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AUGUST 2011

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The Jayco Jay Feather Select and Ford F-150 pose at Iron Gate Reservoir in Northern California near the Oregon border. See test on page 46.

Cover photo by Jeff Johnston



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DRIVER'S SEAT

by **Kristopher Bunker**



EASY DOES IT

One thing we can all agree on is that easy is better. Overcoming a difficult challenge may work wonders for your confidence, but simplifying the task at hand sure beats spending an inordinate amount of time on any one project. Failure to do so can lead to frustration, bruised egos and spouting out words not suitable for a family publication.

As RVers, especially, we're always looking for something that makes things easier; it's much more important to spend minimal time on "chores" and more time on the fun.

That being said, this issue focuses on products that should help simplify your RVing experience, leaving you more free time to enjoy the open road and the bounty of the land.

We kick things off with a test of a new Ford F-150 and Jayco Jay Feather Select travel trailer (page 46). Pairing a family-friendly, lightweight trailer with a tow vehicle that has power to spare can help ease the towing burden by maintaining a feeling of control, which is paramount to a positive RVing experience.

If you find it difficult to conserve battery power while in camp, purchasing an AC generator may be in your future plans. We compare three of the most popular gensets for RVers (page 50), and our findings are sure to make things easier on you while in the trailer and enjoying its amenities.

We've also included a roundup of tire-pressure-monitoring systems (page 54). TPMSs enable you to keep an eye on the condition of your lash-up's tires from the cab of the tow vehicle, and they alert you when there's a problem with any tire. This, of course, makes it easy to identify a potential problem and fix it before things get dicey or even dangerous.

Loading items into your trailer's exterior storage compartments may not be too difficult, but it is bothersome when the doors won't stay open, causing extra time and effort — not to mention a few literal headaches. To make this easier, the Hatchlift (page 58) employs gas struts designed to keep the doors fully open while loading your gear. No more bumped heads.

We've also included several new products (page 67) that should help take the difficult out of your day. From a trailer-light timer to an emergency hand-crank road beacon to a truck-bed storage drawer, you'll want to check out these products designed to make your life — on and off the road — easier than ever.

As pointed out in those popular TV commercials, there is no "Easy" button. But there are a number of ways to make life a lot less stressful, which, in turn, allows you to slow down and appreciate the finer aspects of RVing — like good company, good food and a great overall experience. 🚐

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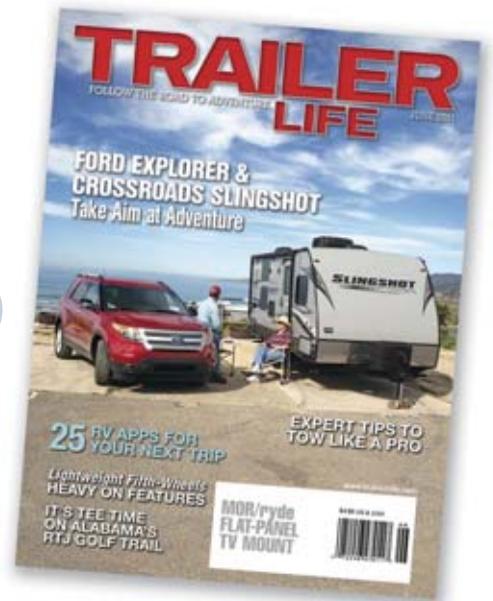
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LETTERS ❖

from our **Readers**

“There’s no doubt the United States offers a warm winter climate and terrific RV destinations.”



PET CAMPER

I recently saw a short article in your magazine about an Airstream trailer pet bed (February 2011). Being a woodworker by hobby and a product-design engineer by trade, this piqued my interest. My cat, Mitens, likes to sleep in a box lid, but I thought he might like something fancier. I dug through my scrap lumber pile and needed only to buy plywood for the exterior shell. I went a bit overboard with the fake A/C, LP-gas cylinders and license plate from my son’s old Hot Wheels set. I spent less than \$20, and it was fun to make. I put the bed in his favorite spot in the dining room.



Scott Cronrath, Shillington, Pennsylvania

WARMER SIDE OF THINGS

I’m a Canadian who recently has been able to enjoy the strength of our currency versus what it was in previous decades. There’s no doubt the United States offers a warm winter climate and terrific RV destinations. I’ve now finished my third issue of *Trailer Life*, and it has quickly become my favorite reading material. The articles have already helped me to plan my next winter foray south, searching for the warmer side of things.

Ryley Widdup, Saskatchewan, Canada

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

KUDOS TO JUNE

Just a big “thank you” for your June edition — best yet, great series of articles.

James McLaurin, Sequim, Washington

EXPLORING NEW TERRITORY

What kind of load-leveling bars did you use for the Ford Explorer-Slingshot road test, and how did you compensate for the light hitch weight? Excellent report!

Gino Roberti, Fresno, California

Thanks for the compliment. We used a Reese load-distributing hitch, which was all that was necessary to tow the Slingshot effectively, as the Explorer has a built-in sway-control system that controls shift

points, acceleration, deceleration, etc. Hope this helps. — Chuck Campbell

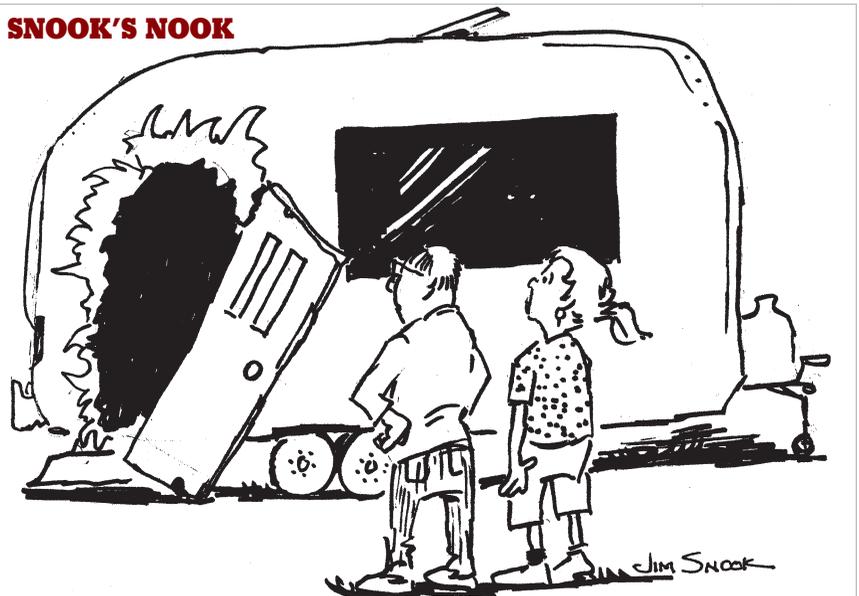
A SMOOTHER RIDE

Shortly after purchasing our new fifth-wheel, we headed north to visit family, “jerking” all the way in our Nissan Titan. I told my husband about the article on the MOR/ryde RE suspension system from the August 2010 issue, and we can’t believe what a smoother ride we now have. Thanks!

Sandi & Tom Wall, Norco, California

Editor’s Note: *In the July issue, we inadvertently printed an incorrect price for the Heartland Prowler Sport 26P BH. The msp as tested is actually \$19,933.*

SNOOK’S NOOK



“I thought your mother was stopping by next week ...”

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AROUND

THE BEND

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

Edited by Marleen Canniff

GREEN-FRIENDLY PARK PROGRAM

In a continuing effort to help preserve the environment and to encourage parks to become more eco-friendly, Woodall's has announced the Woodall's/ARVC Plan-It-Green "Green-Friendly" Park Program. As part of the program, Woodall's has posted an application on its Facebook fan page (www.facebook.com/woodalls) that is a searchable database of green-friendly parks. Working together, Woodall's and National Association of RV Parks and Campgrounds (ARVC), along with some guidance from Leave No Trace (an organization dedicated to the responsible enjoyment of the outdoors), developed some green-friendly criteria for RV parks and campgrounds and will use this criteria to designate an RV park or campground as green friendly.



GPS MADE FOR RVERS

Good Sam and Magellan have teamed up to produce the all-new Magellan Roadmate Pro 9165T, a GPS specifically designed for RVerS. All U.S. and Canada campgrounds from the Trailer Life Directory as well as Good Sam Club discount locations are pre-programmed into the GPS, so all you have to do is pick where you want to go. It's simple to use, with an extra-wide, high-definition 7-inch touchscreen that's easy to read. The GPS also has large vehicle/RV settings and will adjust routes based on vehicle height, width, length and weight. It even offers hands-free calling. **For more information,** go to www.magellangps.com/products/vehicle-navigation or www.goodsamclub.com/travelstore.



CIVIL WAR PHOTO CONTEST

It's been 150 years since the opening shots of the Civil War sounded, and since then snapshots of the battlefields have transported people into history, inspiring many to visit these sites — especially during this sesquicentennial period. The Civil War Trust is looking for today's best photos of these sites during its 2011 Annual Photography Contest, currently underway through August 21, 2011 (winners will be announced in September). Visit www.civilwar.org/photos for rules and full details about the photo contest.

And while touring the Civil War trail, be sure to stop by the old Tredegar Iron Works in Richmond, Virginia, where you'll find an abundance of historic photos, panoramas of a "fallen city." This major Civil War museum on the James River displays faded black-and-white images of the Confederacy's capital in ruins, some erroneously attributed to famed Civil War photographer Mathew Brady (a placard explains he was actually nearly blind and most of the photos were taken by his employee Alexander Gardner).

You'll find RV parking available at Tredegar, but negotiating downtown Richmond streets with a trailer can be tricky. Camping outside the city at the North/Americamps KOA (www.koa.com/campgrounds/richmond-north) is the recommended choice of travel, leaving the trailer in camp when touring.

For articles relating to the Civil War's 150th anniversary, see "A Road Trip Along Maryland's Civil War Trails," beginning on page 32, and "A Military Salute," beginning on page 38. — *Pamela Selbert*



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of his family's free time.

She likes to make less
of his deductible.



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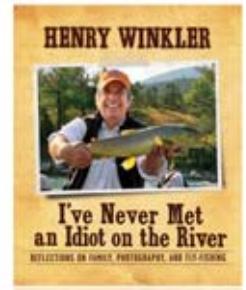
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FLY-FISHING WITH THE FONZ

Henry Winkler, whom you probably fondly remember from the hit TV show “Happy Days,” has written his first non-fiction book on a hobby that’s not only a favorite of “The Fonz,” but also of many RVers: fly-fishing. “I’ve Never Met an Idiot on the River” is an endearing, personal and often humorous look at the actor’s life off-screen, beyond the loveable characters he has portrayed during his career. Winkler is an accomplished

fly-fisherman who records the stats of every catch on his annual fishing trips with his wife and three children to the mountains and rivers of Idaho, New Zealand and Montana Big Sky Country. He has taken fly-fishing lessons over the past few years at the world-class Firehole Ranch in West Yellowstone that have helped him perfect his skills and gain confidence in something he calls “one of the biggest challenges

I’ve taken on.” Winkler is also an avid outdoor photographer and some of his photography is showcased in the book, which is a combination of memoir, life lessons and fisherman philosophy — a perfect blend for an easy read at a riverside campsite. — *Meaghan Alfier*



CAMPGROUND CHARGING STATIONS

As the number of electric vehicles on the road grows, so, too, must the number of charging stations. A new idea is making its way into the RV industry: Using campgrounds as recharging stops for electric vehicles. Asking a fee from \$8.50 to \$10 per charge, three campgrounds are blazing the trail with this opportunity — Cherry Hill Park of College Park, Maryland, Holiday Park Campground of Greensboro, Maryland, and Mountain Gate RV Park of Redding, California. Most private campgrounds already have 50-amp/240-volt hookups, which can charge most electric vehicles in about 4 hours. If this idea takes off, campgrounds may need to install dedicated receptacles for electric vehicles, so as not to tie up campsites with vehicles there only for a charge. The National Association of RV Parks and Campgrounds plans to create a listing of parks that offer electric refueling services at www.gocampingamerica.com.

HOTDOG TOMMY'S

On a hot summer day, there’s nothing like a hot dog. Tom Snyder (better known in Cape May, New Jersey, as HotDog Tommy) says, “If we are what we eat, then I’m fast, cheap and easy!” He’s joking about the food and service at HotDog Tommy’s walk-up stand he and his wife, Mary, both full-time RVers, opened eight years ago and run May to October in this bustling tourist community.

This establishment has become a not-to-be-missed attraction in a town where attractions are numerous. Serving about 700 “dogs” a day, prices range from \$1.40 for a plain Leaner Wiener to \$4.05 for the Thunder Dog. HotDog Tommy’s is open daily from 9:57 a.m. to 6:01 p.m.

For the address and to check out the full menu, call (609) 884-8388 or visit www.hotdogtommys.com. — *Pamela Selbert*



NEWSWIRE

Best Parks in America has announced that it has stepped up its qualifications for park eligibility in the Best Parks system. Effective immediately, parks must have a 5 Woodall rating for any facility with a minimum of a 9 overall Woodall rating or a 27 *Trailer Life* rating. Prior to this change a park was eligible with a total Woodall rating of 9 or higher with either a 4/5, 5/4, or 5/5. Under the new requirements, the first number must be a 5. Previously, parks were eligible with a 26.5 *Trailer Life* rating; that rating has now moved up a half

point ... **It looks like smart fuel cells** will finally go commercial in the very near future, with hundreds of thousands scheduled for production in 2015. A German company, Smart Fuel Cells’ EFOY, has already sold 20,000 of its \$4,000 to \$6,000 portable fuel-cell back-up power for RV use. These fuel cells are ideal for large RVs because they omit the need of having to run an AC generator to charge batteries when boondocking. Fuel cells are also quiet, which means you can use them even in quiet hours, and they have zero

emission ... **Federal regulators** have unveiled new fuel-economy labels for passenger vehicles in the program’s most extensive overhaul in 30 years. Beginning with cars and trucks from model year



WEB EXCLUSIVE



» This month's Web Exclusives features extra photos and special attractions in Stowe, Vermont, as well as bonus details about the AC Genset Showdown.

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



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FULL-TIME LUXURY

Luxury high-profile trailers are a major segment in today's fifth-wheel market, and Dutchmen's new Infinity line is a prime example. Named appropriately, the Infinity line seemingly offers full-timers no boundaries when it comes to spaciousness and livability. Available in eight floorplans from 30 to 38 feet, the new design features a king-size bed with a designer hardwood headboard and upgraded memory-foam mattress in every model, as well as a Cedar-Suite walk-in closet and an industry-first laminated crowned ceiling design that allows for a full 6 feet 8 inches of headroom in the bedroom. Special touches such as a hand-rubbed and glazed cherry finish throughout and hidden door hinges are standard features, as are plantation-style wood blinds and a flush-mount solid-surface range cover. Base msrps with equipment packages start at \$61,000 and go to \$69,000. For more information, call (574) 537-0600 or visit www.infinity-rv.com.

MICROSOFT'S NATIONAL PARK TRIVIA SWEEPSTAKES

Many people don't realize they likely live within a day's drive of a national park, and with gas prices on the rise, vacationing in your own "backyard" is a great idea. Inspiring folks to visit these nearby parks, Microsoft is kicking off the Cruisin' the National Parks Trivia Sweepstakes. The contest started June 27 and will run through Labor Day (September 5) with a new trivia question posted every Tuesday. Those who correctly answer will be entered to win a \$50 VISA gift card and a copy of the 2011 version of Microsoft Streets & Trips. From there you can link to Facebook to share your stories and photos from the road. For every person who "likes" the Streets & Trips Facebook page, Microsoft will donate \$1 to the National Parks Foundation.



For more information and to join in on the fun, visit www.microsoft.com/streets/explore.

2013, details — such as estimated annual fuel cost, amount of fuel or electricity the vehicle will need to go 100 miles, and expected savings or cost of fuel over the next five years compared with average new vehicles — must be displayed on the decals, which were developed by the Department of Transportation and the Environmental Protection Agency. Plug-in hybrids and electric-vehicle decals will also show driving range and charging times, as well as a figure for miles-per-gallon equivalent,

or MPGe. For more details about new EPA ratings, see *Performance Corner* on page 67 ... **The Go RVing Coalition** has unanimously voted to move forward with the production of an all-new, integrated television, print and digital campaign with the theme, "Away." This new campaign represents a strategic shift back to the emotion-driven, family focus of past campaigns, with a continued underlying emphasis on the affordability and flexibility of RV travel and camping. 📺



Views from the Road

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

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

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

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

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

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

Happy travels.



Al and Mary traveling the country



RV ACTION LINE

WORKHORSE WOES

After getting stopped cold by a manufacturer while trying to obtain a reimbursement for brake problems, a reader asked *RV Action Line* for help:

After a second year of waiting for Workhorse and Bosch Brake Systems to work out a problem with the sticking brakes on my RV, the company finally issued a recall in November 2010. The recall clearly states repairs would be made at no cost to me. What exactly does that mean? So far, I have spent well over \$2,000.

At a mere 10,800 miles, the brakes on my RV have dragged and emitted a foul smell, and the ABS light blinked on and off for some time, before finally remaining on.

I took the vehicle to a Workhorse-affiliated dealer (Cerni Motor Sales in Youngstown, Ohio) for investigation. The dealer found that the rotors were cracked, which falls in line with the recall.

In addition to the \$638.74 repair bill, I'd also like to be reimbursed \$388.93 for car rental (the unit wasn't safe to drive home, and repairs would take more than a week) and fuel for the rental (the closest service center was more than 300 miles from home). Thanks for any help.

John R. Shaver, Glenville, West Virginia

It seemed Shaver had a legitimate gripe here, as the symptoms his RV displayed were analogous to those described in the recall. We've seen requests for the additional expenses incurred by Shaver go either way, so we were more focused on reimbursement stemming directly from the recall campaign.

However, the receipt from Cerni states that the cracks in the rotors were not due to the caliper-piston failure, which was the main requirement for the recall. This meant that Shaver would be responsible for the entire amount for the repair and rental. As it turned out, Workhorse denied Shaver's claim.

Despite this unhappy ending, Shaver should be commended for his diligence. He thoroughly read over the recall campaign, did his homework and stayed on top of the situation, not taking "no" for an answer until he could go no further. That's really how RVers should handle most warranty/repair situations.

STAGE FRIGHT

At odds with a furnace manufacturer over its refusal to offer warranty-covered reimbursement, two readers requested our assistance:

The Atwood two-stage furnace in our 2004 Glendale Titanium fifth-wheel started smoking badly in 2008. On April 14, 2008, Camping World replaced it (at our cost) with the same model. In February 2010, the same problem recurred with the new furnace. Since the new furnace was still under warranty, the service technician in Florida contacted Atwood. Under Atwood's direction, parts were changed but the problem remained.

Upon our return to Ontario, Atwood directed us to the local RV dealer where tests were conducted and a combustion wheel was replaced. A new burner was required, but Atwood kept sending the wrong one (apparently the correct burner has been discontinued). Atwood engineers recommended soaking our existing burner in a strong solution and re-inserting it. Following the cleaning procedure, the service dealer reported that both motherboards were not working and advised us to change the furnace, rather than replace the boards.

Atwood told the service dealer (incorrectly) that the furnace had already been replaced once under warranty. We could not clarify this, since they were no longer responding to my emails.

We have now installed, at our own cost, a new furnace (this time, a single-stage furnace). I am disappointed with Atwood's customer service and feel that

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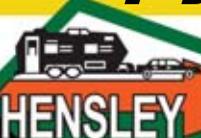
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RV ACTION LINE

we have had to unfairly bear service and replacement charges. Perhaps you can convince Atwood to reimburse us for the cost of the new furnace.

Nicole Deslauriers & Richard Blaine,
Kemptville, Ontario, Canada

To approve or deny repairs, manufacturers often do little more than cite the warranty period and then close the case. So, with Deslauriers's and Blaine's warranty on the second furnace still valid, we did the same, and sent our request along to Atwood. Though we never heard back from the company, Deslauriers and Blaine provided us with an update:

We had written regarding our problems with the Atwood two-stage furnace in our 2004 Titanium fifth-wheel. You forwarded our letter, followed by a reminder after the company failed to respond. Atwood then contacted us and agreed to reimburse us for the cost of the single-stage furnace we had to install in our RV. We received a check from Atwood for \$1,127.36.

We would like to thank *RV Action Line* for presenting our complaint to Atwood. Were it not for your intervention, we'd still be out the cost of a third furnace.

N.D. & R.B.

SHUT THE DOOR!

In a jam after her RV manufacturer denied assistance stemming from a malfunctioning RV door latch, a reader turned to *RV Action Line*:

In March 2010, I purchased a new Gulf Stream Streamlite 20 TRD travel trailer. Upon purchasing the trailer and towing it home, I discovered that the outer door had flown open. I had assumed that I had neglected to lock the trailer door.

On two subsequent occasions, I found that the door had again flown open. I realized that the dead-bolt lock was the only lock that had remained engaged. The other door lock was not in the correct position to remain engaged while the trailer was in motion. This situation continued every time the trailer was moved, which cause the door to bow.

Sometime in March 2011, before my one-year warranty had elapsed, I brought

www.trailerlife.com

my trailer to a local dealer and explained the problem. The owner realized immediately that the excessive bowing of the door was causing the lock to become disengaged. He then called Gulf Stream and requested that the defective door be replaced, and he emailed a photo of the bent door to the manufacturer.

Soon after, Gulf Stream contacted us and told us that our request had been denied. This denial was justified with the statement that all trailer doors are bowed and that the photograph of this door did not show excessive bowing.

I believe trailer doors have two locks on them for a reason, and I would expect both locks to operate as designed.

This is the third travel trailer that we have owned, and we have never before had the trailer door fly open while we were on the road. We feel that Gulf Stream

should assume the cost of replacing this defective door.

Roslyn Jaroczyk,
Ronkonkoma, New York

A certain amount of flex is expected on any trailer. But when that flex causes components to fail (in this case, the door latch), it's clearly excessive. We passed along our concerns to Gulf Stream asking the manufacturer to reconsider. A short time later, we heard from Jaroczyk:

Two months ago, I sent a letter regarding a warranty issue involving a warp that was causing the trailer's door lock to disengage. Due to your intervention, Gulf Stream reconsidered its initial position, shipped a replacement door and agreed to pay the full cost for its installation. Thank you!

R.J. ☛

After exhausting all other resources without success, please forward information (typewritten only) with copies of appropriate bills and correspondence to *RV Action Line*, 2575 Vista Del Mar, Ventura, CA 93001. Please include a self-addressed, stamped envelope. No phone calls, please.

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THE OUTSIDER

by Bruce Leonard Jr.



MOBILE STUDIO

"I PARKED THE RV ALONG THE SHORE OF THE PACIFIC OCEAN, SET UP MY EASEL SO THAT I COULD WATCH THE SETTING SUN, THEN BEGAN TO PULL MY BRUSHES ACROSS THE CANVAS."

I needed a hobby, a diversion, a pleasant passion — preferably one that could accompany me in my Class B. And so I found myself on assignment for *Robb Report* at a fancy lodge in Idaho. That magazine caters to the extremely rich, yet apparently it allows paupers to write for it, so there I stood in a scenic field surrounded by talented and well-established painters, each capturing the pond and the aspens and the distant Teton Range in oil paints, each artist adroitly converting a flat rectangle of canvas into what appeared to be a three-dimensional rendering of the gorgeous natural world that enveloped us. The scene was bucolic, the artistry bountiful, and I felt comfortable in a completely foreign realm, even though I was just a spectator. The process of painting outdoors in silence seemed soothing. I said as much to one of the painters, who responded, "It is, as long as you're not trying to make a living at it." Since I had never displayed even an inkling of drawing talent, and since my penmanship is often illegible even to me,

After trying to employ van Gogh's techniques and attempts to replicate works by Picasso and Cézanne, painting actually became a promising hobby.





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THE OUTSIDER

I figured that if I took up painting, I would sooner challenge Bill Gates than I would gain financial remuneration for whatever squiggles I would create while assaulting canvases.

Because all of the artists in Idaho that day had traveled with their easels and paints, I had figured that the hobby I was about to pursue would be portable. That I happen to live half a block from a huge art store and within two blocks of another aided my decision. What sealed the deal was that I might meet other painters in campgrounds who had packed their easels in their rigs and who might teach me aspects about the process that my scarred canvases almost certainly would prove I did not know.

I guessed that the logical place to start was to learn to draw. I toted my newly acquired drawing pencils to a figure-drawing class. The model was beautiful, yet the smudged graphite blotches I produced made her appear to be a monster on which Stephen King

and Lon Chaney had collaborated. The next day, I tried again, and this model looked exactly like Ernest Borgnine, but much heavier and hairier, and the drawings I produced almost did her justice. But I admitted that drawing and I would likely forever remain estranged, so I tried watercolors. The resulting "paintings" would have gotten me kicked out of kindergarten. They wouldn't even have been decent Rorschach inkblots.

