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SEPTEMBER 2011

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#### ON THE COVER:

The Dodge Durango and Cruiser RV Shadow Cruiser pull in to a Southern California campground. See test on page 44.

Cover photo by Rich Cox Photography

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# DRIVER'S SEAT

by **Kristopher Bunker**



# FULL CIRCLE

# M

y RVing "career" began when I was in grade school. Each summer, my parents would take my sisters and me to the lake for camping. Our accommodations were a large tent or — for those of us lucky enough to fit — the back of an old F-150 under the cover of a camper shell. We'd spend a week basking in the sun and swimming and skiing in the warm waters. Despite all the recreational activities, the highlight for me was always mealtime — especially dinner. Not the food itself, but the ritual of everybody getting together, eating some great barbecue and recounting the adventures of the day will always be what I remember the most about camping during my early years. Well, that and the s'mores.

I continued to tent camp as I got older, and also had a camper shell of my own for a while. But even as I settled in to my own destinations and activities with my own crowd, I would always look forward to dinnertime outdoors, often around the campfire. Smelling the smoke, stoking the flames and sharing a laugh with loved ones still delivers some of the fondest memories I have.

Once I began spending more and more time in RVs, my patterns changed a bit. Dinner was prepared inside the trailer more often, and things like spreading out the fixin's on the picnic bench outside and cleaning dishes by the moonlight became a thing of the past. The funny thing is I hadn't really noticed all of this until my family and I recently tested the Dodge Durango and Cruiser RV Shadow Cruiser (page 44). The Shadow Cruiser features a well-appointed outdoor kitchen that allowed us to relive some of the good old days of meal prep and eating outside, but with way more conveniences than I remember.

As you'll read in "Take it Outside," beginning on page 48, outdoor kitchen floor-plans are one of the hottest trends today. These RVs have a full galley inside, but the additional amenities outside — like a sink, gas cooktop, refrigerator and barbecue grill — mean meal prep and cleanup in an outdoor setting are much easier than ever before. These kitchens come in varying degrees of opulence, from a standard two-burner stove and countertop to a faux fireplace fixture for a more upscale feel. One thing they all share is the ability to prepare and then dine just steps from the campfire, under the stars or in the warmth of midday.

So now here I am, essentially back where I started. Eating outdoors while staying in an RV is nothing new; I've been barbecuing outside for years. But there's just something about having the kitchen outside, under the stars, that reminds me of why I began RVing in the first place. ☺



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# LETTERS

from our Readers

“I also very much enjoy your articles highlighting classic and historical trailers and RVs.”



## OAK RIDGE TIMES

I just read the article about the Manhattan Project (“Oak Ridge, Tennessee,” *America’s Outback*, July issue). Great story. Another part of the story is in Wendover, Nevada/Utah. There’s a great museum and airstrip and most buildings are still there, a place chosen for its remote location. They built the facility just to train the guys to load the atom bomb. It would make a great article as well. Thanks again for the great article.

**Richard Kleiman**, Via email

**Editor’s note:** Bill Graves did visit Wendover back in August 1995. The place was perfect for a wartime project, so secret that not even the crew of the Enola Gay knew its mission. You can read his original story on [www.traileralife.com](http://www.traileralife.com) under Sections/Lifestyle within his “Oak Ridge, Tennessee” story.

## CLEAR THE BED COMMENT

I enjoyed the article, “Clear the Bed,” by Bill and Jenn Gehr (July issue). I have a B & W Companion hitch for my fifth-wheel on a 2005 Dodge Ram 3500 and have had no problems with it. I wish to comment on their statement in the second paragraph: “The B & W Companion hitch has a simple, innovative design that allows you to clear the truck bed with the pull of a lever.” It is almost that simple, but not quite. The drawdown bolt installed on the top flange

of the RV base into the post is torqued to 40 ft-lb, so you must loosen the drawdown bolt to release the latch pin from the post. The uninstall instructions from B & W direct you to loosen the four lock nuts on the U-bolts, then the drawdown bolt before retracting the latch pin. I lift the base off the post before removing the post; it’s easier to slide without it installed. I really enjoy *Trailer Life*, and learn a lot from the articles. Keep up the good work.

**Bob McDowell**,  
Townsend, Massachusetts

## JULY ISSUE KUDOS

Love the history and nostalgia. I also very much enjoy your articles highlighting

classic and historical trailers and RVs. Keep up the good work!

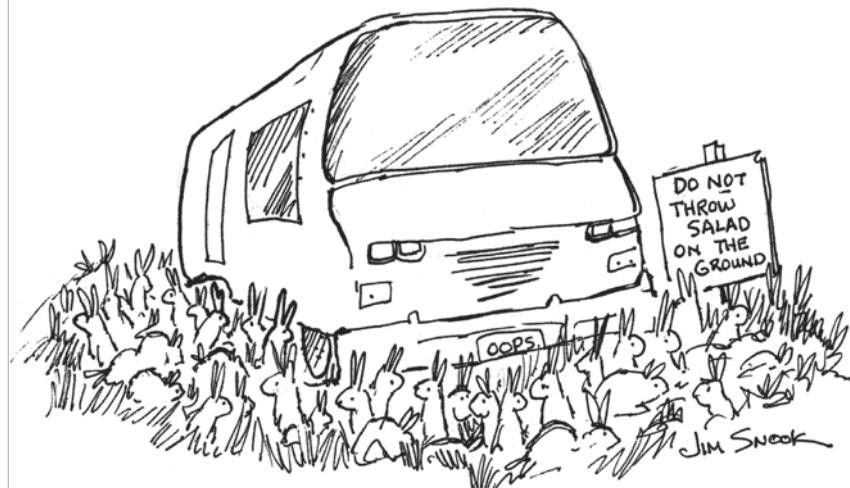
**Gordon Fjeld**, Via Facebook

## A NEW DIMENSION YET

I’m a painter in Omaha, and we were asked to repair and paint the SR-71 shown in the article, “RVing to a New Dimension,” in the July issue. We never saw the plane put together until we saw its photo in *Trailer Life*, as we painted it in large parts then it was shipped. This was one of the best projects we’ve ever been a part of, from selecting the samples to the finished paint job. This is a very unique plane, I was told, as it was the only two-seater made.

