downtown Denver is set to host the 29th annual **A Taste of Colorado** event — the state's largest free-admission outdoor event. The event features local, national and

ethnic live music, children's performers, samples from Colorado's popular food establishments, artisans, vendors and educational programs; 303-295-6330, www.atasteofcolorado.com.

their work including paintings, sculpture, ceramics, jewelry, photography, mixed media and more. Wine and food will also be offered; 847-634-0888, www.longgroveartfest.com.

RV SHOW

AUG. 17-19

Progressive Insurance 18th Annual Summer Boat & RV Super Sale
Richmond, Va.; 800-441-0013

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STEREO ON STEROIDS

How many features can you pack into a stereo? ASA Electronics may have answered that question with the introduction of its **Jensen JRV212T** AM/FM/CD/USB/NOAA Weatherband, iPod and Sirius-ready stereo with three camera inputs (with auto trigger) for monitoring the sides and rear of the coach. The 2.0-DIN Jensen JRV212T has 4x40-watt audio output power, an electronic AM/FM tuner with Radio Broadcast Data System and a rear channel pre-amp audio output. It features a 6.1-inch LCD touch screen with blue LED backlight for improved readability. An external media device can be connected through the auxiliary input and the iPod-ready system also has a CD player and is Sirius satellite radio ready with subscription. The JRV212T is equipped with a NOAA Weatherband radio to keep RVers informed of any approaching inclement weather. MSRP is \$779.99.

ASA Electronics, 877-305-0445, www.asaelectronics.com

PET PLAYPEN

For many motorhome owners, bringing their furry companions on the road is a must. After all, their pets love the great outdoors as much as they do. And now, with the help of a **Kritter Kondo**, their pets can enjoy themselves outside with the whole family. Kritter Kommunity's Kritter Kondo is a collapsible pet enclosure that lets indoor pets join their owners outside. The portable 6-by-2.5-foot enclosure is suitable for up to three cats or dogs weighing less than 35 pounds. The one-piece Kritter Kondo collapses flat with the release of a few pins and includes a carrying case with shoulder strap and handles. The case also features three pockets and a zipper pouch on the interior for the pet's toys, food, blanket and bed. Also available is the Kritter Kondo Deluxe, which features removable double doors and a shade canopy.

The Kritter Kondo Original is \$134.99; the Deluxe is \$164.99. These products and others are available on the Kritter Kommunity website.

Kritter Kommunity, 888-856-6367, www.kritterkommunity.com



A SLEEVE FOR YOUR SLIDEOUT

The new **Solera Slide-Out Sleeve** is an aftermarket slideout sealing system from Lippert Components designed to prevent water and debris from entering the motorhome. Installation of the Slide-Out Sleeve requires attachment to the slideout room and the side wall of the coach, creating a complete seal around the entire slideout room.

Dust, smoke, leaves and bugs that typically build up on top of the slideout are blocked by the sleeve and denied entry to the coach's interior — even when the slide is retracted. The sleeve also protects the slideout's roof and sealant from sun, water and harsh winter conditions. Lippert claims the sleeve prevents water from pooling on top of the slideout and that ice will slip off easily. The company also said the sleeve's hook-and-loop strapping eliminates wind issues found with awning toppers. MSRP range is \$519-\$629.

Lippert Components, 574-535-1125, www.lci1.com

BOONDOCKING WEBSITE AIMS TO CONNECT RVERS

Motorhome owners often seek out

Walmart stores, truck stops and casinos for free overnight parking en route to their destinations. Now they have an online resource to help connect them with other RVers who also welcome overnight guests. Veteran RVer Marianne Edwards and her daughter, Anna, have just unveiled their new website, www.boondockerswelcome.com, designed to provide fellow RVers a place to meet, arrange boondocking and provide references. The idea for the Web-based club came about because, like many in the RV community, Edwards and her husband, Randy Sturrock, invite RVers who they meet on their travels to stop by their home in southern Ontario, Canada.

Club members can arrange free overnight parking with friends all the way to their destination. Eventually, the mother-daughter team hopes to cover the costs of creating and maintaining the website through a small annual



Marianne Edwards, co-creator of www.boondockerswelcome.com, and her husband, Randy Sturrock, outside their Roadtrek 190.

membership fee, but for a limited time, a free lifetime membership is offered to early members. The club is open to all RVers, even those who cannot offer boondocking space themselves.

For more information, visit www.boondockerswelcome.com.

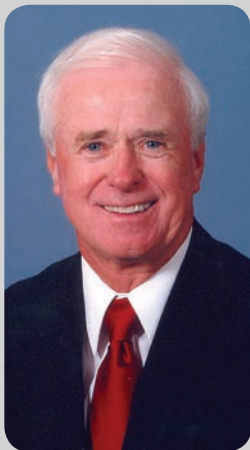
RV/MH HALL OF FAME NAMES PRESIDENT

Darryl Searer is the new president and chief operating officer of the RV/MH Hall of Fame Museum (www.rvmhhalloffame.org) after the museum's board of directors selected the industry veteran.

Searer, chairman of Elkhart, Ind.-based Ultra-Fab Products Inc. and Hall of Fame member (2008), is a former treasurer and Hall board member.

Chairman of the Board Bill Garpow called Searer an "ideal candidate to bring the Hall of Fame out of its financial crisis and lead it into the future."

Searer started his career in the RV industry at age 16, working in his father's business, Elkhart Rivet and Register. He has also been vice president of marketing and sales for Dometic Corp. and president and owner of MHS Supply. Searer said the Hall of Fame is "too great an asset to the RV and manufactured housing industries to allow it to fade away."



News Briefs

Fleetwood RV has unveiled an enhanced version of its website. The new site, www.fleetwoodrv.com, contains an expansion of Fleetwood's "Owner Center" to include additional resources and service features that provide access to the company's product information, parts and factory service centers. The Owner Center has been updated to include functionality for owner's manuals, which can now be downloaded for free. The site also offers a parts and service link, allowing access to the factory service center where customers can request a service appointment or an estimate. There is also a change of ownership form, which lets customers update their contact information after the purchase or transfer of a used Fleetwood unit.

The initial results of Jayco Inc.'s EcoAdvantage sustainability program were announced recently, and the company said it is "creating better ways to build better RVs using fewer or renewable natural resources." The program involves Jayco and its three operating divisions — Jayco Inc., Starcraft RV Inc. and Entegra Coach Inc. — and was launched in 2011. According to a press release, in 2011 Jayco conserved: enough electricity to power 980 homes for a year; enough landfill space to accommodate the disposal needs of 31,330 Americans for a year; enough water to fill 111,020 kiddie pools; and enough gas to make 21.4 trips around the Earth in a car. The company said its recycling efforts also saved 41,217 trees. Jayco also pledged to: be 100 percent landfill free by 2015 by eliminating or recycling all manufacturing and office waste; significantly reduce fresh water use in product testing and other processes in the next five years by increasing use of reclaimed rainwater; and conserve energy with a 40 percent reduction of utility use by 2014.

The National Park Service announced it has awarded \$82,874 in grants to assist American Indian tribes, Alaska native villages and museums with implementation of the Native American Graves Protection and Repatriation Act (NAGPRA). The grants will assist in the repatriation of more than 150 individuals and more than 15,000 sacred objects, objects of cultural patrimony and funerary objects back to the tribes.



As far as advanced adaptability goes, we did have one worthy opponent.

With the incredible ability to adapt to its surroundings, the resourceful chameleon can change colors to camouflage itself from predators. As impressive as the crafty chameleon is, ultimately it pales in comparison to the flexibility of the 2012 Mercedes-Benz Sprinter Cab Chassis. With Best-In-Class* payload capacity, and the impressive torque of its BlueTEC engine, the Sprinter Cab Chassis is the ultimate adaptable platform, providing your business with an unmatched foundation for a world of RV possibilities.



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User Guide

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Atlantic City RV & Camping Show
Colorado RV, Sports, Boat & Travel Show
Rhode Island RV & Camping Show
Virginia RV & Boat Show
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North Carolina Fall RV Show & Sale
Big East Powersports Show
Rocky Mountain Snowmobile Expo
Fall Atlantic City RV Show
St. Paul Ice Fishing & Winter Sports Show

**For dates, times and
more information, visit**

<http://www.gsevents.com/rv-shows.cfm>

Dish Network, Circle 121 on Reader Service Card

escapes | CROSSROADS

A CASTLE IN CONNECTICUT

Famous for his portrayal of Sherlock

Holmes on stage, William Gillette was a 19th century American actor, director and playwright who commissioned Gillette Castle. Completed in 1919, Gillette Castle took nearly five years to build and is located high above the Connecticut River on a hill chain called the Seven Sisters in East Haddam, Conn.

Designed entirely by Gillette, the stone castle mimics medieval design on the exterior and features built-in couches, table trackway and woodcarvings inside. In 1943, the state of Connecticut purchased the castle and the adjoining property from the executors of Gillette's will and has since opened the Gillette Castle State Park. Posthumously, this was sure to please Gillette as he included a note in his will that his property not end up with "some blithering sap-head who has no conception of where he is or with what surrounded." Today, the castle and surrounding grounds are well maintained, enabling future generations to enjoy Connecticut's historic gem.



PHOTO: LOU GALGANO

The castle is open 10 a.m. to 5 p.m. Memorial Day weekend through Columbus Day; the grounds are open year-round. Three top-rated campgrounds are in the area: Witch Meadow Lake Campground, Riverdale Farm Campsite and Acres High RV Park. Acres High RV Park offers availability for big rigs.

For more information on Gillette Castle State Park, call 860-424-3200 or visit www.ct.gov. — Amanda Lepinski

THIS TOWN IS ALL EARS

When most people think of South

Dakota, it's the Black Hills, Badlands National Park and Mount Rushmore that come to mind. The only corn they notice fills the fields and blends into the state's great swaths of unoccupied land. But head about 250 miles due east of Badlands and you'll find corn not only in the fields but covering a palace.

In Mitchell, S.D., corn is king, as nearly 300,000 ears of the stuff are the medium for the murals that cover the world's only Corn Palace. First built in 1892 as The Corn Belt Exposition, the present building was completed in 1921 and each year its exterior is decorated with murals made entirely of maize. To achieve a dozen different colors, the crop is grown with special seed raised just for the Corn Palace and each color is planted in a separate field to maintain its purity. Free to visitors and open year-



round, the Corn Palace is a folk art wonder seen by about 500,000 people each year. Don't miss the 2012 Corn Palace Festival Aug. 23-26, when food and specialty vendors converge on the palace. This year's entertainment lineup includes rock band Hinder, country duo Thompson Square and the legendary Charlie Daniels Band.

For more information, call 605-996-5031 or visit www.cornpalace.org. ♦



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LITERARY LESSON

GET TO KNOW MARK TWAIN BIRTHPLACE STATE HISTORIC SITE



Have you ever wandered country backroads with names like “CR BB” or “CR J” and wondered why you were doing it? Perhaps it was your adventurous nature or, in my case, a love of history and the roads that lead to it. It was one of those roads that took me to the birthplace of Mark Twain.

In the village of Florida, Mo., a reddish-colored granite monument marks the original location of the humble two-room cabin where Samuel Langhorne Clemens — Mark Twain — was born. On a November night in 1835, with Halley’s Comet visible in the sky, Samuel joined the family of John and Jane Clemens. That little rented cabin sheltered the Clemens family of seven and a teenage slave girl until a larger residence was built in 1836.

Today, the cabin is preserved at the Mark Twain Birthplace State Historic Site, inside a modern museum/memo-

PHOTOS: MISSOURI DIVISION OF TOURISM

rial shrine dedicated to Missouri's favorite author and humorist. The museum is adjacent to the 2,775-acre Mark Twain State Park, the third oldest state park in Missouri. The park features three campgrounds with basic and electrical sites, modern restrooms, a dump station, showers, potable water, a laundry facility, picnic areas, boat ramps and six miles of hiking trails.

In 1839, Samuel's family moved to Hannibal, a frontier town on the banks of the Mississippi River, where his father presided as the justice of the peace in the 1840s. Though Samuel grew up in Hannibal, his summers were spent at the large farm of his uncle, John Quarles, located three miles north of Florida. It was here that Samuel listened to stories told by Uncle Dan'l, a slave who would later become the model for Jim in *The Adventures of Huckleberry Finn*. His childhood friend, Laura Hawkins, was immortalized in *The Adventures of Tom Sawyer* as Becky Thatcher. In the same book, Aunt Polly was modeled after his own mother, an ardent believer in patent medicines and quack cures.

Samuel had fond memories of his summers on the farm and wrote of them in his autobiography: "The memories of sumptuous meals — well, it makes me cry to think of them. Fried chicken, roast pig, wild and tame turkeys, ducks and geese; venison just killed; squirrels and rabbits; pheasants, partridges, prairie chickens; biscuits, hot batter cakes, hot buckwheat cakes, hot wheat bread, hot rolls. ... I can see the farm yet, with perfect clearness."

Samuel was 12 when his father died in 1847. He quit school and went to work on a Hannibal newspaper as a "printer's devil" (an assistant) and later became an itinerant printer in 1853. He also spent four years piloting a riverboat on the Mississippi River until the outbreak of the Civil War. He hunted for gold in Aurora, Nev., and worked as a newspaper reporter for the Virginia City *Territorial Enterprise*, where he first used his pen name of Mark Twain, which was also a riverboat term for safe waters. In 1864, Samuel headed for San Francisco, where he continued to work on local newspapers. His first break came with the publication of a short story titled "Jim Smiley and His Jumping Frog." His work became so popular that he embarked upon his first lecture tour and became a celebrated public

Top to bottom: Visitors to the Mark Twain Birthplace Memorial Museum will find numerous artifacts and exhibits detailing the famous author's life. The Mark Twain Mississippi Riverboat in Hannibal is another stop worth making.

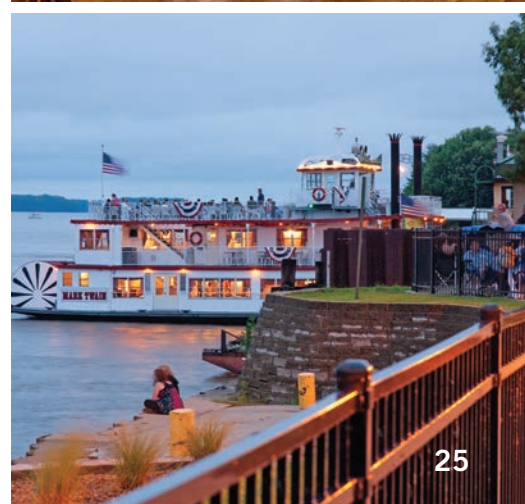
speaker and successful stage performer.

His years spent traveling abroad and to the West gave him ideas for books, including *The Innocents Abroad*, *Life on the Mississippi* and *Roughing It*. He wrote many of his books in an eight-sided study on the grounds of the Langdon farm near Elmira, N.Y. This is where Samuel courted and married Olivia Langdon. They later moved and raised their family in Hartford, Conn.

Inside the Mark Twain Birthplace Memorial Museum, the writer's remarkable life is interpreted through exhibits, artifacts, family photos, furniture, a partial reproduction of a Mississippi River Steamboat Pilot House and even his carriage. A film about his life is available for viewing. On display and encased in glass are the original proof sheets for *The Adventures of Tom Sawyer*, printed in London and published by Chatto and Windus in June 1876. I particularly enjoyed the exhibit that detailed how Mark Twain loved to change the English language to suit his needs. He would coin words, devise compounds and revise outmoded words and used Americanisms to give them new meaning. He made thousands of changes and it is said the English language was never quite the same.

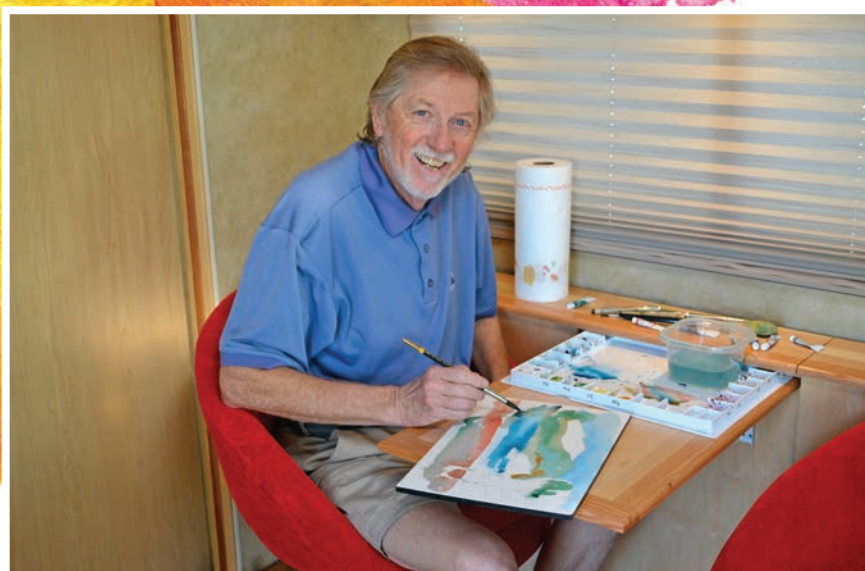
Mark Twain was also famous for his quotes: "The man who does not read good books has no advantage over the man who cannot read." Or, "Be good and you will be lonesome," and "My books are water; those of the great geniuses are wine. Everybody drinks water." Somehow, they all make sense.

Mark Twain provided images of the romantic, the real and the strengths and weaknesses of a rapidly growing world. Tragedy seemed to follow him, first with the death of a younger brother, then his son, Langdon, who died at the age of 2, and a daughter, Susy, at the age of 24. His beloved Olivia died in 1904 and the youngest daughter Jeanne in 1909. Four months later, on April 21, 1910, with Halley's Comet again visible, Samuel Langhorne Clemens left this world. ♦



PORTABLE PASTIMES

10 WAYS TO ENRICH YOUR LIFE WHILE ON THE ROAD



PHOTOS: MARY ZALMANEK

Dave Barber's rainy day activity is watercolor painting.

by MARY ZALMANEK

In the poem “The Summer Day,” Mary Oliver asks the question, “Tell me, what is it you plan to do with your one wild and precious life?” For many of us, our dreams include traveling the country in a motorhome, and I feel fortunate to do this three to four months a year.

I enjoy the motorhome lifestyle, with its ample opportunities to explore the great outdoors, visit cultural and historical sites, rendezvous with family and friends, and meet interesting people along the way. When my husband, Jim, and I have free time on the road, we pursue hobbies like reading, knitting, working on crossword puzzles, playing cards or listening to audiobooks.

Last winter, several rainy days caused us to cancel a tee time one day and a bike

ride the next. We already visited the area's tourist attractions, and that day my simple hobbies didn't interest me. Playing computer solitaire was not how I wanted to spend another day of my one wild and precious life.

I wondered what other motorhome-bound travelers did during inclement weather. Call me naive, but I thought RV hobbies had to be simple and compact, but then I talked with other RVers and discovered the creative ways they use their free time. Some pursued their hobbies for pure pleasure; others have found ways to turn these pastimes into profitable ventures.