I almost surrendered, but instead I packed my easel and an array of acrylic paints into my rig, then set out to find beauty, solitude, peace and something within shouting distance of a decent painting. I parked the RV along the shore of the Pacific Ocean, set up my easel so that I could watch the setting sun, then began to pull my brushes across the canvas. An hour later, the resulting painting looked exactly like Ernest Borgnine. I tried again the next week, this time trying to capture a desert scene, but the result looked like a lizard committing suicide.

A less desperate man would have

conceded defeat, then taken up something productive ... like hara-kari. But I still had the easel and the paints and a few canvases I had yet to destroy. I settled into a campground with some books that contained the works of masters, and I was determined to produce a painting that did not add to my life's woes. I learned that Vincent van Gogh often employed a technique called impasto, a method that uses vast amounts of paint applied quickly. I tried it but only mastered the imposter technique. A few more attempts to replicate works by Picasso and Cézanne resulted, amazingly, in paintings that actually resembled the source material. I bought a beret. I wondered if growing a beard and smoking Gitanes cigarettes would increase my talent.

Between applying for jobs and mulling plans to launch a Ponzi scheme, I persevered with my painting pursuits, my RV and I continuing to seek beauty, solitude and peace. Within the confines of my rig, I was able to quiet my mind enough to concentrate on whichever painting I was working on and, as a result, the travails receded to the recesses of my mind, at least as long as I had a paintbrush in my hand.

And then something surprising occurred: I started not to hate my paintings. I even entertained the idea that I did not hate them because an outside chance existed that they could possibly be good. I began to paint abstracts, and the energy I was able to release while slashing at the canvases proved to be therapeutic. I preferred many of my works to those I saw in local museums and galleries.

Eventually, I stopped hiding my paintings and showed them to my relatives, who politely lied to me. I took their positive feedback as truth, then showed my paintings to people who did not share my blood. The responses were positive, and I have now bamboozled five gallery owners in L.A. and Ojai, California, into believing that my acrylic creations are good enough to show on their walls. So far, painting has delivered my greatest adventure to date. 🐉

Readers can see my work at www.freelanced.com/bruceleonard.

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CANYON DE CHELLY NATIONAL MONUMENT

by **Len Cousineau**

Travelers who explore the nearby attractions of the American Southwest — Monument Valley, Glen Canyon, the Petrified Forest and the Painted Desert — may leave the region without taking in the wonders of Canyon de Chelly National Monument. But skipping this unique location would be a mistake, since not only do three of the Southwest's most spectacular canyons exist within its 131 square miles, but also the Navajo people have occupied this land for nearly 400 years, infusing the terrain with their history and culture, as the early Pueblo Indians did before them.

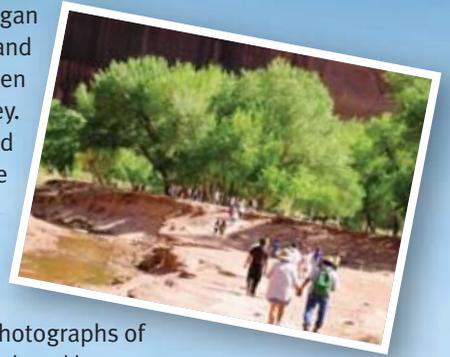
Located in the northeast corner of Arizona within Navajoland, the largest Native American reservation in North America, Canyon de Chelly became a national monument in 1931. Remnants of the early Pueblo Indians' way of life exist within the monument, including more than 1,500 archeological sites. Ranging from simple pit houses to multistoried structures, the dwellings tell three-dimensional stories, albeit from a distance, since visitors cannot enter the ruins. Among the most famous archeological sites in the monument are White House, Mummy Cave and Antelope House, which sports Navajo antelope drawings on its walls.

Other historical snapshots in the area are not so pretty. In 1864, the infamous 300-mile Navajo Long Walk, during which Kit Carson and his men forced over 11,000 Navajos to relocate

to New Mexico, began here; between 3,000 and 4,000 Navajos died en route or after the journey. The Navajos resettled the region after the Treaty of 1868 and today they farm and ranch here. Visitors need to ask permission before snapping photographs of people and their livestock and homes.

Two excellent rim drives exist within the monument: The 36-mile round-trip South Rim Drive and the 34-mile round-trip North Rim Drive serve up a total of 10 overlooks. Navajo guides are required for most of the hikes into the canyons, though the White House Ruins Trail can be hiked independently, and ranger-led tours also exist. Travelers should check schedules in the visitor center. Horseback rides and four-wheel-drive truck tours also allow visitors to explore Canyon de Chelly's scenic wonders. 📷

Cottonwood Campground is located near the visitor center. **Canyon de Chelly National Monument**, (928) 674-5500, www.nps.gov/cach.



ROUGHING IT THROUGH THE ROCKIES

AFTER TOUGHING IT OUT, THERE'S SOON
A REWARD – A ROCKY MOUNTAIN HIGH

by **Jane Cassie**
photos by **Brent Cassie**



When it comes to vacationing, I'm a fan. Chic hotels, cozy resorts, all-inclusive hot spots — yes, over the years, I've had my fair share of getaway time. And now that we've retired from the 9-to-5 grind, I'm looking forward to even more. So when my husband, Brent, suggests that we plan a holiday to the Rockies, I immediately go into Google mode and search out a few luxurious lodges. Then I discover he has another accommodation in mind. "Let's rough it this time and take the RV," he suggests.

Although our Slumber Queen has a regal title, the old gal has been hibernating for nearly a decade and doesn't look anything like royalty. I recall her measly 10 feet of living space and give my husband that skeptical "are you kidding me" look.

"Trust me," he reassures. "You'll love it, and a road trip is the best way to see these giants."

During the next two weeks while following the Rockies through three states, he ends up being true to his word — on both accounts!

MONTANA

Our first two days are somewhat of a driving marathon. After leaving Vancouver, we're routed to Interstate 90, a scenic drive that bisects Washington, slices through northwestern Idaho and trails

into Montana. A lineup links towns and cities along the way: Saltese, De Borgia, St. Regis, Superior and the ever-changing landscapes — everything from patchwork farmlands to forested mountain passes — are like a roving picture show. Though the scenery is stunning, and it's re-tweaked some of my RV spirit, there hasn't been a single Rocky to write home about.

"Fear not," Brent reassures, as we cleave through another pancake-flat plateau, where an old smoke stack is the only prominent landmark beneath the big Montana sky. "Maybe they're around the next bend."

I'm pretty sure my RV pilot has done his research. A few miles beyond the once-thriving Anaconda Mines is the sprawled-out city of Butte that's backed by those omnipresent peaks.

We ascend above the valley to an elevation of 6,375 feet and pass over the Continental Divide, a Rocky Mountain landmark that separates the water flow from the Atlantic to the Pacific, and one that we'll cross frequently during this trip. The Rocky Mountain views along this route through West Yellowstone are magnificent. Along this route, we recommend the following RV parks:

Campground St. Regis — From I-90, take St. Regis Exit 33. Turn left (west) at flashing stoplight, then go $\frac{3}{4}$ mile and turn left on Little Joe Road. Go $\frac{1}{2}$ mile



ROUGHING IT THROUGH THE ROCKIES

and turn right on Frontage Road. Proceed ½ mile to the campground entrance. Shaded 75-foot pull-through sites, 50-amp service, pool, showers, laundry, game room, mini-mart, dog walk and horse boarding. (888) 247-8734, www.campgroundstregis.com.

River Edge Resort — On the bank of the Clark Fork River at Alberton, 30 miles west of Missoula with easy access to the I-90. Pull-through RV sites have utility hookups, 30-amp service and maximum length is 75 feet. Steakhouse on premises, new indoor restrooms and showers. (402) 722-3338, www.riveredge.cc.

Butte KOA — Close to town tours, hiking trails, golf course and fishing. Wi-Fi, snack bar, 50-amp service and maximum length is 80 feet. Butte KOA is located off I-15/I-90 taking Exit 126 (Montana Street). Proceed one block north and then one block east. Located next to the Visitor Information and Transportation Center, where you can catch the trolley tour of town. (406) 782-8080, www.koa.com/campgrounds/butte.

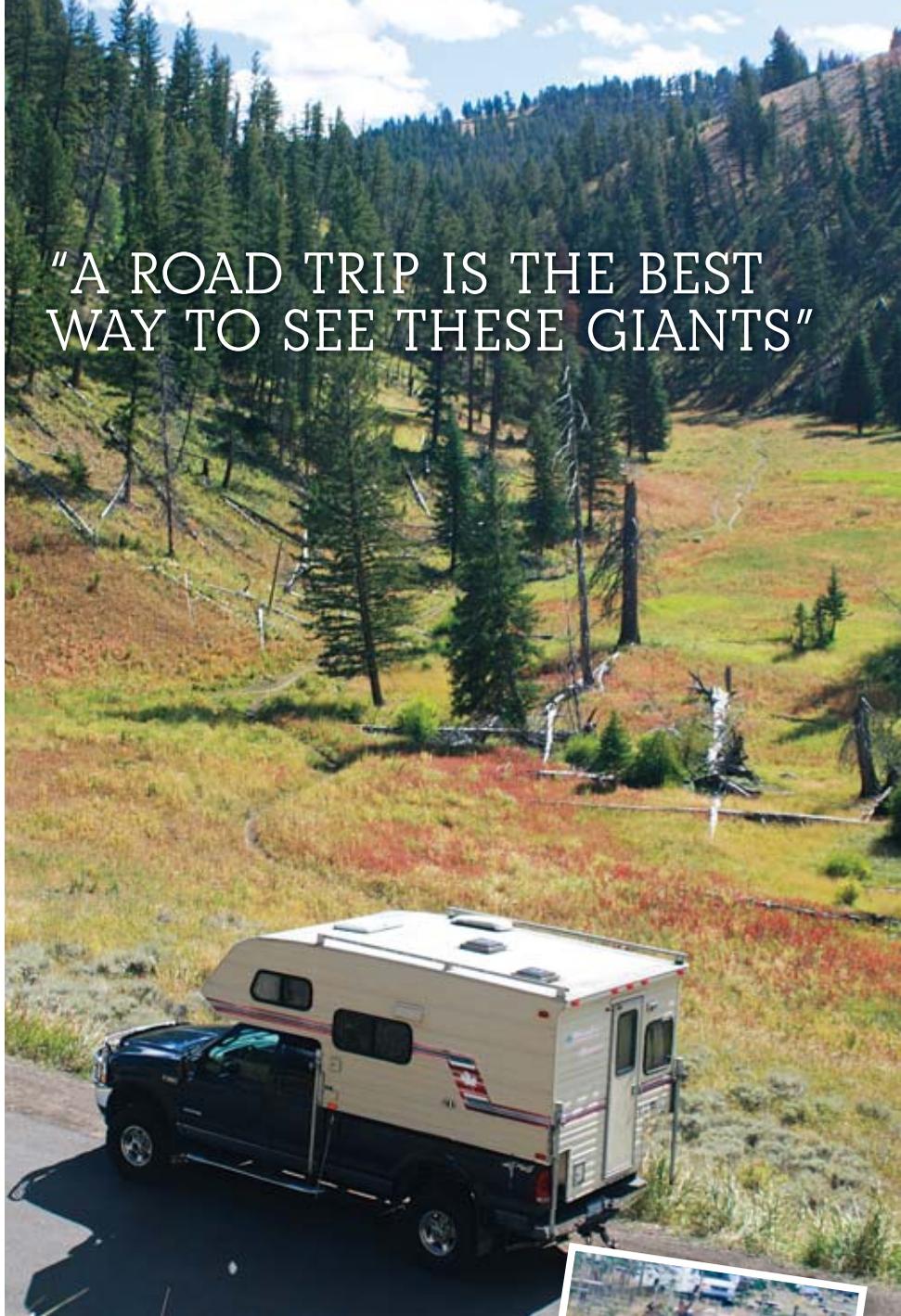
WYOMING

Soon after passing into Yellowstone's West Gate, there's a lineup of Rocky Mountain attractions. Gushers and geysers ooze from the earth's core, bison and elk graze in bordering meadows and plenty of black bear hide out in the surrounding thickets. The encompassing 2.2 million acres that connect with this rugged range are home to 60 mammal species, 10,000 thermal features and 290 waterfalls.

"Did you know it's larger than Rhode Island and Delaware combined?" Brent asks, when checking the facts. "And we have 12 campgrounds to choose from."

Although not quite the Hilton, Fishing Bridge RV Park offers the whole-meal hookup deal. It's just too bad that we didn't pre-book (reservations can be made up to a year in advance). In the end it doesn't matter. My previous life of interior luxury is soon replaced by the beauty of nature everywhere we snooze. From our Norris site we overlook the Gibbon River, waddling water-fowl and soaring hawks. Our pull-in at Bridge Bay offers a pretty panorama of the renowned Yellowstone Lake. And our third camp,

"A ROAD TRIP IS THE BEST WAY TO SEE THESE GIANTS"



Hiking trails lace Rocky Mountain Nationals 270,000 heavenly acres. Elk drop in to graze at our campground.



nestled in Grant Village, is closely connected to hiking trails, wildlife viewpoints and world-class attractions.

A few favorites during our four-day stay include the travertine-rich terraces of Mammoth Hot Springs, the muddy volcanoes at Dragons Mouth, the lava-gouged Calcite Canyon and that gushing geyser that's been spewing for more than 120 years — good Old Faithful.

The scenic Rockefeller Parkway links us from Yellowstone to Grand Teton

National, and by the time we reach the south entrance of this next natural wonderland, we're deluged by rain. Hidden from our sight is a spectacular landscape that's rich with craggy peaks, pristine lakes and extraordinary wildlife — a drawing card that lures four million visitors annually.

"We could cozy up at the posh Jackson Lake Lodge," I suggest, while gazing

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User Guide

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Our Norris site is near a beautiful open plateau overlooking the Gibbon River. We pose in front of cascading falls en route to Mills Lake, mesmerized by the beauty.

out at the cloud-enshrouded vista. “Or we could just keep on trucking,” my motor-man replies. “There are lots of sunny summits where we’re going.”

We head east on Highway 287, cruise over the snow-dusted Togwotee Pass, warm up with a latte in the Western-dressed town of Dubois and soak up the vistas along the way — from densely packed forests and rolling ranchlands to wide-open grassy plains — each scene

is equally riveting as it rolls on by. Just before reaching the well-stocked city of Lander, we rise above the Beaver Rim plateau to a historical landmark. And from this pivotal point we have a view of the bordering Wind River Mountains.

“This range is part of the Rockies,” Brent reads from the placard. “And 53 of these peaks are higher than 13,000 feet.”

For the rest of the day, our highway weaves around the mighty mountains

like a desert snake. We cleave through them at Muddy Gap, parallel them in Great Divide Basin and go over them near the city of Rawlins. Dotted our scenic route are several RV parks, one of which is the primitive and pristine site of Saratoga Lake Campground. And for \$7 per night (\$10 for hookups) we shack up next to the shoreline, where the ducks entertain, and the Medicine Bow Range provides a stunning backdrop. We recommend the following RV parks along this route:

Fishing Bridge RV Park and other Yellowstone Campgrounds: www.nps.gov/yell/planyourvisit.

Sleeping Bear RV Park and Campground (Affiliated with AAA and Escapes): The park is open year-round with modern RV sites and the best mountain views in Lander. Located next to the Lander Municipal Golf Course and three restaurants. (888) 757-2327, www.sleepingbearrvpark.com.

Saratoga Lake Campground: Located on the shore of Saratoga Lake with primitive campsites and electric hookups.

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COLORADO

It's easy to see why Colorado is coined the Colorful State, with its sweeping grasslands, lush forests and shimmering lakes, and it all seems to be embraced by those mighty Rockies. We wind our way through Arapaho National Park, a recreation magnet where campgrounds link together like precious gems, and pass by Grand Lake, a fun-filled favorite that hosts everything from jet skis to galloping steeds. Nestled up to this sapphire jewel is a touristy town where boardwalks brim over with trinkets and souvenirs. And though there are lots of alluring retreats, I'm surprisingly more drawn to treasures that wait just a short drive away.

Rocky Mountain National Park is the epitome of our trip — and the reason why we chose an RV over a B&B. Lacing its 270,000 heavenly acres are 359 miles of hiking trails, and over the next four days we get closer than ever to these monoliths. We start off easy with a stroll through Moraine Park's glacier basin and bump it up a notch each day. Bear Lake offers a chain of hikes that intensify the higher we go.

From lily-pad Nymph Lake, we take the skyward stairway to Dream Lake then beyond to Emerald Lake, a crystal clear wonder that shimmers in the shadow of Hallet Peak. By our third day, we have our hiking legs and the craving to see more. Although not quite prepared for Longs Peak, the steepest 14,259-foot granddaddy of all, we take on both Mills Lake and Loch Fall, a combined distance of eight miles, elevation gain of 1,200 feet and an entire day of spectacular sights: cascading falls, forested moraines, Ice Age glaciers — and, yes, lots of impressive crests!

An easier way to view these beauties is to drive the Trail Ridge Road, a main artery that bridges the east to west and links up the five campgrounds. Within an hour, we rise to the alpine and are treated to sweeping panoramas. At this road's apex is the rooftop of the Rockies and our final

hoof, The Tundra Communities Trail.

"There's good reason it's known as the land of extreme," Brent says, as the blustery wind cuts through our jackets. Although only a little more than a half a mile round-trip, I feel colder and weaker with each step I take. But, like the rest of this holiday, after toughing it out, there's soon a reward.

Even before summiting, we have a 360-degree vista of the beautiful forever-unfolding peaks. Many are topped with

snow, some of them are pocketed with lakes and all rise majestically from lush valleys below. "This is absolutely breathtaking," I gasp. "Without a doubt, it's another Rocky Mountain high." We recommend the following RV parks along this route:

Arapaho National Forest Campgrounds and RV Parks: www.fs.usda.gov.

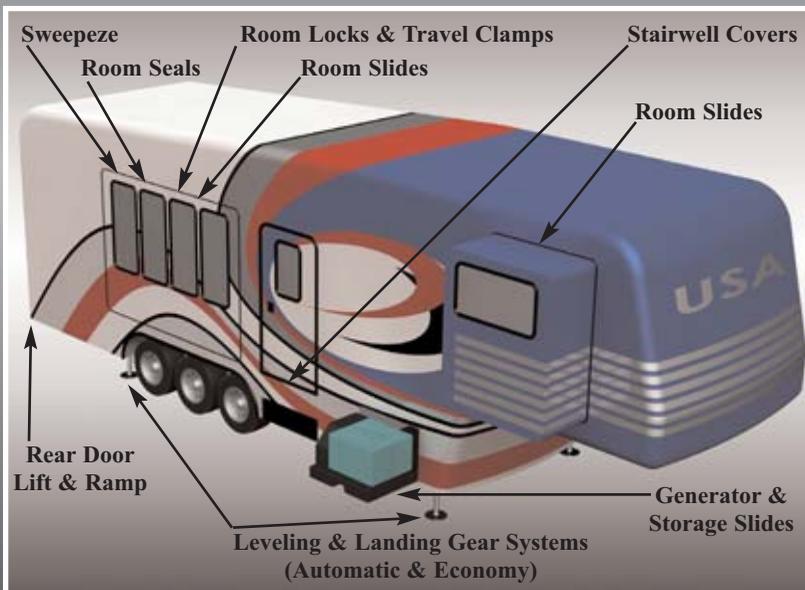
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PRINCE EDWARD ISLAND

IN THIS CANADIAN PROVINCE, PEI
MEANS PRETTY, ENCHANTED ISLAND

by **Jim Couper**

All day long your engine hums hypnotically; passing vehicles go whoosh; the climate control hisses; horns honk and voices from your sound system bark in the background. You stop to shop and rap music rattles from a small radio, the price scanner dings and the specials of the day are announced by a woman who did not miss her calling.

You habituate: you hardly notice.

Then you drive across a two-lane, nine-mile-long bridge to a place called Prince Edward Island, turn down a red dirt road and walk 100 paces to a soft beach and you hear the Atlantic waves stroking a sandy shore. In the surrounding hush you notice the rhythm of the water striking the beach, shorebirds singing and the breeze whispering through the grass ... and then it hits you. There are no man-made noises. You are listening to the sounds of the

collective unconscious; the finely captivating primordial melodies that have been man's lullaby for millions of years.

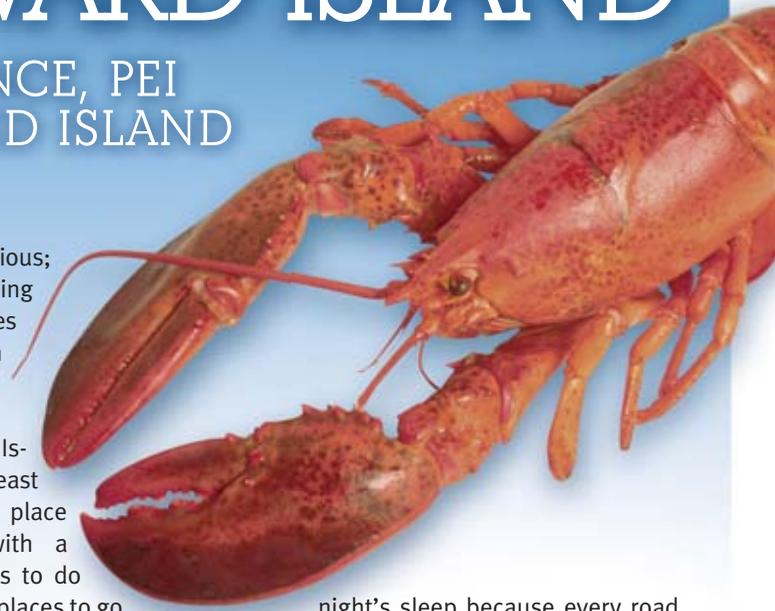
Prince Edward Island, on Canada's east coast, is not the place for the RVer with a checklist of things to do and an agenda of places to go.

It is a place to relax and enjoy a lifestyle that, while modern, is still reminiscent of a half century ago.

Many North American RV parks, for the sake of convenience, are located within a few miles of interstates, and the all-night drone of trucks is the price many are willing to pay so they don't have to drive on unknown roads. At the private and public parks of Prince Edward Island (PEI) you will get a good

night's sleep because every road is a back road and divided highways intrude with the same frequency as Flying J and Costco, which is not at all.

The smallest of Canada's 10 provinces measures just 175 miles from Seacow Pond (northwest tip) to Campbell's Cove (eastern end) and it is so narrow that at no point will you find yourself more than 10 miles from a saltwater shore. The island is cuddled in New Brunswick's right arm and Nova Scotia's



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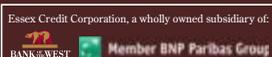
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Photos by by Jim Couper

Above: Anything involving potatoes and fish qualifies as a typical dinner in PEI. There are at least six varieties of oysters in the area. Left: Lighthouses and lobster traps are also typical themes on the idyllic island.



left, and the huge Confederation Bridge crosses the water between. The concrete bridge, with a speed limit of 50 mph, is billed as the longest bridge in the world to cross salt water that freezes. The round-trip toll is \$43.25 for a vehicle with two axles (each additional axle is \$7).

PEI's most famous products are "Anne of Green Gables," seafood and potatoes, so it is no wonder that it is not all that well known to RVers. With taters and aquatic life on the menu of island attractions, fish and chips is clearly the dinner of choice and one would have to search every nook and cranny of the island to find a restaurant that does not serve fresh, delicious seafood. Shellfish are a culinary mainstay with sumptuous grit-free mussels and oysters that are both grown on local aqua farms and harvested from the sea. The halibut is white and tender with no resemblance to the brown balls of batter that inland eateries pass off as fresh fish. The most renowned of the island's dishes is lobster, and if you should see a church or charitable organization offering a lobster dinner, hit the brakes and partake.

Anne is the heroine of Lucy Maud Montgomery's series of books and in the island's capital city, Charlottetown, the "Anne of Green Gables" musical, recently reimagined, has been performed for nearly 50 years. In a town of only 60,000, you would expect a watered-down version of a musical, but Anne is a full-fledged, big-as-Broadway production performed in a theater that seats 1,100. The cast of 26 is accompanied by an orchestra and the sets are clever and lavish. Many visitors come from the Orient where the stories of outspoken, redheaded Anne are revered — the tales have been translated into 40 languages. As family-fare, "Anne of Green Gables" is on the same plane (and plain) as "Little House on the Prairie" with a TV series, souvenirs and other spin offs.

There are many things other than natural sounds, literature and fish that make the long, flat island worth a visit, but they are subtle, not in-your-face amusements of questionable merit. The famous red cliffs and red sandy soil — fit for growing spuds — are so tinted with iron that sunsets over the ocean set both land and sea ablaze. It may be the

"IF YOU SHOULD SEE A CHURCH OR CHARITABLE ORGANIZATION OFFERING A LOBSTER DINNER, HIT THE BRAKES AND PARTAKE."

red tinge to the dirt that gives islanders an almost compulsive need to grow enormous, lush, green lawns that complement their surroundings. With a minimum of flowers or decorative foliage the manicured grass reaches from the shoulder of the road to the foundation of the house. In the backyards the crisp laundry flaps in the breeze as if to say, Who needs a drying machine when we have fresh wind from the ocean?