**Dave Hunter**, Council Bluffs, Iowa

## SNOOK’S NOOK



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



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# AROUND THE BEND

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

THE BEND

Edited by Marleen Canniff



## WINTERVILLE MOUNDS

Well-kept lawns stretch between a dozen grassy mounds, and the only sounds are occasional bird calls and the rattling of wind through cottonwoods. A placid stream, once a Mississippi River channel, meanders through this pristine landscape, which since 1993 has been designated Winterville Mounds National Historic Landmark. Long ago, beginning around A.D. 1000, the scene would have been very different, as the 42-acre site, just outside today's Greenville, Mississippi, was a thriving ceremonial center for thousands of Native Americans living in the area. Placards explain that originally there were at least 23 mounds run by priests who presided over sacred ceremonies and government affairs of this early civilization.

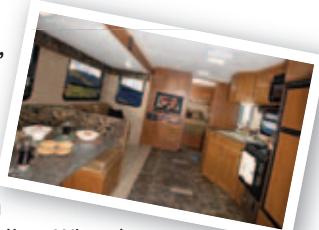
These flat-topped earthen mounds — some more than 50 feet high — were created to support temples, chiefs' houses and public buildings and have been protected since 1939. The site includes a visitor center and museum as well as RV parking.

**For more information,** call (662) 334-4684 or visit [www.mdah.state.ms.us](http://www.mdah.state.ms.us). For other Mississippi destinations, see the articles "Natchez Trace Parkway," on page 21, "Following the Blues Trail," beginning on page 22 and "A Mississippi King Attraction," beginning on page 27. — Pamela Selbert

## WANNA WINNIE?

When Winnebago purchased SunnyBrook RV in December 2010, the company had re-entered the towable manufacturing market for the first time since 1983, and the company's success with this renewed venture is evident in its new Sunset Creek travel trailer line. Winnebago Industries Towables has created three different products within Sunset Creek, offered in lengths from 28 to 32 feet at prices ranging from \$16,350 to \$36,883. All redesigned from the ground up, the Sunset Creek Sport is available in eight floorplans, while Sunset Creek and Sunset Creek Classic are each available in five floorplans. Some of the features within this new line include 30 x 40-inch oversized tubs, 80-inch bunks and oversized slideouts that include a huge U-shape dinette and full-size sofa.

**For more information,** call (641)-585-3535 or visit [www.winnebagoind.com](http://www.winnebagoind.com).



## BUFFALO GAMES FOR THE ROAD

For most of us, an RV trip just wouldn't be the same without bringing along some games. Buffalo Games — maker of more than 200 award-winning party games, jigsaw puzzles and accessories — has sold more than 2,500,000 party games, from the bestsellers Last Word and Likewise to the laugh-out-loud-funny T-Shirt Game and Truth be Told. Its latest lineup of games includes brand-new hilarious party games plus new jigsaw puzzles with exciting themes from Coca-Cola to Harley-Davidson to the works of the most prolific painter of the Civil War period, Mort Künstler. The company boasts that each game is easy to learn and fun to play. Its website includes a game catalog, instructions, how-to-play videos and a secure page for online purchases. All Buffalo Games are made in Buffalo, New York (ah ... so that's where the name comes from).

**For more information,** call (800) 832-2331 or visit [www.buffalogames.com](http://www.buffalogames.com).



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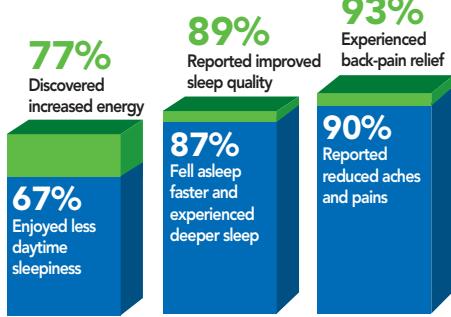
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## CALIFORNIA RV SHOW

It happens once a year, when a seemingly infinite number of RVs gather in one sunny place. This year, the 59th Annual California RV Show will occur October 14-23 in Pomona, California, and its scheduled events are better than ever. First and foremost, every type of 2012 RV will be at the Fairplex grounds. Dealers will be there to represent multiple brands from 40-45 leading manufacturers, giving RVers

the widest variety for comparison shopping. Special seminars and hourly product presentations by factory reps will be available to all. Admission is \$10, which is good for the entire 10-day show. Parking for your RV and tow vehicle is free, and scooters will be available for rent.

**For more information,** call (951) 274-9215 or visit [www.CaRvShow.com](http://www.CaRvShow.com).



## NEW RV APP

Woodall's now has a new RV & Camping Copilot app for iPhones and iPads that provides users with instant access to details on more than 12,000 public and private RV parks and campgrounds, including amenities, rates, activities and contact information.



The easy-to-use app offers the ability to search RV parks by city, state, name or nearest location, as well as interactive features including viewing photos, taking virtual tours and linking directly to the parks' websites. More than 1,000 popular attractions — in addition to Camping World locations — are also included. The best part? It's all free! So visit the iTunes app store and get yours today. An Android version is in the works and is scheduled to be released by year's end.

## SPIRITED AWNINGS

Football season is upon us once again, the time of year when supporting your favorite team becomes a priority. Fun In The Shade LLC is a new manufacturer that produces RV replacement awning fabrics with a "made to order" officially licensed college design of your choice. But if football isn't your thing, you also have a choice of scenic, camo and patriotic designs — or design your own. Each awning is digitally printed on heavy-duty 13-ounce vinyl fabric with heat-welded edges to provide the most strength. Fun In The Shade fabrics are designed to replace A&E and Carefree awnings, not awnings with metal weather guards.



**For more information,** call (877) 341-6793 or visit [www.funintheshade.com](http://www.funintheshade.com).

## NEWSWIRE

**Shipments to retailers of all RVs** were reported at 27,600 units in a recent survey of manufacturers, up 13.1 percent during the same month last year, the RV Industry Association reported. Towable RVs provided the improvements while motorhomes held even with the same month one year ago ... **A fuel-economy standard of 56.2 mpg average** for an automaker's whole fleet by 2025 is the new goal directed by the Obama administration, which would boost the price of a new vehicle at least \$2,100, the

government calculates. That rating in EPA testing, converted for real-world driving, would translate to a window-sticker rating of about 37 mpg for combined city/highway driving ... **The Chrysler brand's 2011 Super Bowl commercial** "Born of Fire," created in partnership with Wieden+Kennedy, was honored with five awards at the Cannes Lions 58th International Festival of Creativity held in Cannes, France. Four "Gold Lions" were awarded to the brand for Best Direction, Best Use of



Music, Best Script and Best Automotive Commercial. The brand also took home a "Bronze Lion" for Best Editing. Cannes Lions is a celebration of creativity in



## GOING RETRO

With four years now under its belt, Riverside RV of LaGrange, Indiana, is expanding its "Retro" line to include Retro truck campers, in addition to its line of Retro lightweight travel trailers and White Water travel trailers and fifth-wheels. The truck campers are available in three floorplans, from the lightweight Model 800 — with a dry weight of 1,520 pounds — to the fully self-contained Model 865. Base msrp's range from \$11,500 to \$14,750.