No matter what their hobbies, the RVers I talked to were passionate about their pursuits. The list of creative and intellectual endeavors was quite lengthy. I hope you enjoy my 10 favorites.

1. A WATERCOLOR WORLD

Dave Barber, a retired architect, is naturally artistic. Early in his career — before the advent of computer drafting — he painted renderings of buildings. These days, painting is his rainy day activity when he is on the road. He likes the challenge of capturing a beautiful scene in watercolor. He is particularly interested in water and sky paintings, those beautiful, reflective, transparent moments, which are so difficult to replicate.

Dave likes watercolor because it is quick. “You either get it or you don't, in which case you start anew. That's what makes it magic,” he said. According to Barber, the best painting he ever did was horrible the first time. He scrubbed the paper with a rag and painted over it while it was still damp, accidentally achieving



great depth and character the second time. That's why he calls himself an "accidental artist." Of the hundreds of paintings Dave's done, most were "for practice, a nice way to say they were not 'keepers.'" The good ones he keeps, gives as gifts, or sells.

The supplies necessary for watercolor include a small palette, a pad of inexpensive paper, watercolor paints and brushes.

2. FILL IN THE FAMILY TREE

Many people are interested in their family history, which accounts for the growing popularity of genealogy. The Internet makes genealogical research much easier. Popular websites include Ancestry.com (requires a subscription to access ancestral records), Familysearch.org (a free website developed by the Church of Jesus Christ of Latterday Saints) and Cyndislist.com (a free website that categorizes and cross-references genealogical resources).

Pat Peterson is a "genealogist on steroids," according to her friend Dorothy Scott. Pat, who has led a genealogy group since 1997, has traced her roots to Sweden in the late 1600s. Dorothy has traced her family to the 1500s in England. Both women have made trips to Salt Lake City, Utah, to visit the Temple Square Family History Center, which houses the world's largest genealogical library. The KOA campground in Salt Lake City has a bus that takes visitors to Temple Square. If you go, Pat advised not to plan a trip during any major Mormon events.

All you need to get started is a computer, a guidebook like "Genealogy 101" by Barbara Renick or "Genealogy Online for Dummies" by Matthew Helm and April Leigh Helm, and a three-ring binder to organize the results of your research.



After shooting 20 hours of travel video, John Holod edits it into a 90-minute film.

3. MEMORIES IN MOTION

In our travels, many of us take videos of the picturesque places we visit. To make the footage something we would watch with family and friends — without boring them to tears — consider editing it like the professionals do.

John Holod is a professional documentary filmmaker who owns RV Adventure Videos (www.rvadventurevideos.com). His travel videos make it easier for RVers to experience the same trips. To create a 90-minute film, he'll shoot 20 hours of video. He researches the area, shoots and edits the film, writes the script, adds music and voice, and corrects the color. John has been a full-timer since 1995, logging 600,000 miles in an RV.

John shared this advice for amateur videographers:

- Use a tripod for shooting video. It's what separates amateurs from professionals.
- Don't move the camera more than necessary, and don't overdo the zoom.
- Edit, edit, edit. Cut down to the very best shots.
- Take notes about the places you film.
- Each image should be on screen four to six seconds. Don't cut to the next scene too quickly.
- Include close-ups of flowers and wildlife.

To edit your videos, you'll need video editing software on your computer.

Pat Peterson (seated) has used genealogy to trace her roots to Sweden in the late 1600s. Dorothy Scott has traced her family to 1500s in England.

4. NO HABLO ESPAÑOL

Achieving fluency in a foreign language is on many people's bucket lists. This multilingualism opens their eyes to other cultures, allowing them to connect to others by speaking their language. It certainly makes travel to foreign countries more enjoyable.

In advance of their trip to Mexico, Dean and Sue Bjornson used Rosetta Stone software to study Spanish. Rosetta Stone teaches by complete immersion in the language. Interactive software allowed them to practice and learn by speaking into their headset, not by studying grammar.

For Sue, this was a refresher since she studied Spanish in high school and college. Dean was completely new to the language. They are looking forward to practicing their new skills when they spend four months south of the border later this year.



Dean Bjornson uses Rosetta Stone software to study Spanish in advance of a trip to Mexico.





Left: Mary Hay, who started beading when she was 87, now teaches classes.

5. BEAUTY OF BEADS

Handcrafted, beaded jewelry runs the gamut from simple strands to complex woven designs and three-dimensional pieces. While jewelry is the most popular application of beading, other items such as purses, coasters and sculptures can be created. You can even incorporate beading into embroidery, crocheting and knitting.

Mary Hay became a beader when she was 87 and said she likes it because it keeps her mind active. Three years later she's teaching classes. Not only does Mary make jewelry to keep and to give as gifts, she also sells it at craft shows.

Supplies include beads, string or beading wire, clasps, cutters, crimp pliers, and round-nose pliers.



6. STAINED GLASS SPECIALTY

When she's not winning gold medals in pickleball tournaments, Paula Steger makes stained glass. She learned the craft after she retired in 2010. Eighteen months later, she had finished more than 40 pieces. She started with sun catchers and crosses and moved on to picture frames, lamps, stepping stones, jewelry boxes, clocks and picture panels.

One bay in their motorhome is devoted to supplies, which include a grinder, glass cutting grid, foiler, patterns and toolbox with soldering iron, cutters, breakers, and guards to hold cut glass in place.



After retiring in 2010, Paula Steger learned to make stained glass. In 18 months she finished more than 40 pieces.

7. PUT YOUR STAMP ON IT

If you've recently received a one-of-a-kind greeting card with unique embellishments, chances are someone made it for you using rubber stamps, ink, paper, beads, ribbons and a big dose of creativity. These are the cards you can't bear to part with, the ones you save for your refrigerator or desktop. Renee Claytor is a master of making these cards.

Renee's been stamping for seven years. She likes the creativity of card making, and the "almost instant gratification, unlike some crafts that take days or weeks." She makes cards for family and friends for



Renee Claytor uses rubber stamps, ink, paper, beads and ribbons to make unique greeting cards.

all occasions. Renee said, "It's like giving a little gift each time I send one." And the paper, embellishments, paper cutter, markers, die-cutting machine, dies, embossing powders and heat gun don't take up too much space in her RV.

8. WORK IN WOOD

When Bill Becker finds pine and plum branches, saguaro ribs and yucca stems, he uses them to make handcrafted walking sticks and canes. He sells or gives them as gifts. Since walking sticks give hikers additional stability on uneven terrain, these items are most appreciated.

When Bill finds branches, he uses a Dremel tool to remove the bark. Whether he's working with wood branches or cacti innards, he uses various grades of sand paper to take it from rough to super smooth. With a wood-burning tool, he creates a design, and then finishes the walking stick with raw linseed oil. His wife, Mabel, adds the finishing touches with acrylic craft paint.



Bill Becker finds pine and plum branches, saguaro ribs and yucca stems and uses them to make walking sticks and canes.

9. WEAVING WONDERS

I'd never heard of Swedish weaving until I met Mabel Becker, Bill's wife. It's more like embroidery than weaving — no loom required. Nevertheless, the end result looks like a beautifully woven cloth.

Swedish weavers start with monk's cloth, an even-weave cloth with a loose over-and-under four-strand weave. Yarn is woven through the strands, called floats, with a darning needle to create a pattern.

To begin a project, the cloth must be washed since it can shrink up to 15 percent. Using a small sewing machine Mabel carries in their motorhome, she stitches the edge. The weaving must be done on a flat surface. The technique can be used to make tablecloths, place mats, throws, pillows and numerous other items.



Using a technique called Swedish weaving, Mabel Becker made a table runner.

10. THREAD THE NEEDLE

For the last 10 years, knitting has been my personal favorite creative hobby. Now that I've given most people on my gift list at least one knitted item, I've been knitting for my favorite charity, Genny's Hope Foundation (www.gennyhope.org). The goal of the foundation is to recruit donors for the bone marrow registry. Financial contributors who enable donors to be put on the registry at no charge are thanked with hand-knitted scarves and shawls.

My efforts, however, pale in comparison to those of Shirley David. She knits and crochets items to sell at craft fairs. While my knitting bag fits snugly by the passenger's seat, Shirley's supplies and



Shirley David crochets purses that look like stuffed animals to sell at craft shows.

finished inventory takes up the back third of the motorcycle trailer they pull behind their motorhome. Her biggest sellers are crocheted pot scrubbers — she's sold nearly 3,500 in the last five years — and stuffed animals that double as purses.

NAIVE NO MORE

Thanks to these creative people, I have new ideas on how to spend those quiet days in my one wild and precious life.

Muchas gracias, mis amigos. ♦

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AN OPEN LETTER TO OUR ROADSIDE ASSISTANCE MEMBERS

As an RV owner, you understand the importance of being prepared. You made a smart investment when you enrolled in Good Sam Roadside Assistance. One thing I feel strongly about and have a passion for is our Roadside Assistance product. As a member of the Roadside program myself, it is obvious to me why this is the best product available. This letter is not a sales pitch, it's just an explanation of the facts to reaffirm your trust. On average, more than 1 in 3 RV owners will experience a roadside emergency this year. I did myself on the way from Chicago to Traverse City!

Although roadside assistance is something most people would rather purchase and then not have to worry about, you may find other services offering seemingly similar services. It is very important that you carefully review – on an Apples to Apples basis – what you are really getting for your money. We have worked very hard to enhance and improve this product. I am proud of the results.

Good Sam, guided by our management team, current members and Insurance experts around the country, has re-designed a road service program that uniquely meets the needs of RV owners like us. As you know, we handle other vehicles as well, like autos, trucks, and other household vehicles, but no one can match our expertise when it comes to RV's. Compare that to another popular product, Coach-Net®, which is commonly available through dealers. Unlike Coach-Net®, Good Sam Roadside Assistance has been helping RV owners since 1984 with over 1.6 million roadside rescues, while servicing a customer base of close to 500,000 families.

That's why I am suggesting you take a moment to review the benefits and compare them to any other product. On the following page, I have summarized the most critical emergency service standards. I think you'll see that Good Sam Roadside Assistance will always be the right choice.

You have invested a great deal in your RV and by purchasing a quality roadside assistance program you have invested in your security. I'd like to highlight a few significant differences between Good Sam Roadside Assistance and the competition.

- Good Sam has an exclusive Nationwide Brand Name Tire Delivery and Servicing Network – where we “bring the shop to you.” 40% of our claims every year are tire related! We are also working on a preventive program to avoid some of these unnecessary breakdowns.
- Good Sam's Caller Locator uses cell phone GPS technology to pinpoint our members' exact locations. This is important because RVers often travel to remote locations.
- Good Sam's RV Roadside Assistance Mobile App will allow you to request assistance at the touch of a button.
- And my personal promise, if you ever have an issue that is not resolved to your satisfaction, you can contact me directly at MarcusVIP@GoodSamFamily.com. I will take care of it myself, period.

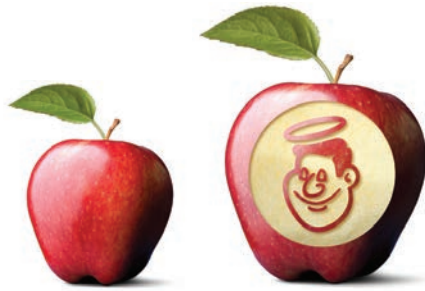
I would like to show my personal appreciation for your continued loyalty by making current Roadside Assistance Members this offer – if you are not one of our thousands of members enrolled in automatic renewal, do so now and I will guarantee your membership dues for life. Specifically – I will guarantee \$112.95 if you have Standard Roadside Assistance and \$129.95 if you have Platinum Roadside Assistance. Automatic renewal means you NEVER have a gap in service, you NEVER have to worry about a price increase and you will NEVER receive another renewal notice again! Call 1-888-557-3442 to learn more.



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PORCUPINE MOUNTAINS

by MALIA LANE

RUGGED OLD-GROWTH FORESTS
RUN ALONGSIDE THE PRISTINE
SHORES OF LAKE SUPERIOR WITHIN
THIS UPPER PENINSULA GEM



Waves roll in along the shores of Union Bay Modern Campground as the sun sets on Lake Superior.



Majestic forests hug the shores of Lake of the Clouds, seen here from the main observation deck on the Escarpment Trail.



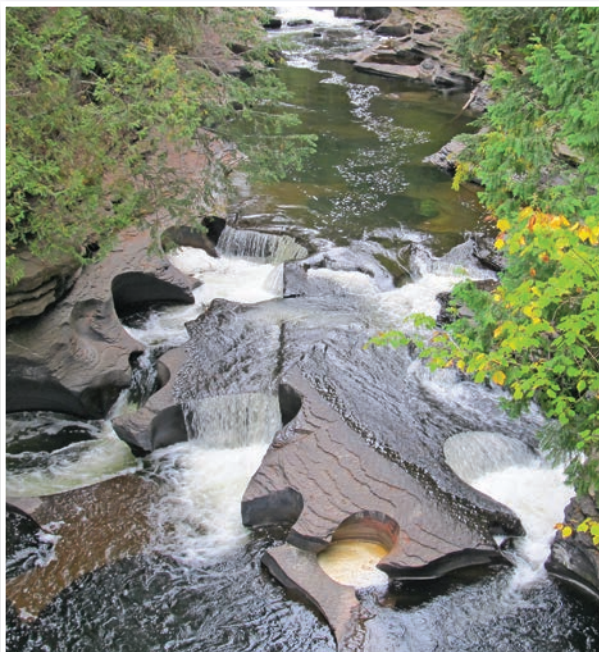
When I started planning my summer of RVing around the Great Lakes in Michigan, I shared my schedule and asked for feedback from other RVers and online friends. It was an ambitious itinerary because I wanted to see a lot of the state parks starting on the east side, through the Straits of Mackinac, the shores of the Upper Peninsula from end to end, into the Porcupine Mountains, then come back south along the west side — the “Gold Coast” of Michigan.

Many people said, “I can’t wait to hear what you think about the Porcupine Mountains; I have lived in Michigan for years and have never been over there.” I asked why, since everything I read made the Porcupine Mountains seem like an absolute “must-see” in Michigan. They all agreed, but most people said they were perfectly happy with other places closer to their homes.

About halfway around the state, as I wondered if I had time to stick to my entire itinerary, I thought if I had to cut something, it would be the Porcupine Mountains. Even now, it’s hard to find words to express how glad I am that I didn’t make that cut. After I wound up spending about three weeks in the “Porkies” (its affectionate nickname), all I can say is that’s as good a definition of neglect as I’ve ever heard — to have this resource in your own home state and not get to know it.

Visitors hunt for Lake Superior agate along the shores of Union Bay Modern Campground.





Enjoy the sights and sounds of Presque Isle's waterfalls and cascades.



The Presque Isle River meets Lake Superior within Porcupine Mountains Wilderness State Park.

The official name is Porcupine Mountains Wilderness State Park and it certainly deserves the "wilderness" designation, containing 60,000 acres with the largest tract of old-growth hardwood forests west of the Adirondacks. But as contradictory as it sounds, a big part of that attraction is that it is accessible wilderness. The roads getting there are sound; the scenery along the way spectacular, and the destination and all its attractions makes the journey more than worthwhile.

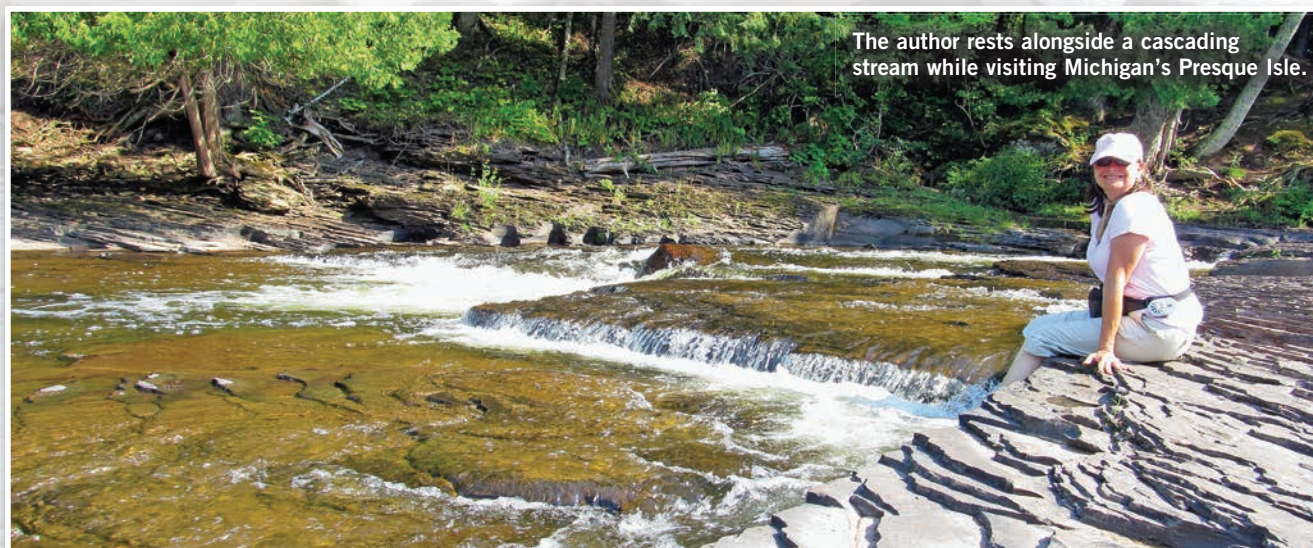
I was pleasantly surprised when I arrived at the park's Union Bay Modern Campground. I thought since I would be way up in the mountains I would have to view the lake from a distance, so it was wonderful to discover the 100-site campground had some spaces with electricity suitable for large motorhomes right on the shores of pristine Lake Superior. The sunsets melting into the lake from the campground are breathtaking and rainbows make frequent appearances.

In expressing my delight with the park and all the activities and nearby attractions, and in sharing how so many longtime Michiganders said they had never been here, Park Ranger Jimmy Newkirk told me he understood.

"You have to really want to come here because it is not 'on the way' to anything else," he said. He acknowledged that it's more than 40 miles to the nearest Walmart and his family really has to plan its shopping trips for major supplies, but he found the lifestyle here so compelling and peaceful, it was worth the extra efforts. Newkirk said it's definitely "a park of contrasts" — wild and contemporary at the same time, a designated wilderness area with city water and modern conveniences. Really, what more could you ask for? It's a true mecca for rock hounds and birders, fishermen and hikers, and the park offers organized and guided programs to accommodate these interests.

The nearby small town of Ontonagon offers enough shopping for most necessities, and there's also a concession and souvenir store right by the campground entrance. There's even a small laundry facility within the campground (just a couple washers and dryers, but still a great convenience). My cellphone and air card for Internet access, as well as satellite TV, worked great here, too.

As it turned out, it was perfect timing for my arrival in the Pories. Although I hadn't planned on it as part of my visit, I arrived the day before the seventh annual Porcupine Mountains Music Festival held at the Winter Sports Complex within the state park, just about a mile from the campground. I hadn't been to a live music fest in more



The author rests alongside a cascading stream while visiting Michigan's Presque Isle.