In the villages you will see something from the past that is dearly missed. The classic service station offers two bays for mechanical work, a small office, two gas pumps and a staff that knows its customers and their vehicles. Just don't ask for a frame alignment on your 40-footer.

The variety of island activities includes deep-sea fishing, golfing, beachcombing, lighthouse touring, cycling the island trail, exploring the quaint towns and all sorts of water play. The sheltered water that the Confederation Bridge crosses is warmer and calmer than the

more open Atlantic on the north side; but if you don't like conditions on one side, a 10-minute drive will take you to the other.

Many of PEI's historical attractions are in Charlottetown, where Canadian confederation took place in 1867. Various museums and edifices celebrate this event. In nearby Cavendish, on the north shore, there are a number of tourist attractions where author Montgomery's works, including "Anne of Green Gables" and "Anne of Avonlea," are celebrated. At Cavendish you can tour the village of the TV series Avonlea, the Green Gables farmstead and assorted souvenir shops and amusement centers. It is the closest PEI comes to a theme park, but compared to Orlando and Anaheim, it's not close at all. The replication of the rural atmosphere and pace of Montgomery's turn-of-the-century writing is much in keeping with the style of PEI.

Resort-style RV parks are not common on PEI, the kind with hookups, a pool and pull-throughs. A few add a rec center and other amenities, all of which

can raise a campground to the island's top level. Marco Polo Land (800 665-2352, www.marcopoland.com) and Twin Shores Camping (877-734-2267, www.twinshores.com), both near Cavendish, along with three government parks, get top ratings. Eleven provincial and two federal park provide, with the exception of Mill River, oceanside camping with beautiful red sandy beaches. Prince Edward Island National Park, on the north shore next to Cavendish, has thousands of acres of protected sand dunes and more than 300 sites. The park stretches 25 miles from Cavendish to Dalvay, and includes four miles along the western tip of the Greenwich Peninsula.

Today's PEI enjoys the nicknames, the Gentle Island, Garden of the Gulf, Birthplace of Confederation and Abegweit, a native word meaning "cradled in the waves" — and, of course, Pretty, Enchanted Island. 📍

Tourism PEI, (800) 463-4734, www.tourismpei.com.

Green Gables is the most famous farmhouse in Cavendish. Red sandstone bluffs border the southern side of the island. A gorgeous unspoiled coastline of soft red sand remains uncrowded even in the summer months.



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User Guide

Contents



Photo by Pamela Selbert

A ROAD TRIP ALONG MARYLAND'S CIVIL WAR TRAILS

IN HONOR OF THE 150TH ANNIVERSARY OF THE START OF THE WAR BETWEEN THE STATES, TRAILS WERE DESIGNATED IN MARYLAND TO HIGHLIGHT SOME OF THESE IMPORTANT HISTORIC SITES

by Pamela Selbert

Seven score and ten years have passed since the start of the Civil War, and the Old Line State is celebrating this occasion with commemorations large and small along its Civil War Trails. The trails lead to hundreds of related sites — battlefields, cemeteries, museums, historic farms, churches, houses, railroad stations, inns and more. We recently explored sites along the trails on a four-day road trip, seeing these important sites, watching reenactments and learning how — from the words of Union Major General John Adams Dix — “the loss of Maryland would have been the loss of the national capital, and perhaps, if not probably, the loss of the Union cause.”

The state was important to both North and South for its proximity to Washington, D.C., and for its largest city, Baltimore, which was a key railroad link to the west. Nearly 20 battles

and skirmishes were fought in this divided state, including South Mountain; Antietam, the “bloodiest day in American history,” with more than 23,000 soldiers killed, wounded or captured; and Monocacy, the “battle that saved Washington, D.C.”

Our trip began in Baltimore, where on February 23, 1861 President-elect Lincoln, en route to his inauguration in Washington, D.C., had come through under the cover of darkness and in disguise after learning of assassination threats, and where the war’s first casualties would later fall. Five days after the Union surrendered Fort Sumter in South Carolina, on April 19, 1861, Confederate sympathizers in Baltimore attacked Massachusetts troops headed for the capital in what came to be known as the Pratt Street Riot. When it was over, 12 civilians and four soldiers were dead and dozens were wounded.

Above: The evening skyline seen from Baltimore’s Inner Harbor is a modern spectacle compared to the historic Civil War landmarks in the area, many of which remain as they appeared in the 1800s. **Top right:** Once a simple a clay road worn by rain and wagons, now it’s known as Sunken Road — or “The Bloody Lane” — for the gruesome Battle of Antietam that took place here in 1862.



Photo by Keith Snyder, NPS, Antietam National Battlefield





We watched a reenactment of Lincoln's first visit in the Gentlemen's Waiting Room at the former Camden Station, which now houses the Sports Legends Museum at Camden Yards. Illinois re-enactor Fritz Klein, an imposing "Lincoln," briefly addressed the small crowd gathered, to explain that "concerns for our reputation are secondary to my concerns for the nation [as] I am now public property." Lincoln, who made no address that first visit, was criticized in his day for having been secreted through the city.

An exhibit entitled "Riots, Railroads and the Coming of Mr. Lincoln," which explores Civil War events and the early days of American railroading is on display at the museum. Camden Station,

which opened in 1856, is the oldest major terminus of the Baltimore & Ohio Railroad. During the war the B&O was the primary link between the Capital and all points north and west. The museum also includes exhibits about Babe Ruth, the 1890s historic Baltimore Orioles, and more.

The nearby 40-acre, seven-building B&O Railroad Museum, home to the world's largest collection of Civil War railroad equipment — "eight pieces with only 20 to 30 total remaining," says museum historian Dan Toomey) — has recently opened "The War Came by Train" exhibit. Military and personal artifacts are displayed, and 23 historic locomotives and rail cars, including those from the Civil War era, form "spokes" of

a giant wheel at the acre-size 1884 polygonal (22-sided) roundhouse, the roof of which was rebuilt following a blizzard several years ago.

The Maryland Historical Society, founded in 1844, recently opened a 5,000-square-foot exhibit entitled "Divided Voices, Maryland in the Civil War." The exhibit brings the 1860s back to life with a time tunnel, live performances, music, hundreds of artifacts and more. The "Tragedy of Maryland" is told in three acts: "The Rush to War," "The Real War" and "The Long Reunion."

Among the artifacts on display is a Confederate captain's taupe-colored coat, shot away at the waist when the officer was gut-shot in 1862 at Cedar Mountain. Museum director Burton

Photo courtesy of the B&O Railroad Museum



Photo by Charissa Beeler Stanton, Hagerstown-Washington County CVB

Clockwise from top: Many buildings in this early 20th-century photo are long gone, but the roundhouse is now part of the B&O Railroad Museum. Kennedy Farm was headquarters for John Brown's 1859 raid on Harpers Ferry. Dedicated in 1877, the Statue of Hope Monument stands at Washington Confederate Cemetery. At Pry House, a diorama depicts Maj. Gen. Joseph Hooker after he was shot in the foot. This photo of Gen. Robert E. Lee hangs at the Monocacy National Battlefield visitor center.

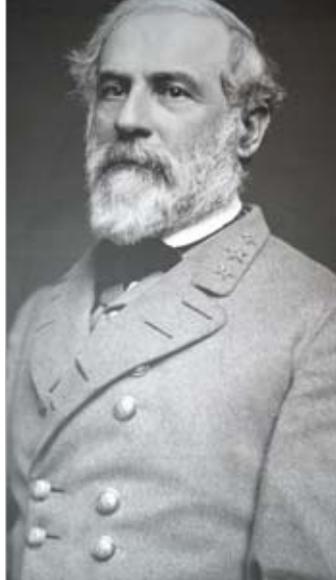


Photo by Pamela Selbert

Kummerow explains that despite the serious injury the man miraculously survived (noting that 60,000 Marylanders joined the Union army and 20,000 the Confederate army).

Other items displayed include a Sharps carbine; Union army canteen; a flag, now frayed, that was presented to the Fourth U.S. Colored Troops in August 1863; a shadow box depicting Union dead at Antietam, the soldiers represented by

star-shaped arrangements of "Minie" balls; and General Robert E. Lee's camp chair, where he had spent a fair amount of time after he was thrown by his horse, Traveler, during Second Manassas, injuring both wrists. Also at the Maryland Historical Society, of particular interest, is the original copy of Francis Scott Key's "The Defense of Fort McHenry" (later renamed "The Star-Spangled Banner") written in September 1814 and which would become our national anthem on March 3, 1931.

From Baltimore we drove west on Maryland Highway 144 through pastoral hills to historic Ellicott City. Rachelina Bonacci of Howard County Tourism explained that the town was founded in 1772 by Quaker brothers John, Andrew and Joseph Ellicott of Pennsylvania, who chose the picturesque site for establishing a flour mill. The brothers revolutionized farming in the area by persuading farmers — including Charles Carroll, the only Catholic signer of the Declaration of Independence — to plant wheat instead of tobacco. They also helped create Ellicott's Mills (today's Ellicott City), which became an important milling and manufacturing town.

One of the country's earliest railroads, built in 1830, carried horse-drawn cars from Baltimore to Ellicott's Mills. The station, of native granite, that still stands in the town was built the next year, and steel rails replaced the original wood rails as the B&O Railroad was constructed. The line was strategically important to the Union during the war, transporting

HOW TO GET THERE

From Baltimore take Maryland Highway 144 (Historic National Road) west; from Mount Airy to Frederick the historic road follows U.S. Highway 40, then continue west to Hagerstown on Alternate U.S. Highway 40.

To get to South Mountain State Battlefield and Gathland State Park, take Maryland Highway 17 from Alt. 40 at Middletown; to continue the trip return to Alt. 40.

To get to Antietam from Boonsboro, take Maryland Highway 34 south six miles, then Maryland Highway 65 north three miles; from Hagerstown take Maryland Highway 65 south about eight miles.

To get to Monocacy National Battlefield from Frederick take Maryland Highway 355 east.



Photo by Charissa Beeler Stanton, Hagerstown-Washington County CVB

troops and supplies to battle, and prisoners and wounded afterwards.

The restored station — oldest in the country, in use until 1949 for passenger service and 1972 as a freight house — is now a living history museum.

We continued west along Highway 144 to Mount Airy, then U.S. Highway 40 (Historic National Road) to elegant Frederick, founded in 1745, a “crossroads of American history.” Self-guided walking tours of the 50-block historic district include nearly two dozen sites, among them Kemp Hall (4 East Church Street) where in 1861 the state legislature met to decide if Maryland should secede. However, a quorum could not be reached as delegates with Southern sympathies had been arrested before they could reach the town.

Frederick offers dozens of attractions, none more fascinating than the National Museum of Civil War Medicine. Dozens of exhibits — life-size dioramas, murals, historic photos, artifacts and

more — tell the medical story of the war: the aftermath of battle, care and comfort of the wounded, the caregivers and medical innovations that have had lasting impact on medicine still today.

Among the 2,500 or so medical items in the collection is the only known surgeon’s tent from the Civil War, used at Gettysburg, and in storage from 1864 till 1988. Other artifacts include surgical kits, drug chests, uniforms of medical personnel and more.

Museum director George Wunderlich, a former EMT, explained that despite misconceptions today, and films that show soldiers undergoing amputations with nothing to kill the pain, 95 percent of such operations were actually done with the patient under some form of anesthesia. He added that of the nearly 620,000 soldiers who died during the war, two-thirds died of disease, not from bullets or bayonets.

We continued west on Alternate U.S. Highway 40 through Middletown Valley, which George Washington described as “one of the prettiest valleys I’ve ever seen.” Once we reached Middletown, we turned south on Maryland Highway 17 toward Burkittsville and the three gaps — Crampton’s, Turner’s and Fox’s — that comprise seven-mile South Mountain State Battlefield. And for the record, Middletown Valley really is beautiful.

The first major fight on Northern soil — pitched battles for possession of the passes — took place here on September 14, 1862, less than two weeks after General Lee had invaded Maryland (and three days before Antietam). Pursued west by Union General George McClellan, mainly over the National Road to South Mountain, the Confederates, sustaining heavy casualties, were driven back but far from finished.

Gathland State Park, at Crampton’s Gap near Burkittsville, was once home to George Alfred Townsend, a war correspondent who in 1896 built a monument to correspondents and artists who had reported on the war. The unusual monument, which could be the partial wall of a castle with tower, parapet, arches and clerestory, is inscribed with 175 names. Two buildings from Townsend’s estate survive nearby and house the park museum with artifacts.

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MARYLAND DINING

Maryland offers some great choices for dining. After tasting the local cuisine in Baltimore, we suggest the B&O



American Brasserie (443-692-6172, www.bandorestaurant.com).

In **Ellicott City** for a French-themed lunch we suggest Tersiguel's (410-465-4004 www.tersiguels.com).

In **Boonsboro** for dinner we suggest trying the crab cakes at The Old South Mountain Inn (301-432-6155, www.oldsouthmountaininn.com). The stone inn was built in 1732 for travelers along the National Road and was used as a hospital for both sides during the Civil War. Photos and photos of portraits on one wall are a who's-who gallery of former diners: Daniel Webster, Henry Clay, Andrew Jackson, William Henry Harrison and Abraham Lincoln, and more recently Richard Nixon and Robert Redford.

In **Middletown** for lunch we suggest The Main Cup (301-371-4433, www.themaincup.com).

In **Frederick** for dinner we again suggest the crab cakes, this time at Brewer's Alley (301-631-0089, www.brewers-alley.com).

In **Elkridge** for lunch at another fine historic site we suggest eating at Elkridge Furnace Inn (410-379-9336, www.elkridgefurnaceinn.com). A tavern was established on this site in 1744, and six years later an iron smelting furnace was built nearby. The furnace was bought in 1810 by the Ellicott brothers who earlier had founded Ellicott's Mills. They modernized the smelting furnace and built an elegant home attached to the existing tavern, which is as the inn appears today. Chef Daniel Wecker often serves "theme" meals (Civil War-inspired on our recent visit).



Federal Hill is a great place to view the Inner Harbor, which is home to some of Baltimore's top attractions.

After checking out sites, we returned to Alternate Highway 40 and continued west three miles to 73-acre Washington Monument State Park. The first monument to the former president is here, built in 1827 and rebuilt twice, most recently by the Civilian Conservation Corps in 1934. The 30-foot tall stone structure is listed on the National Register of Historic Places.

Our next stop was Antietam National Battlefield, where on September 17, 1862, in the culmination of General Lee's first invasion of the North more soldiers were killed, wounded or missing than during the War of 1812, Mexican War and Spanish-American War combined.

General Lee had written to Confederate President Jefferson Davis that his army was "weaker than our opponents in men and military equipments." Nonetheless, with Union General McClellan and his Army of the Potomac less than 25 miles away, Lee would divide his Army of Northern Virginia and attempt to envelop Harpers Ferry and move into Pennsylvania. But when a copy of Lee's plan — Special Orders No. 191 — fell into Union hands, McClellan's army gave chase, and the two armies — nearly 100,000 soldiers — met north of Sharpsburg in the bloodiest one-day battle in U.S. history.

Exhibits and 26-minute film "Antietam Visit" at the fine visitor center tell the story, and how simple landmarks took on legendary status once the smoke had cleared: the Cornfield (in five hours the 30-acre crop was leveled), Dunker Church, the Sunken Road (Bloody Lane) and Burnside's Bridge. Some historians consider the outcome inconclusive, others a Union victory, but unquestionably the Southern invasion strategy had failed, as Lee's army was forced to withdraw back across the Potomac.

Five days after the battle President Lincoln, who had been waiting for a Union victory, issued the preliminary Emancipation Proclamation — and from "Preserver of the Union" he

MARYLAND CAMPING

Capitol KOA Campground — 18 miles southwest of Baltimore (March 1 through November 28). For reservations, call (800) 562-0248. For information, call (410) 923-2771 or visit www.capitolkoa.com.

Hagerstown Antietam Battlefield KOA (March 23 through November 30) For reservations, call (800) 562-7607. For information, call (301) 223-7571 or visit www.hagerstownkoa.com.

Patapsco Valley State Park, (410) 461-5005, www.dnr.state.md.us/publiclands/central/patapscovalley.

Yogi Bear's Jellystone Park Camp-Resort, (800) 421-7116, www.jellystonemaryland.com.

For more information on camping in Maryland, visit www.mdcamping.com.

became “the Great Emancipator.” Days later Lincoln toured the battlefield and comforted the wounded on both sides, he told the Confederates, “I bear you no malice ... we are enemies by uncontrollable circumstance.”

For our last stop on the trail we returned to Frederick and drove east on Maryland Highway 355 the few miles to Monocacy National Battlefield, where one of the war’s arguably most important fights and one of the last in Maryland took place.

Exhibits at the visitor center explain what happened. The Confederate army under General Jubal Early had crossed the Potomac into Maryland, bound for Washington, D.C., on July 5 and 6, 1864. Three days later a smaller Union force under Major General Lew Wallace attempted to arrest the invading divisions along the Monocacy River. Though unsuccessful, Wallace’s effort delayed Early’s long enough for General Ulysses Grant to send troops north from Petersburg, Virginia, to bolster the Capital’s defenses. Though Early’s advance reached the outskirts of Washington on July 11, he could not overpower the additional Union forces. The Capital was saved because Wallace had made Early late.

Wallace would later serve as Governor of New Mexico and Minister to the Ottoman Empire, and in 1880 would publish “Ben-Hur: A Tale of the Christ,” the best-selling American novel of the 19th century.

These stories along with the monuments, photographs, live reenactments and more are all a part of these historic sites along the Civil War Trails. 🗺️

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1GPS 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.2The NPD Group/U.S. Retail Tracking May 1999-August 2010.

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MARYLAND SITES AND SOURCES

Antietam National Battlefield, (301) 432-5124, www.nps.gov/anti.

Baltimore Visitor Information, (877) 225-8486, www.baltimore.org.

The B&O Railroad Museum, (410) 752-2490, www.borail.org.

Ellicott City B&O Railroad Museum, (410) 461-1945, www.ecborail.org.

Frederick Visitor Center, (800) 999-3613, www.fredericktourism.org.

Gathland State Park, (301) 791-4767, www.dnr.state.md.us/publiclands/western/gathland.asp.

Hagerstown/Washington County CVB, (301) 791-3246, www.marylandmemories.com.

Howard County Tourism, (410) 313-1900, www.visithowardcounty.com.

Maryland Civil War Trails, (888) 248-4597, www.civilwartrails.org.

Maryland Historical Society, (410) 685-3750, www.mdhs.org.

Maryland Office of Tourism, (800) 719-5900, www.visitmaryland.org.

Monocacy National Battlefield, (301) 662-3515, www.nps.gov/mono.

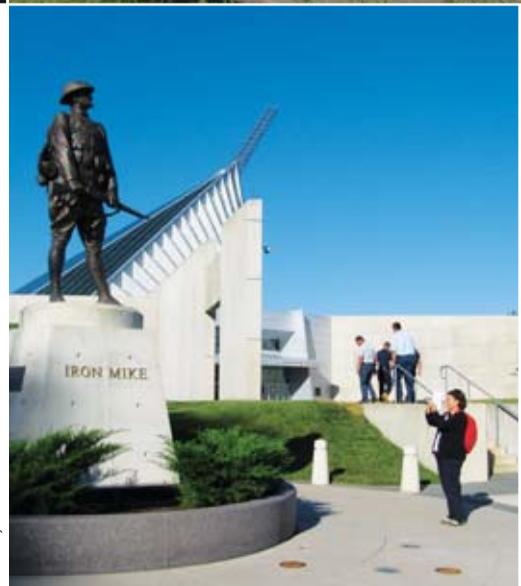
South Mountain State Battlefield Park, (301) 432-8065, www.dnr.state.md.us/publiclands/western/southmountain.html.

The Sports Legends Museum, (410) 727-1538, www.baberuthmuseum.com.

(RV parking is available at or near all the attractions.)



Left top to bottom: Rippon Lodge, built circa 1747, is one of the oldest houses in Prince William County. A park ranger walks toward the historic Henry House in Quantico, Virginia (background). Bottom left to right: Iron Mike stands guard at the museum's entrance. Erected in 1865, this stone monument is one of the earliest from the Civil War, commemorating soldiers who died during the First Battle of Manassas.



Photos by Lisa Halvorsen

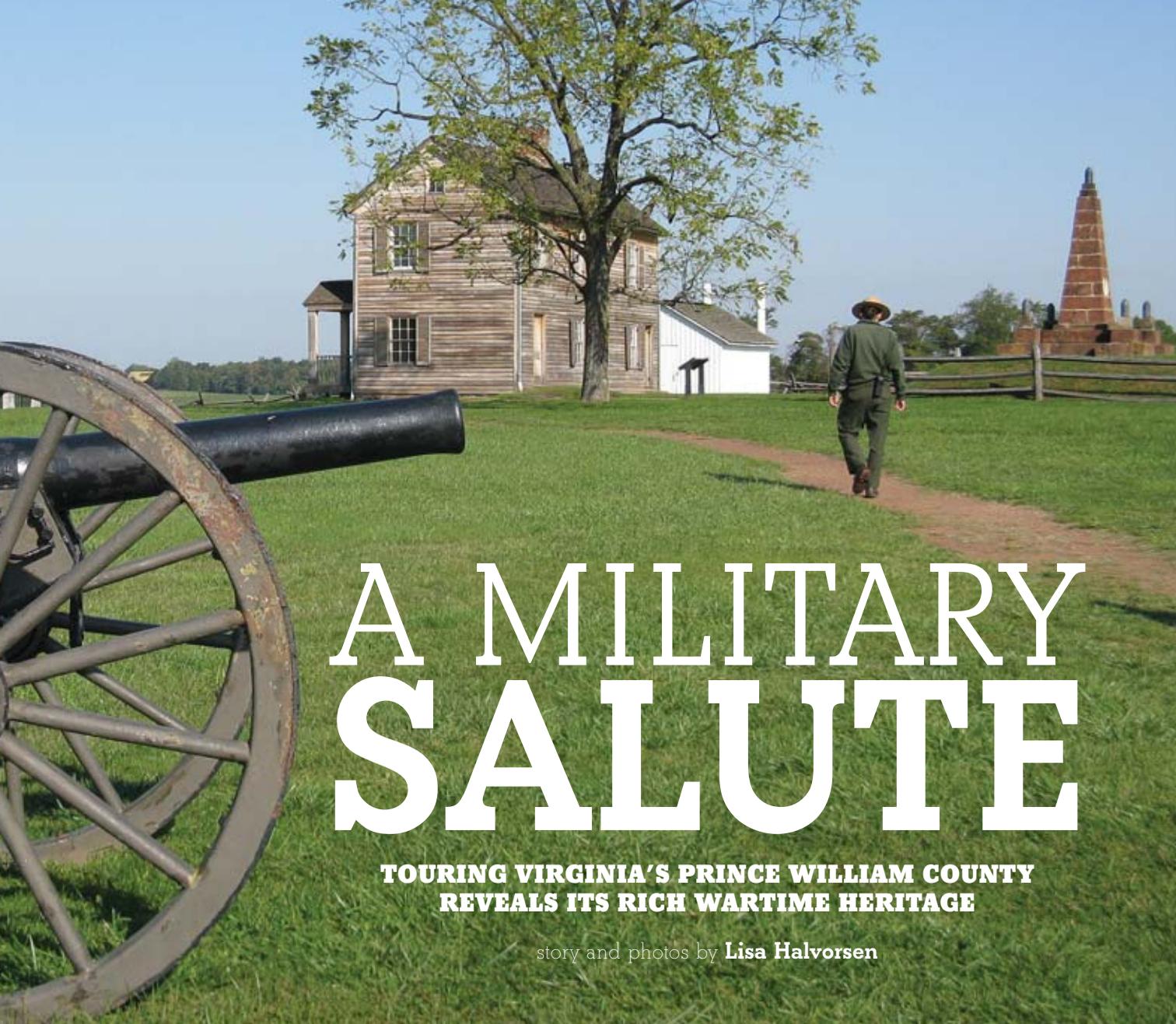
The U.S. National Park Service ranger is just beginning his talk as I quietly slip into the group already assembled behind the Henry Hill Visitor Center for the guided tour of Manassas National Battlefield Park. In the distance polished cannons in artillery formation are bathed in the warm golden light of the early morning sun.

“Two important battles of the Civil War took place here,” interpretive park ranger Hank Elliott tells the captivated crowd. “The First Battle of Manassas was the first major land battle of the Civil War. Eleven Southern states had seceded to form their own nation. The

future of our country was at stake.”

As we head across the battlefield toward the Henry House, he explains that this modest two-story home was in the line of fire during the First Battle of Manassas (also called the First Battle of Bull Run) on July 21, 1861, and again during the Second Battle of Manassas (the Second Battle of Bull Run) just over a year later. It had to be rebuilt twice.