**For more information,** call (260) 499-4578 or visit [www.riversidervs.net](http://www.riversidervs.net).



## OPERATION APPRECIATION

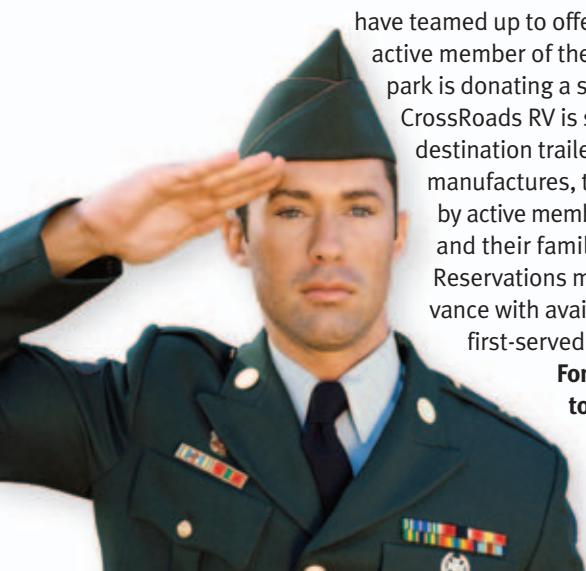
CrossRoads RV and Yogi Bear's Jellystone Park Camp Resort at Barton Lake in Fremont, Indiana, are doing something special for U.S. service men and women to show appreciation for their sacrifice, bravery and hard work that ensure our freedom and American way of life. The two

have teamed up to offer free lodging to any active member of the U.S. military. The park is donating a seasonal lot while

CrossRoads RV is supplying a Hampton destination trailer, which the company manufactures, to be used exclusively by active members of the U.S. military and their families free of charge. Reservations must be made in advance with availability on a first-come, first-served basis.

**For more information or to make reservations,**

contact Dave Boggs at [oa@crossroadsrv.com](mailto:oa@crossroadsrv.com) or call (888) 226-7496.



communications where more than 24,000 entries from all over the world are showcased and judged. "Born of Fire" also revealed the tagline for the brand, "Imported from Detroit," created to convey the message that one does not have to cross an ocean to obtain luxury; it's available right here and evident in the Chrysler brand product lineup ... **Tracks to Adventure RV Tours and the Adventure Caravans** family have teamed up to offer a

larger variety of fun-filled vacations for RVers. Tracks will maintain its office operations as long as necessary to complete its already scheduled 2011 tours, and Adventure Caravans will assume operations for all Tracks tours 2012 and beyond. Adventure Caravans has recently released its new RV Vacation Catalog, with the addition of several exciting destinations. For your copy, call (800) 872-7897 or log on to [www.adventurecaravans.com](http://www.adventurecaravans.com).

### WEB EXCLUSIVE



» This month's Web Exclusives features bonus details and extra photos of the Durango/Cruiser Shadow test, plus a video review of its outdoor kitchen.

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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## 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."

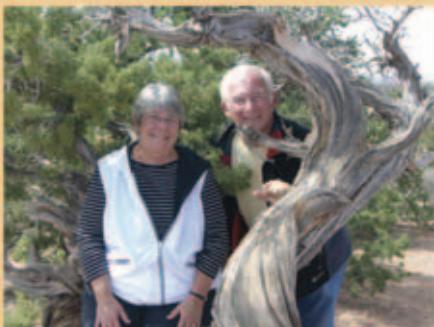
Even when traveling, he enjoys the comforts of home, including live TV. Al chose DISH Network to bring TV to his RV because of the unique service benefits.

"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



### BULKHEAD-ACHE

Frustrated after a trailer manufacturer refused to help pay for a what they see as a manufacturing defect, two readers asked *RV Action Line* to step in:

We purchased a Heartland Big Horn fifth-wheel in January 2009. As we began preparing for another much-awaited camping season, we discovered a small crack in the front rolled portion of the fiberglass.

We called Heartland and inquired if this was common with this model, and what our next step should be. Heartland requested pictures of the crack, which we emailed immediately to Heartland. The company's response was that it appeared the crack was a result of pressure from a sharp turn and not any fault of its workmanship. It was suggested we take it to an authorized dealer to have it repaired and to further investigate a cause and contact Heartland with its findings.

We took our unit to General RV Center in Wayland, Michigan. General RV removed the Filon panel and inspected it for the cause of the damage. General RV found that "frame transition, front upper to lower, caused pressure on the Filon, causing it to crack." General RV contacted Heartland, sending pictures and providing the information. General RV requested a "goodwill warranty" authorization. Heartland denied the request.

We contacted Heartland and the same decision was reaffirmed to us. The total bill was \$1,525.49 to repair the crack. We feel this damage is a result of a manufacturing defect and the repair should be covered by Heartland.

This entire incident has been so disappointing; we have totally enjoyed our Big Horn and had hoped that Heartland would be willing to back its product. We appreciate any help that you could provide.

**George & Norma Lockway,**  
Scotts, Michigan

Although it appears the trailer was well out of warranty at the time of the incident, we passed along the Lockways' complaint. The results aren't ideal for the Lockways, but should shed some light onto the process for determining whether a manufacturing defect is responsible for a component failure. Heartland responded:

George Lockway purchased a 2009 Heartland Big Horn 3370RL on January 24, 2009. Heartland RV products are provided with a one-year warranty against manufacturing defects to the original purchaser. The warranty expired on this trailer on January 24, 2010.

Heartland RV received pictures of a crack in the bulkhead cover from the dealership for "goodwill" consideration on May 11, 2011. The pictures showed water intrusion past the corner moldings into the bulkhead and the bulkhead cracked and warped. The bulkhead cover is constructed of a thin layer of fiberglass and a thicker layer of corrugated press-board backer. This cover has no structural integrity to it; the sole purpose is to cover and protect the underside of the bulkhead. When water is allowed to penetrate the backside of this cover, it will absorb the water, warp and potentially crack. We reviewed the photos internally and sent an email to the dealership requesting more photos on May 16, 2011; in order for us to offer any assistance, we wanted photos of particular areas and more troubleshooting done to determine the cause and correction and whether or not it was, in fact, a manufacturing defect. The dealer advised us that it had already completed the work but was asking for assistance.