The annual Porcupine Mountains Music Festival offers three days of live music across numerous genres.

years than I care to admit, so I decided to take advantage of the great timing — yet another lucky decision.

The festival setting itself is quite gorgeous: on a hillside of Peace Hill that allows you to see the stage in the foreground, with the sparkling vastness of Lake Superior as a backdrop. Ecologically responsible, the organizers of the festival have a self-imposed ticket limit of 1,250 per day to reduce the footprint on the park. When I was there, the crowd numbered in the low hundreds, and what a great group of folks they were, super friendly and fun. The grounds include a 20,000-square-foot ski chalet with all the modern conveniences and food opportunities. But you can also bring your own coolers with food and beverages, along with your own mats or chairs for seating. For an all around fun-filled family event, there's also a children's activity area.

There are two fully equipped stages, as well as the Busking Barn for acoustic performances where you can see the artists up close, so there is always something to groove to. And with such diverse music styles — there was multicultural music, soulful New Orleans-style rhythm and blues, reggae, bluegrass, and even "Yooper" (U.P.) conga beats — there's

something for everyone to enjoy.

The three-day weekend, with the sights and sounds of music and the sometimes gentle and other times raucous waves of Lake Superior, set among the breathtaking vistas of towering virgin timber, held some of the best times I've had in my 10 years of RVing around this country.

After the festival, I made my first stop at the park's extensive visitors center and was intrigued by the short video that shared an overview and history of the Upper Peninsula, including its copper mining and logging history, and a panoramic interpretation of the park with detailed maps and helpful rangers to assist in planning any kind of outing you can dream of.

During the next couple of weeks I enjoyed nearby Presque Isle so much I wound up going back twice. The old-growth hardwood trees rooted alongside the Presque Isle River here as it flows out into Lake Superior are the perfect companions along the well-maintained paths, boardwalks and stairs, with the sweet song of waterfalls as nature's musical accompaniment along the way.

One of the most popular spots and best-recognized photographs in the Porkies is Lake of the Clouds. As breathtaking as it was in late summer, I had hoped to stay long enough to see the surrounding trees don their fall colors. There's so much to explore within a reasonable distance, I could be happily occupied here for months. The weather was perfect in late August, and I was tempted to move here until I heard it's not uncommon for 300 inches of snow to fall per year.

Summit Peak is another well-known adventure in the Porkies, and as the high-



The view from Summit Peak's observation tower should not be missed.



Union Bay Modern Campground provides views of Lake Superior.

est point in the park at 1,958 feet, the view from the observation tower is not to be missed in any season.

Despite having to adjust my schedule for the rest of the trip, the Porkies ended up being my favorite stop in the entire state and the people of Michigan were some of the friendliest I've ever met. And even though I saw much more than I could have imagined, there was still so much I missed. I regretted having to leave and have often said since that I left part of my heart there. That's why I'm already planning my next trip to the Porkies. ♦

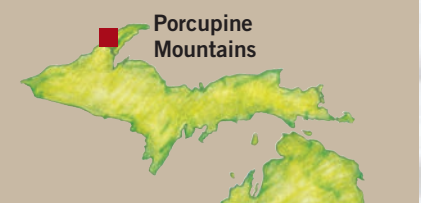
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ENDLESS FUN IN WESTERN COLORADO

FROM GRAND JUNCTION TO
GLENWOOD SPRINGS, THERE'S
PLENTY TO ENJOY

by MARY ZALMANEK





PHOTOS: MARY ZALIWANEK

In 2011, Rand McNally and *USA Today* named Glenwood Springs, Colo., the “Most Fun Town in the America.” Eighty miles to the west, Grand Junction lies at the heart of Colorado’s wine country. These are just two of the reasons my husband, Jim, and I decided to explore sites around these fun-filled towns, an area we’d often admired as we drove through in our motorhome. Usually we’d stop to stock up on the bountiful harvest grown in the Grand Valley’s orchards, vineyards and farms or to soak in the Glenwood Hot Springs. This time we stayed long enough to appreciate more of what this area has to offer.

We arrived in Grand Junction in mid-September, just in time for the last downtown farmers market of the summer. For 15 Thursday evenings between June and September, booths filled with local produce line four blocks of Main Street, with tree-ripened peaches being the star attraction. The sweet, juicy peaches grown in and around Palisade are known for their exceptional flavor. But it’s more than fresh peaches, cherries, tomatoes and corn that make this community event special.

When I saw the belly dancers, I knew this was no ordinary farmers market. Sultan’s Pride, a Middle Eastern dance troupe, entertained the crowd. Merchants sold handcrafted jewelry and soaps. Palm readers predicted their clients’ futures and massage therapists offered free chair massages. Musicians performed next to a massive buffalo made entirely of chrome car bumpers.

The buffalo is part of Grand Junction’s Art on the Corner, a year-round outdoor sculpture exhibit. More than 100 sculp-



Sultan’s Pride, a Middle Eastern dance troupe, entertains the crowd at the Thursday night downtown farmers market in Grand Junction.

tures in various mediums and styles adorn Main Street. Three-quarters of the collection are permanent exhibits; the remainder is part of an annual temporary show.

West of Grand Junction, Colorado National Monument consists of 32 square miles of spectacular redrock canyons and towering monoliths. We drove the scenic 23-mile Rim Rock Drive, stopping several times to hike the trails. The desert bighorn sheep that inhabit the monument stayed out of sight. Ravens, jays and canyon wrens perched in the pinyon pines and among the junipers. A lone golden eagle soared overhead, eyeing the chipmunks and squirrels. It was an awe-inspiring combination of wildlife and landscape.

The awe continued at the visitor center, where we viewed a 12-minute animated film that explained the 320-million year geologic history of the monument. Back when dinosaurs roamed the Earth,



RV sites along the Colorado River at Glenwood Canyon Resort offer a magnificent view of the canyon and the river.

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Colorado National Monument consists of 32 square miles of spectacular redrock canyons and towering monoliths.

ancient mountains, rivers and seas shaped this land into the semi-desert it is today.

Not far from the monument's west entrance, in the town of Fruita, is Dinosaur Journey Museum. The collection includes real dinosaur bones, cast skeletons and robotic reconstructions of dinosaurs. A favorite of younger museum-goers is the life-size reconstruction of a Dilophosaurus, the largest carnivorous dinosaur of the Early Jurassic period. This nasty fellow rears his head and spits a stream of water at children who line up to get sprayed. While the museum admits this venom-spitting behavior is pure speculation, the young boy I asked about it had this answer: "He spits to make kids laugh."

The museum also offers family-oriented dinosaur digs. Dinosaur-loving adults and children, ages 5 and older, can dig for dinosaur bones and tracks in the area's 150-million-year-old badlands. The half-day dig (\$65 per person) included a tour of the Fruita Paleontological Area by a professional paleontologist and instructions for digging in a quarry famous for yielding many of the area's most important fossils and transportation. The one-day dig in Rabbit Valley (\$125) also included lunch and a tour of the Dinosaur Journey Paleo lab. Three- and five-day expeditions are also offered.

Grand Junction's newest must-see attraction is Allen Unique Autos, which opened in 2010. You don't have to be a car enthusiast to be wowed by Tammy Allen's collection of more than 80 classic cars valued at \$7 million. Her collection includes a pair of matching 1966 Mustang convertibles owned by Sonny and Cher, the ambulance believed to have transported President Kennedy's casket following his assassination in 1963, and a 1950 custom Mercury named the Wasabi for its pearl-green finish. Peek inside the Wasabi to see a pair of stiletto shoes painted to match the car — a showing of Tammy's feminine touch in the male-dominated world of car collecting.

We timed our visit in sync with the Colorado Mountain Winefest in Palisade, east of Grand Junction. This annual event is held the third weekend of September, with seminars and dinners held Thursday through Sunday. The main event is Saturday's Festival in the Park. Fifty-six Colorado wineries offered samples. After tasting several wines, we ate lunch under a tree while listening to live music by Dotsero. The festival has something for everyone: grape stomping, booths of local arts and crafts, and chef dem-

onstrations. This year's Winefest will be held September 13-16.

We already had a ton of fun, even before we got to Glenwood Springs. Glenwood Hot Springs, the world's largest mineral hot springs pool, is a popular attraction. Discovered by the Ute Native American tribe thousands of years ago, it has provided year-round relaxation and healing ever since. The therapy pool is 104 degrees Fahrenheit, 100 feet long and contains 91,000 gallons of water. I have fond memories of soaking in the therapy pool with snow gently falling after ski trips to nearby Aspen, Snowmass and Sunlight. The large pool, maintained at a comfortable 90-93 degrees Fahrenheit, is 405 feet long and 100 feet wide, and contains 1,071,000 gallons. After an hour of soaking, our bodies felt relaxed and rejuvenated.



Glenwood Hot Springs, the world's largest mineral hot springs pool, spans two city blocks.

The facility also has a miniature golf course, water slides, athletic club, lodge and spa. The Spa of the Rockies was recently opened in the completely renovated historic bathhouse. If you are in the mood for pampering, the spa has a full menu of massages, facials and other body treatments.

The infamous gunslinger Doc Holliday, who suffered from



Gunfighter Doc Holliday (1851-1887) is buried in the Linwood Cemetery along with other pioneers of Glenwood.

tuberculosis, came to Glenwood Hot Springs near the end of his life to ease his symptoms. Soaking in highly concentrated mineral water is thought to have many health benefits, but these medicinal waters were no cure for TB. Holliday died at age 36 in 1887 and was buried in Linwood Cemetery along with the pioneers of Glenwood. We embarked on the short steep hike to Doc Holliday's memorial. Perched on a hillside overlooking Glenwood Springs, the cemetery rewards history buffs with interesting headstones and nature lovers with a stunning view of the Roaring Fork Valley.

Another short but steep hike is the path to Hanging Lake, east of Glenwood on Interstate 70. The trail rises more than 1,000

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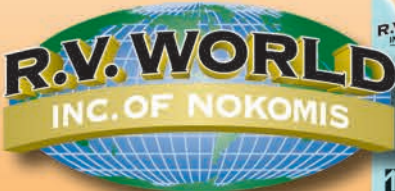
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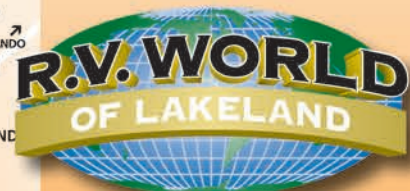
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The Giant Canyon Swing at Glenwood Adventure Park swings through the air at 50 MPH 1,300 feet above the Colorado River.

feet in just over a mile. We arrived, already breathless, for a breathtaking view of waterfalls cascading into a crystal clear lake. Hanging Lake trailhead is at exit 125, which is accessible from eastbound I-70.

History buffs and art enthusiasts may also enjoy a short journey 30 miles south of Glenwood to the village of Redstone. Established in the late 19th century by industrialist John Cleveland Osgood as part of a coal mining enterprise, Redstone was recognized as a National Historic District in 1989. Today Redstone's main street is lined with working artists' studios, fine art galleries and antique shops.

Back in Glenwood, we spent a fun-filled afternoon at Glenwood Caverns Adventure Park. Visitors enter the park via a 4,300-foot-long scenic tram ride. Even though it had been decades since I'd ridden — or had the desire to ride — thrill rides, I had no fear as we flew through the air on the Soaring Eagle Zip Ride. The Giant Canyon Swing, however, was another story. Swinging through the air at 50 MPH, 1,300 feet above the Colorado River, had me screaming like a scared little girl. Once was enough for me, but the 20-something couple after us was back for a fifth time.

Glenwood Caverns has the first 4-D theater in Colorado, with moving seats, surround sound and special effects that make you feel like part of the movie. We tried "Snow Ride," racing through snow-covered mountains with snow blowing in our faces.

Charles Darrow opened Glenwood Caverns to tourists in the 1890s. Thanks to contemporary scientific cave preservation methods, much of the cave looks the same as it did over a century ago, but it's much

easier to explore. Easy access, electric lights and well-maintained walkways made simple work of our 70-minute walking tour of the living cave. The highlight was a room called King's Row, with massive stalactites and stalagmites.

Glenwood Springs is a bike-friendly community with an extensive network of trails. The Glenwood Canyon Path, a popular paved trail, runs for 16 miles along I-70.

Rugged canyon walls rising high above the Colorado River make this section of highway one of the most picturesque in the Interstate Highway System.

We studied the Trail & City Map published by the Glenwood Springs Chamber Resort Association to find a bike trail. From our RV site at the Glenwood Canyon Resort, we explored the Glenwood Springs River Trail, a relatively flat paved trail that runs along the Roaring Fork River.

As we were heading back to the RV park, we noticed some paragliders who had taken off from Red Mountain. We stopped to watch and snap a few pictures. I'd always enjoyed watching, but never considered doing it. I overheard one man say this was his first tandem flight and the highlight of his vacation. His companion, more experienced with two flights under his belt, said it was the most thrilling thing he had ever done.

I decided to find the owner of Adventure Paragliding, Pine Pienaar, and ask him a few questions for any thrill-seekers who read *MotorHome*. Pienaar told me the basics: \$149 for a 15- to 25-minute tandem flight, no experience necessary. In a tandem flight, a certified professional pilot carries one passenger. Pienaar has completed more than 6,000 flights with a perfect safety record and his clients have ranged in age from 2 to 92. My just-the-facts interview was interrupted by a 68-year-old woman who decided to book her first tandem flight.

As I thanked Pienaar for his time he said, "You should try it. You can't really write about it unless you do it." Right, I thought, when I'm 92.

That night at the RV park, we built a campfire by the Colorado River. We reminisced about our experiences. We did everything we intended to do and loved every minute of it. A train passed by on the other side of the river, drowning out our conversation. In that pause, I wondered what it would have been like to soar like a bird and see the valley far below me.

Maybe next time I'll do it. It would be fun. Yes, next time. Definitely. Maybe. ♦

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KEEP YOUR COOL

NOT BLOWN AWAY BY THE AIRFLOW FROM YOUR ROOF VENT? LIFE CAN BE A BREEZE WITH THESE POWERED ROOF FANS IN YOUR COACH

by KRISTOPHER BUNKER

Your motorhome can be many things: home base during much-needed vacations, a guest bedroom, a mobile office or even a permanent dwelling. But, when the summer heat settles in and the sun shows no mercy, making your motorhome cool is often difficult. Of course, flipping the switch on the air conditioner (sometimes two, depending on coach size) is usually a quick solution, but that requires 120-volt AC power or an AC generator. So, if you're not hooked up to shorepower, you plan on being away from the coach for most of the day and don't want to run your genset to burn fuel, it becomes even more important to have a roof vent/fan that can move a considerable amount of air without running down the house batteries.

Opening a vent and/or running the fan won't exactly help the climate inside reach frigid temperatures, but a well-placed fan and a few open windows to create a cross-breeze can keep the temps at a manageable — and hospitable — level, for you and for any four-legged family members that may accompany you. Sometimes, that's all it takes to keep you at the campsite rather than packing up and heading for cooler environs.

There are many types of roof fans, with varying degrees of functionality.





Some are straightforward air movers, while others include high-tech systems with rain sensors that will shut off and close down when the clouds roll in. However, they all fit basically the same template: they're low-battery-draw units that will fit into a standard 14-inch roof opening; they can often be found in the bathroom and the galley, and sometimes over the living area;

and they're downright life savers when it comes to the sweltering dog days of summer.

Following are some top fans from the "Big Three" of the fan segment, and with a little follow-up research on the phone, at your local Camping World store or even at www.motorhomemagazine.com, we're sure you can find the perfect model to fit your needs and your budget.



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Atwood/Fan-Tastic Fan

6600R High
Powered Vent Fan



5000 RBT

Perhaps the most recognizable name in the roof-fan segment, Fan-Tastic Vents offers a wide variety of fans designed to keep things cool. The 6600R High Powered Vent Fan is Fan-Tastic's top-of-the-line model and provides 14 speeds and up to 920 cubic-feet-per-minute air circulation. The radio frequency (RF) handheld remote allows users to activate the fan and raise the dome by pressing the mode pad. The unit's automatic mode allows users to select a comfort setting, and the blades will automatically turn on, off, increase or decrease speed to maintain the temperature choice. The 6600R vent is equipped with a reversible airflow switch and a rain sensor, which closes the dome and turns off the fan blade when the sensor becomes wet (the dome reopens when the sensor dries). A rain sensor shut off switch and a backup manual dome open/close knob are also provided. MSRP starts at \$258.99. Not ready to lay down that much cash? Owners of standard Fan-Tastic vents can upgrade their existing models to a 6600R using a kit (\$155-\$185).

Other Fan-Tastic models offer the same level of performance, with a decrease in cost based on the amount of included

features. The 6000RBTA (\$216.99-\$230.99) features three fan blade speeds, a reverse switch, a built-in thermostat, automatic dome open/close switch and a rain sensor. The 5000RBT (\$169.99-\$180.99) offers the same functions, less the auto lifting dome and the rain sensor, while the 400R is a three-speed fan with a manual-lifting knob (\$149.99-\$155.99).



Endless Breeze

Fan-Tastic also offers the portable Endless Breeze, a high-volume, 12-volt DC fan operating with a three-speed, 12-inch blade. Standing only 14 inches tall on retractable legs, it travels and stores easily and weighs less than 5 pounds. The Endless Breeze offers air movement of up to 900 CFM, and can be powered by any 12-volt DC power source. Plus, the Endless Breeze is equipped with an innovative pet-friendly feature, the Swing-Out Hanger Arm, which allows easy attachment of the fan to the side or front of your pet crate. MSRP: \$54.99-\$67.99.

Fan-Tastic Vents, a division of Atwood Mobile Products, 800-521-0298, www.fantasticvent.com



6000 RBTA

Heng's Industries



Vortex II

Vortex fans from Heng's Industries offer an affordable upgrade to improve coach air circulation. The fans are easy to install without compromising the rooftop seal, and work with a variety of powered vents, including those from Ventline, Jensen and Elixir. The entry-level Vortex I is a single-speed fan with a 9-inch blade; Vortex II offers three forward speeds and two in reverse; Vortex III is a single-speed fan with a 12-inch blade; and Vortex IV features three forward speeds and one reverse, with a 12-inch blade. All Vortex fan speeds are 188-cubic-feet-per-minute circulation, and the self-centering metal base is designed with radius corners for improved aesthetics. Installation is simple and only requires a Phillips screwdriver, according to the company. Vortex fans are available at Camping World stores, with MSRPs beginning at \$74.99.

Heng's Industries, 877-295-1205, www.hengsindustries.com

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MaxxAir Vent Corporation



MaxxAir Turbo/Maxx

The MaxxFan is available in a variety of functionalities, from the Standard model (manual or remote-operated, \$249.95-\$349.95) to the Deluxe Remote Control

unit and all the way up to the Turbo/Maxx. All MaxxFans provide more than 900 cubic-feet-per-minute air circulation to keep users comfortable and control odors inside. Each model features a fuse-protected, sealed-ball-bearing, 12-volt DC fan motor and a 12-inch, 10-blade fan, in addition



MaxxAir Turbo/Maxx manual control

to an easy-to-clean keypad to control the thermostat and air intake and exhaust functions. An easy-to-remove insect screen aids in cleaning and maintenance. The remote-controlled units also feature a rain sensor. MaxxAir's remote can be used to turn the fan on/off and select any of 10 fan speeds, open/close the vent lid, reverse the fan from intake to exhaust and place the fan in Auto (thermostat) Mode.