We pass by the Henry family cemetery, where Judith Carter Henry, the first civilian casualty at Manassas, is buried. The bedridden, 85-year-old widow was struck by artillery fire as Union forces shelled the house to drive out Confederate snipers hiding there.



A MILITARY SALUTE

TOURING VIRGINIA'S PRINCE WILLIAM COUNTY REVEALS ITS RICH WARTIME HERITAGE

story and photos by **Lisa Halvorsen**



Surveying the landscape, I find everything eerily tranquil. Forty cannon, in position for battle, are the only visual reminder of the long-ago conflicts.

Behind the house, Elliott pauses before a 20-foot high stone obelisk, commissioned by Union veterans in 1865 to honor soldiers who died in battle during the first engagement.

"This is one of the first Civil War monuments," he says. "It's unusual because monuments like these are usually erected years after an event. The shells on the corners and the top are from the largest cannons ever used in this battle or any Civil War battle. The shells were live until 1975 but have

since been replaced with reproductions."

As we approach the statue of Confederate General Thomas "Stonewall" Jackson near the end of the walking tour, our guide explains that "war was entertainment. Civilians watched from six miles away, though it was so smoky they couldn't really see anything."

He adds that many came by horse and carriage from Washington, D.C., about 30 miles to the east, with their picnic lunches to observe what they thought would be the only battle of the war. No one expected the carnage and the casualties numbering in the thousands.

In 1940 the U.S. Congress preserved 5,000 acres of battleground as the

A MILITARY SALUTE



Top to bottom: Between the Farmers' Market, perusing Old Town Manassas and tasting recent vintage at the Winery at La Grange, visitors are sure to find a pleasant mix of culture, historic architecture and charm. The patriotic souls won't want to miss the diorama depicting the U.S. Marine machine gun unit dispersing from the Sikorsky HRS-2 helicopter on Korean soil, or the replica of the flag raising at Iwo Jima, a scene that graces the entrance to the base in Quantico.

Manassas National Battlefield Park. The main entrance is located on state Route 234, just off Interstate 66, although most visitors also follow the 16-mile driving loop that links several significant sites in the Second Battle of Manassas. Maps are available in the Henry Hill Visitor Center, where Civil War artifacts and uniforms are on display along with an electronic map showing battlefield movements and military strategies.

The Ben Lomond Manor House, a federal-style farmhouse built nearby in 1837, served as a Confederate field hospital during the First Battle of Manassas. It has one of the country's largest public gardens of antique roses, most dating from the 19th century or earlier.

I continue my Civil War tour in Old Town Manassas, five miles south of the national park, at the Manassas Museum to learn more about the history and people of Virginia's northern piedmont region and how the Civil War impacted this prospering railroad community.

Nearby, the historic train depot — still in use as an Amtrak Station — houses



the Historic Manassas Visitor's Center and the James and Marian Payne Railroad Heritage Gallery. The adjacent Manassas Farmers' Market, open on Thursdays and Saturdays from April through late October, is in full swing as I stuff my bag with purchases of locally

grown fruits and vegetables.

Wandering down the flower-becked streets of Historic Old Town, I duck inside Opera House Gift and Gourmet; a fine wine, chocolate, and specialty foods shop; and Art Beat Gallery, an artists' co-op to view the works of art for sale. I find the historic district very walkable and with free parking for your tow vehicle available in several nearby public lots, there's no reason to negotiate the narrow one-way streets.

Although its rich Civil War history is well-documented, Prince William County is also known for its other ties to the military. I am surprised to learn of Colonel Thomas Blackburn's efforts to organize the county's first militia at his home, Rippon Lodge in Woodbridge, in anticipation of the American Revolution. The house, built circa 1747, is one of the oldest houses in Prince William County,



In one of the many dioramas in the National Museum of the U.S. Marine Corps, an LVT-1 amphibious tractor is used in battle on the Pacific island of Tarawa.

and one of the places with proof George Washington really did sleep there. The tea bushes on the property, the docent tells me, were planted in the late 18th century during the tea embargo.

The 15,000-acre Prince William Forest Park on state Route 619 in Triangle is the largest piedmont forest in our national parks system, with 37 miles of hiking trails and 20 miles of bike-accessible roads. Two of the park's four campgrounds can accommodate RVs: Oak Ridge Campground (703-221-7181; no hookups; 26-foot length restriction for trailers and fifth-wheels; 32-foot limit for motorhomes) and Travel Trailer Village (703-221-2474, www.traveltrailer-village.com), a full-service, RV-only campground with pull-through sites.

Prince William Forest Park, originally called the Chopawamsic Recreational Demonstration Area, was developed in the 1930s under Theodore Roosevelt's administration as a summer camp for inner-city kids. The Civilian Conservation Corps built more than 150 cabins, dining halls and other buildings on the grounds, most still in use today. During World War II, the Office of Strategic Services, a wartime intelligence agency, secretly trained spies here in communi-

cations, weaponry and espionage.

From Prince William Forest Park it's a quick drive east on state Route 619 to the Jefferson Davis Parkway (U.S. Route 1) and the National Museum of the Marine Corps, located adjacent to the Quantico Marine Corps Base.

The massive glass and steel building, its design reflective of the raising of the flag at Iwo Jima, contains thousands of military artifacts — including the original Iwo Jima flag — interactive exhibits and historical galleries chronicling more than two centuries of Marine Corps' history from the Revolutionary War to the current global war on terrorism.

Entering through the Leatherneck Gallery, I view dioramas so startlingly realistic that it feels as if I am really there. A Sikorsky HRS-2 helicopter drops a U.S. Marine machine gun unit on Korean soil. An LVT-1 amphibious tractor knocks down a defense wall in battle on the Pacific island of Tarawa as a marine lies wounded nearby. Above me an AV-8B Harrier "jump jet" soars along with other planes used in combat missions.

As I walk through the exhibit areas, immersive experiences help me understand what it's like to go from raw recruit to combat-ready soldier, prepare

for an assault landing by a World War II Higgins Boat, and race through a forest in western France in the thick of the action during the World War I Battle of Belleau Wood.

"We're trying to create a museum that's evocative, not provocative and not Disneyland," Patrick Mooney, the museum's visitor services chief, says.

Before I leave the area I stop at The Winery at La Grange in Haymarket, Prince William County's only established winery, and Occoquan Bay National Wildlife Refuge, where more than 220 bird species and 600 plant species have been recorded. The latter initially was a site for military experimentation, and then a radio station, before being established as a refuge in 1998.

Occoquan, a charming river town, has more than 100 specialty shops and restaurants in a scant four-block area. Rumor has it that the town is haunted, so I booked a tour with Historic Occoquan Ghost Tours. On the hour-long evening ghost walk I learn about the history and many hauntings in the community, but we don't encounter a single spirit. I'm a bit disappointed, given the town's long history of water-borne commerce, dating back to the 1730s when a tobacco warehouse was built here on the Occoquan River.

Yet overall, Prince William County does not disappoint. I traveled here in search of Civil War history, but leave having seen so much more. ☞

Manassas National Battlefield Park,
(703) 361-1339, www.nps.gov/mana.

150 YEARS LATER

More than 80 events are planned throughout 2011 for the Civil War Sesquicentennial, including a special four-day event, July 21-24, featuring a reenactment, living-history demonstrations, encampments, parades, Peace Jubilee, concerts, lectures and tours of historic sites throughout the city and Prince William County. For details on the Sesquicentennial and ticketing, go to www.manassasbullrun.com. For attractions and accommodations, contact:

Prince William County/Manassas Convention and Visitors Bureau, (800) 432-1792, www.visitpwc.com.

STOWE, VERMONT



NATURAL BEAUTY, CHEESE AND FINE WINE AWAIT IN THIS ALPINE SETTING

by **Arline Zatz**
photos by **Joel Zatz**

Mountain Chapel, a place where people can feel closer to God, is located about halfway up on the Mount Mansfield Toll Road. Taking Long Trail from Toll Road is the easiest route to the summit.

Long before this quaint Vermont town became known as a skiing center, it was devoted to dairy farming, with more cows than people. When visitors discovered the area's beauty in the 1930s, they began flocking here to relax, swim and enjoy the cool, fresh mountain climate and scenic vistas. Today, Stowe remains a vacation center during any season, and though we visited in spring, the city offers a wide variety of activities, attractions and shops year-round.

We began our trip by exploring Stowe the lazy way — by driving the steep Auto Toll Road to Mount Mansfield, Vermont's tallest mountain. Along the 4½ miles, we passed maples, beeches and birches, which gave way to hardwoods and evergreens higher up. Parking at 3,850 feet elevation, we hiked a short distance on the Long Trail (the oldest long-distance trail in the United States) and stopped for lunch. We were awed by the sensational panoramic views of Lake Champlain, the Adirondacks, the White Mountains and Mount Royal, Canada. In autumn, a

dazzling palette of purple, red, orange and bright red leaves awaits leaf peepers, while during any season, it is an area of incredible natural beauty.

On the way back down the mountain, we stopped at The Mountain Chapel. Surrounded by massive stone walls and built with huge timbers, the chapel is a place where hikers, skiers (in winter) and other visitors can pause and reflect. A brief service is held Sundays at 2 p.m., when the toll road is open, and the chapel can be booked for weddings and other special occasions.

On another day, at the mountain's base, we boarded the Gondola Sky Ride. As the eight-passenger enclosed gondola began to sway, we became a bit nervous, but were quickly distracted by the spectacular views along the way up the side of Mount Mansfield. When we reached the top, there was a choice of trails and, as we hiked a short distance, we discovered painted trillium, stunted balsam firs and other plants that, despite constant winds, snow and ice, are able to grow at this altitude.

It can get very windy and cold on top



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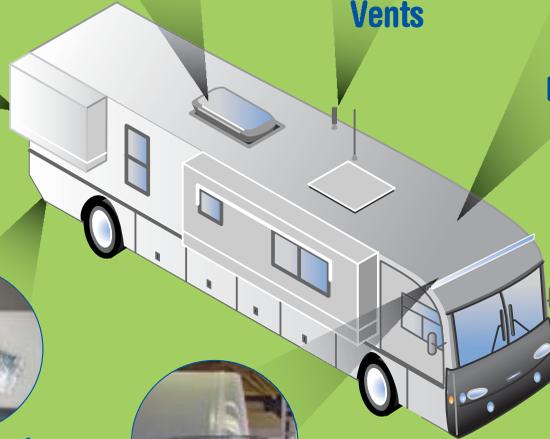
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User Guide

Contents

of the mountain, so we were grateful to have brought thick jackets with us. It was clear that those who opt to hike or ski down the trails, and those willing to try the nearby Alpine Slide that snakes down Spruce Peak via a 2,300 foot track, are mighty brave.

Not being courageous enough to hike down the mountain, we decided to stretch our legs along Stowe's 5½-mile paved flat Recreation Path. Meandering through meadows and wooded areas, this award-winning path, completed in 1989, crosses the West Branch River 11 times via arched wooden bridges. Starting from the Village of Stowe, it's open year-round and goes by farms, cows, swimming holes, picnic areas, shops and restaurants. During winter, the path is used for cross-country skiing and snowshoeing; other seasons it's used for bicycling, skating and jogging. A side path was set aside for those who just wish to take a leisurely walk.

We spent an entire day exploring many of the 100 shops and restaurants in the Village of Stowe. Our favorites included the West Branch Sculpture Park and Gallery, on the bank of the West Branch River; it has indoor and outdoor exhibition spaces devoted to the region's artists. Cotswold Furniture Makers produces lovely handmade furniture. We also enjoyed watching artists turn molten glass into beautiful, functional works of art at the Little River Hot Glass Studio in nearby Moscow. Meanwhile, those more attuned to flying downhill may enjoy the Vermont Ski Museum that, dedicated to Vermont's skiing history, contains numerous exhibits, and features a series of movies and programs.



Built in 1908, the Fisher Covered Railroad Bridge used to carry the St. Johnsbury & Lamoille County Railroad over the Lamoille River.

Driving the tow vehicle through Smugglers' Notch was exciting, for the twisting, narrow road led to a winding pass through the mountains with 1,000-foot towering cliffs on either side. Originally used by Native Americans who traveled through the pass on foot, this area received its colorful name during the War of 1812, when smugglers and rum runners hid supplies in the 2,162-foot high pass with its narrow openings, before smuggling them into Canada for the British Army.

We stopped here to scamper over huge boulders beneath tall trees, but even though we didn't find any hidden treasures, we tried to spot famous rock formations, including Smuggler's Head (best viewed from Smuggler's Souvenir House); Elephant Rock, a 6,000-ton rock that fell from the mountain in 1910; Singing Bird, high on the cliffs and out-

lined against the sky; and Smuggler's Face, high on the cliffs. According to Indian folklore, a giant traveling northward on an exploratory journey grew tired, laid down and turned his face to the sky, and supposedly is still resting in Stowe. This, we were told, explains the resemblance of a man's facial features on Mount Mansfield's ridgeline. Other visitors swore they saw this face from Smugglers' Notch, but we didn't.

Back at the center of Stowe, we checked out Whitecaps Bridge, along the West Branch of the Waterbury River. Completed in 1970, it is much wider than most covered bridges to allow for truck traffic (we suggest leaving the trailer behind at the campground).

Smugglers' Notch Resort Country Store, nestled near a clock tower, was a good place to purchase supplies, as well as Vermont products and crafts. For a



For spectacular views without having to hike, taking the Stowe Gondola is an easy choice. Using Vermont fruits, Boyden Valley Winery produces award-winning wines. Gentle Giants Rides offers carriage rides over the hills and through the covered bridges.

change of pace, we stopped at the Boyden Valley Winery. After an informative tour, we headed to the attractive long cedar bar to sample up to a dozen wines. Our favorites included a dessert wine made from Northern Spy apples and maple syrup, and Grog, a mulled spice wine taken from a Swedish recipe and served warm. We stayed for a European-style lunch served on an outdoor terrace overlooking the vineyard, and for \$16.95 a person, were presented with four types of artisan cheeses, a choice of pâté or prosciutto, fresh-baked bread and a choice of wine.

It was so peaceful we could have stayed all afternoon, but we were eager to top off lunch by going on an old-fashioned carriage ride. Gentle Giant Carriage Rides (sleigh rides in winter) transported us back in time as strong draft horses pulled the carriage through a covered bridge, over a rambling brook in the woods, and into a meadow with breathtaking views of Mount Mansfield. Afterwards, we lingered to pet the horses and watch them devour carrots.

Emily's Covered Bridge, built in 1844 to get horse-drawn carriages over the water, was covered to protect the underside tresses from the elements, and as we explored the Trapp Family Lodge, we were once again transported to another era, as the "Sound of Music" motion picture came alive once again. Situated on 2,800 pristine acres and offering beautiful mountain views and gardens, it felt like seeing the movie all over again — for not much has changed in this European-style lodge.



Stowe Village offers some irresistible gift shops, while Mount Mansfield — being the highest mountain in Vermont — offers endless hiking opportunities and amazing views.

The Segway rides offered at Smugglers' Notch Resort interested us, so we called this award-winning resort to reserve space. After only a few minutes, we found it was possible to balance ourselves and, after we learned more about the machine's operation, we took off going up a hill, under the guidance of our instructor. Rolling uphill was the easy part, but going downhill was scary and exciting. The 90-minute ride, including instructions, ended with us wanting to go again. "Extreme" Segways, we learned, have larger, knobby tires and may be taken on trails through the woods (June 11-September 6 only).

When it rained, we checked out indoor places. At Cold Hollow Cider Mill we watched cider made on a press the old-fashioned way, were given delicious samples and, before leaving, sampled the fudge and observed a live beehive.

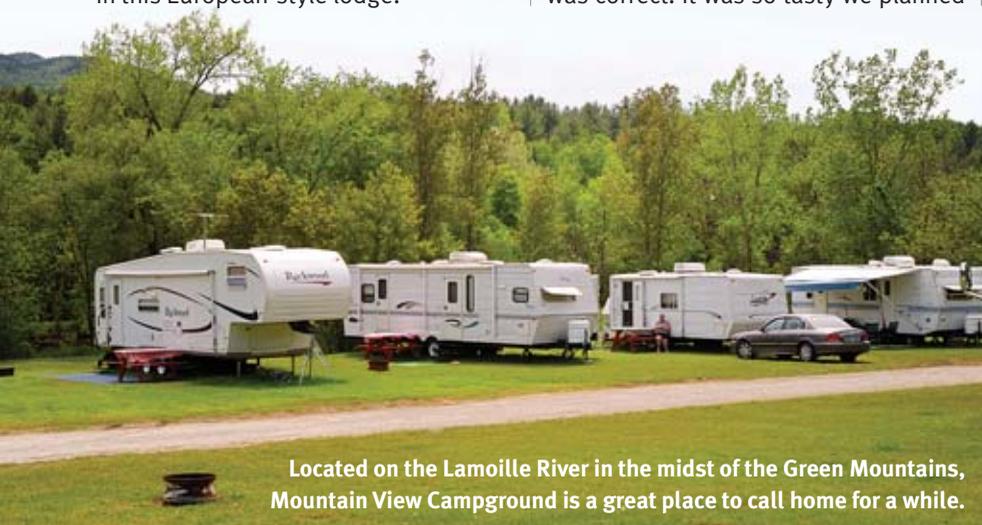
Back on the road, signs boasting Cabot Cheese as the "Best Cheddar in the World" intrigued us, so we stopped at its annex store in nearby Waterbury, tasted a sliver and decided that the sign was correct. It was so tasty we planned

on visiting the Cabot Cheese Visitor Center & Creamery in Cabot the next day. A short distance from Stowe, the Cabot Cheese Factory provides visitors with a generous supply of various cheeses to sample and includes an enjoyable film on cheese making. And during the factory tour, we got to see workers adding pepper, horseradish and other ingredients to huge vats of cheese.

We'll be returning to Stowe in the near future — not for downhill skiing, which is world-class, but to explore the back roads, fly-fish in a clear stream, kayak along a sparkling river or, as visitors did yesteryear, sit on a rocker, relax, enjoy the peace and quiet, and breathe in the fresh mountain air. If you happen to be a skier, or even if you're not, you might want to start planning a winter vacation in this mountain village.

For bonus photos and more detailed information on attractions and special eateries in Stowe, visit our Web Exclusives section on www.trailerlife.com.

Stowe, Vermont, (877) 467-8693, www.gostowe.com.



Located on the Lamoille River in the midst of the Green Mountains, Mountain View Campground is a great place to call home for a while.

CAMPGROUNDS

Gold Brook Campground
(802) 253-7683.

Little River State Park Campground
(802) 244-7103.

Moose River Campground
(802) 748-4334,
www.mooserivercampground.com.

Mountain View Campground
(802) 888-2178.

Smugglers Notch State Park Campground
(802) 253-4014.

SENSE AND RELIABILITY

THE FORD F-150 SUPERCAB AND THE JAYCO JAY FEATHER SELECT X213 DELIVER CIVILIZED V-8 PROWESS AND FAMILY-SIZE LIVABILITY

story and photos by **Jeff Johnston**



Buyers in the lightweight-trailer arena can be reassured by seeing the Jayco name attached to the new Jay Feather Select X213 trailer. A well-respected company is what you want when you make an RV investment, and Jayco delivers the goods. Likewise, a Ford pickup is almost synonymous with RV towing, and the new 2011 F-150 carries on that tradition.

While the new EcoBoost dual-turbocharged V-6 engine is the exciting powerplant news in the Ford truck lineup there are still old-school purists who prefer V-8 muscle and cubic inches. The 5.0-liter engine is the smaller of Ford's V-8 offerings, and it combines powerful performance with reasonable fuel economy in a conventionally aspirated package.

Families looking for a lightweight trailer should find the X213 floorplan more than accommodating, towable with many smaller to midsize family vehicles. Although a snug fit in such a small unit, it sleeps as many as eight, making it the basis for





The quiet interior of the F-150 loudly boasts leather-trimmed captain's chairs with heated/cooled front seats and well-designed dash controls. Although the fit is snug, the Jay Feather Select sleeps as many as eight in a smart floorplan that makes good use of space.

many a happy group outing.

In addition, with the lower of the front two bunks folded up, a low-profile access door streetside allows use of the up-front space as a big storage area that would fit bicycles or other bulky recreational or camping items. Our test trailer was prepped by the pros at Guaranty RV (877-463-0067, www.guarantyrv.com) in Junction City, Oregon.

ON THE ROAD

This towing combo made quite a sight on the road. The SuperCab F-150 with the short bed is a stylish truck resplendent in its Golden Bronze Metallic exterior paint and just enough chrome to add sparkle interest.

The Lariat Plus package (\$950) adds a remote starter, universal garage-door opener, rear-view camera and reverse obstruction-sensing system — all of which are practical features — and the pickup-bed extender (\$250) can help when you need that extra bit of bed space. The test truck, however, didn't include the optional integrated trailer-brake controller, so our friends at Hitch Pro and Tow in Eugene, Oregon (www.hitchproandtow.net), made fast work of suitably mounting a brake control under the dash.

Our travels found us hitting the road on Interstate 5 through Central and Southern Oregon, and then just across the California border we struck out east for a campsite near Iron Gate Reservoir. That route included twisting two-lane

state roads and some graded dirt single-tracks, allowing operation over a wide variety of surfaces and grades.

Given that the F-150 is rated to tow a healthy 9,500 pounds, the 4,680-pound X213 is a minimal load for the truck, and that helped make it even more of a joy to tow. This combination results in what I call "performance towing." Sometimes a big, heavy trailer drags down even a properly matched tow vehicle and moves it into a "functional performance" arena. The driving works, but it's not too exciting. The F-150 tow rating is almost twice the trailer's weight, so the spirited tow vehicle still displays a spunk and vigor that makes towing more fun. You know there's a trailer aboard but when you hit the road, carve the turns and blast up the hills (heeding the speed limits, mind you) you do so with tow-rig capability to spare.

The test trailer was well balanced for stability. Cornering, bad-road handling, braking and simple dead-ahead rolling up the miles are a pleasure from behind the wheel. Ford's electric-power-assist rack-and-pinion steering keeps the driver in touch with the road and conventional coil-spring and leaf-spring suspension delivers a taut but not harsh ride with solid handling.

Grades are no obstacle for the F-150. We climbed a 6-percent slope at 63 mph in third gear at 3,700 rpm, and compression braking down the same hill netted 60 mph at 3,500 rpm, also in third.

Fuel economy, with one exception,

was about as expected for a tow rig with a traditional V-8 engine. The best was a solo freeway cruise that netted us a surprising 22.6 mpg. Not bad. General solo driving dropped to about 17.9 mpg. Still pretty good. Towing on the open freeway, we recorded 10.9 mpg, which dropped to about 8.7 mpg on a variety of mountainous/backcountry terrain.

The Ford's interior is as quiet as we could want in a touring vehicle. We never missed a beat with the stereo, and quiet conversation was the order of the day.

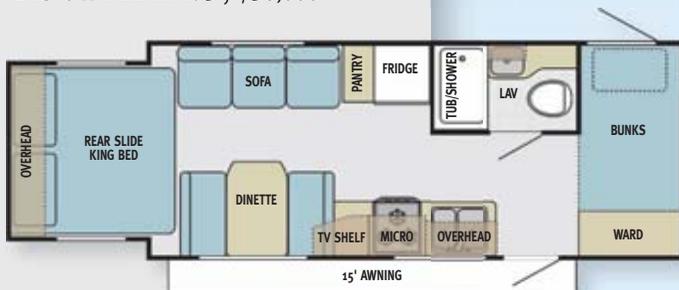
Leather-trimmed captain's chairs (\$975) included a heated/cooled front-seat feature that bumped the already-considerable comfort factor up a notch. The dash controls seem well done and easy to use and the instruments are readable at a fast glance as needed.

Normally we get by just fine with a two-wheel-drive vehicle, but this time, we fully exercised the truck's optional 3.55:1 axle ratio with limited-slip differential (\$300). Dirt-surface roads that incorporate coarse gritty sand can be slippery in dry weather, and some of our steep backcountry roads took some careful throttle modulation to avoid excess wheelspin while towing the trailer.