Without the ability to troubleshoot the issue to determine the cause, Heartland will not offer any assistance on the repairs performed. What Heartland will offer to

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### RV ACTION LINE

the customer is if the issue is not fully resolved and needs more attention or further repairs Heartland will perform them at our facility if the customer brings the unit to us. These repairs will be at no charge to the customer.

Unfortunately, damage such as this would not be considered warranty-related.

**James Fenner**

Customer Service Manager,  
Heartland Recreational Vehicles LLC

Although it is nice that Heartland has agreed to rectify any problems going forward, that doesn't put any money back into the Lockways' pockets. Long story short: Do not perform repairs until the manufacturer has made a decision.

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Being away from home, we didn't have our policy information with us. We tried calling the dealer where we purchased our Airstream, California RV in Fontana, and were shocked to find it had gone out of business. After we got home from our trip, we pulled the insurance information and on our next scheduled maintenance trip to Toscano RV, we asked them to submit a warranty claim for the \$525.02 jack replacement bill. Easy Care — who has had use of our warranty premium dollars for more than four years — used the technicality of our not having

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## RV ACTION LINE

preauthorized the repair to avoid paying what Toscano RV said would otherwise have been a covered claim. I have since appealed by phone and in writing to no avail. If we had been seeking routine repairs near our home, we would have had our warranty information with us and would have known whom to call. But the emergency nature of our repairs and our dealer being closed left us without access to this information.

**Roger & Marian Taylor,**  
Sausalito, California

Failure to get pre-approval is no “technically” — it’s a policy, and one that often spells doom for those who try to acquire reimbursement and have failed to get pre-approval. However, each case presents a different situation, so we passed along the complaint to Easy Care on the off chance it would reconsider. It did, as we heard from the Taylors:

Thank you for forwarding our complaint, and for sending a follow-up letter asking

Easy Care for a response. I am pleased to say that we received a check from Easy Care for the cost of replacing the power jack on our trailer, less our extended warranty’s required co-payment. The check was not accompanied by any explanation as to why the company overturned its earlier decision to deny this claim; however, because it turned down our first appeal, we know Easy Care would not have reconsidered if it hadn’t been for *RV Action Line*’s intervention.

Thank you so much for your help in this matter. And we thank Easy Care as well for doing the right thing. Other than this one incident, we have been pleased with its coverage and service.

**R. & M. T.**

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.



## A RENEWED APPRECIATION

**"AS I CAREFULLY MANEUVERED MY SHINY WHITE RIDE AMONG THE BABY CARRIAGES AND GROUPS WHO APPEARED TO BE ALLERGIC TO WALKING SINGLE FILE, I REALIZED THAT I HAD BEEN HEADING DOWNHILL MILE AFTER MILE."**

The bite in the morning air felt fantastic. I had awakened moments before inside a very cold rig, pulled on a sweatshirt and a knit cap, then stepped outside into my campsite. The brisk, metaphorical slap in the face was just what I needed, since my senses had been dulled and my penchant for adventure diminished by having spent too much time indoors, watching instead of doing, planning instead of going. One repetitive day had bled into the next, and soon ennui was threatening to become depression, so I jolted myself out of my rut by filling the tank of my Class B, then heading to a place I had enjoyed visiting long ago: Ojai, California.

The campsite I stepped into that cold March morning is located in the G section of Lake Casitas Recreation Area, a bit more than an hour north of Los Angeles and even closer to the headquarters of this magazine. The last time I had visited Lake Casitas, a raging wind roiled the 2,700-acre lake so severely that my small boat had nearly been swamped. But this spring morning the air was still, and as I sipped my coffee and watched the anglers launch their boats and cast swim-baits from the





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pier, I knew the next two days would thoroughly recharge my internal batteries. I had intended to fish, since doing so always puts my mind at ease, but as I soon found out, the small town of Ojai, only about five miles from the recreation area, would keep me entertained.

When I set out from L.A., I was not just traveling aimlessly. I knew Ojai to be an artsy community, in which I might be able to convince a gallery owner or two to hang some of my paintings. Upon arriving, I parked my rig, wandered into the first establishment that had paintings on its walls, and within the hour, four of my paintings were hanging in Around the Corner Gallery. I then walked a quaint stretch of Ojai Avenue, poking my nose into furniture stores, inhaling the aromas emanating from restaurants and bakeries and admiring the art in various galleries. The pieces of art in Primavera Gallery were so unbelievably wonderful that I feared I might stumble and damage something. Thankfully, however, I managed to admire without mishap.

My ego bolstered and my mood

comfortably falling within the parameters of "happy," I wandered into Bart's Books of Ojai, the subtitle of which is: The World's Greatest Outdoor Bookstore. As grandiose as this claim may be, I cannot prove it to be inaccurate, nor would I even attempt to, since I love this funky, dusty, odd-duck of a book emporium, and the money I've spent there over the years is proof of my undying devotion. Not that Bart's is expensive; it definitely is not. But book lovers who intend to investigate its nooks and crannies should not expect the corporate sterility of the big-name stores. No, visiting Bart's is like being invited into a bibliophile's unkempt, open-to-the-elements garage, provided the garage is enormous and filled with treasures that will keep lovers of the written word endlessly satiated. I bought more than a handful of books, then settled in with one that night in the campsite.

Awakening again to a crisp morning, I felt revitalized, energized, more like the adventure-seeker I usually am. After again watching the anglers ply the lake

for largemouth bass, rainbow trout, crappie, red-eared perch and channel catfish, I set out to raise my pulse a bit. The area serves up various hikes, many of them purported to be extremely challenging, but I did not want to set out on a hike alone, so I drove to Soule Park, a public golf course that delivered an excellent round at an unbelievable rate, merely \$21 to walk that day. The layout is creative, the greens were in great shape.

But a round of golf, particularly one that involved too many strokes, did not deliver the adrenaline rush I needed, so I decided to take a bike ride. I had loaded my bike (a new one I had yet to ride) on the rack mounted on the front of my rig, and the bike and the rack would mock me throughout the drive home if I did not pedal the Giant Cypress while in Ojai.

The 9 1/2-mile Ojai Valley Trail, an equestrian, bicycle and pedestrian route that parallels Highway 33 from Ventura to Ojai, seemed the perfect path on which to take my new bike for a spin. I quickly found that the paved route is well maintained, is used by a wide cross-section of locals who employ various modes of conveyance and attracts numerous people who cannot distinguish left from right.