MaxxAir Turbo/Maxx remote control

When Auto Mode is selected, the initial set point is 78 degrees Fahrenheit and can be adjusted in 1-degree increments. During Auto Mode, the fan changes speed automatically as the cabin temperature nears the thermostat set point. The MaxxFan Deluxe (\$322.95-\$416.95) is an all-in-one ventilator system that features a high-powered 10-speed fan. The Turbo/Maxx (\$255-\$305) features a 4-amp motor to drive the fan, which is actually mounted along with the motor outside the coach to reduce noise. All MaxxFans are backed by a two-year limited warranty, with a limited lifetime warranty available on the lid. **MaxxAir Vent Corporation, 800-780-9893, www.maxxair.com** ♦

August 2012 | **MOTORHOME**

An advertisement for Microsoft Streets & Trips. The background is a scenic landscape with a large tree, a lake, and a sunset. In the foreground, a colorful RV is parked on a rocky shore next to a green canoe. Two people are standing near the RV, and a dog is visible. The Microsoft logo is in the top right corner. The text reads: 'Your private lake, found by Microsoft Streets & Trips. We may call it "Point of Interest #345,789" but you'll call it heaven. With more than 2.5 million points of interest, no wonder Microsoft Streets & Trips is America's best-selling travel and mapping software. Get directions to just about anywhere in the U.S. and Canada with no Internet required. Microsoft Streets & Trips even remembers your driving preferences and will suggest routes and rest stops. You can even share your routes to a GPS device.† So find that perfect lake with that perfect sunset; we won't tell anybody where it is... except you.' Below this is an image of the software box and the text: 'Find out why America has made Microsoft Streets & Trips the #1 best-selling travel and map software for 13 years straight.† Try it FREE for 14 days! www.microsoft.com/streets/openroad'. At the bottom, it says 'Microsoft Streets & Trips'. Small text at the bottom left reads: '† GPS device sold separately. To share your route to your other GPS devices you must export via a GPX file to a GPX-compatible GPS device. Not all GPS devices are supported. © The NPD Group/U.S. Retail Tracking May 1999-March 2012.'

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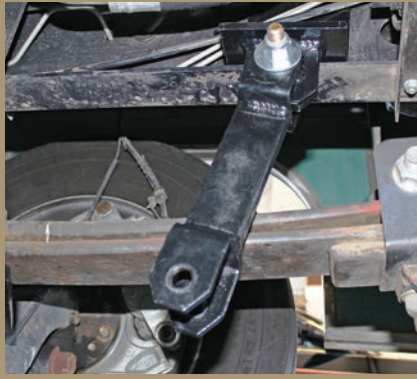
by KEN FREUND

INCREASE MOTORHOME STABILITY WITH HELLWIG SWAY BARS

PHOTOS: KEN FREUND



FRONT INSTALLATION



IMPROVING ROAD MANNERS

Some motorhomes can be a real handful while driving on twisty roads or in windy, gusty conditions. They're high profile, have long rear overhangs and huge side surface areas, all of which subject them to the powerful forces of wind and gravity — and the subsequent rocking, leaning and swaying on the road.

Many motorhome chassis, including the Ford F53, Workhorse W20/W22 series, and GM P-chassis, are not factory-equipped with anti-sway bars, which resist body lean and help stabilize the ride. Some motorhome chassis come with a stock front bar but it's often so small it can't do an effective job with a big coach. Many coach owners ask me for advice on how to cure these maladies. I like sway bars, because unlike more rigid springs or shock absorbers, they resist leaning without stiffening the ride, so there's no increase in ride harshness.

I recently visited Hellwig Industries, a family owned business that designs and manufactures sway bars for original equipment manufacturers and the aftermarket, along with a variety of suspension upgrades. Hellwig has been in business for more than 60 years, and Hellwig Products are 100 percent American made at the company's facility in Visalia, Calif. We took a tour of the manufacturing facilities, where Hellwig makes its components, going from raw steel to the finished products. I was impressed to find virtually every step is done in-house, something that not only allows Hellwig to control quality but also creates local jobs.

While at Hellwig's headquarters, I was able to test drive a 32-foot 2010 Winnebago Vista Class A motorhome on a Workhorse W22 chassis, which was

From top left to bottom: The mounting plate is installed using existing holes and fasteners. Vertical outer links are then mounted with through-bolts. Sway bar outer ends are attached to the vertical links. The inner mounting points for the sway bar are bolted to their mounting plates. Finished front sway bar installation is clean, simple and sturdy.



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REAR INSTALLATION



IMPROVING ROAD MANNERS

there for a sway bar installation. The owner felt his coach leaned and was unstable as it came from the factory; he opted for Hellwig sway bars in the front and rear. I drove the coach before and after the installation on a variety of roads, from smooth and straight highways to bumpy and twisty backroads. While it wasn't as bad as some I have driven, there was definitely room for improvement.

Installation takes several hours, but doesn't require any welding or cutting. All the needed parts, brackets and hardware come in the kits, and they're designed to use existing holes in the frame. An advanced do-it-yourselfer could complete the installation at home, but it is considerably easier if you can put the motorhome on a lift and use air tools, so it's best to leave it to a professional.

Hellwig's sway bar kit (No. 7218) was installed in front; it has a suggested installation time of one to two hours and a retail price of \$895.28. A No. 7237 sway bar kit was used at the rear. It has a three- to-four-hour suggested installation time, and its retail price is \$1,012.06. (Labor is extra, based on local rates.) Everything fit properly and actual installation time (with two technicians) was considerably shorter. The finished installations look like original equipment, with sturdy, well-fabricated brackets and should last the life of the motorhome. Occasional bushing replacement (same as with OEM units) is the only long-term wear-and-tear maintenance consideration.

During my test drive after the installation, I was impressed by the improvement in handling, particularly the decreased leaning in corners. This should enable drivers to cope with cross winds, gusts from passing trucks, twisty roads and highway driving for a

From top left to bottom: The cross brace is bolted in place. The baseplates mount under the springs, using the U-bolts to hold them in place. The sway bar ends are attached to the outer links. The outer links are attached to the baseplates. Completed rear sway bar installation is robust and should be long lasting.



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more relaxed and stable driving experience.

Sway bar kits are offered for popular Ford F53, Workhorse W20/W22 series, and GM P-chassis, along with older Dodge chassis. Hellwig also offers trac bars, which complement its motorhome sway bars. The rear trac bars are designed to control side-to-side movement of the axle along with the vehicle's leaf springs, as they align and maintain the axle laterally under the frame. Hellwig's trac bars also allow for installation with common hand tools. They are available for Ford F53 chassis and Workhorse W20/W22 chassis and Hellwig recommends they be used with sway bars. ♦

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PHOTOS: E. DON SMITH

KEEP THE GEARS TURNING

A DIY GUIDE TO CHANGING YOUR MOTORHOME'S REAR AXLE FLUID

by E. DON SMITH

In all my years of being around motorhomes, I have never heard anyone talk about the performance of the rear axle of their coach, nor have I heard anyone at a rally speak about how smooth and trouble free their axle was. On the other hand, it's not uncommon to hear owners boast about their diesel generator and announce that they used it for seven days straight during their last boondocking adventure. We've all heard fellow drivers brag about the quiet performance of their big diesel engine and transmission as they crested a steep mountain range, but when it comes time to discuss the various aspects of a motorhome, the rear axle takes a back seat to nearly everything in the coach.

Despite the uncelebrated nature of the rear axle, there is one thing we can promise you: if it fails, the entire trip will come to a halt. The rear axle in most modern motorhomes is a massive hunk of metal containing a critical set of gears that serves as the final drive of your coach. All the torque of the engine is transmitted through the transmission and then to the driveshaft, which drives the rear axle. The purpose of the rear axle is to convert the torque of the rotating driveshaft and change it to forward motion by connecting the driveshaft to the rear wheel/tire assembly.

Inside of that big metal housing in front of your rear-mounted engine is, of course, the gearset that serves as the reducer, which means it converts X number

of input revolutions into a different number of output revolutions. In the case of this motorhome, which rides on a Freightliner XC chassis with a 20,000-pound rear axle, the ratio is 4.63-to-1. This ratio means that for one rotation of the rear wheel it requires 4.63 input/driveshaft revolutions. This effectively multiplies the engine torque by this ratio. The large housing of the rear axle not only protects the axle gears from con-

tamination, it also holds a large reservoir of oil that serves several functions. The specially formulated axle oil not only lubricates the gears, it also serves as a coolant, cleaner and a protectant.

Gear oils contain a variety of additives that serve different functions such as rust inhibitors, dispersants, friction modifiers, foam inhibitors, anti-wear agents and extreme pressure additives. Since there is



Safety is the most important aspect of this project, so before you even think about crawling under the coach remember it is not safe to only rely on the motorhome leveling jacks. You may use them to lift the motorhome, but you need to also place jack stands under the frame rails. The jack stands must be of sufficient capacity to support the entire rear axle load. In the case of this coach, the rear axle load is 20,000 pounds and these jacks are rated at 12 tons or 24,000 pounds. You must also use tire chocks to ensure the motorhome can't roll while you're under there.



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The screenshot shows the RVBG.com website interface. At the top, there are banners for 'RV BUYERS GUIDE' and 'Enter to WIN a Keystone RV'. Below that, there are logos for 'FLEETWOOD RV' and 'Superchips'. The main content area features a 'SEARCH RVS' section with dropdown menus for 'Any RV Type', 'Any Make', 'From Any Year', 'To Any Year', 'Any Price', and 'Any Length'. A 'SEARCH' button is located below these filters. To the right, there is a 'RESEARCH CENTER' with various icons and a 'THE ALL NEW 2013' badge. At the bottom of the screenshot, there are sections for 'RV RESOURCES', 'RV SHOWS', and 'POLL QUESTIONS'.

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Once the safety jacks are positioned and your coach is level, use a creeper if you have one or crawl under the coach slightly in front of the rear axle. Position a large drain pan directly under the rear axle where you will see the drain plug as shown here. This one required a 1/2-inch ratchet drive to loosen it. Remove the drain plug and prepare for the fluid to rapidly drain from the axle.



Before



After

After removing the drain plug you need to completely clean it because it contains a magnet that is present to capture any ferrous metals that are floating in the axle housing. We used brake cleaner and a small toothbrush to facilitate cleaning.

not an oil pump inside the rear axle, the oil is splashed on the gears as they rotate while partially submerged in the oil. Rear axle oil is thick and contains lots of sulfur and phosphorus, which explains its strong smell when compared to engine oil.

Another difference in the rear axle and the engine is there is no filtration

system in the axle. This means that foreign debris that comes off a gear — such as a chip or a shaving of metal — stays there until the fluid is changed. The only mechanism of capturing ferrous particles is magnets that are typically part of the drain and fill plugs. This allows anything that contains iron to stick to those mag-

HOLLAND Motor Homes



Also on the rear axle, about halfway up, will be the fill plug, which needs to be removed and cleaned. Be sure to clean the fill hole area before removing the plug. This will prevent any foreign debris from finding its way into the housing during the refilling process. We used brake cleaner and a shop towel before removing the plug, which required a $\frac{5}{8}$ -inch open-end wrench.



Once the oil has completely emptied into the drain pan and you have cleaned the drain plug, reinstall it into the bottom of the axle housing and torque it to 35 ft-lb (check the specs for your axle). Permatex makes a gear oil sealant that helps seal the threads on the drain and fill plugs to prevent seepage since there is no gasket or crush washer on this type of plug. Be sure to move the now full drain pan out of the way to prevent an accidental spill. Rear axle fluid is thick and hard to clean up, so you don't want it on your driveway.



Before starting the filling process, we used a calibrated measuring container to obtain the exact quantity of oil this axle required and left that amount in the drum. This, along with the fill hole verification we will cover later, will prevent any chance of under-filling the axle. After installing the drain plug it's time to refill the rear axle. Since this process relies on the fluid level inside the housing, the rig must be as level as possible to ensure a precise level of oil.

nets and prevents them from circulating inside where the gears mesh.

Even though the axle is sealed and not subjected to the byproducts of combustion like the engine oil, there is still a need to change the oil per the manufacturer's schedule. One of the biggest sources of contamination on motorhome axles is from moisture. Since the typical motorhome spends a fair amount of time parked, this allows moisture to condense inside the housing. When the coach is in use the oil heats up, which helps drive off this moisture, but after a period of time the oil needs changing even if it is not used very often.

Depending on the maintenance schedule published by your chassis manufacturer, on occasion you will need to drain and refill the rear axle fluid. The good news is this is a simple project and anyone capable of changing the oil in a car will be able to complete this task. For the Meritor rear axle found in this Freightliner chassis, the suggested change interval is annually or a maximum of 50,000 miles when using petroleum based oil, or every three years or a maximum of 250,000 miles when using full synthetic oil.

Since we prefer less crawling under the coach and less frequent maintenance work as opposed to more, we chose the synthetic option when selecting our replacement gear oil. When choosing the lubricant for your coach, make sure it meets the manufacturer's specifications. Each chassis manufacturer uses different brands and types of axles, which often have different specifications for their rear axle oil, so double check your specs before you trot down to the local auto parts store and purchase the wrong lube. Some



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motorhomes use limited slip rear axles that have special additive requirements, which is why it is critical that you check your chassis manufacturer's recommendations for the exact axle in your coach.

Using our motorhome as the example, it has a Meritor 19-145 rear axle and Meritor requires the replacement lube meet the following specs: GL-5, O76-N (which is the Arvin Meritor Specification), and SAE J2360. Another spec you may see listed is MIL 2105D (or E), which is now replaced with SAE J2360. We went to Meritor's website and located the approved oil list for this particular axle and selected Mobil Delvac Synthetic Gear Oil in 75W-90 viscosity. This product is on the list for extended drain approved oils, which is in Table C of Meritor's TP-9539.

These heavy-duty gear oils are best found at commercial truck service or parts stores and we made our purchase of 5 gallons at a local truck service center for less than \$200. No matter what the local dealer tells you, don't buy and install gear oil not specifically approved for your application. The approvals for each brand and type of gear oil are found on the oil manufacturer's website and on the product container.

Next you will need to determine the capacity of your axle. If it is not listed in your chassis owner's manual, you can contact

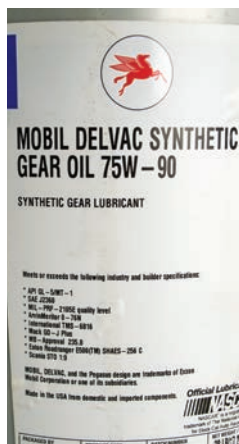


Top: To get the 5 gallon drum of oil under the coach and into position close enough for the hand pump to reach, we had to roll the drum on its side and then stand it up once it was clear of the frame and other obstacles in front of the axle. **Above:** Next, insert the discharge end of the hose into the fill hole of the axle housing and plan to spend the next 20 to 30 minutes hand pumping the viscous fluid in to the sump. **Be patient, as this will take a while.**

the company directly, just as we did. Armed with the VIN number for this motorhome, we placed a call to Freightliner's help line and were advised the exact model of the rear axle and its capacity.

After obtaining the correct lube and the capacity of your axle, all you need are lots of shop rags, a drain pan large enough for your rear axle, jack stands and basic tools to remove the fill and drain plugs. A rolling dolly creeper makes the job a lot easier, too.

One thing to keep in mind when dealing with a typical rear-engine diesel motorhome is that unlike a car, truck or SUV where the engine is in front of the rear axle, the rear engine diesel motorhome has the engine behind the rear axle, therefore the fill hole is actually on the side of the housing toward the front of the coach, not the back. The opposite is true for front-engine motorhomes. With that tip in mind, you're ready to get started.





As you near the end of the filling you may start to see a little seepage out of the fill hole indicating the fluid level is at or very near the bottom of the hole. This is a good sign and the proper level is obtained when you can insert your finger into the fill hole and detect the presence of the oil at or just below the hole.



Finally, we reinstalled the clean fill plug into the housing and torqued it to 35 ft-lb; again, you will need to check the specs on your model. Because of the seepage of oil on the housing, we took a few minutes and sprayed the axle housing and wiped it down with brake cleaner. This allows for a later visual inspection for leaks without wondering if the drops are residual from the service job or from a true leaky drain plug. Like any good do-it-yourself mechanic, you will want to empty your drain pan into the now empty drum that your new oil came in and take it to a recycling center. ♦

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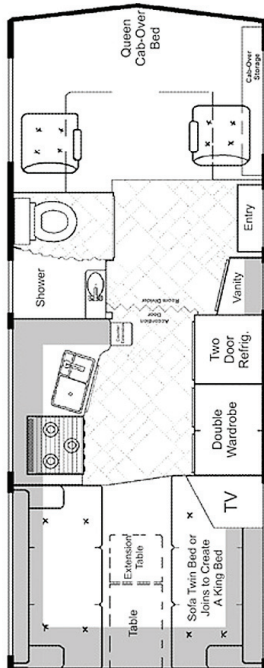
VERSATILE FLOORPLAN PROVIDES
PLENTY OF OPTIONS WITHIN THIS CLASS C



Built-to-order, factory-direct motorhomes have been the business model of Lazy Daze Inc. for 56 years. The Class C manufacturer has staked its reputation in quality workmanship and claims selling directly from the factory allows it to offer high-quality, well-equipped coaches at competitive prices.

With a base price of \$80,250, Lazy Daze's 24-Foot Twin King Bed finds itself at the higher end of the Class C market. But a review of the construction, floorplan and standard features shows you get what you pay for with this 2012 model.

Like all Lazy Daze's motorhomes, the 24-Foot Twin King is built on a Ford E-450 Super Duty chassis and, like all its 24-foot models, the Twin King is equipped with a 5.4-L V-8 engine (a 6.8-L V-10 is optional). All Lazy Daze coaches are manufactured with sectional aircraft aluminum side panels, so each one can be replaced separately in case of a major accident or damage. The one-piece painted aluminum roof is sun and tear resistant, and



SPECIFICATIONS

CHASSIS: FORD E-450 SUPER DUTY
ENGINE: 5.4-L V-8, 255 HP
FUEL: 55 GAL
GVWR: 14,050 LBS
EXTERIOR LENGTH: 23' 11"
EXTERIOR WIDTH: 8' 3"
EXTERIOR HEIGHT WITH A/C: 10' 3"

WHEELBASE: 158"
FRESHWATER CAP: 50 GAL
GRAY-WATER CAP: 32 GAL
BLACK-WATER CAP: 28 GAL
LP-GAS CAP: 14 GAL
BASE MSRP: \$80,250

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the reinforced steel frame comes with a lifetime warranty to the original owner. Generously sized thermal pane windows help bring the outdoors in while on the road.