Drivers who normally prefer a manual transmission should find the six-speed automatic's Select Shift feature a fine compromise. With tow/haul mode engaged and the manual-shift feature activated, the driver selects the desired gear using a rocker switch on the shift

F-150 SUPERCAB 4 X 2

MPG, SOLO: 17.9; **TOWING:** 8.7
0-60 MPH, TOWING: 12.3 sec
40-60 MPH, TOWING: 6.2 sec
ENGINE: 5.0-liter FFV V-8
HP: 360 @ 5,500 rpm
TORQUE: 380 lb-ft @ 4,250 rpm
TRANSMISSION: 6-speed automatic
AXLE RATIO: 3.55:1
FUEL CAP: 26 gal
TIRES: P265/60R18
SUSPENSION, F/R: Upper and lower
"A" arms and coil springs, stabilizer bar/
Leaf spring
BRAKES: Four-wheel disc with ABS
TOW RATING: 9,500 lb
GROSS VEHICLE WEIGHT RATING: 7,050 lb
GROSS COMBINATION WEIGHT RATING:
14,900 lb
WEIGHT AS TESTED: 5,520 lb
LENGTH: 19' 3"
WHEELBASE: 145"
MSRP, AS TESTED: \$40,050
BASIC WARRANTY: 3 yr/36,000 mi



JAY FEATHER SELECT X213

EXT LENGTH: 24'
EXT WIDTH: 8' 3"
EXT HEIGHT: 11' 5"
INT WIDTH: 7' 10"
INT HEIGHT: 6' 6"
CONSTRUCTION: Aluminum and wood
framing, rubber roof, fiberglass skin,
polystyrene insulation
FRESHWATER CAP: 22.5 gal
BLACK/GRAY-WATER CAP: 22.5 gal/30.5 gal
LP-GAS CAP: 14 gal
WATER-HEATER CAP: 6 gal
REFRIGERATOR: 6 cu ft
FURNACE: 30,000 BTU
AIR CONDITIONER: 13,500 BTU
CONVERTER: 35 amp
TIRES: ST185/80R13
SUSPENSION: Leaf spring with
MOR/ryde CRE3000 equalizer
WEIGHT: (freshwater, water heater,
LP-gas full; no cargo): 4,680 lb
HITCH WEIGHT: 560 lb
AXLE WEIGHT: 4,120 lb
GROSS VEHICLE WEIGHT RATING: 5,500 lb
GROSS AXLE WEIGHT RATING: 5,800 lb
CARGO CARRYING CAPACITY: 820 lb
MSRP, BASE: \$22,071
MSRP, AS TESTED: \$25,026
BASIC WARRANTY: 12 mo

lever. Once selected, that gear also works as a compression holdback gear selection when driving downhill.

This truck had the optional Sony navigation system/radio (\$2,495) and it worked great. The view screen also displays the back-up camera image. This is a terrific safety item that also aids with solo or assisted trailer hitching. Navigation is easy with the GPS feature activated, although there were several times we strayed "off the grid" while the system told us where we were but revealed no roads on the map. Now that's our kind of proper RV travel!

As per usual for today's high-tech vehicles, the F-150 included a variety of electronic driver-assist features such as Roll Stability Control (RSC) and Trailer Sway Control (TSC), which helps to maintain trailer stability through the selective use of engine-power reduction and the use of brake applications. We can't say that we ever sensed the system in use; and that's good, because it either meant we were never in a trailer-sway situation or that it works seamlessly in the background, intuitively controlling any sway without driver knowledge.

Combined with the standard array of four-wheel ABS, front and side air bags, a safety canopy air bag and Advancetrac

with RSC, we were about as safe as we could be in a motor vehicle — short of leaving it parked in the driveway.

LIFE IN CAMP

Today's small trailers include some clever floorplans that make terrific use of the available space. The X213 family-friendly interior provides two bunk beds up front abutting the mid-body street-side bath adjacent to the refrigerator and pantry cabinet. There's a streetside sofa bed out back opposing a fixed dinette/bed and a curbside mid-trailer galley. Adult-size sleeping was not overlooked, either. The trailer features an uncommon but not unheard of rear-wall slideout space housing a roomy bed measuring 76 x 75-inches that Jayco calls a king bed, though it's technically a bit smaller than that.

In travel mode, the bed protrudes inside over the laid-flat sofa bed and dinette. We used its bed space as a stash spot for clothing, duffel bags and the like, which was handy. A touch of a button on the control panel grouping near the entry door moves the bed out about 62 inches into campsite mode, which also opens up the interior space.

As long as we have a comfortable, cramp-free sleeping space, the rest of the trailer's features are a bonus. Give us a good night's sleep and we can put up with almost any other shortcoming.

Vinyl flooring throughout, durable fabrics and cabinets in a Concord Cherry finish add up to an interior that's





From the galley to the restroom to the sleeping quarters, the design of the Jay Feather Select is fluid, with vinyl flooring throughout, plenty of storage in every room and empty wall space that can be used for additional shelves, hooks or rods.

durable enough for rugged family use.

The trailer's storage spaces handled our weekend's hardware with ease. We had no large items to fit the "garage" area, so we stashed camera and video gear bags on the bunk beds, which also kept the weight up front and biased toward the hitch.

Leveling blocks and tools were housed in the curbside front corner exterior-access compartment. There's a surprisingly deep hanging wardrobe, adjacent to the front bunks to hold bulky coats, assorted storage items and the like.

The bath is functional and effective. We enjoy a tub/shower combination because it's wide enough to stand in without the wet curtain sticking to our skin. An eye-level mirrored cabinet, sink and storage spaces occupy the balance of the space, and there's enough empty wall areas to add more clothes hooks or towel rods at the owner's preference.

The Jayco has a 28½-gallon freshwater tank, which seems fine for a smaller trailer, but that figure includes the 6-gallon water heater, so the freshwater tank is actually closer to 22½ gallons. That's modest at best, especially if you consider the trailer's eight sleeping positions. In a boondock camp with

several kids along who aren't great with water conservation, that 22½ gallons will quickly disappear. Better to plan this as a full-hookup unit, take along extra freshwater and less occupants for boondocking, or train your young'uns in the fine art of water conservation.

Per our usual preference, weather permitting, we cook mainly outdoors over the fire or with Dutch ovens, but the galley did the trick for our indoor meal projects. A big sink, full three-burner stove and modest counterspace served well, along with the drawers and cabinets close by. We were fully outfitted with the optional LP-gas oven and microwave, so we were set for any meal-prep requirements.

A 22-inch LCD TV is mounted in the aft end of the upper kitchen cabinet and is most visible to those on the sofa bed or someone lounging on the streetside of the main bed. Dinette occupants will be watching things at an angle that's not ideal for viewing pleasure.

The lounge area is great for socializing, and you can pack in a surprising number of comfortably seated adults, with more seated on the main bed if necessary. We appreciated that the dinette was sized well for adults. A cool night meant we pressed the furnace

into service. It was surprisingly quiet, and its ducted-heat delivery was well balanced throughout the trailer.

The rear-wall slideout bed is a clever design that provided a nice area for a welcome night's sleep. Long term, we'd recommend bringing along additional padding for the somewhat firm and thin mattress. Also, overhead reading lights would be helpful in this area. Access is pretty easy by stepping up from the sofa bed or, for the long of limb like myself, the floor.

A GOOD PACKAGE DEAL

We found the F-150 and Jayco X213 combination fun and functional. Although it's not an economy car, the Ford does deliver occupant comfort, versatile towing and solo family-car usability with reasonable fuel consumption. The Jayco is a terrific smaller family-size trailer with ample room for a good time at camp, making this combo a sensible and reliable match for a lightweight RV towing solution. 🚐

Ford Motor Company, (800) 392-3673, www.ford.com.

Jayco Inc., (574) 825-5861, www.jayco.com. Circle 200 on Reader Service Card.



AC GENSET SHOWDOWN

THREE OF THE TOP INVERTER GENERATORS FOR RVERS FACE OFF

Thanks to the modern portable AC-generator, you don't have to feel like you just started up a lawnmower when you're in the campground. Today's compact generators are incredibly smooth, quiet, fuel-efficient and have some amazing capabilities. Honda brought portable-generator technology into the 21st century with features like the fuel-sipping Eco-Throttle and inverter technology, which produced "clean" power for running computers and other sensitive equipment. But since the introduction of Honda's popular EU Series inverter generators several years ago, competitors have emerged — not the least of which are Yamaha and Generac.

All three manufacturers offer 2,000-watt portable AC-generators. Each boast lightweight fuel efficiency, quiet operation and "clean" power generation. We decided to see how Honda's popular EU2000i, Yamaha's EF2000iS and Generac's iX2000 compare to give

you an idea of which generator may be right for you.

Parameters for weight, ease of use, sound level, fuel consumption and price were established. Each generator was filled to the manufacturers' recommended top-off point with oil and fuel. We then used each generator to power a common 650-watt coffeemaker for 90 minutes. We chose this appliance for two reasons: 650 watts represents about one-third of each unit's maximum output, which we felt was a reasonable average for a day's use (running a television, a DVD player, short bursts of microwave use, etc.) and would give us a good idea of sound level and fuel consumption for a typical day. And coffeemakers cycle on and off, which mimics typical use as different loads are turned on and off.

We knew that this load alone would be considered too cushy for most, so after the coffeemaker test, we connected a 1,500-watt electric heater to each

generator for one hour to create a steady load near the unit's maximum output. We measured the sound level of each unit using a digital decibel meter in both economy and normal settings, and under the static load created by the 1,500-watt heater to determine how loud these generators are when they're really working. The goal here was not to duplicate the manufacturer's decibel findings, but to compare how loud each unit was under the same conditions. To do this, we marked a spot on the garage floor (door open, of course, selected so we would experience consistent ambient noise) and placed the test subject on that mark, with the exhaust facing toward the open garage door. We then stood 5 feet behind and to the left of the generator on another marked spot to establish some consistency.

When each test run was complete, we used a gasoline measuring vessel marked in milliliters to refill the unit to the manufacturer's recommended top-off

What is an Inverter Generator?



An inverter generator works by generating "raw" (unconditioned) AC power, which it converts into DC power, then "inverts" back to AC power. In the process, the unit's inverter cleans and stabilizes the power, making it suitable for sensitive electronics such as computers. A standard (non-inverter) generator is subject to fluctuations in voltage that, while not harmful to things like lights and radios, can wreak havoc on high-tech devices.

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User Guide

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point, which gave us a good idea of fuel consumption. Why not use a burette marked in CCs to measure fuel consumption? For one thing, it would be easy to inadvertently vary the top-off point (before or after testing) by several CCs, and at least a few CCs were lost fueling each unit. And does anyone really care if one unit is merely a few CCs more efficient in fuel consumption than another? In any case, we decided that, if the fuel consumption was that close, we would obtain a CC burette and run the test again.

Generac iX2000

The Generac is the only unit in this test that comes with its own oil and a handy funnel, which we in turn used to fill the other test units with oil. The Generac is also the only unit in this test that required priming. Before starting, the cap must be switched to the "off" position and the integrated plunger pumped a few times. When we started the Generac, it was noticeably louder than the Honda and Yamaha, and pulling the cord yielded a mechanical noise. Once it started, it vibrated considerably more than the others.

The Generac is heavier, louder and thirstier than the two others we tested. It can't be operated in parallel like the



The Generac iX2000 looks like something from a Buck Rogers movie. Fit and finish are good, and the side case can be removed with one large-head screw like the Honda.



others, and it's only 49-state certified, so California residents need not apply. However, it's also nearly half the price of the others. Bottom line: If you're on a budget, you don't ever need to double up your generators, and if you don't live in California, this might be an option to consider.

Honda EU2000i

Honda was first company to bring inverter technology to super-quiet, fuel-efficient portable generators, and campers haven't been able to get enough of them since. We found the Honda EU2000i has a narrow fuel opening, which could

make fueling a time-consuming process. Rush the job, and fuel can sputter out of the top and down the side of the unit. Our California model also had a tethered cap, and the tether was too short, so half the time the cap was in the way.

The Honda is easy to access for service, with a single screw holding the engine cover on. Plus, Honda made sure it's a large screw head, which allows users to tighten or loosen with a coin or key if



	GENERAC	HONDA	YAMAHA
ENGINE	127cc OHV	98.5 cc OHC	79cc OHV
FUEL CAPACITY	1.0 gal	0.95 gal	1.11 gal
DIMENSIONS (L X W X H)	22" x 12" x 18"	20.2" x 11.4" x 16.7"	13.3" x 11.0" x 17.9"
CURB WEIGHT	56 lb	50 lb	50 lb
STARTING PROCEDURE	Open fuel valve, close cap vent, prime fuel system with integral plunger, open fuel tank vent, engage choke, pull starter cord	Turn fuel cap to on; activate choke; turn engine switch to on; pull starter cord	Turn fuel cap to on; activate choke; turn engine switch to on; pull starter cord
SOUND LEVELS (DB)	Economy mode, 78.6; normal mode, 80.5; 1,500-watt load, 82.3.	Economy mode, 70.3; normal mode, 78.3; 1,500-watt load, 78.5	Economy mode, 70.3; normal mode, 78.3; 1,500-watt load, 78.5
FUEL CONSUMPTION	1,200 ml	950 ml	950 ml
MSRP	\$681	\$1,150	\$1,099
WARRANTY	Two years (Residential)	Three years	Three years
THE GOOD	Nearly half the price of its competition; comes with oil and funnel	Quiet and reliable, features innovations such as Eco-Throttle and parallel operation, easy to service	Great looking, easy to start, quiet, integral fuel gauge
THE BAD	Heavy, loud, rough, thirsty, not 50-state legal, can't be used in parallel	Difficult to fuel, sometimes stubborn to start	Engine cover requires screwdriver to remove

The Honda's pull cord and starter switch are on one side; its control panel and power outlets are on one end.



they don't have tools handy. The Honda also requires the fewest steps to start, which may not sound like a big deal until you're trying to remember how to get it going outside in the cold wind. And, of course, the Honda is wonderfully quiet and runs smooth as silk. Its control panel is well organized and offers two 120-volt AC outlets, a parallel power outlet and 12-volt DC outlet.



Yamaha EF2000iS

The Yamaha was an attractive unit with a bright chrome ring around the starter. If the competition had been for best-dressed generator, the Yamaha would have won hands down — but this unit also works as good as it looks. The Yamaha has a wide fuel neck, making refueling easy, and it has a built-in fuel gauge (the only one in this test so equipped). The curb weight is the same as the Honda. And, it is slightly quieter at idle, just as smooth and more fuel-efficient than the Honda.



The Yamaha was the best-looking generator in our test, and the most compact. All the controls on the Yamaha are in one convenient location.

The Yamaha is the only generator in our test with a fuel petcock, which means users can turn off fuel flow to the carburetor. This is a clever feature that allows you to store the generator for extended periods without fear of gumming the carburetor with old fuel. After removing fuel from the fuel tank, the petcock is switched to "off" and the engine is run until it is out of fuel.

Other Yamaha features we appreciate include a gear-driven camshaft, as opposed to the rubber belt of the Honda, and a 500-hour emission compliance lifetime, which is twice that of the Honda's. The only improvement we

would make is to the engine cover. It uses two small screws that require a screwdriver to remove. We would prefer larger, easier-to-remove fasteners like the Honda cover has.

For more on how these generators work in parallel, check out the Web Exclusives section of www.trailerlife.com.

Overall, the Generac is a bargain for non-California residents who need one, and the Honda is a great generator and worthy of anyone's investment, but in our opinion, the Yamaha offers a little more for your money when it comes to buying portable power. 📺

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TIRE-PRESSURE-MONITORING SYSTEMS

NEW SYSTEMS OFFER CONSTANT VIGILANCE

by **Ken Freund**

photos courtesy of
the manufacturers



Tire-pressure-monitoring systems (TPMS) are among those things we don't normally even think about until after they're needed. Flat tires and blowouts are among the most common breakdown problems RVers have, and a pressure-monitoring system can often make the difference between simply pulling over to add some air or fix a slow leak — or having a catastrophic failure.

Blowouts often occur because tires are underinflated. Overloading the truck or trailer — as well as not attending to a small puncture or other leak — will cause a loss of tire pressure. If the tires run underinflated for some distance, they can become so hot they disintegrate. Even if a blowout doesn't result in a loss of control or crash, it can cause extensive damage, ruining the wheel, and often the flailing tire carcass does hundreds or even thousands of dollars

damage in bodywork. There are documented cases of RVers unknowingly towing a vehicle that lost its tire, with sparks from the wheel on pavement causing a major forest fire. Knowing all this, a TPMS starts to seem like a bargain.

The National Highway Traffic Safety Administration reports that as many as one in three vehicles have underinflated tires. Tires can lose 1 psi per month or more, and tires that are underinflated by as little as 6 psi can fail.

TPMSs employ sensors at each wheel that have tiny radio transmitters that send an encoded digital signal to a receiver in the cab. All systems monitor tire pressure, and some also monitor tire temperature. The majority of after-market sensors mount on the tire valve stem, while the rest mount inside of the wheel. All use small batteries to power them, which must be replaced at various intervals, depending on design. Sensors on valve stems are easy to install and



TPMS wheel sensors use radio transmitters to send an encoded signal to the receiver in the cab of the tow vehicle.

service, but they are more susceptible to damage and theft. Centrifugal force can cause them to damage rubber valve stems and create a leak. Internally mounted sensors require that the tire be dismounted for installation, but sensors mounted in the wheels can provide the most accurate temperature readings. Both types weigh around an ounce and, therefore, affect tire balance slightly, so tires should be balanced afterward (which is a good practice, anyway).

If a problem occurs, most models use both visual and audible warnings to alert the driver. Dashboard-mounted monitors vary significantly in size and features, so read the product literature carefully. It's generally up to you to decide where and how you want to mount your monitor unit, as most come with several mounting options. Each unit requires some setup sequence so the monitor can recognize which sensor is associated with the individual tire. The cigarette lighter or power outlet on the dash or console powers some TPMSs. This is easy, but results in some clutter, requires full-time use of a socket and can work intermittently when contacts get dirty or are disturbed. Others may require hard wiring to the electrical system, which isn't particularly difficult, as these systems draw little current. A few are also rechargeable.

TPMSs became mandatory original equipment on all 2008 cars and light trucks and are found on some earlier models, but while many vehicles now come from the factory with a TPMS, these systems don't monitor trailer tires. Therefore, the next step is finding a system best suited for you. Determine



HAWKSHEAD TALON RV



how many tires you want to monitor, and if you'll be monitoring tires on a long trailer, check the unit's range specification. Let's take a look at some of the more popular systems available.

DILL

Dill offers real-time monitoring of up to 10 tires and uses a transmitter/sensor installed inside each wheel to provide accurate pressure and temperature readings. Receivers display pressure and temperature for each tire, and when an abnormal condition is detected an alarm is immediately sounded and an alert icon displayed. A warning will trigger if pressure is 20 percent below or 30 percent above presets, and can be set from 30 psi to as high as 130 psi (maximum sensing pressure is 144 psi). When tire temperature exceeds 176° F or leakage exceeds 6 psi in 16 seconds, the driver also receives a warning. Users can set baseline pressures and high-temp warnings. Distance between display and farthest sensor should not exceed 65 feet. Sensors fit most wheels with 0.453-inch-diameter valve stems; sensors are available for 0.625-inch and 9.7-m valves. Kits include an LCD display with external antenna and sensors. A kit with six sensors retails for \$486.33.

DORAN

Doran's RV360 model features easy installation with four valve-cap sensors and simple programming of desired baseline tire pressures. It has two levels of low-pressure visual and audible alarms, activated when pressure drops 12½ and 25 percent below the programmed baseline pressures. A patent-pending FastLeak alarm is also triggered by a 2.8 psi drop in less than 12 seconds, to warn the driver when a sudden drop in pressure occurs. A high-temperature alarm also alerts when tire temperature reaches 248° F. Lithium-ion batteries, with a design life of five years, are built-in to each sensor; batteries are not replaceable to protect the integrity of the seal. Pressure range is 10 to 188 psi. Optional interior and exterior signal boosters are also available. A base kit with two sensors lists for \$199.99.

HAWKSHEAD

The HawksHead HD model measures up to 140 psi and the HD+ model is rated up to 220 psi; both can monitor up to 22 wheels. Press a button and see real-time pressures and temperatures of each tire. The system also monitors for slow leaks and over-pressure conditions. Wheel sensors replace the valve caps, have a range up to 45 feet, use CR1632 batteries and weigh only 0.35 ounces.

HawksHead's new Talon RV model also monitors up to 22 wheels and up to 180 psi. It offers a quick method of dropping the trailer signals when unhitching, and then picking them back up again when reconnected. The monitor scrolls automatically, measuring each tire's pressure and temperature. Visible and audible alarms warn drivers of deflations, over pressures and high temperatures. A basic HD kit with four sensors is \$295; a base Talon RV kit with four sensors retails for \$339.

DORAN RV360



HOPKINS

Hopkins nVision monitors up to 24 tires simultaneously (including spares) and reads up to 150 psi, even when the vehicle is not moving. The monitor operates in the closed position to reduce driver distraction. When all tires are reporting normal tire pressures, the green light on the monitor face will be illuminated. Should any tire fall 12½ percent below normal, the yellow light will flash and a beeping alarm will sound. If pressures fall to a dangerous level, a red light will flash and a constant tone will sound until mute is pressed. Open the monitor and the low tire(s) will flash on-screen and show exact tire pressure.

There's a multi-vehicle memory with four customizable settings which transfers easily between vehicles and trailers; save different combinations for recall at the push of a button. The permanently sealed sensors replace tire-valve caps and are designed to be replaced every four years. The base system with four sensors retails for \$299.99.



PRESSUREPLUS

PressurePlus 8000 Series is designed for towing, and can be upgraded from a six-wheel system to accommodate up to 38 wheels with additional valve-stem sensors and signal relays. Installation requires no special tools and the system is programmable for pressure, temperature and vehicle configurations. It performs real-time monitoring of tire pressure and temperature. If a tire is over- or underinflated or too hot, the display changes from green to red, an alarm sounds, and the monitor displays which tire is affected and the problem. Kit includes a 4-inch LCD display monitor, a signal relay, and six locking valve-stem sensors. A base kit with six sensors sells for \$475.

PRESSUREPRO

PressurePro offers several models for six, 16 and 34 wheels. The 16-wheel system is designed with RVers in mind and features a forward/back button to monitor both the tow vehicle and trailer, or each individually. They're designed for

HOPKINS NVISION TPMS



PRESSUREPRO MONITOR

easy installation; plug in the dash monitor and screw the sensors on the tire valves. Units can read real-time pressures from 10 to 199 psi. Monitors have two low-pressure alerts at 12½ and 25-percent drops. They also have a user-adjustable high-pressure alert that's factory set at 24-psi overinflation. Audible and visual alerts identify the tire's location and show real-time pressure. Press a button to check each tire's air pressure; displays in psi, BAR or kPa and displays temperature. Operating range is up to 199 feet. Kits include a monitor and 3½-inch antenna; an extra antenna may be needed in certain applications. Tire sensors are sold separately; batteries last four to five years and an exchange program is offered. Base kits with six sensors start at \$499.99.

TIREMINDER

TireMinder offers several models that continuously monitor tire pressure and temperature. Model TMG400C for trailers has a pressure range of 0 to 145 psi and can handle up to 22 wheels. Sensor/transmitters screw onto the valve stems and send readings to the in-cab monitor. The system features user-programmable pressure-warning levels, and provides visual and audible alerts for pressure loss, or if a tire temperature exceeds 167° F. The basic TMG400C kit comes with a monitor, four screw-on transmitters that use replaceable long-life CR1362 lithium batteries, a DC charger and a free battery-exchange program; customers return their old batteries for safe, ecological disposal and receive new batteries (approximately one year battery life) for seven years. A basic kit with four sensors sells for \$249.99.

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TIRE SENTRY

Tire Sentry by Fleet Specialties uses a compact display that fits in a 2-inch diameter gauge hole. It doesn't require special tools for installation, and the tire sensors fit on the end of the valve stems. Sensors are pre-programmed for your specific pressure requirements, may be owner reset and use two 357B batteries that can last up to three years. The system will alert for a 10- to 15-percent loss of pressure, depending on tire size. An external antenna may be necessary with a long trailer, and is included at no cost. The base model TMA-4+4 retails for \$570, and will monitor four tires on the tow vehicle plus four on the trailer.

TRUCK SYSTEM TECHNOLOGIES (TST)

TST offers two different RV/truck monitoring systems for the RV market; models 507 and 510. Both share most features, except the 510 sensors include five-year life, military-grade lithium-ion batteries, while the 507 automatically records sensors' IDs during installation and employs replaceable CR1632 batteries. Both systems alert drivers to a rapid leak, a loss of signal, a low battery, an overheating temperature or a high or low pressure reading. They continually check pressure and tire temperature, even while stationary, and can monitor up to 22 tires. The systems can monitor up to 200 feet, include a long antenna to diminish interference, and come with a specially designed installation tool for security. Base prices for models 507 and 510 are \$299 with six sensors. 📞

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HOLD IT UP

Hatchlift baggage-door gas props take the frustration and headache out of exterior compartment access

by **Bill and Jenn Gehr**
photos by **Jenn Gehr**

Access to the myriad miscellaneous items and whatnots that are in storage just behind those temperamental exterior compartments has been a major contributing factor to countless headaches — both metaphorical and physical. And unfortunately, the last 20 years have brought few advances to these standard exterior compartment door hardware, until now. A new retrofitted door-lift system, called Hatchlift, helps to keep those compartment doors in place when accessing storage.

Our fifth-wheel trailer has a bedroom slide that had prevented the use of a baggage door catch, because the slide would not allow the compartment door to fully open. Years ago, we tried to fix the problem with a bit of creative engineering and a thin piece of stainless-steel safety wire. Granted, our little invention was effective at times, but as soon as the wind was anything more than a slight breeze, I would end up with a bump on my skull and a few choice words that would only get me in trouble. It was time to install a fail-proof system to keep those doors in place, and Hatchlift was the perfect solution.