As I carefully maneuvered my shiny white ride among the baby carriages and groups who appeared to be allergic to walking single file, I realized that I had been heading downhill mile after mile. After mile. The descent was aggressive enough that I hardly had to pedal, which can be a good thing, if not planning a return trip. Yet after shadowing the Ventura River until I reached Foster Park, I decided to turn around and start pedaling, since I still had plenty of time to panic. Round and round my feet went, and higher and higher I rose. To my surprise, I managed to return to my rig without gasping. So rejuvenated did I feel, in fact, that instead of calling it quits, I continued to pedal around Ojai until my odometer reached 20 miles. All things considered, it was a great first ride in an incredible destination. ☻

**Lake Casitas Recreation Area, (805) 649-2233, [www.casitaswater.org](http://www.casitaswater.org).**  
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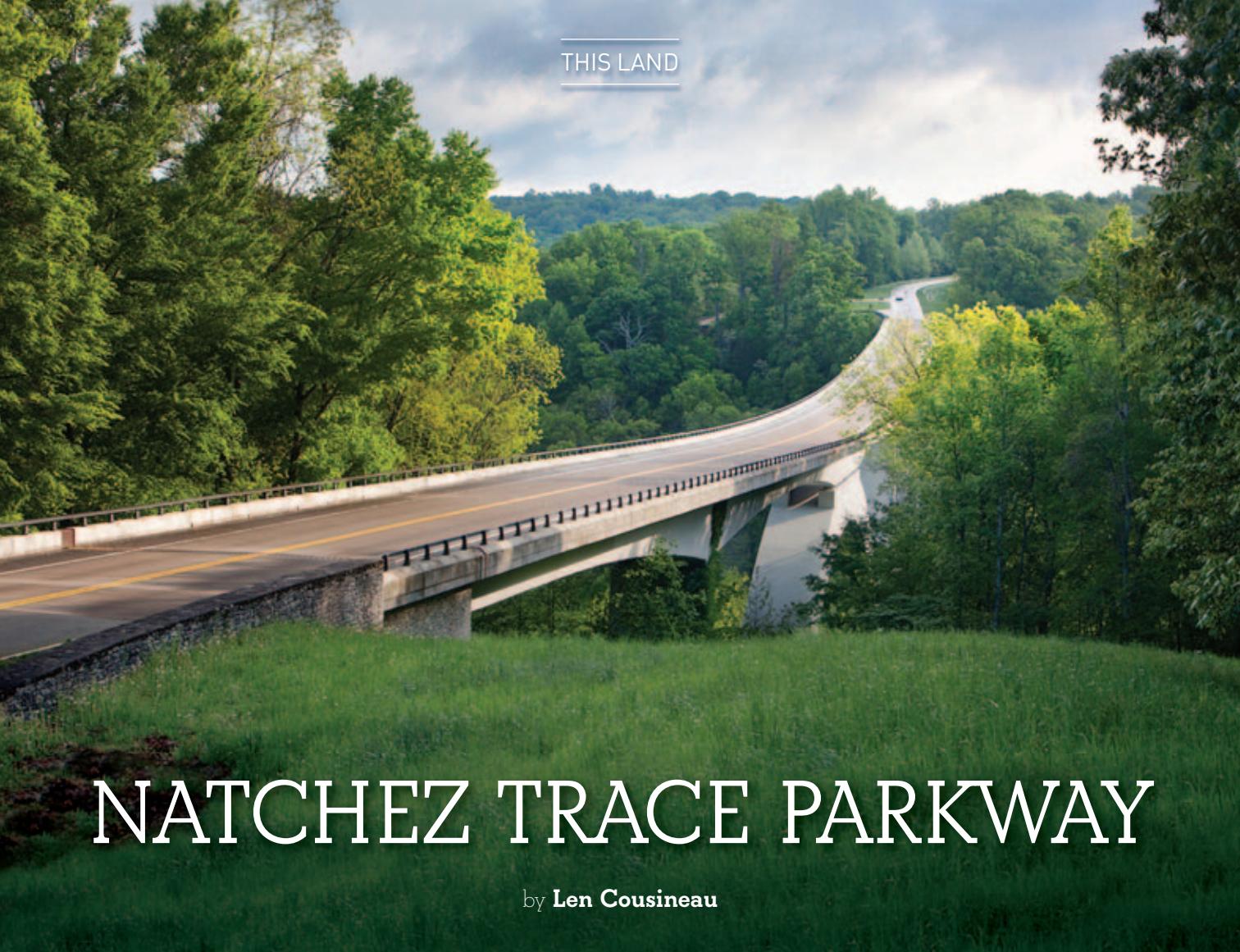


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# NATCHEZ TRACE PARKWAY

by Len Cousineau

**T**he bountiful wildlife, fertile soil and warm climate first drew humans 2,000 years ago to what is today Mississippi. These people built seven groups of earthen mounds, six of which are on the Parkway. The seventh, Owl Creek Mound, is on National Forest land but easily accessed from the Parkway. Modern-day travelers can visit these sites to learn about the area's history. The Choctaw and the Chickasaw people later inhabited the region, maneuvering through the lush terrain that would soon be traversed by people known as Kaintucks. These boatmen were from the Ohio River Valley, and in the early 1800s they floated coal, livestock and agricultural goods down the Ohio River, then the Mississippi River, unloading their wares in Natchez, Mississippi, and New Orleans, Louisiana. Since the Kain-

tucks arrived on simple flatbed boats and not steamships, they sold their boats for lumber then began to walk or ride horses 500 miles to Nashville, Tennessee. On foot, the trip took about 35 days, and in 1810 alone, 10,000 Kaintucks made the trip along what was known as the Old Trace.

Today, the Natchez Trace Parkway stretches 444 miles from the soil bluffs of the Mississippi River, through the northwest corner of Alabama to the southern Appalachian foothills in Tennessee, consisting of four ecosystems and crossing eight major watersheds. Of the Natchez Trace Parkway's 52,000 acres, nearly 39,000 of them exist as forests, non-agricultural fields and open water, all to be explored by lovers of the outdoors.

Whether modern travelers choose to drive the length of the Trace in either

direction or comb sections of it, they should not view this All-American Road and National Scenic Byway as a thoroughfare, as a means to a distant end, but as an interactive history book, one to be perused and dog-eared. The two-lane Trace bends and bows, dips and dawdles and possesses a maximum speed limit of 50 miles per hour. Wild turkeys, deer and bicyclists take advantage of the Trace's charms, so caution should prevail. Three primitive campgrounds (no reservations required) exist along the parkway.