Lazy Daze is one of a few motorhome manufacturers to not offer a slideout, but with this versatile floorplan that's no problem. The large rear dinette area — surrounded by three of those aforementioned large windows — doubles as the bedroom, with sofa twin beds that can be combined to create an oversized king bed. Relax in front of the 24-inch LED flat-screen TV, which is mounted on a swivel arm, and maintain a comfortable interior temperature using the 15,000-Btu air conditioner with heat pump.

Granite finish countertops and a double sink give the Twin King's kitchen a residential feel, while the microwave, three-burner range and oven — all standard — provide plenty of options for meal preparation. A 6-cubic-foot Dometic refrigerator completes the kitchen, which is illuminated by LED

light fixtures.

The Twin King provides ample overhead storage, along with a double wardrobe and galley vanity. The interior is one of real wood cabinetry in either maple or cherry finishes.

A cabover queen mattress folds out of the way for easy access to the high back front seats (Ultraleather is optional). Located behind the captain's chair, the bathroom offers a shower with double dome skylight, porcelain toilet, sink with mirror and a medicine cabinet. One of three Fan-Tastic roof vents can be found in the bathroom, with the others located in the galley and cab. To clean up before coming inside, consider the optional outside shower with insulated door.

A 4,000-kW Onan gas generator is standard on every Lazy Daze model, as is a roof-mounted, crank-up Winegard TV antenna with booster and outside cable hookup. For maneuvering assistance, a backup camera with 5.6-inch LCD cab-mounted monitor is optional. ♦

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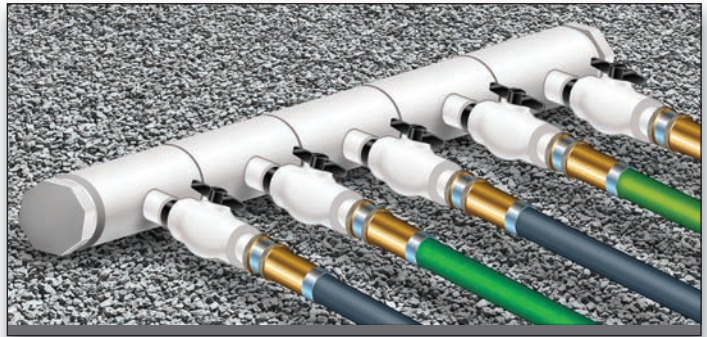
STOP PANTRY SLIDE ▲

I got tired of my canned goods sliding all over and making noise while traveling in my motorhome, so I bought a lingerie divider and put it in my pantry cabinets. Now everything is held in place, even the cooking oil, when I arrive in camp. You can put together as many of the dividers as you need, and they can also be used to store glasses.

LYNN STRICKER | BAKERSFIELD, CALIF.

ILLUSTRATIONS: BILL TIPTON

SIMPLE HOSE CONTROL ▼



I have hoses to the water softener and filter, coach city-water inlet, macerator and holding tank flush on my motorhome, and I have been using a group of Y hose connectors that have not worked very well. To simplify the process, I used good old American ingenuity and built a water manifold that has the capability of turning on or off each outlet. I used 1½-inch PVC pipe and off-the-shelf parts to build the manifold. I also valved the source so there aren't any trips to the faucet to turn off the water.

ALAN MARK | PARKER, COLO.

Editor's note: Any time you are hooking hoses up to multiple locations in the motorhome from a single water source, be sure to use anti-backflow preventers to protect yourself from possible contamination.

SILENCE YOUR SHADE ▼

Driving a motorhome is a task that requires your full attention and the last thing you want is to be distracted by your window shades while steering 30,000 pounds down the road. In many coaches, the front passenger seat window as well as the driver's side window and the entry door have a retractable shade, which is great to block the sunlight. When driving, however, they tend to swing back and forth, causing a lot of noise and distractions. If you want to silence your drive time, pick up some hook-and-loop fasteners and attach one side to the window frame and the other to the back of the shade. Then you can place the shade exactly where you want it and secure the shade in place for a nice quiet ride.



When driving, however, they tend to swing back and forth, causing a lot of noise and distractions. If you want to silence your drive time, pick up some hook-and-loop fasteners and attach one side to the window frame and the other to the back of the shade. Then you can place the shade exactly where you want it and secure the shade in place for a nice quiet ride.

E. DON SMITH | CHATTANOOGA, TENN. ♦

KEEP YOUR KING COVERED ▲

I created this solution for a king-size bed where it is difficult to get a fitted sheet on because the bed is blocked on three sides. I purchased two double-size flat sheets, placed them together, and then sewed them across the bottom and halfway up each side. I put this on top of the mattress, no tucking is required and it does not fall off at night. I added a zipper on the side to really keep warm. People who don't want to bother with a zipper can just leave the side half open.

PATRICIA BOUTA | SEELEY LAKE, MONT.

WE WANT TO HEAR FROM YOU!

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

HANDS-ON | *by* BOB LIVINGSTON

PORTABLE POTABLE SOFT WATER

Say goodbye to water spotting and minerals that damage plumbing fixtures

Water is a motorhome's lifeblood. We use water to flush the toilet, shower, wash dishes and clothes, make ice, and to keep the interior and exterior clean — not to mention for drinking. Without water, our coaches are just places to sleep. But water can be our nemesis.

Hard water deposits play havoc on our plumbing fixtures, especially the faucets and shower heads. Over time the flow can become restricted as filters and screens become plugged. Washing our rigs can be an exercise in futility as we chase water spots during the drying process. The Stain-Less Water Filter Softener will make you love water again.

While there are a number of filters on the market that are designed to remove minerals before they enter the rig, the Stain-Less filter also makes the water soft. Residents in areas with hard water are well aware of the benefits of a water softening system, which include more comfortable showers and easier clean up, without horrible spotting. The water in our neighborhood is so hard it's virtually impossible to wash a motorhome or car without a complete cardio workout during the drying process. If the sun is out, all bets are off.

We've used a number of portable water softeners that have a large enough capacity for washing coaches over the years and most are bulky and heavy to maneuver. The lighter versions run out of soft water quickly. The recharging process for some of these products is tantamount to desktop paper printers, which have an insatiable appetite for expensive cartridges.

By contrast, the Stain-Less filter is fairly compact, measuring 6 inches by 34 inches (main unit) and not very heavy. What looks like a big PVC pipe with hose fittings in the ends, the filter is completely made of non-corrosive materials, has no mechanical or metallic parts and requires no power to operate. Inside the tube are millions of resin beads, which are said to produce an ion exchange that extracts the hard-water elements. The filter is designed to remove calcium,



PHOTOS: BOB LIVINGSTON



magnesium, iron, chlorine and ammonia from the water.

The system is pretty basic, consisting of the main tube, a pre-filter (which is also the recharger) and a 4-foot hookup hose. It comes charged from the factory, so it's ready to use right out of the shipping carton. The pre-filter can be attached to either side of the tube since the water can flow in either direction. The two pieces are mated using the supplied brass quick-connector, and the hookup hose screws on to the other side (inlet) of the pre-filter. Once assembled, the loose end of the hookup hose is connected to the water faucet and your longer hose is screwed on to the free end of the big filter.

Filter kits are available in three sizes, but the most practical for motorhome use is the standard, which is can produce up to 5,000 gallons of soft water before recharging. Water hardness will ultimately affect how long the charge actually lasts. The standard kit sells for \$350, which is half the price of the mega size counterpart (8,500 gallons of soft water before recharging). A mini filter, capable of providing 1,000 gallons of soft water, sells for \$250.

Being a little bit of a skeptic and maniacal when it comes to water spotting, I tested the Stain-Less filter under the worst conditions. I started with the dinghy vehicle since I didn't want to subject myself to major work should the system not perform as advertised. The vehicle was washed in direct sun on a warm day with the filter hooked up to water that is exceptionally hard. After the usual washing, I allowed the vehicle to air dry. The result was very impressive, leaving only about 20 percent of the water spotting normally experienced in these conditions. Subsequent washing in the shade made the process even more efficient and minimized drying time, which made me a happy camper.

Not only was the drying time shortened with little effort, the washing experience was dramatically improved. The soft water allows the soapy water to work more efficiently, making bug carcass and bird dropping removal a much easier proposition. Although it didn't dawn on me at the time of washing, the improved efficiency parallels the effectiveness of using a water softener in the house. I tested the water with and without the filter and the



results were dramatic: the water quality was equivalent to the sophisticated home water softening system. Water flow is not impacted with the filter inline.

Recharging the filter is uncomplicated and inexpensive. A pre-measured packet of salt is loaded into the pre-filter after the carbon cartridge is removed. Then it's just a matter of turning it upright and pushing water through the pre-filter and into the main filter until the salt is dissolved completely. Salt pellets can be purchased from Stain-Less for \$5.95 or you can use pellets sold at home centers. The carbon cartridge should be replaced

periodically and it sells for around \$10.

The Stain-Less filter doesn't take up that much room and it has feet to keep it from rolling around, so storing it in a compartment is practical. It can be rigged up to remain in a storage compartment while connected to campground hookups, and it certainly should be used to fill the onboard water tank. Just be sure to use a drinking-water hose for both of these applications. Not only will spotting and plumbing damage be a thing of the past, the water even tastes better.

Stain-Less Water Filters LLC, 609-296-2564, www.stainlesswaterfilters.com ♦



Tire Pressure

FINDING IT DIFFICULT TO SECURE A PROMISED REFUND FOR WORK DONE ON HIS MOTORHOME'S TIRES, A READER ASKED HOT LINE TO GET INVOLVED. HE EXPLAINED:

I am hoping Hot Line can put some pressure on a tire dealer that has been promising me a reimbursement for months now. On May 27, 2011, I went to the Wingfoot Commercial Tire Dealer in Chino, Calif., to get the tires rotated on my 40-foot diesel-pusher motorhome. I had just gotten an alignment because of uneven wear on the two front tires. The person doing the alignment said I should get the tires replaced, but the service manager at Wingfoot said a tire rotation should be sufficient. The cost was approximately \$210 and involved removing all six tires and placing the front tires at the inside dual position.

Before I'd left California, on my way to a rally in Memphis, Tenn., I'd lost both rear caps (hub covers). While at the rally I purchased new ones from Spartan and had them installed. I called the service manager at Wingfoot and explained when he reinstalled my tires he did not put the hub covers on properly and they came off. He agreed to reimburse me for the cost of the replaced items, which came to \$158.94.

When I arrived back home, I sent the invoice to the Wingfoot service manager and he said he would get a check and reimburse me. Weeks passed and I had not received a check, so I followed up with a phone call. I was told that the check comes from Arkansas and they are very slow in issuing it. I called again a few weeks later and got the same answer. When I still did not get the check I called and was told that the service manager would get a money order himself and send it to me.

I am still waiting for my check. I would appreciate Hot Line's help.

DON FERDERER | CHINO, CALIF.

Wingfoot Commercial Tire Systems, LLC was contacted with Hot Line's request for further consideration of Ferderer's case. We received the following update from Ferderer:



With respect to my difficulties with Wingfoot Commercial Tire, I wish to advise Hot Line that this matter has been resolved. I received a call from the assistant manager within five days of receiving Hot Line's letter, and I received my reimbursement check for the full amount (\$158.94) within two weeks.

I appreciate this service that *MotorHome* offers and I feel I would never have been reimbursed were it not for Hot Line's intervention.

D.F.

DISENCHANTED CUSTOMER

Experiencing difficulty in obtaining a reimbursement on prior unacceptable motorhome service, a reader and his wife asked for Hot Line's intervention. They wrote:

We would appreciate it if Hot Line could intercede for us in obtaining a reimbursement from the RV dealer where we purchased our coach. The dealer is Flagg RV in North Smithfield, R.I.

The issue revolves around the dealer's failure to correctly perform repairs to our motorhome under the 30-day warranty Flagg RV provided following our purchase of a 2005 motorhome. We didn't have prior experience with a Class A coach, but we identified several deficiencies in the rig during the 30-day period, which we notified Flagg about. Flagg responded with attempts to repair, but in several cases the repairs were either poorly performed or the root causes were not identified and fixed.

We were on the road (traveling to New York and then to Yellowstone) shortly after the end of the 30-day warranty and the completion of repairs, which made it impractical to return to Flagg for correction of the problems. Three months later, we took the coach

to the manufacturer to have these items repaired, along with other things that we hadn't noticed previously, or that had developed as we traveled. The cost to repair items that had been identified during the warranty period was \$3,725.45. We had purchased an extended warranty, which covered \$1,750.69 of that cost, leaving a balance of \$1,974.76. We are seeking reimbursement for our out-of-pocket cost for repairs.

After several calls and emails we were able to contact Steve Flagg, and he made us an offer to pay half of the amount in question. We made a counteroffer of 75 percent of the amount. He refused the counteroffer and refused to discuss it further. We strongly feel that we are due at least the \$1,974.76 that we requested. Hot Line's assistance in this matter is most appreciated.

**PHILIP AND SUSAN DANIELS
PENSACOLA, FLA.**

Hot Line asked Flagg RV Center to review the Danielses' complaint and provide the couple with an equitable solution. Our inquiry apparently had a successful outcome, as attested to by the following letter from the Danielses:

We want to thank Hot Line! We received a check for the full amount — \$1,974.76 — from Flagg RV Center. Hot Line is an invaluable service for RV owners who often have little clout in settling claims with dealers and repair shops.

P. AND S. D.

DELAYED REACTION

Experiencing post-purchase problems with their new Class B motorhome, two readers asked Hot Line to help them get more attention from their motorhome's manufacturer. They wrote:

We bought a new B Touring cruiser made by Gulf Stream in March 2007. We normally camp with power hookups so we didn't notice that the coach batteries were not charging while the vehicle was being driven.

We took a trip to the Southwest and Mexico in early 2008 and did a lot of dry camping. At that time we no-



ticed that the motorhome would charge from the generator or shorepower, but not from the engine alternator.

When we came back to the United States we called Gulf Stream to report this problem (we were getting close to the warranty date) and were told by a customer service representative that our vehicle was not equipped with this ability. We thought it odd since this is pretty much standard on most, if not all, motorhomes.

We just lived with this issue until 2011 when we were getting ready for another trip that would involve dry camping. We took it to a shop to have it fixed, and after some investigation the technician told us that the motorhome was indeed wired to perform this function and that there was some problem with the system. We paid more than \$200 for him to correct the problem and finally have a motorhome that charges the coach batteries while traveling.

I realize that the warranty period is long past, but I thought that some of our readers might benefit from our experience. The only reason we can think that Gulf Stream told us the above was to get

out of a claim or the representative was not very informed about their products.

**ROBERT AND VIRGINIA KOKER
FERNDALE, WASH.**

Whenever possible, and even if it's inconvenient at the time, do whatever you can to make it to an authorized service center for repairs while your motorhome is still under warranty. Otherwise, you might find yourself in an unfortunate situation like the Kokers.

Hot Line passed along the Kokers' letter to Gulf Stream for its side of the story. Soon after, we received the following letter from the company. It read:

Thank you for contacting my office and bringing the Kokers' concerns to my attention. I have researched our file on this vehicle and found that the Kokers contacted our customer service department on March 21, 2008, with a concern that the coach (house) battery was not charging while the vehicle was being driven.

At that time we informed the customer their warranty had expired and we were unable to cover the claim. Subsequently,

the Kokers sent an appeal letter, which was received by our service department on April 9, 2008. The Kokers were contacted by our service department and directed to make an appointment at their selling dealer.

The Kokers called us back the same day and said the dealer's phone had been disconnected. We then gave them a phone number for another local Gulf Stream dealer to have the issue diagnosed and repaired. This was more than three years ago and is also the last contact we had from anyone with regard to the subject coach.

We are unable to cover this claim due to the failure of the Kokers to take action in a timely fashion. We realize this is not the response that the Kokers had hoped for, but we all must understand that a reasonable time period to respond to our offer has long since passed.

**ANTHONY SUDDON
DIRECTOR OF CONSUMER AFFAIRS
GULF STREAM COACH INC.
NAPPANEE, IND. ♦**

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

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Intermittent Overheating

We purchased our 2008 Class A Itasca Sunrise 32H motorhome in 2007. It is on a 2007 Ford chassis using the V-10 engine and has been driven 47,800 miles. On five occasions during the past year the water temperature gauge has risen toward or into the red zone.

The first time it went into the “limp home” mode. This occurs on long hill pulls in cruise control where the transmission has downshifted and the RPM may be 4,500 to 5,000. I have placed a mark on the temperature instrument at “normal” so it is easy to notice any rise. The rise is from normal to hot in about two minutes. Pulling off the road and waiting a few minutes will bring the temperature reading quickly back to normal. There are no leaks or steam overflow.

Recently, we took our motorhome to San Tan Ford in Gilbert, Ariz., to try to resolve the problem. A service technician there found a Ford Technical Service Bulletin (06 21 15), and he installed a new thermostat and crossover tube. On our drive back home, as we reached the long hill climb at an altitude of about 4,000 feet and an outside temperature of 68 to 70 degrees Fahrenheit, the water temperature went from normal to about 9/10 scale (again in less than two minutes) before we disengaged cruise control and pulled over to the side of the road. By then the temperature was a full scale. Within a short time the temperature gauge returned to normal and we proceeded on home.

Several times last summer the air conditioner would stop blowing cold air at a strong volume and would blow reduced volume and warm air. It felt like an air vane had changed position or closed. We took the motorhome to Kayser Ford in Madison, Wis. The mechanic at Kayser evacuated the system and replaced the thermal cycling switch assembly. So far that problem

has been solved, but I mention it just in case it has any correlation with the water temperature heat problem.

The main points are that this began in the last 12 months, not before, and the temperature rise is quick and then there is a quick return to normal. I mention all this in the hope that you or some of your readers who have had a similar experience may have found a solution.

BYRON MCKEAN | PAYSON, ARIZ.

Arizona is a challenging place for cooling systems because of the many long, steep grades and the hot climate. The rapidity with which the temperature gauge climbs and then shows a cool down causes me to question how it is functioning. However, the fact that it went into “limp home” mode further indicates there’s a real problem, so let’s look at some other likely culprits. Typically, hot running when climbing grades is due to insufficient airflow through the radiator or restricted water flow, such as internal clogging of the tubes. You didn’t mention if you hear

the roar of the mechanical fan, or if the electric fan system is working when the gauge indicates the engine is hot. Since it cools down rapidly when you pull over, the fans are probably working, but they still need to be checked. I strongly suspect that the lower radiator hose may be collapsing shut when the water pump is moving a lot of coolant at high revs, and then when you pull over and idle the hose returns to its normal shape, allowing normal flow. There should be a spring inside it to retain its shape. This can be readily checked (when the engine is off and cool) by squeezing the lower radiator hose.

If a spring is there and the fans are working properly, check for any type of obstructions to airflow through the radiator, such as dirt, bugs, etc. Sometimes paper and debris get in between the air-conditioning condenser and the radiator. Also make sure any shrouds are still in place that direct air through the radiator. If everything checks out, there may be mineral deposits inside the radiator, reducing heat transfer. A radiator shop can help with this, sometimes the radiators can be “rodded out” rather than re-cored or replaced.