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User Guide

Contents



1) Measure 4 inches from the top edge of the door for the leading edge of the mounting plate. 2) With the mounting plate held into position, pencil a line around the outside edge. 3) Using the scuff pad, rough up the outlined area for the first step of prep.

The simple design of the Hatchlift includes a gas prop (spring assembly), two brackets, a black nylon pull strap for tall doors, screws and a specialized mounting plate. Most baggage doors are made with a foam center with little or no wood to attach any type of a bracket with screws. Hatchlift's pre-drilled, square-mounting plate completely solves this problem.

Installing the kit should take place when the ambient temperature is 65° F or higher, to ensure a proper bond with the aggressive adhesive tape that's used on the backside of the mounting plate. You'll need an assistant to get started, because the door must be held

in place at the recommended 130-170 degrees so that reference markings can be made 6 inches from the top and 2 inches from the edge on the inside face of the door. Once that's done, the spring assembly with the upper and lower brackets in place is held in position to make sure it will clear any obstructions. If it doesn't, the gas prop can be installed on the opposite side of the door. Once clearance has been established, the bottom bracket is installed on the wall (or door jamb, if necessary) using the supplied screws.

The top bracket is attached to a mounting plate, which provides a very strong foundation. The leading edge of

the mounting plate is attached to the face of the door, 4 inches from the top, which should cover your reference marks. I recommend that you hold the gas prop assembly in place once again to be certain it has complete clearance, top and bottom. Using the supplied pad, scuff the area where the plate is to be mounted, then clean it with rubbing alcohol and allow it to dry. The next step is to crush the tube of primer at the small black dot and apply the entire contents to the location of the scuffed, prepped area. It takes about 10 minutes for the primer to completely dry.

The exact placement of the mounting plate is critical, as you will only have



4) Next, follow the instructions provided and apply the primer to the roughed-up area. 5) Peel off the protective film on the mounting plate.



INSTALLATION TIP

Be sure not to tighten the screws into place with a drill motor — hand tighten only.



6) Align the plate carefully, press and hold into place. 7) Using the provided self-tapping screws, drive the screws into place but do not tighten with a drill motor; you should hand tighten with a screwdriver to avoid stripping the screws or overtightening.

one chance for proper installation. Hold the plate firmly against the door for a full minute. The next step is to install the ½-inch self-tapping screws through the mounting plate's pre-drilled holes. Be sure to hand tighten only. The screws help hold the plate in position while the adhesives cure over the requisite 48-72 hours. Once that's done, it's time to install the curved mounting bracket, pre-drilling the mounting plate with a ⅜-inch drill bit, which is not included. Then, attach the gas prop to the upper and lower bracket, being certain both ends are engaged firmly on the ball studs. To be sure the newly installed Hatchlift is working properly, open and close the baggage door only once or twice. Then remove the gas prop and allow the Hatchlift mounting plate to fully cure without being under a load. If needed, install the hatch strap to the backside of the baggage door lock with the provided screw. In some cases you

may need to install shims, blocks or alternate brackets to best accommodate the lower bracket location.

The installation of the first Hatchlift spring assembly to a baggage door takes about an hour, but once you've become familiar with the process, installation time will reduce by about 15 minutes. Last-minute changes were made to the kits as we went to press. A second mounting stud is now included with the kit so that doors will operate under slide-outs. Also, the aforementioned shims will now be part of the kit, as will alcohol

wipes for cleaning the door face.

Hatchlift carries a 12-month warranty and an msrp ranging from \$31.95 to \$41.95, depending on the size of the door.

With the recent discovery of Hatchlift for all of our RV's baggage doors, our self-engineered compartment door holders are a thing of the past, and so are the banged heads. 🗨️

Hatchlift, (303) 233-6083, www.hatchlift.com. Circle 214 on Reader Service Card.

- 8) Install the upper bracket centered 6 inches from the top of the door.**
- 9) Remove and install the shock stud into one of four adjustment holes.**
- 10) Install the lower bracket at the predetermined position using the supplied self-tapping screws.**
- 11) Remove the center screw from one of the baggage door locks and install the pull strap with the supplied screw.**



FOREST RIVER SURVEYOR SP-240

AN ECO-FRIENDLY TRAVEL TRAILER OFFERS
IMPRESSIVE AMENITIES INSIDE AND OUT

by **Ken Freund**

With an obvious eye toward improved tow-vehicle fuel economy, Forest River offers the Surveyor Sport SP-240, a lightweight travel trailer that can be towed behind many midsize or larger SUVs. We were able to spend some time in one thanks to Barber RV, in Ventura, California.

The designers at Forest River have made efficient use of every foot of space, while still offering a large central living area. The dinette seats six, with extra space for two or three folding chairs for guests. Folded up, the dinette becomes

an 82 × 48-inch bed. A 9-foot-long kitchen slideout adds to the spacious galley, which includes a two-basin sink, three-burner stove with oven, a microwave and a large Dometic double-door refrigerator. Overhead cabinets and a pantry round out the galley's storage options.

Perhaps the most striking feature of the interior is the entertainment island between the front bedroom and central dining area. It contains a flat-screen LED TV that can be swiveled 180 degrees to face either the bedroom or dinette. A standard 200-watt AM/FM/CD/DVD stereo with auxiliary connectivity for an iPod, USB and SD card slot makes it

possible to play almost anything, while optional outdoor speakers take the music outside. Two separate privacy curtains close to separate the master from the rest of the trailer, which allows either person access in and out of the bedroom without climbing over or disturbing the other. The 60 × 74-inch queen-size bed lifts for under-bed storage, and overhead cabinets add even more.

The rear bathroom is surprisingly spacious, with a large corner shower that has a bubble skylight that opens things up, plus a sink and commode. You'll find plenty of storage space back here as well, with the vanity, a roomy wardrobe cabinet on the streetside and a 26-inch-deep cabinet curbside above the outdoor kitchen compartment.

One of the most interesting features is the optional curbside exterior kitchen, which makes outdoor food prep a breeze and is especially appreciated on bright, sunny days or when the weather turns hot and you'd rather keep the cooking heat outside. An LP-gas coupler allows you to connect a barbecue to the trailer's LP-gas cylinders, plus there's a two-burner stove, a sink and a compact electric refrigerator to keep cold drinks handy. The kitchen's compartment door,





which adjoins the 13-foot electrically operated awning, lifts up easily on gas struts to serve as a roof and sun shade when it's open. A pass-through storage compartment across the front has room for outdoor furniture, sporting goods or a compact barbecue. An outside shower helps keep the interior clean by offering an additional washing station.

Laminated side walls over aluminum-framed construction provide a smooth, light, durable and aerodynamic design. The sealed underbelly offers

The single-slide Surveyor Sport offers plenty of room for amenities. The centrally located entertainment center contains a flat-screen LED TV that can be swiveled around to face either the master bedroom or the dining area.

protection from road debris and keeps unwanted pests out, while rubber torsion independent suspension axles provide a smoother ride. A 20,000-BTU furnace and 13,500-BTU air conditioner keep the interior comfortable. The walk-on rubber roof has a 12-year warranty, and the Lamilux Super 1000 fiberglass skin comes with a two-year warranty.

Overall, the Surveyor combines quality construction with a versatile

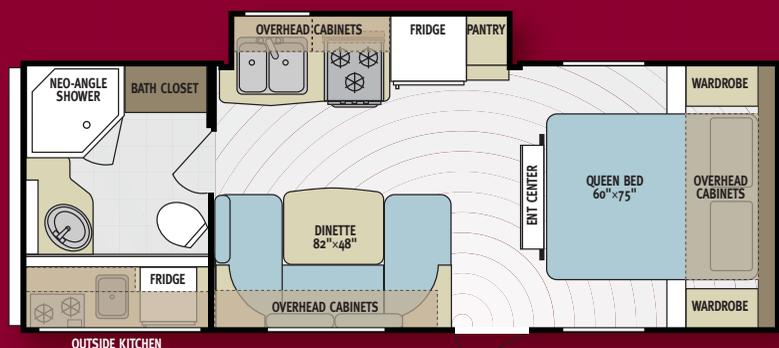
floorplan for a small family or couple in a good-looking trailer that's easy to tow. The Surveyor also has a TRA gold rating for its environmentally friendly design and manufacturing processes. 🚐

Forest River, (574) 534-3167, www.forestriverinc.com. Circle 215 on Reader Service Card.

Barber RV, (866) 797-8420, www.barberrv.com.



QUICK INFO



EXT LENGTH: 26' 6"
EXT WIDTH: 8'
EXT HEIGHT: 8' 7"
INT HEIGHT: 6' 7"
FRESHWATER CAP: 36 gal
BLACK-/GRAY-WATER CAP: 30 gal/30 gal

LP-GAS CAP: 14 gal
DRY HITCH WEIGHT: 418 lb
GVWR: 7,498 lb
BASE MSRP: \$24,831
MSRP AS TESTED: \$28,533

1938

REO & CURTISS AEROCAR TRAILER

by **Ken Freund**

Parked in a corner of the entrance to the Petersen Automotive Museum in Los Angeles is a remarkable piece of RV history. This unique art-deco-styled combination of a 1938 REO truck and Aerocar trailer was in use until 1991. Dubbed “Vagabond” by its original owner Dr. Hubert Eaton (who owned Forest Lawn Memorial Parks and other properties around the country), this Aerocar was built by the Curtiss Company in Coral Gables, Florida.

Famous American aircraft designer Glenn Curtiss’ high-end Aerocar trailers were custom-made to customers’ requirements. With prices ranging from about \$2,600 to more than \$15,000, the handmade Aerocar was not for the

masses. Dr. Eaton’s was outfitted to transport clients in comfort to inspect real-estate holdings, and for occasional fishing and hunting trips. The interior can sleep up to six people and features include a self-contained bathroom and a kitchen designed to handle up to eight guests. There’s a raised front observation deck with a speedometer, compass, a barometer and an intercom to the driver, which was very high tech for its time.

Curtiss first developed a travel trailer called “Adams Motor Bungalo” in 1919. Named for G. Carl Adams, his partner and half brother, the trailers had single rear axles and a rectangular shape except for their V-shaped prows. A metal arm descended from the front, fitting into a special hitch in the tow vehicle’s

trunk. Only about 100 were sold, and they were discontinued in 1922.

The Aerocar style of trailer was developed around 1927 by Curtiss. During the later part of the “Roaring Twenties,” Curtiss, known as the “King of the Air” for his innovations, wanted to return to his love of the outdoors. But at age 40, he wanted some comfort while on his excursions and decided to design a new travel trailer and start a business making them. Curtiss felt that he could build a trailer that was light, yet strong enough to withstand the rough roads of the day by employing aircraft construction methods and materials.

Aerocar trailers were noted for their long, streamlined bodies with aerodynamic styling, and the front ends had a



curved nose with observation windows. Framing consisted of vertical oak struts, with horizontal bracing connected by diagonal nickel-steel airplane-truss wires. Turnbuckles were used to adjust the wire's tension for maximum rigidity. With this aerodynamic design, the trailers had no conventional frame and saved a considerable amount of weight. Also mimicking aircraft practice of the period, the outside was covered with fabric, stretched tightly over tempered Masonite. Road travel was slow, and the spacious interior allowed owners the luxury of being able to stand up, walk around, or change seats during long rides. The rear axle and wheels were placed at the extreme rear end, which eliminates sway and improves the ride.

Curtiss trailers were also among the earliest fifth-wheel-type towables, utilizing a Glenn Curtiss Aero Coupler, which consisted of a tire and wheel mounted horizontally to the trunk floor of a passenger car or a specially designed tow vehicle. The trailer's gooseneck kingpin fits into the fifth-wheel's bearing hub where an axle would normally fit. This design was effective against road shock



This REO tractor was specially built to tow the luxurious Curtiss Aerocar, which has a kitchen, toilet, seating for eight, ashtrays and even cup holders.



as the tire absorbs twisting, plus lateral, longitudinal and vertical road shocks, and pressure could also be adjusted, making it an early air hitch.

REO TOW VEHICLE

REO Motor Car Company was started by Ransom E. Olds (also founder of

Oldsmobile) during 1904 in Lansing, Michigan, and produced cars and trucks from 1905 until 1975. The streamlined cab-forward 1938 Reo tractor featured here was also specially built for Dr. Eaton to tow his Curtiss Aerocar. The futuristic, aerodynamic aluminum and leatherette body was built by Standard Carriage Works of Los Angeles, which specialized in custom truck bodies. Inside, there's a roomy cab with a large storage area and sleeping quarters for the driver. A Williams air-brake system provides stopping power for the truck and trailer, while dual rear wheels easily handle the pin weight of the 10,000-pound trailer. Tucked away in a compartment, a generator powered by a four-cylinder engine provides electrical power for the coach. The REO originally had a 12-cylinder White truck engine, but when that wore out after more than a quarter-million miles, a Cummins six-cylinder diesel was fitted in 1953. Currently the truck and coach are in need of restoration and potential sponsors are asked to contact the Petersen's curator, Mr. Leslie Kendall. 📧

Petersen Automotive Museum, (323) 930-2277, www.petersen.org.



PERFORMANCE CORNER



by **Ken Freund**

ROYAL PURPLE LUBRICANTS

For several years, the American Petroleum Institute (API) has been reducing the maximum limits of zinc/phosphorus anti-wear additives in motor oils via its self-governed licensing program. A lot has been said about the elimination of these additives in motor oils, which are called “Resource Conserving” with API classifications of “SN” for gasoline engines. The API SN rating is also equivalent to the new GF-5 oil rating by the International Lubricant Standardization and Approval Committee (ILSAC).

The anti-wear additives were used to protect valve lifters with flat surfaces that contact the camshaft. Newer engines have roller lifters that reduce friction and don’t require the additives. These changes have left owners of older vehicles struggling to find an alternative to more-expensive and difficult-to-find racing oils.

To meet this need, Royal Purple has just introduced its new HPS Series synthetic motor oil that’s specifically formulated to meet the demands of hard-working high-performance and tow-vehicle engines. HPS receives a high level of zinc/phosphorus anti-wear additive and Royal Purple’s proprietary Synerlec additive technology.

Royal Purple reports that HPS protects valve trains using either rollers or the older flat-tappet lifters which require added protection. Its advanced additive technologies, such as Synerlec, reduce metal-to-metal contact under severe conditions for

greater protection and significantly reduce heat and wear to help protect engines. HPS motor oil responds to increased internal load pressure with increased viscosity. It’s also said to improve sealing between piston rings and cylinder walls for maximum power, with exceptional oxidation stability to maximize oil life. HPS reduces sludge deposits and keeps engines clean with its advanced synthetic solvency to allow for extended oil-drain intervals.

Royal Purple HPS is compatible with other mineral and synthetic motor oils and is available in popular multi-viscosity grades for gas engines: 5W20,



5W30, 10W30, 10W40 and 20W50. Royal Purple recommends its products for vehicles that are no longer under warranty, and for those owners seeking a higher level of performance and protection. For vehicles under warranty and diesels, Royal Purple recommends its API-licensed oils.

Royal Purple also markets oil filters, break-in oil, automatic-transmission fluid, gear oil, power steering fluid and other products. For more information call (888) 382-6300 or visit www.royalpurple.com. Circle 216 on Reader Service Card.

NEW EPA RATINGS

The traditional measure of miles per gallon (mpg), used for decades to indicate efficiency with gasoline and diesel-powered vehicles, doesn’t work for electric and plug-in hybrid vehicles. New ways of comparing were needed by potential buyers when shopping for new vehicles.

The Environmental Protection Agency (EPA) and General Motors worked together to come up with a new unit that will appear on window stickers. To make these new models easier to compare to conventionally fueled vehicles, the “MPGe” measurement was adopted. It stands for “miles per gallon equivalent” and is calculated by measuring the vehicle’s electricity use in kilowatt-hours (kW-hr) and converting it to an accepted value for the energy content of a gallon of gasoline. The EPA calculates MPGe using a conversion factor of 33.7 kW-hr of electricity per gallon of gas.

THERMOELECTRIC GENERATORS

The researchers at Purdue University have developed a new ThermoElectric Generator (TEG) which is designed to reduce fuel consumption by converting exhaust heat to electricity. Electricity thus generated can run the vehicle’s electrical system and charge batteries, which reduces engine loads, resulting in lower fuel consumption. Internal-combustion engines expel up to 70 percent of the energy in their fuel as waste heat. TEGs generate electricity directly from a temperature differential, such as is found in the exhaust.

The main challenges are developing TEGs that can withstand extreme conditions and work at different temperatures to collect energy at different points. University of Michigan researchers have studied skutterudites, a class of sturdy thermoelectric materials that, when combined with elements such as metallic barium, can produce energy conversions. While present state-of-the-art thermoelectric substances are only about 5 percent efficient, skutterudites could help improve performance to 15 or 20 percent. 





⚡ LIGHTS OFF

It's easy to get distracted by the nature surrounding you when boondocking, leading you to forget to shut off your trailer's interior or toy-compartment lights, causing drained house batteries when you're not hooked up to shorepower. Cole Hersee's new FlexModT 48636 Electronic Timer automatically turns off interior lights to protect batteries from being drained due to leaving lights on for extended periods. The Timer will shut off the lights when there's low voltage, or the device can be wired to shut off the lights after a certain amount of time has elapsed. The FlexModT ensures lights will not turn back on until the voltage is back to a normal level and the operator resets the switch. msrp is \$100.

For more information, call (617) 268-2100 or visit www.colehersee.com. Circle 217 on Reader Service Card.

PRODUCTS

WHAT'S NEW

SPORT-BRELLA ⚡

A rainy day doesn't have to mean that you can't spend time outdoors. The Sport-Brella is a 9-foot-wide portable group umbrella that sets up in seconds and provides shelter from the rain, sun (material is SPF 125) or wind. Perfect for providing shade at the beach, shelter from rain at a campsite or keeping dry at a festival or sporting event, the Sport-Brella features top wind vents, side zippered windows, internal pockets and ground stakes for additional stability. It all folds up into an easy-to-carry bag when you're ready to move on to your next destination. The Sport-Brella comes in two sizes — regular (\$59.99) and XL (\$69.99) — and in several colors and prints.

For more information, call (877) 225-7275 or visit www.sportbrella.com. Circle 218 on Reader Service Card.



ROTATING LATCH BRACKETS ⚡

Blue Ox is now producing Rotating Latch Brackets that the company claims will fit all weight-distributing hitches with chains. Previously the brackets were only found on Blue Ox SwayPro weight-distributing and sway-control hitches, but they are now available separately. Their wraparound design is said to keep the chains more secure, and the rotating latch offers less hassle and greater clearance for enclosed trailer frames, LP-gas cylinders and battery compartments. The brackets are available in clamp-on and bolt-on options. msrp is \$295.

For more information, call (888) 425-5382 or visit www.blueox.us. Circle 219 on Reader Service Card.

RENEW PROTECT →

The Renew Protect line (Satn, Blak and Gloz) of protectant and dressing products is designed to restore and protect the appearance of trim, rubber, vinyl, bed liners, plastic and finished leather. All of the products offer UVA and UVB protection, are silicone-free with a dry-seal protective finish that helps repel dirt and water and provides a rich, new appearance that lasts up to a year, according to the company. They're also safe for use on motorcycles and for preventing dry rot. msrp for each product is \$14.95 with two foam applicators included with each. **For more information**, visit www.renewprotect.com. Circle 220 on Reader Service Card.



PRODUCTS

WHAT'S NEW



→ EMERGENCY ROAD BEACON

Part of being prepared for a roadside emergency includes having a reliable emergency light source. Etón Corporation's Road Torq is powered by a dynamo hand crank — just two minutes of cranking gives you 15 minutes of LED power. It has a retractable, reflective tripod that allows the device to be used as a spotlight, or it can be stood upright to serve as a steady or three-LED flashing beacon for passing motorists. Since the 1-watt LED spotlight is on a folding hinge, it can be faced upright to provide visibility under your vehicle or in any other tight space. msrp is \$40. **For more information**, call (800) 872-2228 or visit www.etoncorp.com. Circle 221 on Reader Service Card.

A STEP UP →

For those of us who need a bit of a boost to reach the top of our SUVs or to have easier access to the truck bed, the Couplemate Premium Aluminum SUV Step can offer some help. Available in chrome or black, the step is designed to fit all existing Couplemate Trailer Guide Bases and includes an anti-theft locking pin, tow ball and a heavy-duty base plate. The surface of the step features an antislip tread and an ElectroGal rust-prevention coating. msrp is \$199.

For more information, call (507) 402-5499 or visit www.premiertrailertowingproducts.com. Circle 222 on Reader Service Card.





PICKUP VAULT

Truck-bed storage is one of the great advantages to towing with a pickup, but there is also the concern of keeping those items secure from theft and prying eyes. Truck-cap and tonneau-cover manufacturer A.R.E. has teamed up with Truck Vault to offer the A.R.E. Pickup Vault, a lockable, carpeted two-drawer system with a depth of 5½ inches that installs in the truck bed without any drilling. It's available to fit most of today's popular trucks and features folding compression locks to keep your gear secured, supporting up to 2,000 pounds. An adjustable tie-down system can be used to secure additional cargo on top of the system. msrp ranges from \$2,600 to \$3,200. **For more information**, call (330) 830-7800 or visit www.4are.com. Circle 223 on Reader Service Card.

COOL COVERS

For the truck enthusiast who has everything, why not up the cool factor of a boring old hitch receiver with Reese Towpower's Lighted Hitch Covers? They feature auto manufacturer emblems that light up with LEDs at night with the running light, when the vehicle brakes and with the use of hazard lights. They fit 1¼-inch and 2-inch hitch receivers and require no tools to install. The logos currently offered are for Ford, Ram, GMC and Chevy, and are available for purchase at AutoZone. msrp ranges from \$34.95 to \$39.95.

For more information, call (800) 234-6992 or log on to <http://reese.cequent-cpi.com>. Circle 224 on Reader Service Card.



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Advice from our **Tech Team**

TIRE DURABILITY

After reading about the importance of axle alignment, I realized I do not know how long tires should last under normal conditions. I have a 26-foot R-Vision Trail Cruiser with a 5,000-pound gross vehicle weight rating. It is usually fully loaded, hopefully not overloaded. Three years ago I had a 50-pound metal box installed on the back bumper, which I use to carry two Honda EU2000i generators at 50 pounds each. I moved the spare tire from the back bumper to the front to partially offset the weight loading. I also added four new 15-inch Goodyear Marathon tires.

Since then it has been towed about 20,000 miles on various road surfaces, including considerable winding mountain roads. The tires are rotated every year but the inside of all tires wore down to the cord. Is this reasonable service?

Larry Fiala, Madison, Wisconsin

Most trailer tires wear out due to age before they wear out from mileage. That's because most trailers are towed relatively few miles per year. You should always keep an eye on your tire sidewalls and tread to watch for any cracks, weather checking and tread separation. Even if they have lots of tread left but are 7 years old, it's time to replace them due to age.

In your case, 20,000 miles is a healthy lifespan for trailer tires, but the fact that they all wore consistently on their inner edge indicates a possible alignment problem. It seems like the axle camber needs to be checked, as worn inner edges could indicate that the tops of the tires are "tipped inward" too far, which puts too much pressure and resultant wear on the tire's inner edges where they hit the pavement. They aren't very common, but some alignment shops or chassis-and-driveline



You should always keep an eye on your tire sidewalls and tread to watch for any cracks, weather checking and tread separation.

shops can also align trailer axles. You may need to ask your local RV service center for a recommendation or do some research among shops that work on commercial trucks. If you can find a place that can do a trailer axle alignment for you, your uneven wear patterns may go away.

Overloading can also cause that kind of wear. The trailer weight on the axle spring mounts, using leverage between

the mounts and the tire centerline, bends the axle center down in an arc that causes the tire camber to be out of spec. I'd run the trailer over a scale to check the weight. — Jeff Johnston

HIGH DIESEL EGT'S

I have the Banks PowerPack system on my 2005 Chevrolet Duramax, and have some questions. If I run the program on the higher settings (i.e. 4, 5 or 6) with my fifth-wheel trailer hitched up, while climbing a hill the exhaust gas temperatures (EGTs) go up fast and too high, so I either have to turn the setting down or get out of the throttle. Also, when the transmission shifts back to a higher gear the pickup smokes. I've been told the Duramax shouldn't smoke, and the computer will override the fuel supply so the EGT isn't a problem. But I am still worried.

I went to a diesel mechanic who puts on aftermarket chips (not Banks, though) and he said not to use the settings more than 2 or maybe 3, as these chips are not



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

designed for hauling a load, yet when I asked Banks techs, they all say it's OK. Do you have any input on this?

Bryce Chapman, Denver, Colorado

The Banks PowerPack system for a 2005 Chevrolet truck (engine designation LLY) is designed to limit EGTs to 1,350° F. This is considered to be the safe maximum operating exhaust temperature for the engine. The tuning module can only modify fueling that is added, not fuel that would be delivered in the stock configuration. If EGTs exceed 1,350° during normal operation, it's likely the tuning module has already reduced fueling as much as it can, and the stock level of fuel is still too much. This would indicate that not enough air is getting into the engine. The maximum operating boost should be around 30 psi.