Modern travelers will not take the 35 days it took Kaintucks to traverse the Trace, but stopping at the 100 points of interest will grant the Trace its proper historic pace. ➤

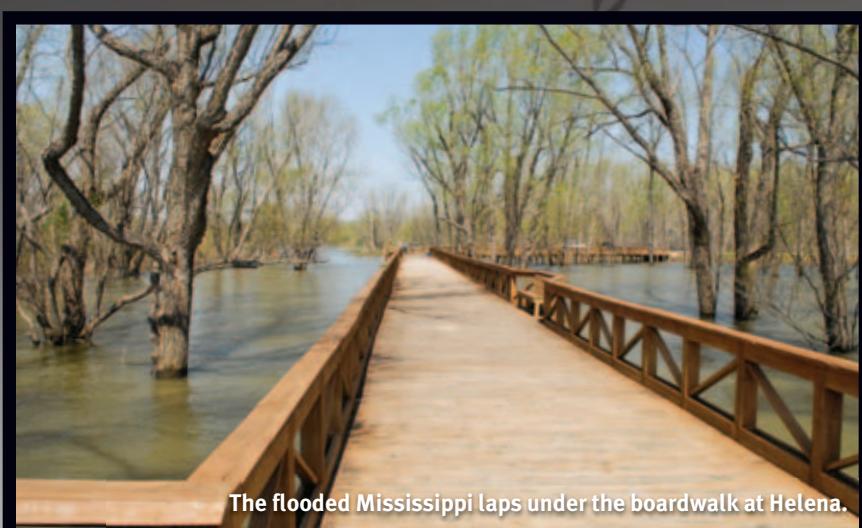
**Natchez Trace Parkway,** (800) 305-7417, [www.nps.gov/natr](http://www.nps.gov/natr).



# *Following the Blues Trail*

THIS OLD HIGHWAY RIVALS ROUTE 66 AS THE MOST FAMOUS ROAD IN AMERICAN MUSIC LORE

by Pamela Selbert  
photos by Guy Louis Selbert



The flooded Mississippi laps under the boardwalk at Helena.

**W**e had come to Helena, Arkansas, a fine old Mississippi River town, to begin a trip along the Mississippi Blues Trail. My husband, Guy, and I were first attracted to this town for its prominence during the Civil War, but of equal interest is that it later became famous for the blues scene.

The roughly 300-mile route (with many side-trip options) starts here in the historic district of the eastern portion of Helena-West Helena. Long known as the "Blues Highway," it was this road such blues artists as Sonny Boy Williamson, Robert Johnson, Albert King, "Pinetop" Perkins, Muddy Waters and B.B. King traveled north, escaping the poverty and cotton fields of Arkansas and Mississippi to perform in Memphis, St. Louis, Kansas City and Chicago.

Helena is now sparsely populated, except during the annual three-day

King Biscuit Blues Festival (October 6-8 this year), which brings in several hundred thousand fans. Our first stop on the trail is Helena's Delta Cultural Center, which preserves and interprets history of the area. Exhibits explain that some of the state's richest soil and oldest settlements are here in this land once dotted with opulent plantation homes and wretched slave quarters, land that has seen abundant harvests and devastating floods, extreme wealth and severe privation.

It was from the delta land here and across the river that the blues emerged. A wide 500-foot-long boardwalk at Helena River Park surveys the scene: antique streets arcing up into Arkansas' loess hills; the muddy river high out of its banks (not an unfamiliar sight); Mississippi bottom-land brown and flat to the eastern horizon.



An array of Blues stars from the Arkansas side of the river adorn the walls in the Delta Cultural Center in Helena-West Helena.

Today five-block Cherry Street Historic District is on the National Register of Historic Places. Exhibits at the Cultural Center, a first-rate facility that occupies Helena's 1917 Depot and three adjacent former retail stores across the street, tell the story of Helena, population 15,000, a major river crossing for railroads and automobiles, economic and social center of the region, a town of lumber and cotton-oil mills, ethnically diverse in its Golden Age, 1930-'50.

During those years there were two "main" streets: Cherry, a white community of offices, stores, restaurants and a courthouse, and Walnut, an African-American community one block west, which was by day a business district and by night a world of entertainment venues, saloons, cafés, gambling parlors, brothels and juke joints where musicians could ply their trade.

Other exhibits explain that the blues, developed by African-Americans in the late 1800s, originated with African slaves struggling to maintain their culture. African music, which featured stringed instruments and complex rhythms, became transformed into African-American music. Work songs, spirituals, traditional ballads, dance tunes and country music all found their way into the blues. The blues, a placard

reads, is the "product of the overall African-American experience."

Most blues songs, another placard explains, are built around a three-chord progression and follow a 12-bar pattern. The verse begins and ends in 12 measures of four beats each, and the rhyming pattern is A-A-B. The guitar and harmonica are the most commonly used instruments in the genre, but the piano is also important in the blues sound.

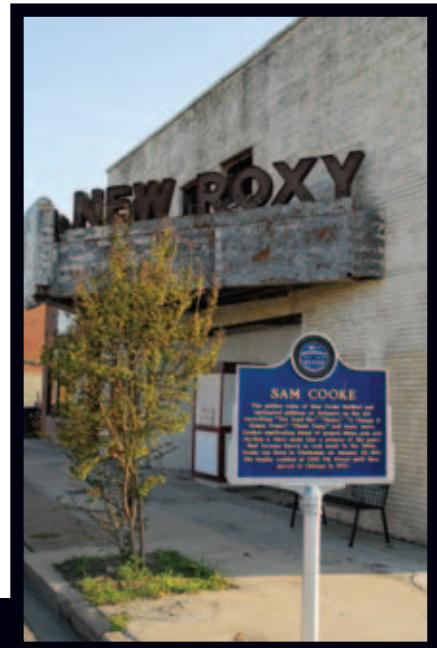
One entire wall is devoted to photos and short bios of dozens of well-known blues musicians, many of whom have performed live on King Biscuit Time, a half-hour program on radio station KFFA (1360 AM) that began in Helena in 1941. Over the years the program has been broadcast from several locations, since 2000 from a studio at the Delta Cultural Center.

On the air weekdays from 12:15 to 12:45 p.m., it's the longest-running daily radio show in history, says the 86-year-old host John William "Sunshine Sonny" Payne. He's been host of the show since 1951 (program number 16,202 on this occasion), and friend to dozens of blues musicians.

Payne, who years ago played the upright bass in various bands (the instrument stands displayed nearby), says, "No white man can play the black man's blues." Asked for his definition of the

blues he says, "Some people don't understand. They think blues is just music, but what they don't know is that real blues is about past African-American history, culture and heritage. It's about love, understanding, communication and about a whole race of people. That's what the blues really is. You have to live it before you play it."