OWNERS SHOULD TAKE THEIR COACHES BACK TO THEIR DEALER FOR PROBLEMS WHILE THEY ARE STILL COVERED BY WARRANTY.

THIS HELPS ALERT THE MANUFACTURER THAT THERE IS A PROBLEM.

CHANGING BATTERY TYPES

The time has come to replace the batteries in my motorhome. I have four golf cart (6-volt) batteries. Should I try going with Optima blue top (12-volt) batteries? Which is the best way to go? I also have a 123-watt solar panel with charge controller.

W.F. KECK | VIA EMAIL

That you have solar panels tells me you dry camp often, without hookups. Golf cart batteries give you the most power per dollar and they are a good choice for those who put heavy demands on their battery banks. However, if you find the convenience of not having to add water and clean terminals as often is important to you, then you can go for the Optimas. Make sure you calculate the amp-hour capacity you need first, and shop for the best price because they are expensive.



STARTING SOLUTION

In reply to the April letter, "Cranks But Won't Start, Intermittently," the writer had a problem of cranking but no start on a Ford V-10 chassis. I had the same problem and it turned out to be the fuel pump relay. It would start for a while if I tapped on the relay, then finally one very cold morning (below freezing) it wouldn't start, only crank. I used a hair dryer to warm up the relay and then it started. A new relay solved the problem.

BOB ELLIOT | BEND, ORE.

Thanks for writing, Bob. That was a creative way to figure out what was wrong. Intermittent component failure can be vexing.

WIND-WANDERING WORKHORSE

I recently purchased my fourth motorhome, and my first on a Workhorse chassis. The coach's steering in a crosswind is abysmal and I feel it is downright dangerous. I have had the steering checked and there is nothing mechanically wrong with it. I have been told that this is characteristic

of the Workhorse chassis. I know there are aftermarket fixes, but which one is best?

R. MARRINSON | TULSA, OKLA.

Oklahoma has particularly strong and frequent winds, which exacerbate the problem. You didn't mention which Workhorse chassis you have, but I assume it's a W20 or W22 series, which don't have sway bars as standard equipment.

I would start by adding sway bars. Hellwig and Roadmaster offer quality kits. I recently visited Hellwig's headquarters and test-drove a coach on a Workhorse chassis before and after sway bar installation. The results were very good. If you decide to go one step further, both companies offer trac bar kits that hold the rear axle in lateral position for even more sure-footed driving. These items improve handling without increasing ride harshness, as would stiffer springs or shocks. Both pieces of hardware are good investments.

TIRE AGE CONCERN

In numerous *MotorHome* articles, you

have covered the importance of checking tire date codes prior to purchasing new tires. This is outstanding advice, but I have run into a problem. All of the G670RV tires I have checked are 10 to 18 months old. If I purchase them, I sacrifice 15 to 18 percent of their life span. The dealers will tell you the tire warranty/life span starts at mounting of the tire. All other references, including *MotorHome*, tell me the seven-year life span is based on the date code. What should I do?

BOB AMBROSE | CRESTVIEW, FLA.

The dealers want to sell their existing inventory and certainly during a recession tire sales, like many other items, have slowed down. While they are correct that the warranty is based on the date of sale, deterioration caused by aging begins right after the tire is manufactured. Therefore, unless you plan to wear out the tires before they are seven years old, it is in your best interest to shop around for tires with a more recent date code. If you tell the dealer you will only accept fresh tires, they may be able to come up with some; otherwise call other tire dealers.

AUXILIARY BRAKING SYSTEMS

When towing a Jeep Wrangler behind a motorhome, do I need to install an auxiliary brake system?

RICHARD ADAMSON | DAYTON, OHIO

Auxiliary braking systems are required in many states and provinces, and although the laws vary according to weight, a vehicle as heavy as your Jeep is almost always included in the requirements. Most chassis manufacturers also recommend auxiliary braking systems for towing automobiles behind motorhomes. We always recommend braking systems because they help reduce motorhome brake overheating and stopping distances, greatly improving safety. In extreme cases, hydraulic brakes on a motorhome can become so overheated on a long descent that the brake fluid boils in the calipers, causing the brake pedal to go to the floor.

SLOW FUEL FILLING

I have a 2007 Fleetwood Terra coach with a Workhorse chassis. From the start I have had a frustrating problem when filling the

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tank with fuel. It takes me up to 45 minutes. It keeps shutting the nozzle off. I've run out of ways to try to solve the problem.

OLETA PUJOL | VIA EMAIL

This is a common problem. When coach-builders put the motorhome body on the chassis, they run the hoses from the fuel filler to the gas tank. You need to look at the routing of these hoses from the filler neck to the tank, including vent lines.

Often they are installed with sections that sag and trap fuel, or are pinched, etc. Owners should take their coaches back to their dealer for problems while they are still covered by warranty. This also helps alert the manufacturer that there is a problem, so hopefully it will correct it in future production and maybe even apply its years of motorhome manufacturing experience to avoid the poor design aspect in the first place.

INTERMITTENT MISFIRE

We have a 2004 Winnebago on a Workhorse chassis with a GM gas engine. I've

been reading articles in *MotorHome* about different things possibly wrong with the engine cutting out periodically. I have been experiencing a miss when I try to accelerate, no matter whether I am going up hill or not. We had a bad problem in the mountains and couldn't get over 30 MPH. I turned around, went to a repair facility, and had just got gas before this happened and they found no codes. I figured we got bad gas and treated it with all kinds of gas additives. It seemed like it worked, but it never really cleared up. It's been two years now, the miss is intermittent, not dependent on incline, and seems to be a power issue. Is it a timing problem or bad gas? This seems to be an issue with many owners of this chassis. Any help on this would be very appreciated. The mechanics don't know where to begin.

DANIEL W. SCHULTZ | BEAUFORT, S.C.

Although it gets blamed for many running problems, contaminated or "bad" gasoline is far less common than it was years ago. It's usually only found in small, low-volume stations that don't check their

tanks properly. While it's impossible to be sure without having the coach to inspect and test, here are some of the most common problems with these models:

Many GM V-8 engines turn out to have faulty or burned ignition wires, which cause misfiring. Low fuel pressure also causes loss of power and cutting out. You should have fuel filters replaced as a part of routine service, and if the problem persists have the fuel pressure tested under full load while climbing a grade.

PORTABLE SURGE PROTECTORS

I just bought a portable surge protector for my motorhome. It cost more than \$400, and I am concerned about it getting stolen. Do you have any suggestions?

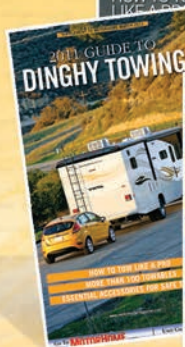
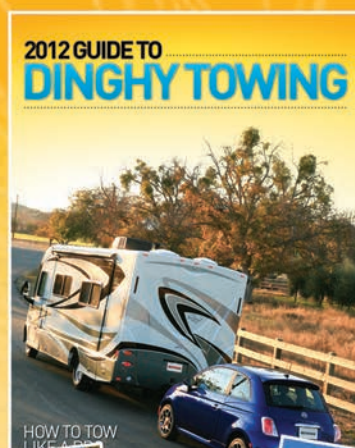
BRAD HOPKINS | ROANOKE, VA.

Camping World has a Locking Hasp (CW #44333) that works with the Surge Guard models. This is probably your easiest solution. Go online to www.campingworld.com for the nearest store location.

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RADIO NOISE

I have a 40-foot Monaco Diplomat with a 2,000-watt inverter. When I am hooked up to shorepower and turn on the radio/surround sound, the electrical buzzing is so loud that I cannot listen to the radio. I have tried grounding the inverter, but no change. I have turned down the gain on amplifier, but then I have to turn up the volume way too loud, and again hear the static. Any recommendations on what to try? I'd love to listen to my radio and satellite radio without interference. Please help.

JOHN KALUSKA | VIA EMAIL

You didn't mention the make and model of inverter you have. It may be a modified sine wave unit, which may not be compatible with your audio system. Have you tried running the system temporarily on another (true sine wave) inverter to eliminate that as a noise source? That is what I would try first.

CONVERTER SOLUTION

This letter concerns "Converter Conundrum" in your February column. My Magnetek 6300A Model 6345 with battery charger was boiling the batteries dry. I was about to throw it out when I discovered the PD4645 45-amp converter upgrade for \$203 from www.bestconverter.com. This is about half the cost of a new converter.

This upgrade is a direct substitute for the original converter component and makes it into a modern three-stage smart charger. Installation instructions are thorough and allow the retention of the old case, plus it avoids complete removal and replacement of the old converter. It was fairly simple to install. There are numerous other sources for this upgrade but these guys seem to have the best price and reputation.

GUS CAUSBIE | ASH FLAT, ARK.

Thanks for writing, Gus. I'm sure some readers will find this tip helpful. The three-stage charger should properly maintain your batteries. ♦

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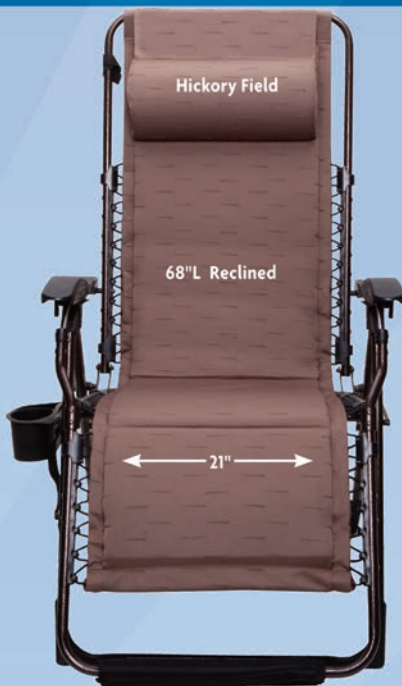
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USED 1993 Damon DAMON HORNET 30' WAS \$16,790 **NOW \$10,995** SAVE \$5,795 (866) 610-5049 Akron, OH STK# SRV20227



USED 1994 Itasca SUNRISE 32 WAS \$13,995 **NOW \$10,995** SAVE \$3,000 (888) 568-2177 Burlington, WA STK# FRV10801



USED 1994 Itasca SUNOVA 315 WAS \$24,995 **NOW \$12,995** SAVE \$12,000 (866) 502-8238 Bath, NY STK# BAT70565



USED 1992 Fleetwood CORONADO 30H **NOW \$14,995** (888) 641-0925 Kaysville, UT STK# KY40878



USED 1992 Damon CHALLENGER 341 DIESEL WAS \$24,500 **NOW \$15,995** SAVE \$8,505 (888) 860-8684 Strafford, MO STK# STR16855B



USED 1994 Holiday Rambler VACATIONER 31 WAS \$21,790 **NOW \$16,988** SAVE \$4,802 (888) 386-5187 Houghton Lake, MI STK# HL6217B



USED 1997 Kountry Star NEWMAR 35 **NOW \$19,989** (888) 696-2165 Savannah, GA STK# SAV16458



USED 2000 Four Winds HURRICANE 33SL **NOW \$19,995** (888) 668-6715 Katy, TX STK# KATP9896A



USED 1997 Rexhall AERBUS F530 WAS \$32,761 **NOW \$19,995** SAVE \$12,766 (888) 454-1707 Kissimmee, FL STK# KS8460B



USED 1996 Fleetwood SOUTHWIND 35 WAS \$29,950 **NOW \$21,950** SAVE \$8,000 (888) 859-6653 Hillsboro, OR STK# HIL39837



USED 1997 National RV DOLPHIN 35 WAS \$34,998 **NOW \$22,994** SAVE \$12,004 (877) 450-7415 Island Lake, IL STK# CRV6098A



USED 2001 Forest River SUNSEEKER 235S NOW \$24,500 (888) 801-3226 Macon, GA STK# MAC17973



USED 1999 Fleetwood PACE ARROW VISION 36B NOW \$24,995 (888) 668-6715 Katy, TX STK# KAT10121B



USED 2003 R-Vision CONDOR 31SS NOW \$28,995 (888) 617-5406 Oakwood, GA STK# ORV16800



USED 2003 R-Vision CONDOR 1281 WAS \$59,995 NOW \$25,995 SAVE \$34,000 (888) 903-6787 Harrisburg, PA STK# HAR72373



USED 1999 Winnebago CHIEFTAIN 35U WAS \$34,995 NOW \$26,995 SAVE \$8,000 (888) 474-1330 Bartow, FL STK# DCW8196B



USED 1998 Winnebago CHIEFTAN 36WL WAS \$36,999 NOW \$28,995 SAVE \$8,004 (888) 865-1507 Hamburg, NY STK# BUF73130



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



USED 1998 Winnebago CHIEFTAN 31 WAS \$38,999 NOW \$29,895 SAVE \$9,104 (866) 502-8238 Bath, NY STK# BAT73084



USED 2004 Forest River SUNSEEKER 3100SS WAS \$39,995 NOW \$29,987 SAVE \$10,008 (888) 474-1330 Bartow, FL STK# DCWC2080A



USED 2000 Pace Arrow VISION 36B NOW \$29,995 (888) 668-6715 Katy, TX STK# KATC9410A



USED 1997 Beaver MONTEREY 34 NOW \$29,995 (888) 696-2165 Savannah, GA STK# SAV15952



USED 2000 Damon INTRUDER 349 WAS \$61,250 NOW \$29,995 SAVE \$31,255 (888) 848-7312 Columbia, SC STK# COL18477



USED 2000 Fleetwood BOUNDER 34R WAS \$49,995 NOW \$29,995 SAVE \$20,000 (866) 775-0682 Roanoke, VA STK# ROA17027



USED 2003 Gulf Stream YELLOWSTONE 6295 WAS \$42,999 NOW \$29,995 SAVE \$13,004 (888) 865-1507 Hamburg, NY STK# BUF72570



USED 1999 Winnebago CHIEFTAIN 35C WAS \$39,995 NOW \$29,995 SAVE \$10,000 (888) 865-1507 Hamburg, NY STK# BUF69392



USED 2006 R-Vision TRAIL LITE M214 WAS \$39,995 NOW \$29,995 SAVE \$10,000 (888) 692-9016 Myrtle Beach, SC STK# MB126062





USED 2009 Winnebago CHALET 224VR
 WAS \$54,999 **NOW \$29,999** SAVE
 \$25,000 (866) 289-0113 Chattanooga, TN
 STK# CH6028



**USED 2003 McKenzie
 ROGUE 31PBS NOW
 \$30,125** (888) 641-
 0925 Kaysville, UT
 STK# KY39156



**USED 2005 Coachmen FREEDOM 314
 NOW \$32,994** (888) 815-7523 Wood-
 stock, GA STK# WDS17732



USED 2004 Coachmen ROADMASTER 314SS WAS
 \$47,895 **NOW \$32,995** SAVE \$14,900 (888) 860-
 8684 Strafford, MO STK# STR10855B



USED 2005 Coachmen FREEDOM 314S0
 WAS \$44,500 **NOW \$34,720** SAVE \$9,780
 (866) 648-5288 St. Augustine, FL STK#
 JACC41572



USED 1997 Odessa OVERLAND 3540
 WAS \$44,250 **NOW \$34,962** SAVE
 \$9,288 (888) 242-0293 Madison, WI STK#
 MAD18531



**USED 2010 Four Winds
 CHATEAU 23A NOW
 \$34,995** (877) 834-
 0429 Bakersfield, CA
 STK# SLV22318 VIN#
 8DB49760



**USED 2009 Winnebago
 CHALET 24VR** WAS
 \$58,950 **NOW \$34,995**
 SAVE \$23,955 (888)
 542-3819 Mesa, AZ
 STK# MES14331



USED 2004 Itasca SPIRIT 331T WAS
 \$54,995 **NOW \$34,995** SAVE \$20,000
 (866) 754-7302 Greenwood, IN STK#
 GRW326464



**USED 2007 Coachmen FREELANDER
 2890** WAS \$50,990 **NOW \$34,995** SAVE
 \$15,995 (866) 610-5049 Akron, OH STK#
 SRV19656



USED 2009 Winnebago CHALET 24VR
 WAS \$58,950 **NOW \$34,998** SAVE
 \$23,952 (888) 348-5909 Avondale, AZ
 STK# AVO14340



**USED 2007 Coachmen
 FREELANDER 2600S0**
 WAS \$57,900 **NOW
 \$34,999** SAVE \$22,901
 (866) 289-0113 Chatta-
 nooga, TN STK# CH6334



**USED 2005 Coachmen FREELANDER
 2600S0** WAS \$51,498 **NOW \$35,985**
 SAVE \$15,513 (888) 457-4801 Colfax, NC
 STK# CFX4268



USED 2003 Fleetwood TIOGA 23E **NOW
 \$35,992** (888) 480-3175 Sacramento, CA
 STK# SAC15474A VIN# HB00867



**USED 2005 Gulf Stream YELLOWSTONE
 25C** WAS \$49,995 **NOW \$36,895** SAVE
 \$13,100 (888) 682-3036 Churchville, NY
 STK# CHU73763



**USED 2001 Holiday Rambler ENDEAVOR
 40PBS** **NOW \$54,900** (888) 844-1758
 New Braunfels, TX STK# SW9714E



**USED 2000 Fleetwood PACE ARROW VI-
 SION 36Z** WAS \$47,429 **NOW \$36,990**
 SAVE \$10,439 (877) 458-3214 Jackso-
 nville, FL STK# JAX19972



USED 2004 Four Winds HURRICANE 32R WAS \$52,700 **NOW \$39,116** SAVE \$13,584 (888) 242-0293 Madison, WI STK# MAD18551B



USED 2009 Winnebago VISTA 30B **NOW \$39,867** (888) 614-5201 Draper, UT STK# ABRV37470



USED 2008 Itasca IMPULSE 29TR **NOW \$39,995** (888) 331-1595 Santa Clarita, CA STK# AMRV21883 VIN# 7DB42060



USED 1999 National TRADEWINDS 7371 **NOW \$39,985** (888) 479-3568 Vacaville, CA STK# VAC21876 VIN# CF16032



USED 2008 Winnebago CHALET 30BR WAS \$56,814 **NOW \$39,988** SAVE \$16,826 (888) 850-5575 Wood Village, OR STK# POR36785



USED 2008 Winnebago CHALET 30BR **NOW \$39,995** (877) 834-0429 Bakersfield, CA STK# SLV21887 VIN# 70A00559



USED 1999 Tiffin ALLEGRO BAY 37DSL **NOW \$39,995** (888) 668-6715 Katy, TX STK# KAT9307A



USED 2009 Winnebago VISTA 30BR WAS \$78,855 **NOW \$39,995** SAVE \$38,860 (877) 289-0812 Las Vegas, NV STK# LVN36786



USED 2010 Four Winds CHATEAU 28A WAS \$52,987 **NOW \$39,995** SAVE \$12,992 (888) 471-3546 Chichester, NH STK# GRV507696



USED 2011 Four Winds CHATEAU 21C WAS \$52,700 **NOW \$39,995** SAVE \$12,705 (888) 461-1123 Asheville, NC STK# ASH22520