If the engine is not achieving this under heavy load (the same conditions during which high EGTs are observed), then it's possible there is a boost leak or the turbo is not operating properly. The

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LLY engine has a variable geometry (VG) turbocharger that uses moving vanes in the turbine section of the turbocharger to produce maximum boost. If these vanes are not able to move through their full range of motion, the result could be either high or low boost. High EGTs and excessive smoke are good indicators of a lack of adequate airflow through the engine. Check your maximum boost level, check

for boost leaks and verify that the turbo is functioning properly (this should be done by a competent diesel mechanic).

You might also consider getting something in writing from Banks. If you have costly mechanical problems later, you'll have a document that states what the company told you was OK versus what finally happened to your rig, while following the company's instructions. — Ken Freund

REFRIGERATOR ELECTRIC OPERATION

Clifford N. Click had a great idea about running his fridge on 120-volt AC while driving ("Two-Way to Three-Way Fridge," March 2011). You cautioned him about unplugging the fridge when the engine was off. I had a three-way fridge in a camper a while back. To run the fridge while driving, 12-volt power was supplied by a solenoid powered through a tap from a run-only fuse. The fridge stopped drawing power when the engine was shut down, and we never had to worry about parking off level or having the fridge run when off-kilter.

Click's setup might call for an upgraded alternator. I installed the Flex-a-lite fan in my truck. At idle — with the air and fan running — the charge needle went down more than I liked. A one-hour changeover (swapped the serpentine while doing the job) to a higher-rated alternator designed for my truck provided adequate charge.

Ted Peters, Via email

Using a 12-volt DC power cutoff relay seems like a sound means of avoiding a battery drawdown when the engine isn't running and providing charge current. If you're parked awhile in hot weather, you'll need to switch on the LP-gas on the refrigerator to avoid having it warm up excessively. If your refrigerator is an AES model that automatically selects the best available power supply, it would automatically switch the 12-volt DC supply off and turn on the gas when the truck's engine is shut off, though this feature takes a while. — J.J.

WHY NOT SOUP 'EM UP AT THE FACTORY?

I've had a question on my mind for some time, and I bet I'm not the only one. As I read about computer modifications and performance-enhancing air intakes and exhaust systems, I wonder if they really are fuel-mileage and torque/horsepower improvers. I would think that manufacturers would want to get the most performance and fuel mileage to boost sales. I realize standards must be met, such as noise and EPA regulations; however, at today's fuel prices, why aren't the manufacturers tweaking the onboard computers and using these intake and exhaust systems for these improvements?

Rick Brosge, New Waverly, Indiana

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That's a great question. The basic answers are cost, durability and government regulation. Exhaust systems are usually designed for the stock engine's output and to keep noise down in the cab — all at minimal cost. Air filters must be able to withstand choking dust, water and snow ingestion to pass engineering tests that some of the "hot rod" units aren't designed for. Aftermarket computer modifications often provide more-aggressive settings for timing, boost, fuel control, etc. than most of the original equipment manufacturers are willing to risk.

The OEMs have to meet EPA and CARB standards as well as provide a substantial margin to allow for vehicles that vary due to production tolerances, wear and variables such as poor-quality fuels — and still pass the tests at high mileage. They also have to maintain safety margins to ensure durability under extreme conditions and abuse so warranty claims are minimized. The result is factory "detuning," which has fostered a huge aftermarket industry. The aftermarket manufacturers know that most enthusiasts "baby" their trucks more than the commercial users, such as the Alaska pipeline, logging and mining users, etc., and thus leave thinner safety margins. However, if you look back at factory power ratings, you'll see a steady increase in stock outputs as technological progress in materials, design and manufacturing occur. — K.F.

HITCH CLEARANCE CONTACT

We have a fifth-wheel RV and 2008 GMC shortbed pickup. When we make a sharp turn the hitch on the fifth-wheel hits the bed rails on truck. We are using a gooseneck hookup as of now in our truck. Would a sliding fifth-wheel hitch prevent it from hitting on bed rails? Please give details as to how a slide hitch works.

Charles Haste, Via email

We're a bit confused about your hitch contact problem. If you had a conventional fifth-wheel hitch with an extended pinbox on the trailer, it's possible that the angle of the inbox extension would cause contact between it and the bedrail in a tight turn, especially if the hitch head was mounted fairly low in the truck bed. But

most gooseneck-style hitches are vertical assemblies with little or no side angle apart from bracing near the top, so we aren't sure how that setup could cause bed rail contact.

In any event, you should try raising your hitch so the trailer sits farther from the truck rails. Most gooseneck adapters for fifth-wheels are adjustable for length. Some have a fixed length with variable

sizes, so that may be the answer to your problem. If this isn't the kind of work you want to tackle yourself, your local RV service center can handle it with ease.

The sliding hitches on the market are for fifth-wheels only, and don't function with gooseneck-style hitches. The sliders move the pivot point back away from the cab when tight turns are needed, and back over the axle for normal towing. — J.J. 🚚

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 WAS \$32,690 **NOW \$24,988** SAVE
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 STK. # HL5380A



USED 2008 Forest River ROCKWOOD
8265SS WAS \$40,000
NOW \$24,995 SAVE
 \$15,005 (866) 775-
 0682 Roanoke, VA STK.
 # ROA13410



NEW 2011 Thor COLEMAN CTU225KS
 LIST PRICE \$35,519 **NOW \$24,995** SAVE
 \$10,524 (888) 331-1595 Santa Clarita, CA
 STK. # AMRV21115 VIN # 127882



NEW 2011 Thor COLEMAN CTF259RE WAS \$35,478
NOW \$24,995 SAVE \$10,483 (866) 610-5049 Ak-
 ron, OH STK. # SRV17976



USED 2007 SunnyBrook BRISTOL BAY
3150RL WAS \$33,690 **NOW \$25,988**
 SAVE \$7,702 (888) 386-5189 Houghton
 Lake, MI STK. # HL5320A



NEW 2011 Dutchmen DENALI 259RLX
 WAS \$37,271 **NOW \$25,995** SAVE
 \$11,276 (888) 819-7952 Longmont, CO
 STK. # KC110783



USED 2007 Gulf Stream
YELLOWSTONE 34 LIST
 PRICE \$34,440 **NOW**
\$26,351 SAVE \$8,089
 (888) 479-3568 Vacaville,
 CA STK. # VAC11910C
 VIN # 071014



USED 2006 Keystone
CHALLENGER 34TBH
NOW \$26,470 (888)
 905-0490 Anthony, TX
 STK. # LC15252AA



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



USED 2008 Coachmen CHAPARRAL
299TSB WAS \$44,900 **NOW \$26,876**
 SAVE \$18,024 (866) 289-0113 Chatta-
 nooga, TN STK. # CH5998



USED 2007 Gulf Stream SEDONA
34FSBW **NOW \$26,947** (888) 641-
 0925 Kaysville, UT STK. # KY36139



USED 2010 Dutch-
men FREEDOM SPIR-
IT 259REX **NOW**
\$26,995 (888) 905-
 0490 Anthony, TX STK.
 # LC14921A



NEW 2011 Dutchmen DENALI 312BH
 WAS \$37,995 **NOW \$26,995** SAVE
 \$11,000 (888) 450-7060 Dothan, AL STK.
 # DOT37342



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



NEW 2010 Crossroads SUNSET TRAIL
31KS WAS \$36,021 **NOW \$26,995** SAVE
 \$9,026 (866) 754-7302 Greenwood, IN
 STK. # GRW324823



USED 2006 Keystone CHALLENGER
34TBH WAS \$34,685 **NOW \$24,995**
 SAVE \$9,690 (888) 315-7967 Tucson, AZ
 STK. # TUC13516



NEW 2011 Starcraft LEXION S-LITE
254RK LIST PRICE \$36,386 **NOW \$27,289**
 SAVE \$9,097 (888) 480-3175 Roseville, CA
 STK. # SAC12164 VIN # DA5058



USED 2008 Crossroads CRUISER 29RK
NOW \$27,724 (888) 905-0490 Anthony,
TX STK. # LC15716



USED 2006 Sunnybrook TITAN 28RKFS
WAS \$40,513 NOW \$27,988 SAVE
\$12,525 (888) 348-5909 Avondale, AZ
STK. # AV014448



USED 2006 Keystone MONTANA M3650RK WAS
\$38,293 NOW \$27,995 SAVE \$10,298 (888) 625-
5187 Ft. Myers, FL STK. # FTM1087E



USED 2007 Keystone MONTANA 2980RL
WAS \$37,690 NOW \$27,988 SAVE
\$9,702 (888) 386-5187 Houghton Lake, MI
STK. # HL5563A



NEW 2011 Keystone SPRINTER
252FWRLS LIST PRICE \$39,097 NOW
\$27,995 SAVE \$11,102 (888) 331-1595
Santa Clarita, CA STK. # AMRV21148 VIN
530697



NEW 2011 Keystone OUTBACK 282FE WAS
\$37,617 NOW \$27,995 SAVE \$9,622 (888) 568-
2177 Burlington, WA STK. # FRV9007



NEW 2011 Keystone OUTBACK 230RS
LIST PRICE \$35,249 NOW \$27,995 SAVE
\$7,254 (888) 331-1595 Santa Clarita, CA
STK. # AMRV22157 VIN # 451822



USED 2004 NuWa HITCHHIKER 33RL
WAS \$34,997 NOW \$27,997 SAVE
\$7,000 (888) 463-3995 Colorado Springs,
CO STK. # KC211139B



USED 2006 Potomac POTOMAC 5231RLS
WAS \$49,995 NOW
\$28,658 SAVE \$21,337
(866) 775-0682 Roanoke,
VA STK. # ROA11873



NEW 2011 Keystone LAREDO 293RK
LIST PRICE \$35,824 NOW \$28,752 SAVE
\$7,072 (888) 480-3175 Roseville, CA STK.
SAC11404 VIN # 601066



NEW 2011 Keystone OUTBACK 285FL
WAS \$37,128 NOW \$28,775 SAVE
\$8,353 (877) 554-3516 Lakewood, NJ
STK. # LAK8189



NEW 2011 Keystone SPRINTER 311BHS
WAS \$37,167 NOW \$28,950 SAVE
\$8,217 (888) 859-6653 Hillsboro, OR STK.
HIL36001



NEW 2011 Keystone OUTBACK 285FL
WAS \$35,995 NOW \$28,976 SAVE
\$7,019 (888) 815-7523 Woodstock, GA
STK. # WDS14377



NEW 2011 Dutchmen DENALI 285RE
WAS \$37,113 NOW \$28,987 SAVE
\$8,126 (888) 896-2801 Albuquerque, NM
STK. # ARV15255



USED 2010 Coachmen CHAPARRAL 322RLTS
WAS \$44,999 NOW
\$28,995 SAVE \$16,004
(866) 648-5288 St.
Augustine, FL STK. #
JAC37952



NEW 2011 Keystone COUGAR 322QBS
WAS \$43,423 NOW \$28,995 SAVE
\$14,428 (866) 610-5049 Akron, OH STK.
SRV17561



USED 2003 Keystone MONTANA 3655FL
 WAS \$39,995 **NOW \$28,995** SAVE
 \$11,000 (866) 502-8238 Bath, NY STK. #
 BAT68757



NEW 2011 Starcraft
LEXION S-LITE 309QK
 WAS \$37,798 **NOW**
\$28,995 SAVE \$8,803
 (888) 903-6787 Har-
 risburg, PA STK. #
 HAR66534



NEW 2010 Thor COLEMAN CT325 WAS
 \$39,521 **NOW \$29,259** SAVE \$10,262
 (888) 801-3226 Byron, GA STK. #
 MAC14069



NEW 2011 Keystone SPRINTER 311BHS WAS
 \$37,168 **NOW \$29,620** SAVE \$7,548 (888) 850-
 5575 Wood Village, OR STK. # POR36000



USED 2008 Coachmen CHAPARRAL
299TSB **NOW \$29,984** (888) 696-2165
 Savannah, GA STK. # SAV15464



USED 2007 Western VOYAGER 31CK WAS
 \$63,899 **NOW \$29,995** SAVE \$33,904
 (866) 648-5288 St. Augustine, FL STK. #
 JAC37941



USED 2006 Dutchmen
GRAND JUNCTION 39RL
 WAS \$46,995 **NOW**
\$29,995 SAVE \$17,000
 (866) 502-8238 Bath, NY
 STK. # BAT68711



NEW 2011 Star-
craft LEXION S-LI-
TE 308RBSA WAS
 \$41,957 **NOW \$29,995**
 SAVE \$11,962 (888)
 625-5187 Ft. Myers, FL
 STK. # FTM12096



NEW 2010 Forest River WILDWOOD LA
336RLDS MSRP \$41,250 **NOW \$29,995**
 SAVE \$11,255 (888) 668-6715 Katy, TX
 STK. # KAT8957



NEW 2011 Jayco EAGLE SUPER LITE
29.5RKS WAS \$40,436 **NOW \$29,995**
 SAVE \$10,441 (866) 415-9726 Golden, CO
 STK. # KC510866



NEW 2011 Keystone LAREDO 266RL
 WAS \$39,978 **NOW \$29,995** SAVE
 \$9,983 (888) 815-7523 Woodstock, GA
 STK. # WDS14370



NEW 2011 Keystone
PREMIER 28RL WAS
 \$39,201 **NOW \$29,995**
 SAVE \$9,206 (888)
 696-2165 Savannah, GA
 STK. # SAV14799



USED 2009 Jayco EAGLE 345BHS WAS
 \$38,788 **NOW \$29,995** SAVE \$8,793
 (888) 348-5909 Avondale, AZ STK. #
 AV014450



NEW 2011 Jayco EAGLE SUPER LITE
25.5RKS WAS \$38,508 **NOW \$29,995**
 SAVE \$8,513 (866) 415-9726 Golden, CO
 STK. # KC510716



NEW 2011 Jayco EAGLE SUPER LITE
29.5RKS WAS \$38,810 **NOW \$30,190**
 SAVE \$8,620 (888) 617-5406 Oakwood,
 GA STK. # ORV15049



NEW 2010 Dutchmen DENALI 260RKX
 WAS \$40,401 **NOW \$30,301** SAVE
 \$10,100 (888) 542-3819 Mesa, AZ STK.
 # MES9413



NEW 2011 Keystone COUGAR 276RLS
 MSRP \$39,317 **NOW \$30,446** SAVE
 \$8,871 (888) 614-5201 Draper, UT STK.
 # ABRV35910



USED 2006 Coachmen SOMERSET 341QS WAS \$45,900 **NOW \$31,794** SAVE \$14,106 (866) 289-0113 Chattanooga, TN STK. # CH5934



USED 2008 Dutchmen MONTE VISTA 35RB WAS \$43,690 **NOW \$31,988** SAVE \$11,702 (888) 386-5190 Houghton Lake, MI STK. # HL5759



NEW 2011 Forest River SANDSTORM 2935SLR WAS \$45,302 **NOW \$32,995** SAVE \$12,307 (888) 819-7952 Longmont, CO STK. # KC110767



NEW 2011 Keystone SYDNEY 321FRL WAS \$42,277 **NOW \$31,995** SAVE \$10,282 (888) 617-5406 Oakwood, GA STK. # ORV14813



NEW 2011 Keystone SYDNEY 321FRL WAS \$41,365 **NOW \$31,999** SAVE \$9,366 (877) 554-3516 Lakewood, NJ STK. # LAK8194



NEW 2011 Keystone SYDNEY 325FRE WAS \$44,995 **NOW \$32,995** SAVE \$12,000 (888) 475-5918 Robertsdale, AL STK. # RD36822



NEW 2011 Keystone SPRINTER 314FWRLS WAS \$41,995 **NOW \$32,995** SAVE \$9,000 (888) 902-8565 Tallahassee, FL STK. # TAL37384



NEW 2011 Keystone PREMIER 28RL LIST PRICE \$41,497 **NOW \$32,995** SAVE \$8,502 (888) 331-1595 Santa Clarita, CA STK. # AMRV20978 VIN # 420160



NEW 2011 Keystone SYDNEY 321FRL WAS \$44,475 **NOW \$33,298** SAVE \$11,177 (888) 801-3226 Byron, GA STK. # MAC14927



NEW 2011 Keystone SPRINTER 314FWRLS WAS \$41,529 **NOW \$33,400** SAVE \$8,129 (888) 674-0275 Gulf Breeze, FL STK. # GB37456



NEW 2011 Keystone LAREDO 326LT WAS \$46,793 **NOW \$33,634** SAVE \$13,159 (888) 625-5187 Ft. Myers, FL STK. # FTM10135



USED 2006 Keystone EVEREST 343 WAS \$63,250 **NOW \$33,869** SAVE \$29,381 (866) 775-0682 Roanoke, VA STK. # ROA13378



NEW 2011 Crossroads CRUISER 31RK MSRP \$47,886 **NOW \$33,900** SAVE \$13,986 (888) 844-1758 New Braunfels, TX STK. # SW9519



NEW 2011 Keystone AVALANCHE 290RL WAS \$54,633 **NOW \$33,995** SAVE \$20,638 (866) 610-5049 Akron, OH STK. # SRV17524



NEW 2011 Jayco EAGLE SUPER LITE 30.5DBSA WAS \$43,943 **NOW \$33,995** SAVE \$9,948 (866) 415-9726 Golden, CO STK. # KC510669



NEW 2011 Starcraft LEXION S-LITE 315BSSA WAS \$43,859 **NOW \$33,995** SAVE \$9,864 (888) 625-5187 Ft. Myers, FL STK. # FTM12097



NEW 2010 Jayco OCTANE ZX T26Y WAS \$44,534 **NOW \$33,999** SAVE \$10,535 (877) 554-3516 Lakewood, NJ STK. # LAK8179



NEW 2011 Keystone LAREDO 265RL
LIST PRICE \$45,015
NOW \$34,117 SAVE \$10,898 (888) 479-3568 Vacaville, CA STK. # VAC11660 VIN # 601058



USED 2007 Heartland BIGHORN 3400RL
LIST PRICE \$46,339 **NOW \$34,687** SAVE \$11,652 (888) 479-3568 Vacaville, CA STK. # VAC11162C VIN # 005171



NEW 2011 Keystone MOUNTAINEER 285RLD WAS \$54,995 **NOW \$34,858** SAVE \$20,137 (888) 254-9145 Meridian, ID STK. # MER9462



USED 2011 Keystone LAREDO 310RE
WAS \$47,995 **NOW \$34,887** SAVE \$13,108 (888) 471-3546 Chichester, NH STK. # GRV507278



NEW 2011 Keystone LAREDO 305TG
WAS \$43,306 **NOW \$34,950** SAVE \$8,356 (888) 896-2801 Albuquerque, NM STK. # ARV15350



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



NEW 2011 Keystone MOUNTAINEER 285RLD WAS \$45,527 **NOW \$34,995** SAVE \$10,532 (888) 242-0293 Madison, WI STK. # MAD14582



USED 2007 Fleetwood REGAL 325RKTS
WAS \$44,995 **NOW \$34,995** SAVE \$10,000 (888) 454-1707 Kissimmee, FL STK. # KS7995A



NEW 2011 Keystone SYDNEY 330FRL
WAS \$47,424 **NOW \$34,997** SAVE \$12,427 (888) 617-5406 Oakwood, GA STK. # ORV14175



NEW 2011 Crossroads CRUISER 32MK
MSRP \$48,886 **NOW \$35,900** SAVE \$12,986 (888) 844-1758 New Braunfels, TX STK. # SW9521



NEW 2011 Dutchmen COLORADO 321RL-FW
MSRP \$44,995 **NOW \$35,900** SAVE \$9,095 (888) 844-1758 New Braunfels, TX STK. # SW9959



NEW 2011 Keystone SYDNEY 330FRL
WAS \$47,272 **NOW \$35,978** SAVE \$11,294 (888) 801-3226 Byron, GA STK. # MAC14930



NEW 2010 Jayco EAGLE 351RLSA WAS \$55,038 **NOW \$35,995** SAVE \$19,043 (866) 415-9726 Golden, CO STK. # KC510423



NEW 2011 Keystone MOUNTAINEER 285RLD WAS \$46,566 **NOW \$35,995** SAVE \$10,571 (888) 568-2177 Burlington, WA STK. # FRV8983



NEW 2011 Keystone LAREDO 310RE
WAS \$44,995 **NOW \$35,995** SAVE \$9,000 (888) 902-8565 Tallahassee, FL STK. # TAL36571



USED 2010 Keystone COUGAR 326MKS
WAS \$44,554 **NOW \$35,999** SAVE \$8,555 (877) 554-3516 Lakewood, NJ STK. # LAK8486



NEW 2011 Dutchmen COLORADO 310RG-FW LIST PRICE \$50,886 **NOW \$36,091** SAVE \$14,795 (888) 480-3175 Roseville, CA STK. # SAC11781 VIN # 626245



NEW 2011 Keystone SYDNEY 330FRL WAS \$47,560 **NOW \$36,900** SAVE \$10,660 (888) 674-0275 Gulf Breeze, FL STK. # GB36829



NEW 2011 Keystone SPRINTER 324FWBHS WAS \$49,603 **NOW \$36,995** SAVE \$12,608 (866) 754-7302 Greenwood, IN STK. # GRW324879



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



USED 2009 Forest River SANDPIPER 335QBQ WAS \$49,689 **NOW \$36,995** SAVE \$12,694 (888) 457-4801 Colfax, NC STK. # CFX3666



USED 2006 Holiday Rambler PRESIDENTIAL 30SCD WAS \$46,997 **NOW \$36,997** SAVE \$10,000 (888) 463-3995 Colorado Springs, CO STK. # KC211242B



NEW 2008 Dutchmen COLORADO 31RLBS MSRP \$54,953 **NOW \$37,995** SAVE \$16,958 (888) 668-6715 Katy, TX STK. # KAT9220



USED 2009 Cedar Creek SILVERBACK 37RDQS WAS \$52,595 **NOW \$37,995** SAVE \$14,600 (866) 648-5288 St. Augustine, FL STK. # JAC37953



USED 2010 Heartland BIGHORN 3400RL WAS \$56,790 **NOW \$38,712** SAVE \$18,078 (888) 896-2801 Albuquerque, NM STK. # ARV15095A



USED 2006 Peterson Ind. EXCEL 30RSO **NOW \$39,995** (888) 668-6715 Katy, TX STK. # KAT9871



NEW 2011 Keystone AVALANCHE 335RB WAS \$59,627 **NOW \$39,995** SAVE \$19,632 (866) 754-7302 Greenwood, IN STK. # GRW324862



NEW 2011 Forest River SANDSTORM 3215SRS WAS \$55,427 **NOW \$39,995** SAVE \$15,432 (888) 819-7952 Longmont, CO STK. # KC111058



NEW 2011 Keystone SYDNEY 330FRL WAS \$52,995 **NOW \$39,995** SAVE \$13,000 (888) 450-7060 Dothan, AL STK. # DOT37068



NEW 2011 Keystone MOUNTAINEER 326RLT WAS \$52,441 **NOW \$39,995** SAVE \$12,446 (888) 568-2177 Burlington, WA STK. # FRV9156



NEW 2011 Keystone SYDNEY 321FRL LIST PRICE \$50,272 **NOW \$39,995** SAVE \$10,277 (888) 331-1595 Santa Clarita, CA STK. # AMRV21992 VIN # 630133



NEW 2011 Keystone LAREDO 321BH MSRP \$49,395 **NOW \$39,995** SAVE \$9,400 (888) 905-0490 Anthony, TX STK. # LC15247



NEW 2011 Jayco EAGLE 321RLTS WAS \$53,665 **NOW \$41,878** SAVE \$11,787 (888) 617-5406 Oakwood, GA STK. # ORV15226



NEW 2011 Keystone AVALANCHE 340TG WAS \$59,995 **NOW \$42,995** SAVE \$17,000 (888) 450-7060 Dothan, AL STK. # DOT39446



NEW 2011 Keystone MONTANA 2955RL WAS \$55,236 **NOW \$42,995** SAVE \$12,241 (888) 568-2177 Burlington, WA STK. # FRV9030



NEW 2011 Keystone MOUNTAINEER 347THT WAS \$58,457 **NOW \$43,495** SAVE \$14,962 (888) 475-5918 Robertsdale, AL STK. # RD37217



NEW 2010 Dutchmen GRAND JUNCTION 340RL WAS \$64,684 **NOW \$43,995** SAVE \$20,689 (888) 815-7523 Woodstock, GA STK. # WDS14655



NEW 2011 Jayco EAGLE 313RKS MSRP \$55,251 **NOW \$44,495** SAVE \$10,756 (888) 614-5201 Draper, UT STK. # ABRV35774



NEW 2011 Keystone MONTANA HIGH COUNTRY 343RL WAS \$69,995 **NOW \$44,858** SAVE \$25,137 (888) 254-9145 Meridian, ID STK. # MER10533