The Blues Trail crosses the Mississippi over the Helena Bridge on U.S. Highway 49 into the river's namesake state and continues south on U.S. Highway 61. Four miles east turn left on the Lula-Moonlake Road. More than 124



Sam Cooke, silken-voiced soul singer from Chicago, was born near this spot in 1931.

# *Following the Blues Trail*

Blues Trail markers dot the Mississippi map (there are more than 130 markers total including the out-of-state ones), the first of which you'll find in the tiny town of Lula. Charlie Patton, who "immortalized" Lula in the lyrics of his "Dry Well Blues" and "Stone Pony Blues," was born here, as were Eddie "Son" House, Frank Frost and Sam Carr.

Back at Highway 49 continue east to U.S. Highway 61 and turn right (a left turn will take you to Tunica and the casinos, and a few miles farther to Memphis). You can take dozens of side trips in Mississippi, but the main route follows Highway 61 to Leland; U.S. Highway 82 west to Greenville then back east on to Greenwood; U.S. Highway 49 south to Jackson; and finally U.S. Highway 51 south to McComb a few miles from the Louisiana state line.

Clarksdale, which hosts several annual blues festivals and is the birthplace of Ike Turner and John Lee Hooker, is next after Lula. Theo Dasbach's Rock and Blues Museum is no doubt worth a visit. The 3,000-square-foot facility displays "just one-thousandth of the artifacts" Dasbach, of the Netherlands, has collected over the past 30 years.

Items on display in dozens of glass cases run the gamut, chronologically, from 78 RPM recordings of Mamie Smith's 1920 "Crazy Blues" and Bessie Smith's 1923 "Down-hearted Blues" (which sold 800,000 copies) to the 1970's LP albums of Fats Domino, Chuck Berry, Bill Haley, Elvis Presley and others.



The Delta Blues Museum a few blocks south is the state's oldest music museum, established in 1979. The museum (with abundant RV parking and several hookups for overnight camping) occupies Clarksdale's former Yazoo and Mississippi River Valley Railroad depot built in 1918. This fine museum, with a 7,500-square-foot addition to open in October 2011, displays hundreds of artifacts, among them musical instruments (including the "diddly bow," a makeshift guitar created from a plank of wood with nails anchoring the wires that served as strings), recordings, sheet music, posters, photographs, costumes, folk art, paintings and more.

Exhibits tell the stories of blues musicians W.C. Handy, the "Father of the Blues," who wrote such tunes as "Memphis Blues" (one of the first published songs with "blues" in the title), "Yellow Dog Blues" and "St. Louis Blues"; B.B. King, the "King of the Blues" (a red replica of his black guitar "Lucille" is here); Son House, who was a preacher and guitar player, and dozens of others. A highlight is the historic log cabin where McKinley Morganfield (Muddy Waters) grew up. A lifelike mannequin of Waters is here, as is a guitar made from some of the cabin's wood.

Elsewhere in Clarksdale — where once Highways 61 and 49 crossed (now the roads are Tallahatchi and Martin Luther King) is the crossroads where blues great Robert Johnson is said to have sold his soul to the devil for the ability to play guitar.

Continue south through Shelby, where a marker at W. Second and N. Broadway notes the birthplace site of Henry Townsend, the only blues artist to have recorded in every decade from 1920 to 2000. He died in St. Louis in 2006.

At Cleveland, visit the Charles W. Capps Jr. Museum at Delta State University. From here a 20-mile side trip on Highway 8 takes you to Rosedale, a place "associated with the legend of a bluesman selling his soul to the devil at the crossroads." Robert Johnson "immortalized" Rosedale in his 1937 "Travelin'

Riverside Blues." Nearby at the Mississippi is Great River Road State Park, closed this day due to flooding.

Next is Greenville with numerous attractions: Freedom Village, where the first Mississippi Delta Blues Festival was held in 1978; Nelson Street, which appears in Willie Love's 1951 "Nelson Street Blues," and was once the "epicenter" of African-American business and entertainment in the Delta; Greenville History Museum; Greenville Blues Walk on historic Walnut Street; and William Alexander Percy Memorial Library. Greenville claims more than 100 published writers. But most poignant is the Flood of 1927 Museum.

Exhibits and a 90-minute "American Experience" film tell the story of the flood, the "biggest natural disaster in the country to that time." On April 21 at Mounds Landing north of Greenville, as a thousand men struggled to raise the levee, the flood-swollen Mississippi broke through. Water gushed across the landscape, inundating the town and submerging a million acres of farmland under 10 feet of water.

More than 2,000 buildings were swept away and countless numbers of residents were killed or displaced, among them 10,000 black refugees who clamored onto the levee, cut off by water on both sides. White landowners, afraid these field workers wouldn't return if they were allowed to leave, sent away empty the steamboats that came to rescue them.

Eventually refugee camps were set up, but two months later, when the flood water began to recede, a river of humanity flowed north out of the Delta, as thousands of African-Americans and their meager possessions crowded onto railroad flatcars. Poet William Alexander Percy, son of a Greenville landowner, later wrote "Lanterns on the Levee" about the flood and its aftermath.

In Greenville, we suggest camping at the Washington County Convention Center Complex (662-332-0488). It has more than 200 sites with water and electricity and a dump station.

**The junction of Highways 61 and 49 in Clarksdale, Mississippi, is a famous landmark.**



**Sonny Payne started out sweeping the floors at radio station KFFA in Helena. He took over the King Biscuit Time broadcast in the early 1950s and still does the daily show from a special studio in the Delta Cultural Center in Helena. The Magnolia Belle, a true sternwheel riverboat, is driven solely by the power of its paddlewheel, capturing the charm of a bygone era on the river.**

At Leland a series of murals on downtown buildings depicts the area's musical history, and exhibits at the Highway 61 Blues Museum tell stories of blues musicians — more than 150 — who have called the region home. Son House and Johnny Winter trail markers are here.

East of town at the Leland Chamber of Commerce is a Jim Henson exhibit with displays of Muppet memorabilia, a "tableau" honoring the "birthplace" of Kermit the Frog, videos of Henson's early works and more.

Continue to Indianola and (in our opinion) the highlight of the trip, the 20,000-square-foot B.B. King Museum and Delta Interpretive Center, one of the finest museums anywhere. A visit begins with a 15-minute film that includes an overview of Riley B. (B.B.) King's life and a performance of his riveting "Key to the Highway" ("Gonna leave here runnin', 'cause walkin' is much too slow ...").

Museum exhibits wind through half a dozen rooms where the story of music-icon King's life — which began in one of the country's most impoverished places — his long career and stories of the Delta, its history and music, literature and legends, race relations and more are told through videos, photos (many life-size), artifacts and more. The museum also includes Lucille's Gift Shop.