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



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



USED 2011 Four Winds CHATEAU 21C WAS \$54,995 **NOW \$42,589** SAVE \$12,406 (888) 692-9016 Myrtle Beach, SC STK# MB127884



USED 1999 Winnebago VECTRA GRAND TOUR 37B **NOW \$42,770** (888) 641-0925 Kaysville, UT STK# KY40128



USED 2005 Tiffin ALLEGRO 32BA **NOW \$42,995** (888) 617-5406 Oakwood, GA STK# ORV16847



USED 2005 Coachmen LEPRECHAUN 307KS WAS \$64,245 **NOW \$43,977** SAVE \$20,268 (888) 454-1707 Kissimmee, FL STK# KS8114B



USED 2003 Four Winds WINDSPORT 33SL WAS \$59,645 **NOW \$43,995** SAVE \$15,650 (877) 458-3214 Jacksonville, FL STK# JAX19974



USED 2000 Holiday Rambler AMBASSADOR 36PBS WAS \$64,950 **NOW \$44,950** SAVE \$20,000 (888) 859-6653 Hillsboro, OR STK# HIL40344



USED 2003 Winnebago ADVENTURER 33V WAS \$59,950 **NOW \$44,988** SAVE \$14,962 (888) 850-5575 Wood Village, OR STK# POR39979



USED 2006 Winnebago ASPECT 26A **NOW \$44,995** (888) 331-1595 Santa Clarita, CA STK# AMRV22101 VIN# 6HA25143



USED 2003 Winnebago ADVENTURER 33V **NOW \$44,995** (888) 696-2165 Savannah, GA STK# SAV16927



USED 1999 Winnebago CHIEFTAIN 36L WAS \$59,995 **NOW \$44,995** SAVE \$15,000 (888) 474-1330 Bartow, FL STK# DCW7848B



USED 2005 Winnebago SIGHTSEER 30B WAS \$59,879 **NOW \$44,995** SAVE \$14,884 (866) 502-8238 Bath, NY STK# BAT73156



USED 2004 Fleetwood BOUNDER 34 WAS \$57,443 **NOW \$44,995** SAVE \$12,448 (888) 848-7312 Columbia, SC STK# COL20319



USED 2008 Gulf Stream YELLOWSTONE 6237Y WAS \$64,900 **NOW \$44,999** SAVE \$19,901 (888) 489-5784 Louisville, TN STK# KNOX19659



USED 2004 Fleetwood JAMBOREE 31W **NOW \$45,987** (888) 641-0925 Kaysville, UT STK# KY39165



USED 2000 Damon ESCAPER 3980 WAS \$69,950 **NOW \$45,988** SAVE \$23,962 (888) 850-5575 Wood Village, OR STK# POR38510



USED 2006 Jayco GREYHAWK 29GS **NOW \$45,995** (888) 614-5201 Draper, UT STK# ABRV39049



USED 2006 Holiday Rambler ATLANTIS 31PKS WAS \$61,838 **NOW \$45,995** SAVE \$15,843 (888) 625-5187 Fort Myers, FL STK# FTM16440A



USED 2000 Winnebago CHIEFTAIN 34Y **NOW \$46,400** (888) 614-5201 Draper, UT STK# ABRV39382



USED 2004 Fleetwood SOUTHWIND STORM 31A WAS \$59,995 **NOW \$46,995** SAVE \$13,000 (866) 754-7302 Greenwood, IN STK# GRW326857



USED 2006 Coachmen CONCORD 300TS WAS \$64,900 **NOW \$46,999** SAVE \$17,901 (888) 489-5784 Louisville, TN STK# KNOX19768



USED 2003 Fleetwood SOUTHWIND 36B WAS \$63,995 **NOW \$48,858** SAVE \$15,137 (888) 254-9145 Meridian, ID STK# MER19432



USED 2009 Winnebago CHALET 30BR
NOW \$48,995 (888) 331-1595 Santa
 Clarita, CA STK# AMRV21880 VIN#
 80A02611



USED 2010 Four Winds CHATEAU
23A WAS \$68,900 NOW \$49,720 SAVE
 \$19,180 (866) 648-5288 St. Augustine, FL
 STK# JAC41191



USED 2011 Four Winds FREEDOM ELITE 21C WAS
 \$67,500 **NOW \$49,858** SAVE \$17,642 (888) 484-
 3906 Spartanburg, SC STK# GR126808



USED 1997 Vogue VOGUE 40 WAS
 \$68,995 **NOW \$49,888** SAVE \$19,107
 (866) 820-0335 Council Bluffs, IA STK#
 CBI19239



USED 2007 Damon DAYBREAK 3135
NOW \$49,900 (888) 668-6715 Katy, TX
 STK# KAT9654A



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



USED 2003 Itasca SUNCRUISER 33V
NOW \$49,960 (888) 696-2165 Savan-
 nah, GA STK# SAV16924



USED 2007 Forest River LEXINGTON
300SS WAS \$74,950 NOW \$49,988 SAVE
 \$24,962 (888) 850-5575 Wood Village, OR
 STK# POR37422



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



USED 2007 Winnebago VISTA 33T **NOW**
\$49,995 (888) 801-3226 Macon, GA
 STK# MAC17086



USED 2007 Winnebago SIGHTSEER
26P WAS \$74,995 NOW \$49,995 SAVE
 \$25,000 (888) 542-3819 Robertsdale, AL
 STK# RD39684C



USED 2007 Coachmen CONCORD 300TS
 WAS \$69,900 **NOW \$49,995** SAVE
 \$19,905 (888) 454-1707 Kissimmee, FL
 STK# KS8035A



USED 2009 Winnebago CHALET 30B
 WAS \$64,888 **NOW \$49,995** SAVE
 \$14,893 (888) 348-5909 Avondale, AZ
 STK# AVO14362



USED 2009 Coachmen FREEDOM
EXPRESS 26S0 WAS \$72,900 **NOW**
\$49,999 SAVE \$22,901 (866) 289-0113
 Chattanooga, TN STK# CH7608



USED 2010 Four Winds
HURRICANE 31D
NOW \$51,995 (888)
 617-5406 Oakwood, GA
 STK# ORV16676



USED 2006 Gulf Stream INDEPENDENCE
8295 WAS \$96,547 **NOW \$52,900** SAVE
 \$43,647 (866) 648-5288 St. Augustine, FL
 STK# JAC39882



USED 2005 Damon CHALLENGER M-327
 WAS \$72,228 **NOW \$52,995** SAVE
 \$19,233 (888) 674-0275 Gulf Breeze, FL
 STK# GB40645



USED 2004 Newmar KOUNTRY STAR 3778 WAS \$69,995
NOW \$52,995 SAVE
 \$17,000 (888) 542-3819 Robertsdale, AL
 STK# RD40954



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



USED 2010 Four Winds CHATEAU 31R **NOW**
\$53,685 (888) 479-3568 Vacaville, CA STK#
 VAC19568 VIN# C046279



USED 2009 Winnebago CHALET 30B
NOW \$53,981 (888) 480-3175 Sacra-
 mento, CA STK# SAC14088 VIN# 0A02636



USED 2009 Winnebago CHALET 30B
NOW \$53,995 (888) 479-3568 Vacaville,
 CA STK# VAC13158 VIN# 0A02623



USED 2010 Four Winds FOUR WINDS 25C **NOW**
\$54,900 (888) 844-1758 New Braunfels, TX
 STK# SW10071B



USED 2005 Fleetwood FLAIR 33R **NOW**
\$54,995 (888) 479-3568 Vacaville, CA
 STK# VAC13303 VIN# 3399521



USED 2002 Coachmen CROSS COUNTRY 354 MBS WAS \$85,895 **NOW \$54,995**
 SAVE \$30,900 (888) 450-7060 Dothan, AL
 STK# DOT41504



USED 2001 Georgie Boy CRUISE MASTER 3816 DIESEL WAS \$73,995 **NOW**
\$54,995 SAVE \$19,000 (866) 502-8238
 Bath, NY STK# BAT70662



USED 2008 Gulf Stream BT CRUISER 5272 **NOW \$54,998** (888) 815-7523
 Woodstock, GA STK# WDS16274



USED 2007 Winnebago ACCESS 29T **NOW**
\$57,760 (888) 479-3568 Vacaville, CA
 STK# VAC24467 VIN# 1229985



USED 2005 Itasca SUNRISE 34 WAS
 \$89,900 **NOW \$56,850** SAVE \$33,050
 (866) 755-9604 Charleston, SC STK#
 CHN126893



USED 2007 Damon DAYBREAK 3070
 WAS \$82,855 **NOW \$57,995** SAVE
 \$24,860 (877) 289-0812 Las Vegas, NV
 STK# LVN36941A



USED 1999 Holiday Rambler IMPERIAL 39 WAS \$82,500 **NOW \$57,995** SAVE
 \$24,505 (888) 461-1123 Asheville, NC
 STK# ASH22326



USED 2009 Damon DAYBREAK SPORT 3204 WAS \$79,993 **NOW \$59,888** SAVE
 \$20,105 (888) 348-5909 Avondale, AZ
 STK# AV014351



USED 2009 Fleetwood ICON 24A **NOW**
\$59,995 (877) 834-0429 Bakersfield, CA
 STK# SLV22323 VIN# 89373247



USED 2008 Coachmen CONCORD 300TS
NOW \$59,995 (888) 617-5406 Oakwood,
GA STK# ORV17152



USED 2004 National TROPICAL 396
NOW \$59,995 (888) 668-6715 Katy, TX
STK# KAT10040



NEW 2011 Four Winds FREEDOM ELITE 28U WAS
\$92,697 **NOW \$59,995** SAVE \$32,702 (888) 542-
3819 Robertsdale, AL STK# RD40016



USED 2003 Georgie Boy CRUISE AIR
3825 WAS \$90,990 **NOW \$59,995** SAVE
\$30,995 (866) 610-5049 Akron, OH STK#
SRV19510



USED 2009 Holiday Rambler AUGUSTA
293TS WAS \$86,170 **NOW \$59,995** SAVE
\$26,175 (888) 542-3819 Mesa, AZ STK#
MES12593



USED 2008 Gulf Stream B-TOURING CRUISER
5316B WAS \$81,058 **NOW \$59,995** SAVE \$21,063
(877) 554-3516 Lakewood, NJ STK# LAK8892



USED 2006 Coachmen AURORA 3480
WAS \$79,998 **NOW \$59,995** SAVE
\$20,003 (888) 903-6787 Harrisburg, PA
STK# HAR73331



NEW 2012 Thor Motor Coach FREEDOM
ELITE 23U MSRP \$76,500 **NOW \$59,995**
SAVE \$16,505 (888) 801-3226 Macon, GA
STK# MAC17759



USED 2003 Itasca SUN-
FLYER 39T WAS \$76,997
NOW \$59,997 SAVE
\$17,000 (888) 463-3995
Colorado Springs, CO
STK# KC2CS999



NEW 2011 Four Winds FREEDOM ELITE
28U WAS \$90,666 **NOW \$59,998** SAVE
\$30,668 (888) 457-4801 Colfax, NC STK#
CFX3634



USED 2004 Coachmen CROSS COUNTRY
372DS WAS \$91,053 **NOW \$59,999** SAVE
\$31,054 (877) 554-3516 Lakewood, NJ
STK# LAK8895



USED 2000 Winnebago ULTIMATE
ADVANTAGE 36C WAS \$84,995 **NOW**
\$62,858 SAVE \$22,137 (888) 254-9145
Meridian, ID STK# MER20552



NEW 2011 Four Winds FOUR WINDS
25C MSRP \$95,139 **NOW \$62,995** SAVE
\$32,144 (888) 542-3819 Mesa, AZ STK#
MES12640



USED 2007 Georgie Boy CRUISEMASTER
3580TS WAS \$84,900 **NOW \$62,999**
SAVE \$21,901 (888) 489-5784 Louisville,
TN STK# KNOX20299



NEW 2011 Four Winds
FREEDOM ELITE 28U
WAS \$91,011 **NOW**
\$63,787 SAVE \$27,224
(866) 673-0250
Statesville, NC STK#
STA125109



NEW 2011 Four Winds FREEDOM ELITE
28U WAS \$91,613 **NOW \$63,548** SAVE
\$28,065 (888) 242-0293 Madison, WI
STK# MAD15124



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$90,856 **NOW \$63,995** SAVE \$26,861 (888) 378-1057 Lake City, FL STK# LAC21688



USED 2005 Itasca SUNCRUISER 37B WAS \$89,855 **NOW \$64,777** SAVE \$25,078 (877) 289-0812 Las Vegas, NV STK# LVN36769B



USED 2008 Coachmen CONCORD 275DS WAS \$125,881 **NOW \$64,899** SAVE \$60,982 (866) 755-9604 Charleston, SC STK# CHN124687



NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$88,713 **NOW \$64,955** SAVE \$23,758 (888) 905-0490 Anthony, TX STK# LC15642



USED 2007 Four Winds KODIAK 33K WAS \$89,950 **NOW \$64,988** SAVE \$24,962 (888) 850-5575 Wood Village, OR STK# POR39719



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$93,992 **NOW \$64,995** SAVE \$28,997 (877) 289-0812 Las Vegas, NV STK# LVN37221



USED 2009 Gulf Stream ULTRA 6268 **NOW \$66,786** (888) 479-3568 Vacaville, CA STK# VAC23607 VIN# DB08907



USED 2004 Coachmen CROSS COUNTRY 354MBS WAS \$99,665 **NOW \$66,995** SAVE \$32,670 (866) 673-0250 Statesville, NC STK# STA126315



NEW 2012 Thor Motor Coach CHATEAU 31K WAS \$95,904 **NOW \$66,995** SAVE \$28,909 (866) 610-5049 Akron, OH STK# SRV18848



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$92,697 **NOW \$66,995** SAVE \$25,702 (888) 902-8565 Tallahassee, FL STK# TAL40451



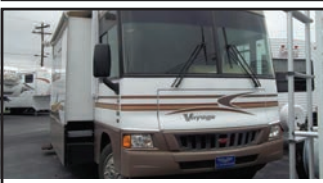
NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$91,499 **NOW \$68,995** SAVE \$22,504 (888) 848-7312 Columbia, SC STK# COL19903



NEW 2012 MVP RV TAHOE 310QBS LIST PRICE \$88,186 **NOW \$68,995** SAVE \$19,191 (877) 834-0429 Bakersfield, CA STK# SLV22337 VIN# BDB02635



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$95,197 **NOW \$69,188** SAVE \$26,009 (866) 820-0335 Council Bluffs, IA STK# CBI18222



USED 2006 Winnebago VOYAGE 38J WAS \$97,999 **NOW \$69,858** SAVE \$28,141 (888) 457-4801 Colfax, NC STK# CFX3838



USED 2006 Rexhall REXAIR 340GT WAS \$89,888 **NOW \$69,888** SAVE \$20,000 (888) 348-5909 Avondale, AZ STK# AV014356



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



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



NEW 2011 Four Winds FREEDOM ELITE 23S WAS \$104,970 **NOW \$69,995** SAVE \$34,975 (888) 454-1707 Kissimmee, FL STK# KS8201



USED 2008 Gulf Stream BT CRUISER 5291 WAS \$99,995 **NOW \$69,995** SAVE \$30,000 (888) 474-1330 Bartow, FL STK# DCW8927



USED 2009 Gulf Stream VISTA CRUISER 4232-MINI WAS \$94,997 **NOW \$69,995** SAVE \$25,002 (888) 463-3995 Colorado Springs, CO STK# KC211041B



NEW 2012 Thor Motor Coach FOUR WINDS 31A WAS \$95,669 **NOW \$69,995** SAVE \$25,674 (888) 896-2801 Albuquerque, NM STK# ARV15957



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$95,229 **NOW \$69,995** SAVE \$25,234 (866) 775-0682 Roanoke, VA STK# ROA18223



USED 2008 Four Winds HURRICANE 34B WAS \$90,790 **NOW \$69,995** SAVE \$20,795 (866) 610-5049 Akron, OH STK# SRV19221



USED 2008 Gulf Stream BT CRUISER 5291 WAS \$89,888 **NOW \$69,995** SAVE \$19,893 (888) 672-5049 Syracuse, NY STK# SYU68548



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



NEW 2012 Thor Motor Coach FOUR WINDS 31A WAS \$101,734 **NOW \$69,997** SAVE \$31,737 (888) 463-3995 Colorado Springs, CO STK# KC211615



USED 2006 Holiday Rambler VACATIONER 34PDD WAS \$100,853 **NOW \$69,999** SAVE \$30,854 (877) 554-3516 Lakewood, NJ STK# LAK8899



NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$92,697 **NOW \$69,999** SAVE \$22,698 (888) 471-3546 Chichester, NH STK# GRV507597



NEW 2012 Winnebago ACCESS 26Q WAS \$97,248 **NOW \$72,977** SAVE \$24,271 (888) 672-5049 Syracuse, NY STK# SYU70485



NEW 2011 Jayco MELBOURNE 28F MSRP \$119,527 **NOW \$72,995** SAVE \$46,532 (888) 905-0490 Anthony, TX STK# LC15822



NEW 2012 Thor Motor Coach CHATEAU 31A MSRP \$97,036 **NOW \$73,779** SAVE \$23,257 (888) 815-7523 Woodstock, GA STK# WDS17316



NEW 2012 Thor Motor Coach FOUR WINDS 31K WAS \$93,477 **NOW \$73,779** SAVE \$19,698 (888) 672-5049 Syracuse, NY STK# SYU70363



NEW 2011 Itasca IMPULSE SILVER 31CP MSRP \$98,873 **NOW \$73,995** SAVE \$24,878 (888) 905-0490 Anthony, TX STK# LC15673



USED 2009 Fleetwood PULSE 24A NOW \$76,500 (888) 801-3226 Macon, GA STK# MAC17376



NEW 2011 Itasca SUNSTAR 26P WAS \$100,867 **NOW \$78,995** SAVE \$21,872 (888) 902-8565 Tallahassee, FL STK# TAL39153



USED 2010 Gulf Stream CONQUEST 6341DK NOW \$79,987 (888) 614-5201 Draper, UT STK# ABRV40015



NEW 2012 Thor Motor Coach HURRICANE 32A WAS \$118,234 **NOW \$79,995** SAVE \$38,239 (888) 463-3995 Colorado Springs, CO STK# KC211631



USED 1999 Holiday Rambler NAVIGATOR 42CDS NOW \$79,995 (888) 727-2952 North Little Rock, AR STK# LIT18723



NEW 2011 Four Winds WINDSPORT 32V WAS \$129,734 **NOW \$79,995** SAVE \$49,739 (866) 820-0335 Council Bluffs, IA STK# CBI11291



NEW 2012 Thor Motor Coach WINDSPORT 32D WAS \$116,628 **NOW \$79,995** SAVE \$36,633 (866) 610-5049 Akron, OH STK# SRV19480



NEW 2012 Thor Motor Coach ACE EV029.2 WAS \$104,617 **NOW \$79,995** SAVE \$24,622 (888) 865-1507 Hamburg, NY STK# BUF73397



NEW 2012 Thor Motor Coach DAYBREAK 34SS WAS \$119,250 **NOW \$79,997** SAVE \$39,253 (888) 463-3995 Colorado Springs, CO STK# KC211634