NEW 2011 Dutchmen GRAND JUNCTION 300RL WAS \$66,644 **NOW \$44,895** SAVE \$21,749 (888) 474-1330 Bartow, FL STK. # DCW8527



NEW 2011 Keystone MOUNTAINEER 324RLQ WAS \$61,663 **NOW \$44,898** SAVE \$16,765 (888) 672-5049 Syracuse, NY STK. # SYU65543



NEW 2011 Crossroads SEVILLE 35RL WAS \$70,759 **NOW \$44,995** SAVE \$25,764 (866) 820-0335 Council Bluffs, IA STK. # CBI9980



NEW 2010 Thor COLEMAN CT225 WAS \$30,806 **NOW \$22,995** SAVE \$7,811 (888) 484-3906 Spartanburg, SC STK. # GR122980



NEW 2010 Forest River CEDAR CREEK 36RL WAS \$67,344 **NOW \$45,995** SAVE \$21,349 (888) 903-6787 Harrisburg, PA STK. # HAR62870



NEW 2011 Keystone MONTANA HIGH COUNTRY 343RL WAS \$64,271 **NOW \$45,995** SAVE \$18,276 (888) 568-2177 Burlington, WA STK. # FRV9221



USED 2009 Heartland BIG HORN 3600RE WAS \$62,187 **NOW \$45,995** SAVE \$16,192 (877) 450-7415 Island Lake, IL STK. # CRV5281A



NEW 2011 Heartland BIG COUNTRY 3250TS WAS \$57,704 **NOW \$47,995** SAVE \$9,709 (877) 450-7415 Island Lake, IL STK. # CRV5886



USED 2007 Crossroads CROSS TERRAIN TF37CK WAS \$59,995 **NOW \$45,995** SAVE \$14,000 (866) 775-0682 Roanoke, VA STK. # ROA13816



NEW 2011 Dutchmen GRAND JUNCTION 352MS WAS \$69,682 **NOW \$46,995** SAVE \$22,687 (888) 815-7523 Woodstock, GA STK. # WDS14827



USED 1998 Thor SIGNATURE 34RKD
 WAS \$14,272 **NOW \$9,994** SAVE \$4,278
 (866) 673-0250 Statesville, NC STK. #
 STA125980



NEW 2010 Keystone RAPTOR 3602RL
 WAS \$79,897 **NOW \$47,995** SAVE
 \$31,902 (888) 617-5406 Oakwood, GA
 STK. # ORV14203



NEW 2011 Keystone MOUNTAINEER 346LBQ WAS
 \$73,746 **NOW \$48,998** SAVE \$24,748 (888) 848-
 7312 Columbia, SC STK. # COL15021



NEW 2010 Dutchmen GRAND JUNCTION
350RE WAS \$73,116 **NOW \$47,995**
 SAVE \$25,121 (888) 542-3819 Mesa, AZ
 STK. # MES14324



NEW 2011 Keystone MONTANA HIGH
COUNTRY 323RL MSRP \$61,011 **NOW**
\$48,968 SAVE \$12,043 (888) 641-0925
 Kaysville, UT STK. # KY35843



NEW 2011 Keystone FUZION 360 MSRP \$73,322
NOW \$49,715 SAVE \$23,607 (888) 614-5201
 Draper, UT STK. # ABRV35564



USED 2009 Coachmen WYOMING
364SIQS WAS \$64,995 **NOW \$49,895**
 SAVE \$15,100 (888) 903-6787 Harrisburg,
 PA STK. # HAR65120



USED 2010 Open Range OPEN RANGE
399SRL **NOW \$49,980** (888) 905-0490
 Anthony, TX STK. # LC15478A



NEW 2011 Keystone
ALPINE 3640RL WAS
 \$70,744 **NOW \$49,980**
 SAVE \$20,764 (888)
 896-2801 Albuquerque,
 NM STK. # ARV15156



USED 2007 Western ALPINE LITE 34RL
NOW \$49,995 (888) 668-6715 Katy, TX
 STK. # KAT9870



NEW 2010 Keystone ALPINE 3640RL
 WAS \$81,121 **NOW \$49,995** SAVE
 \$31,126 (866) 754-7302 Greenwood, IN
 STK. # GRW324754



NEW 2011 Keystone MONTANA 3400RL
 WAS \$72,958 **NOW \$49,995** SAVE
 \$22,963 (888) 242-0293 Madison, WI STK.
 # MAD14587



NEW 2011 Crossroads SEVILLE 35CK
 WAS \$71,392 **NOW \$49,995** SAVE
 \$21,397 (866) 820-0335 Council Bluffs, IA
 STK. # CBI9979



USED 2009 Keystone MONTANA 3400RL
 WAS \$69,995 **NOW \$49,995** SAVE
 \$20,000 (888) 454-1707 Kissimmee, FL
 STK. # KS7278BB



USED 2009 Forest
River XLR 385 WAS
 \$69,995 **NOW \$49,995**
 SAVE \$20,000 (866)
 775-0682 Roanoke, VA
 STK. # ROA13782



NEW 2011 Keystone MONTANA 3150RL
 WAS \$69,279 **NOW \$49,995** SAVE
 \$19,284 (888) 727-2952 North Little Rock,
 AR STK. # LIT12712



USED 2009 Keystone MONTANA 2980 RL WAS \$63,840 **NOW \$49,995** SAVE \$13,845 (866) 755-9604 Charleston, SC STK. # CHN124882



NEW 2011 Keystone MONTANA HIGH COUNTRY 343RL MSRP \$67,864 **NOW \$52,852** SAVE \$15,012 (888) 641-0925 Kaysville, UT STK. # KY35842



NEW 2011 Keystone MONTANA 3400RL WAS \$90,759 **NOW \$52,995** SAVE \$37,764 (866) 755-9604 Charleston, SC STK. # CHN124866



NEW 2011 Keystone MONTANA 3400RL WAS \$71,661 **NOW \$52,995** SAVE \$18,666 (888) 568-2177 Burlington, WA STK. # FRV9022



NEW 2011 Keystone MONTANA 3150RL WAS \$68,497 **NOW \$52,995** SAVE \$15,502 (888) 727-2952 North Little Rock, AR STK. # LIT10488



USED 2009 Keystone RAPTOR 3602RL WAS \$78,958 **NOW \$53,895** SAVE \$25,063 (866) 755-9604 Charleston, SC STK. # CHN126287



NEW 2011 Keystone MONTANA 3465SA WAS \$88,480 **NOW \$53,995** SAVE \$34,485 (866) 755-9604 Charleston, SC STK. # CHN123254



NEW 2011 Keystone MONTANA 3455SA WAS \$78,842 **NOW \$53,998** SAVE \$24,844 (888) 801-3226 Byron, GA STK. # MAC15264



NEW 2011 Dutchmen GRAND JUNCTION 350RE WAS \$78,630 **NOW \$58,747** SAVE \$19,883 (888) 896-2801 Albuquerque, NM STK. # ARV15327



NEW 2011 Keystone FUZION 360 WAS \$73,549 **NOW \$58,839** SAVE \$14,710 (888) 542-3819 Mesa, AZ STK. # MES16253



NEW 2011 Keystone RAPTOR 400RBG WAS \$95,694 **NOW \$59,875** SAVE \$35,819 (888) 484-3906 Spartanburg, SC STK. # GR123373



NEW 2011 Keystone RAPTOR 3812TS WAS \$80,251 **NOW \$59,950** SAVE \$20,301 (888) 859-6653 Hillsboro, OR STK. # HIL35757



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



NEW 2011 Keystone FUZION 398 MSRP \$78,816 **NOW \$60,478** SAVE \$18,338 (888) 614-5201 Draper, UT STK. # ABRV35558



NEW 2011 Keystone FUZION 405 MSRP \$77,065 **NOW \$61,487** SAVE \$15,578 (888) 614-5201 Draper, UT STK. # ABRV35872



NEW 2011 Keystone MONTANA 3455SA WAS \$76,995 **NOW \$61,858** SAVE \$15,137 (888) 254-9145 Meridian, ID STK. # MER11200



NEW 2011 Keystone MONTANA 3455SA WAS \$80,811 **NOW \$64,900** SAVE \$15,911 (888) 727-2952 North Little Rock, AR STK. # LIT12714

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N/U	YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
U	2006 Starcraft ST SERIES 2500RKS	KS8110A	\$14,999	\$12,499	(888) 454-1707
U	2006 Forest River SURVEYOR 29L	GRV507387	\$17,985	\$14,999	(888) 471-3546
U	2005 Fleetwood WILDERNESS 320DB	CFX3378	\$18,760	\$15,998	(888) 457-4801
U	2008 Four Winds EXPRESS LITE 29JGS	CFX3423	\$19,860	\$16,495	(888) 457-4801
N	2010 Jayco SELECT 141J	LC15400	\$20,048	\$16,875	(888) 905-0490
U	2005 Fleetwood PROWLER 30BHS	SYU69119	\$19,989	\$16,997	(888) 672-5049
U	2006 Forest River WILDWOOD 29BHSS	COL15541	\$21,985	\$17,995	(888) 848-7312
U	2007 Forest River FLAGSTAFF 26DS	COL124714	\$22,100	\$17,995	(888) 848-7312
N	2011 Thor COLEMAN CTE184	DOT37804	\$20,925	\$18,616	(888) 450-7060
N	2011 Jayco JAY FLIGHT G2 23FB	POR35957	\$23,039	\$18,950	(888) 850-5575
N	2010 Keystone BULLET 230BHS	CHU64515	\$23,995	\$19,895	(888) 682-3036
N	2011 Keystone SPRINTER SELECT 26BH	CFX3174	\$25,453	\$20,788	(888) 457-4801
N	2011 Thor COLEMAN CTE184	SAC608156	\$25,357	\$20,858	(888) 480-3175
U	2009 Dutchmen AEROLITE 29RLK-SL	CFX3565	\$23,988	\$20,998	(888) 457-4801
N	2011 Jayco JAY FEATHER SPORT X18D	ARV15277	\$24,932	\$21,392	(888) 896-2801
N	2011 Thor COLEMAN CTU240RB	TAL39510	\$24,383	\$21,693	(888) 902-8565
N	2011 Starcraft TRAVEL STAR 245RKS	TAL37979	\$26,079	\$21,995	(888) 902-8565
U	2008 Jayco JAY FLIGHT 31BH	MB124805	\$28,199	\$22,997	(888) 692-9016
U	2009 Thor DUTCHMEN 31G	GRV507432	\$27,885	\$23,877	(888) 471-3546
N	2010 Starcraft AUTUMN RIDGE 309BHU	HAR65279	\$26,835	\$23,897	(888) 903-6787
N	2011 Dutchmen AEROLITE 288RLSS	KS8133	\$27,198	\$24,444	(888) 454-1707
N	2011 Starcraft LEXION S-LITE 309QK	TAL37987	\$32,857	\$26,995	(888) 902-8565
U	2009 Jayco EAGLE 256RKS	GR125828	\$33,076	\$27,885	(888) 484-3906
N	2011 Dutchmen AEROLITE 288RLSL	LWN37009	\$33,733	\$27,995	(877) 289-0812
N	2011 Keystone SPRINTER 250RBS	AMRV21145	\$34,347	\$27,995	(888) 331-1595
N	2011 Jayco EAGLE SUPER LITE 284BHS	TUC13926	\$31,411	\$28,235	(888) 315-7967
N	2011 Jayco JAY FLIGHT G2 29RLS	TUC13929	\$30,424	\$28,465	(888) 315-7967
N	2011 Keystone ENERGY 240LFB	POR36009	\$35,738	\$28,950	(888) 850-5575
N	2011 Dutchmen COLORADO 271RL	KC111038	\$35,536	\$28,995	(888) 819-7952
N	2011 Keystone SPRINTER SELECT 30KB	STA125355	\$31,995	\$29,674	(866) 673-0250
N	2011 Keystone OUTBACK 300BH	SAV14187	\$34,042	\$29,989	(888) 696-2165
N	2011 Keystone COUGAR 26BHS	SLV22112	\$35,378	\$29,995	(877) 834-0429
N	2011 Jayco JAY FLIGHT G2 32BHDS	TUC13930	\$32,760	\$31,384	(888) 315-7967
N	2011 Keystone FUZION 230	STA125714	\$41,680	\$34,655	(866) 673-0250
N	2010 Airstream INT'L SERENITY 23	CB110252	\$65,295	\$59,995	(866) 820-0335

NEW & USED FIFTH WHEELS

N/U	YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
U	2004 Fleetwood TRIUMPH 33	GR124078	\$29,995	\$24,985	(888) 484-3906
U	2006 Hylife HYLIFE 44	CHU67914	\$29,995	\$24,995	(888) 682-3036
U	2004 Forest River CEDAR CREEK 30CKTS	KC510433C	\$28,995	\$24,999	(866) 415-9726
U	2007 Frontier RV ASPEN 30RLBS	KC210631B	\$29,997	\$26,997	(888) 463-3995
N	2011 Keystone SPRINTER 262FWRET	GB37454	\$34,131	\$27,900	(888) 674-0275

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N/U	YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
N	2011 Keystone SPRINTER 252FWRLS	WDS15158	\$34,688	\$28,495	(888) 815-7523
U	2009 Jayco EAGLE 345 BHS	MER9468A	\$34,995	\$28,858	(888) 254-9145
N	2011 Thor COLEMAN CTF259RE	GB37932	\$33,888	\$28,900	(888) 674-0275
N	2011 Keystone SPRINGDALE 253FWRLLS	SLV20903	\$34,928	\$28,995	(877) 834-0429
N	2011 Thor COLEMAN CTF259RE	SAC11983	\$33,888	\$29,227	(888) 480-3175
N	2011 Keystone SPRINTER 262FWRET	WDS15162	\$34,041	\$29,795	(888) 815-7523
N	2011 Thor COLEMAN CTF259RE	SW9561	\$33,888	\$29,895	(888) 844-1758
U	2006 Northwood ARCTIC FOX 32.5S	POR36802	\$36,950	\$29,950	(888) 850-5575
U	2008 Gulf Stream CANYON TRAIL 306	BAT68968	\$33,999	\$29,995	(866) 502-8238
U	2006 Glendale TITANIUM 28E33DS 2/SLIDE	GB37139	\$34,874	\$29,995	(888) 674-0275
N	2011 Keystone SPRINTER 273FWRET	STA125360	\$36,214	\$32,755	(866) 673-0250
N	2011 Dutchmen DENALI 275REX	GB37899	\$38,766	\$32,900	(888) 674-0275
N	2011 Keystone COUGAR 278RKS	KY35803	\$38,323	\$32,965	(888) 641-0925
N	2011 Keystone SPRINTER 248FWRBS	SLV21142	\$40,275	\$34,980	(877) 834-0429
N	2011 Thor COLEMAN CTF259RE	LVN36711	\$40,266	\$34,995	(877) 289-0812
N	2011 Thor COLEMAN CTF259RE	SLV22114	\$41,080	\$35,822	(877) 834-0429
N	2011 Keystone LAREDO 266RL	VAC11659	\$38,197	\$36,887	(888) 479-3568
N	2011 Keystone LAREDO 266RL	VAC11658	\$38,622	\$36,887	(888) 479-3568
N	2010 Dutchmen DENALI 31SBBS	KAT9083	\$41,979	\$36,995	(888) 668-6715
N	2011 Keystone SYDNEY 330FRL	TAL37515	\$44,995	\$36,995	(888) 902-8565
U	2010 Coachmen NORTHRIDGE	SYU68681	\$44,999	\$36,998	(888) 672-5049
N	2011 Keystone COUGAR 29RES	STR13232	\$42,195	\$38,777	(888) 860-8684
N	2011 Dutchmen DENALI 320RLS	SW9575	\$45,837	\$38,900	(888) 844-1758
N	2011 Keystone SYDNEY 325FRE	MAC14928	\$45,216	\$38,995	(888) 801-3226
N	2011 Dutchmen DENALI 325RBS	GR123965	\$47,995	\$39,449	(888) 484-3906
U	2008 Forest River CEDAR CREEK 34RLSA	HIL37241	\$44,950	\$39,950	(888) 859-6653
U	2009 Heartland BIG COUNTRY 325TSL	POR37152	\$44,950	\$39,950	(888) 850-5575
U	2008 Keystone EVEREST 344J	POR37091	\$44,950	\$39,950	(888) 850-5575
N	2011 Keystone SYDNEY 321FRL	KC210562	\$45,793	\$39,997	(888) 463-3995
N	2011 Forest River SANDSTORM 2935SLR	KC210706	\$46,321	\$39,997	(888) 463-3995
U	2008 NuWa HITCHHIKER 348SB	HIL35687	\$49,950	\$41,950	(888) 859-6653
N	2011 Keystone COUGAR 299RKSHE	STR11529	\$47,813	\$42,777	(888) 860-8684
N	2011 Keystone COUGAR 326MKS	KY35462	\$50,053	\$45,481	(888) 641-0925
U	2009 Heartland LANDMARK CAPE COD	BAT68268	\$54,999	\$46,995	(866) 502-8238
N	2011 Keystone MOUNTAINEER 335RET	LIT10495	\$54,965	\$49,900	(888) 727-2952
N	2011 Keystone MONTANA 3000RK	MER11480	\$63,995	\$51,858	(888) 254-9145
N	2011 Montana HIGH COUNTRY 343RL	COL15930	\$60,354	\$53,985	(888) 848-7312
N	2011 Keystone MONTANA 2955RL	ABRV33708	\$65,707	\$58,761	(888) 614-5201
N	2011 Keystone MONTANA 3455SA	LIT10490	\$71,906	\$58,995	(888) 727-2952
N	2011 Keystone FUZION 360	KC210632	\$73,113	\$59,997	(888) 463-3995
N	2011 Keystone MONTANA 3455SA	COL15575	\$73,415	\$62,985	(888) 848-7312
N	2011 Dutchmen GRAND JUNCTION 340RL	TUC13319	\$72,597	\$69,746	(888) 315-7967
N	2011 Keystone MONTANA 3455SA	SLV20889	\$83,302	\$77,673	(877) 834-0429

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

10-MINUTE TECH

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



ALL CHOCKED UP ↑

To simplify the wheel-chock removal process, I drilled holes wide enough to accommodate a length of rope in the ends of two 2 × 4s. I then inserted the ends of the rope into the holes and used a caulking gun loaded with silicone sealant to hold things in place. Now I don't have to bend and stoop quite as far to retrieve the chocks.

Randy MacMurphy, Portland, Oregon



GOOD SHEET ↑

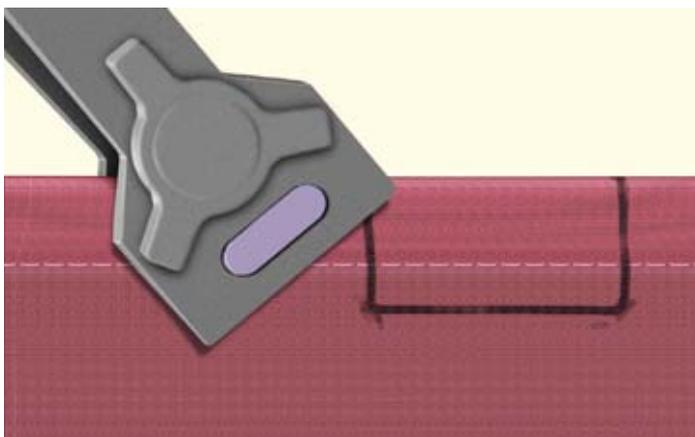
Our trailer has a wall-to-wall mattress in the master area, meaning making the bed can be a frustrating task. After wrestling far too many times with the bottom sheet, I came up with a simple solution to get it on easily the first time, every time. I found a narrow wooden dowel at the hardware store and cut it the width of the mattress. I simply slide the dowel into the seam of the bottom sheet, and tuck it up at the head of the mattress. I then repeat for the foot of the bed. No more sheet wrestling!

Sheri Ferifly, Calabasas, California

FLAPPERS DELIGHT ↓

When we would deploy the awning and put on the anti-flapper hold-down clamps, the distance between clamps would often be uneven, unless we got out the measuring tape and carefully measured the placements. That's not exactly our idea of a good time at an RV park. So, to ensure we install the clamps at the correct distance each time, we did the boring work at home and measured the distance between the mount and the end of the awning rod. We then used a permanent marker to outline where the clamp goes on the awning. Now it's easy to install the clamps correctly each time.

Ray McCalment, Depew, Oklahoma



A BIG LUG

The drain plug on the water heater can be difficult to remove if it has become corroded or has been overtightened. The easy way to bust it free is to use the appropriate-sized fitting on one end of a four-star wheel-lug wrench. Pops it right off and, chances are, you already travel with this handy tool.

Gary Ober, Wichita, Kansas 📧

Illustrations By Bill Tipton

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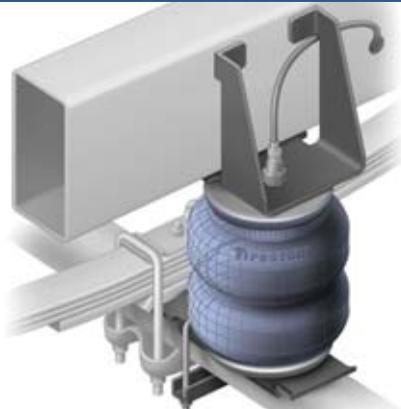
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AMERICA'S OUTBACK

by Bill Graves

OSWALD'S BEAR RANCH, MICHIGAN

"PEOPLE STAY AS LONG AS THEY WANT. THE BEARS ARE BEHIND A FENCE."

I called up Dean Oswald last February from California. He and his wife Jewel had just returned from an 11-day train trip across the West. Since their primary interest is bears, they got off the train in Seattle for a couple days at the zoo.

In Arizona, they left the train again in Flagstaff. Dean has friends there who have a new place near Williams that's called Bearizona — a drive-through, wildlife park. It has a 2½-mile drive that covers 160 acres of fenced-in forest where black bears, wolves, bison and other animals roam about.

I met Dean last summer when I was in Michigan's Upper Peninsula. He has 80 acres north of Newberry, just off Highway 123. It's 20 minutes south of Tahquamenon Falls, a popular spot with tourists exploring the remote, northern reaches of Michigan.

Increasingly, tourists also stop by to see the 29 black bears at Dean's ranch for rescued bears.

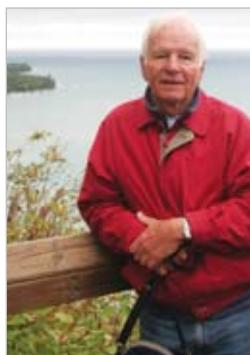
About 25 years ago, Dean was going to get a dog, but decided on a bear instead. "Unfortunately, bears are like kids, once you get one, then you want some more," Dean says. And as their numbers grew, so did the visitors who came to see them. So 12 years ago, to help pay for the ferocious appetites of the bears, he started charging by the car — \$15. People stay as long as they want. The bears are behind a fence.

"These bears get a lot of meat, good meat," he said. "I buy corn by the ton and grow rye. I get food from restaurants. The bears love it. In fact, they eat better than you and I do."

He spends 50 hours a week tending the bears, assisted by his family that includes two young grandchildren.

On the phone, I was reminded how Dean's voice sounds like its coming out of a deep canyon. His enunciation is flawless, but with a phonic shading, so that you know that he was raised somewhere between Fargo and Sault Ste. Marie.

He is 70, but looks 50. His white hair is cut short like that of a marine, which he was once. He was also a prizefighter, a policeman and a



Dean and Jewel Oswald receive donations at Oswald's Bear Ranch, where rescued cubs find a haven and people can watch them grow, play and become adult bears.

fireman and could still be a recruiting poster for any one of the organizations.

Dean and Jewel don't get to travel in the summer when most of us do. Their schedule is determined by nature — the hibernation timetable of the black bear.

"They start going to sleep in September," Dean said. "We don't see them again until mid-March." Before going into hibernation, a bear can put on 30 pounds in a week. In hibernation, its metabolic rate is cut in half; its body temperature averages about 88° F. The heart rate of a hibernating bear has been measured as low as eight beats per minute.

During hibernation — usually January — is when cubs are born. After the in-den delivery, the mother and cubs sleep out the rest of the winter together.

Dean points out that it's illegal in Michigan to buy or breed bears. Still, he is never short of cubs.

"We took in two last year. And we already had five. I get calls from all over the country. Mother bears get killed. If the only options are that they euthanize the cubs or I take them ... well, you know how it turns out.

"We bottle-feed the cubs every three hours. They learn quickly that when the light's off at night, the formula mill shuts down 'til morning. They stay right in the house with us for about two months. The bond that develops is permanent."

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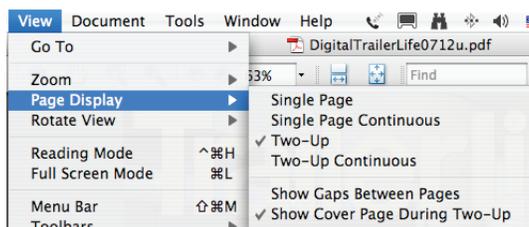


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