USED 2010 Forest River GEORGETOWN 374TS NOW \$82,777 (888) 727-2952 North Little Rock, AR STK# LIT20479



NEW 2010 Winnebago VIEW 24A WAS \$119,281 **NOW \$82,999** SAVE \$36,282 (877) 774-0328 Ocala, FL STK# OCA19183



NEW 2011 Itasca SUNSTAR 30W MSRP \$112,989 **NOW \$83,488** SAVE \$29,501 (888) 815-7523 Woodstock, GA STK# WDS16017



NEW 2011 Winnebago ACCESS PREMIER 31CP WAS \$110,939 **NOW \$84,890** SAVE \$26,049 (877) 458-3214 Jacksonville, FL STK# JAX20336



NEW 2011 Damon DAYBREAK 34SS MSRP \$129,754 **NOW \$84,995** SAVE \$44,759 (888) 542-3819 Mesa, AZ STK# MES13018



USED 2001 American Coach AMERICAN DREAM 40DS NOW \$85,900 (888) 844-1758 New Braunfels, TX STK# SWC10039



USED 2010 Gulf Stream INDEPENDENCE 8367 NOW \$87,899 (888) 696-2165 Savannah, GA STK# SAV16577



USED 2010 Winnebago ERA 170R NOW \$89,681 (888) 480-3175 Sacramento, CA STK# SAC21994 VIN# 5335664



NEW 2012 Thor Motor Coach DAYBREAK 34SS WAS \$119,812 **NOW \$89,988** SAVE \$29,824 (888) 896-2801 Albuquerque, NM STK# ARV15949



NEW 2011 Damon DAYBREAK 35BD MSRP \$131,826 **NOW \$89,995** SAVE \$41,831 (888) 542-3819 Mesa, AZ STK# MES13019



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USED 2012 Thor WINDSPORT 32A WAS \$126,430 **NOW \$89,995** SAVE \$36,435 (888) 450-7060 Dothan, AL STK# DOT41483



NEW 2010 Winnebago VIEW 24A WAS \$119,743 **NOW \$89,995** SAVE \$29,748 (888) 681-4635 Winter Garden, FL STK# WGA19116



NEW 2011 Itasca REYO 25Q LIST PRICE \$149,190 **NOW \$97,800** SAVE \$51,390 (888) 331-1595 Santa Clarita, CA STK# AMRV22456 VIN# A9453033



USED 2004 Alfa Leisure ALFA GOLD SYG40FD **NOW \$96,876** (888) 641-0925 Kaysville, UT STK# KY38978



USED 2010 Damon AVANTI 3106 WAS \$144,100 **NOW \$96,895** SAVE \$47,205 (866) 755-9604 Charleston, SC STK# CHN127280



NEW 2011 Itasca REYO 25Q MSRP \$138,827 **NOW \$98,983** SAVE \$39,844 (888) 614-5201 Draper, UT STK# ABRV36387



USED 2004 Tiffin ALLEGRO 38TGP WAS \$131,798 **NOW \$99,850** SAVE \$31,948 (888) 848-7312 Columbia, SC STK# COL18539



NEW 2011 Winnebago VIA 25R MSRP \$139,518 **NOW \$99,969** SAVE \$39,549 (888) 696-2165 Savannah, GA STK# SAV14765



NEW 2011 Damon CHALLENGER 35SD WAS \$136,448 **NOW \$106,995** SAVE \$29,453 (888) 461-1123 Asheville, NC STK# ASH23608



NEW 2011 Itasca REYO 25Q MSRP \$141,678 **NOW \$107,994** SAVE \$33,684 (888) 815-7523 Woodstock, GA STK# WDS15969



USED 2006 Gulf Stream TOUR MASTER 36M WAS \$163,200 **NOW \$108,995** SAVE \$54,205 (888) 242-0293 Madison, WI STK# MAD19992



USED 2010 Winnebago VIA 25R WAS \$152,759 **NOW \$109,900** SAVE \$42,859 (888) 681-4635 Winter Garden, FL STK# WGA23084



USED 2011 Four Winds SERRANO 31V WAS \$139,859 **NOW \$109,950** SAVE \$29,909 (888) 860-8684 Strafford, MO STK# STR13524A



USED 2007 Alfa ALFA GOLD 40FD WAS \$139,995 **NOW \$109,995** SAVE \$30,000 (888) 819-7952 Longmont, CO STK# KC111981



NEW 2012 Thor Motor Coach CHALLENGER 32VS WAS \$139,011 **NOW \$109,995** SAVE \$29,016 (877) 289-0812 Las Vegas, NV STK# LVN38242



USED 2011 Four Winds SERRANO 31X WAS \$159,146 **NOW \$111,995** SAVE \$47,151 (888) 461-1123 Asheville, NC STK# ASH22508



NEW 2011 Four Winds SERRANO 33A WAS \$170,756 **NOW \$112,947** SAVE \$57,809 (877) 450-7415 Island Lake, IL STK# CRV5955



NEW 2011 Four Winds SERRANO 33A WAS \$163,457 **NOW \$114,610** SAVE \$48,847 (888) 682-3036 Churchville, NY STK# CHU70425



USED 2006 Newmar KOUNTRY STAR 3510 **NOW \$114,950** (888) 844-1758 New Braunfels, TX STK# SWC9687C



USED 2006 Gulf Stream FRIENDSHIP 8708 WAS \$173,595 **NOW \$114,999** SAVE \$58,596 (866) 289-0113 Chattanooga, TN STK# CH6832



USED 2007 Holiday Rambler NEPTUNE 37BPD **NOW \$115,000** (888) 641-0925 Kaysville, UT STK# KY40712



USED 2007 Gulf Stream TOUR MASTER T40C WAS \$169,900 **NOW \$115,900** SAVE \$54,000 (888) 489-5784 Louisville, TN STK# KNOX19766



NEW 2012 Thor Motor Coach SERRANO 31X MSRP \$170,477 **NOW \$119,995** SAVE \$50,482 (888) 617-5406 Oakwood, GA STK# ORV16586



USED 2009 Gulf Stream CRESCENDO 8386 WAS \$169,988 **NOW \$119,995** SAVE \$49,993 (888) 542-3819 Roberts-dale, AL STK# RD40508



NEW 2012 Thor Motor Coach SERRANO 33A WAS \$168,791 **NOW \$119,995** SAVE \$48,796 (888) 903-6787 Harrisburg, PA STK# HAR72083



NEW 2012 Thor Motor Coach CHALLENGER 36FD WAS \$157,542 **NOW \$119,995** SAVE \$37,547 (877) 289-0812 Las Vegas, NV STK# LVN38240



NEW 2012 Thor Motor Coach SERRANO 33A MSRP \$175,289 **NOW \$124,332** SAVE \$50,957 (888) 815-7523 Woodstock, GA STK# WDS16339



NEW 2012 Thor Motor Coach SERRANO 31X WAS \$164,584 **NOW \$129,895** SAVE \$34,689 (888) 865-1507 Hamburg, NY STK# BUF72082



USED 2003 Newmar DUTCHSTAR 4050 WAS \$170,800 **NOW \$129,995** SAVE \$40,805 (888) 454-1707 Kissimmee, FL STK# KSC2178



USED 2006 Forest River CHARLESTON 400TS WAS \$167,895 **NOW \$132,598** SAVE \$35,297 (866) 755-9604 Charleston, SC STK# CHN128319



NEW 2012 Thor Motor Coach SERRANO 33A WAS \$176,031 **NOW \$133,995** SAVE \$42,036 (888) 902-8565 Tallahassee, FL STK# TAL40479



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



NEW 2011 Damon ASTORIA 40KT WAS \$248,728 **NOW \$159,995** SAVE \$88,733 (888) 672-5049 Syracuse, NY STK# SYU67794



USED 2010 Four Winds MONTECITO 40J WAS \$199,000 **NOW \$156,995** SAVE \$42,005 (866) 996-3140 Calera, AL STK# CLE18956



NEW 2011 Damon ASTORIA 40KT MSRP \$259,982 **NOW \$159,995** SAVE \$99,987 (888) 905-0490 Anthony, TX STK# LC15757



NEW 2011 Damon ASTORIA 40KT WAS \$248,128 **NOW \$167,841** SAVE \$80,287 (877) 450-7415 Island Lake, IL STK# CRV5954



USED 2003 Blue Bird WONDERLODGE 40LX **NOW \$160,000** (888) 844-1758 New Braunfels, TX STK# SWC10000



NEW 2011 Damon ASTORIA 40KT WAS \$256,879 **NOW \$162,995** SAVE \$93,884 (888) 896-2801 Albuquerque, NM STK# ARV15953



NEW 2011 Damon ASTORIA 40KT WAS \$253,597 **NOW \$167,854** SAVE \$85,743 (888) 242-0293 Madison, WI STK# MAD16662



NEW 2011 Damon ASTORIA 40KT WAS \$256,101 **NOW \$169,999** SAVE \$86,102 (877) 554-3516 Lakewood, NJ STK# LAK8889



NEW 2011 Damon ASTORIA 40BQ WAS \$243,600 **NOW \$172,995** SAVE \$70,605 (888) 378-1057 Lake City, FL STK# LAC21662



NEW 2011 Itasca MERIDIAN V CLASS 34Y MSRP \$241,810 **NOW \$174,995** SAVE \$66,815 (888) 905-0490 Anthony, TX STK# LC15857



NEW 2011 Itasca MERIDIAN V CLASS 39N LIST PRICE \$276,536 **NOW \$175,614** SAVE \$100,922 (888) 480-3175 Sacramento, CA STK# SAC11441 VIN# M242602



NEW 2011 Damon ASTORIA 40KT WAS \$247,769 **NOW \$179,892** SAVE \$67,877 (888) 903-6787 Harrisburg, PA STK# HAR70426



NEW 2011 Itasca MERIDIAN V CLASS 34Y LIST PRICE \$238,516 **NOW \$179,929** SAVE \$58,587 (888) 480-3175 Sacramento, CA STK# SAC15408 VIN# M243451



NEW 2011 Damon TUSCANY 4078 WAS \$270,684 **NOW \$179,995** SAVE \$90,689 (888) 457-4801 Colfax, NC STK# CFX4440



NEW 2011 Damon TUSCANY 4072 WAS \$271,260 **NOW \$184,995** SAVE \$86,265 (888) 378-1057 Lake City, FL STK# LAC21661



USED 2005 Monaco SIGNATURE CASTLE WAS \$349,995 **NOW \$185,995** SAVE \$164,000 (866) 754-7302 Greenwood, IN STK# GRW326647



NEW 2011 Itasca MERIDIAN V CLASS 39N WAS \$246,787 **NOW \$186,995** SAVE \$59,792 (866) 996-3140 Calera, AL STK# CLE18939



NEW 2012 Thor Motor Coach TUSCANY 36UF MSRP \$277,899 **NOW \$188,740** SAVE \$89,159 (888) 801-3226 Macon, GA STK# MAC16637



NEW 2011 Damon ASTORIA 40KT WAS \$254,146 **NOW \$188,953** SAVE \$65,193 (866) 775-0682 Roanoke, VA STK# ROA16309



NEW 2012 Thor Motor Coach ASTORIA 40KT WAS \$258,185 **NOW \$189,995** SAVE \$68,190 (888) 682-3036 Churchville, NY STK# CHU72084



NEW 2011 Itasca MERIDIAN 40U LIST PRICE \$286,735 **NOW \$196,220** SAVE \$90,515 (888) 331-1595 Santa Clarita, CA STK# AMRV21739 VIN# BCAY7953



USED 2007 Holiday Rambler AMBASSADOR 40DFT **NOW \$199,777** (888) 727-2952 North Little Rock, AR STK# LIT18596



USED 2005 Monaco SIGNATURE COMMANDER 525 WAS \$267,880 **NOW \$199,988** SAVE \$67,892 (888) 896-2801 Albuquerque, NM STK# ARV16142C



NEW 2011 Winnebago JOURNEY 40L MSRP \$280,333 **NOW \$199,995** SAVE \$80,338 (888) 727-2952 North Little Rock, AR STK# LIT14119



NEW 2011 Winnebago JOURNEY 40L WAS \$333,631 **NOW \$209,995** SAVE \$123,636 (866) 775-0682 Roanoke, VA STK# ROA23570



NEW 2011 Damon TUSCANY 42FK WAS \$315,937 **NOW \$209,995** SAVE \$105,942 (866) 415-9726 Golden, CO STK# KC511531



NEW 2011 Winnebago JOURNEY 40L WAS \$314,411 **NOW \$219,790** SAVE \$94,621 (877) 458-3214 Jacksonville, FL STK# JAX19937



NEW 2011 Damon TUSCANY 42FK WAS \$313,863 **NOW \$219,850** SAVE \$94,013 (866) 775-0682 Roanoke, VA STK# ROA16310



NEW 2011 Itasca MERIDIAN 40U WAS \$285,053 **NOW \$219,999** SAVE \$65,054 (888) 471-3546 Chichester, NH STK# GRV507245



NEW 2011 Damon TUSCANY 42FK WAS \$320,655 **NOW \$229,988** SAVE \$90,667 (888) 896-2801 Albuquerque, NM STK# ARV15739



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BACK TO BASICS How to Use a Multimeter

A multimeter, also known as a multi-tester, can be one of your most important tools. It allows you to measure a variety of electrical functions including DC and AC voltage, continuity and resistance. When shopping for a multimeter, choose one that is digital because it is easier to read and more accurate than an analog (dial) unit.

CHECKING 12-VOLT DC CIRCUITS

Example: A 12-volt DC light bulb fails to function (the bulb filament is good), and you have checked the fuse, which is OK.

1. Set the meter on the 20-volt DC scale and touch the red probe to the contact inside the socket (+) and the black probe to the rim of the socket (-). The reading should be between 12 and 12.6 volts (battery not being charged). If you get no reading, check for a loose connection behind the light and proceed to the next step.

2. To check the hot (+) circuit, touch a meter probe to the bulb socket contact and the other probe to the rim (-) of a nearby light that works, using extension wires if necessary. If there's no reading, the hot circuit (+) is dead, usually because of a loose connection.

3. To check the ground (-) connection, set the meter on "continuity" and touch one probe to the socket rim (-) on the light that does not work, and the other probe to a known good ground, such as the socket rim of a nearby light receptacle that works (-). A reading indicates that the ground circuit is good. Never test continuity in a hot circuit.

Tip: When necessary, use a set of extension wires with clips at both ends to extend your meter's reach.

CHECKING BATTERY CHARGE

A multi-tester can serve as the "gas gauge" for batteries and to measure the viability of your charging sources.

With the vehicle engine running, use the 20-volt DC scale to check voltage at the house batteries. The reading should be 13.5 to 14.2 volts, varying with battery state of charge. A voltage reading as low as 13.5 is not ideal, but is normal for some engine alternators. If voltage is lower, your recharge capability is handicapped by inadequate wiring and/or corroded connectors.

To test motorhome converter output, connect the coach to an outside power source (120 volts AC), which operates the motorhome's electrical converter. Then, check voltage at house batteries. Normal voltage with a single-stage converter is usually about 13.8 volts. Voltage lower than that may be caused by under-sized wiring, corroded connectors or an inadequate converter. (Voltage will vary between 13.5 and 14.5 volts with a multi-stage converter, which is a big advantage in cold weather.)

When using the multimeter as a "gas gauge," remember that readings should be taken with no load or charging input.

CHECKING RV PARK POWER

Before hooking up, the electrical outlet should be checked for polarity (wires reversed) and/or a faulty ground connection — problems that can cause serious damage to your appliances. Set your meter on the 200-volt AC voltage scale, and take care to use the probes carefully to avoid a nasty jolt if a finger inadvertently makes contact with the metal tip of a probe.

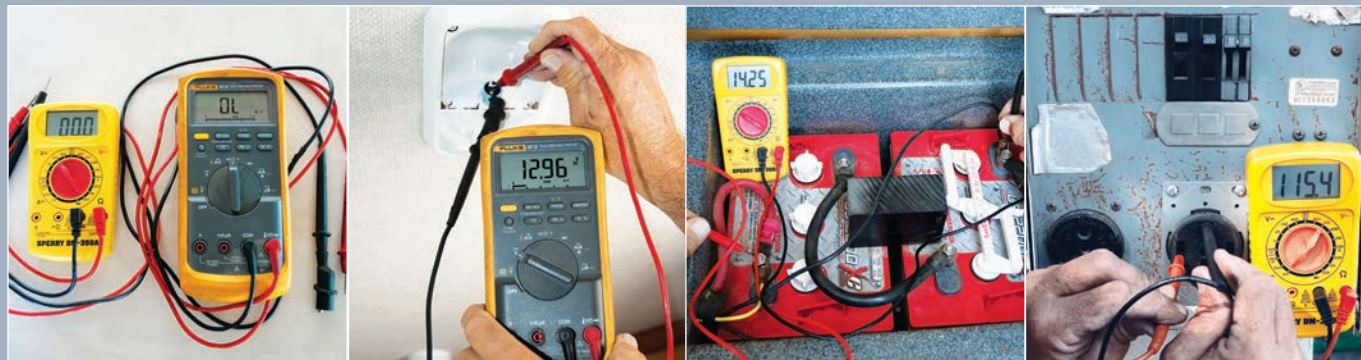
To check 15- or 30-amp outlets, put the circuit breaker in the "on" position and insert the black probe into the half-round slot at the top (ground). Then, insert the red probe into the left rectangular slot (hot). The reading should be 114 to 126 volts, which indicates that the ground connection is good and the receptacle has power.

Keep the black probe in the ground slot and move the red probe to the right slot (neutral); this should not produce a reading — no voltage between neutral and ground. If either of the tests fails to produce the desired reading do not connect; doing so could cause damage or risk of shock. Inform park management.

Checking a 50-amp outlet: Insert the black probe into the half-round slot (ground) and the red probe into each of the middle rectangular middle slots, one after the other. The meter reading should be 114 to 126 volts, indicating both are hot and the ground is good.

Insert the black probe into the top rectangular slot (neutral) and the red probe into each of the two middle slots. Both tests should produce readings of 114-126 volts.

With these tests and others, it's clear why a digital multimeter is a useful tool for motorhome owners. ♦



Left to right: Multimeters are available in consumer-grade or professional packaging. These meters offer a variety of functions, including the ability to check DC or AC voltage and continuity. Digital models are much easier to read. Multimeters are perfect for diagnosing 12-volt DC circuits in lighting and other fixtures. Battery voltage is checked for state of charge and charging rate. It's best to check the integrity of park power before hooking up. Faulty wiring can damage onboard appliances.



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Ten miles west of Luther, Okla., on historic Route 66, is POPS Soda Ranch. It's hard to miss — a giant, ringed soda bottle, complete with a straw jutting out of the top. The height of the bottle is, coincidentally, 66 feet. Weighing more than 4 tons, it is a striking sight. Note the 100-foot cantilevered roof over the fuel pumps. POPS advertises more than 400 different soda flavors.

RAY AND DIANA McCalment
Depew, Okla.



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