East of Indianola at tiny Berclair a trail marker stands near the site of B.B. King's birthplace, and ahead at Greenwood are markers at Elks Hart Lodge No. 640, an important "Black Elks" venue for blues in the 1940s-'60s; and the

(believed) final resting place of Robert Johnson at Little Zion.

Continue south on Highway 49 to Jackson, where trail markers stand near the old Summers Hotel and Subway Lounge. It was here during the segregation era traveling musicians stayed and performed. The old Alamo Theatre, new in 1949, hosted such performers as Nat "King" Cole, Louis Jordan and Cab Calloway.

South of Jackson along U.S. Highway 51 are markers to old-time blues artist Tommy Johnson at Crystal Springs; Robert Johnson's birthplace at Hazlehurst; and rock 'n' roll "founder" Bo Diddley's birthplace south of McComb. A large colorful mural on the brick wall of an insurance agency on Caldwell Drive in Hazlehurst features Johnson, also artist May Smith and author Beth Henley, and a gray granite monument in a small park nearby is dedicated to Johnson, who would have turned 100 this year.

Though he and his friends always denied it, the rumor persists that Johnson's extraordinary musical ability had cost him his soul. But, in the new book "Escaping the Delta: Robert Johnson and the Invention of the Blues," author Elijah Wald says, "if it were really that easy, the devil would own the soul of every teenage boy in America." ☎

For more information about the Blues Trail and a map of the markers, contact **Mississippi Tourism** at (601) 359-3297 or logon to [www.visitmississippi.org](http://www.visitmississippi.org) or [www.msbluestrail.org](http://www.msbluestrail.org).

***Got my toes  
turned Dixie way  
'Round the delta,  
let me lay  
My heart cries out  
for muddy water***

*Lyrics from: Muddy Water (A Mississippi Moan)*



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# A Mississippi King Attraction

A road trip to Tupelo won't be cruel ... instead, you'll be all shook up RVing the scenic pathway to the birthplace of Elvis

**M**ississippi is often a musical place. We were cruising down the famous Natchez Trace Parkway on our way to Tupelo, and through the trees we spied one of the city's largest hotels, conjuring up the tune "Heartbreak Hotel." By the side of the road a man was leisurely walking his aging Basset Hound, causing us to hum the tune "Hound Dog." By the time we arrived at our destination — the Natchez Trace RV Park, just outside Tupelo — we wouldn't have been all that

surprised if the owner had been wearing blue suede shoes.

Yes, Tupelo is definitely an Elvis town, since this is where he was born and the place he spent his formative years. If there ever was a town that had a favorite hometown son, Tupelo, Mississippi, is that place. And while Elvis is certainly a key attraction in Tupelo, the city also boasts a wide range of exciting things to see and do.

Tupelo is an interesting mix of large-city hustle and bustle and small-town

charm. There's everything you would expect of a metropolitan locale — shopping malls, fast food, businesses for every need, traffic, teeming residential areas and more. But, there's also the quaint and laid-back, a downtown that speaks of another era, ancient mom-and-pop burger stands, historic parks, monuments and museums, and bordering the town, one of the quietest and most scenic stretches of highway in America.

Perhaps one of the most significant dates in Tupelo history is January 8, 1935. That's the date Elvis Aaron Presley entered the world in a small two-room house built by his father, grandfather and uncle with \$180 his father had borrowed from his employer. Elvis was one of two children born to Vernon and Gladys. Elvis' identical twin, Jessie Garon, was stillborn. The city of Tupelo bought the home and surrounding property in 1957. Elvis himself became

by Carl Calvert

photos by Ann & Carl Calvert



Elvis was born in this modest Tupelo house in 1935.

involved during that year by donating proceeds from a 1957 concert to create a park on the grounds. The property stands in its original location. The house has been restored to its original condition and is decorated with period furniture. Today, the park includes the birthplace, a memorial chapel, an Elvis museum and the actual building where the Presley family attended church services. The entire complex is open to the public and visited by 50,000 Elvis pilgrims annually. In addition to the house, chapel, church and museum, the grounds also contain historic plaques, a statue portraying Elvis at 13, a "Story Wall" chronicling Elvis' life, a "Fountain of Life," and a replica of the Presley family's 1939 green Plymouth sedan.

A number of Tupelo landmarks still stand as a testament to the young Elvis, including the Tupelo Hardware Store, where Elvis' mother Gladys purchased his first guitar for \$7.75. The story goes that Elvis had wanted a .22-caliber rifle or a bicycle, but his safety-conscious mother purchased the guitar as a compromise. That decision would start Elvis on his road to world fame. Down the street stands Johnnie's Drive In, where Elvis savored cheeseburgers and RC Colas as a kid. Visitors to Tupelo can still stop in at Johnnie's and partake of the drive-in's tasty treats and sit in some of the original booths dating back to when Elvis was young. Also nearby is the Shakerag Community, where Elvis was first introduced to gospel and blues music. Other must-see Tupelo stops for Elvis fans include the previous site of the Assembly of God Church (now located at the Birthplace), The Lawhon Elementary School and Milam Junior High School, which Elvis attended, and such Elvis-visited sites as the Mayhorn's Grocery Store (no longer located on the site), Lee County Library, Lee County Courthouse, and the previous site of the Tupelo Fairgrounds. Some of the actual buildings for these sites are no longer standing, but each site features a granite marker that tells its significance. Elvis lived in Tupelo until he was 13, at which point the Presley family moved to Nashville.

Naturally, Tupelo is home to much more than 1930's and '40's Elvis landmarks. The town holds a wealth of visitor sights, ranging from historic museums and places, to one of the most-visited fish hatcheries in the South, to great parks and a zoo, an impressive Auto Museum, and one of the most scenic drives in America — the Natchez Trace Parkway.

For a step back in time, don't miss the Oren Dunn City Museum on Rutherford Road. Here, visitors are invited to sample Tupelo's past from the 19th century forward. Touring the grounds, you'll have the chance to walk through a 1940's fire station, complete with antique fire trucks; an original 1870's dogtrot cabin; a one-room schoolhouse; a 1949 Lee County Bookmobile; and an authentic Frisco caboose. The museum proper includes an audio tour rich with Tupelo history. Adjacent to the museum is a separate Veteran's Museum that is well worth the visit. The museums are located near the grounds of James L. Ballard Park, located on west Main Street, which offers visitors access to a lake, walking trails, picnic areas and a playground.

Just down the road from old Tupelo center is Private John Allen National Fish Hatchery, a great place to visit for all ages.



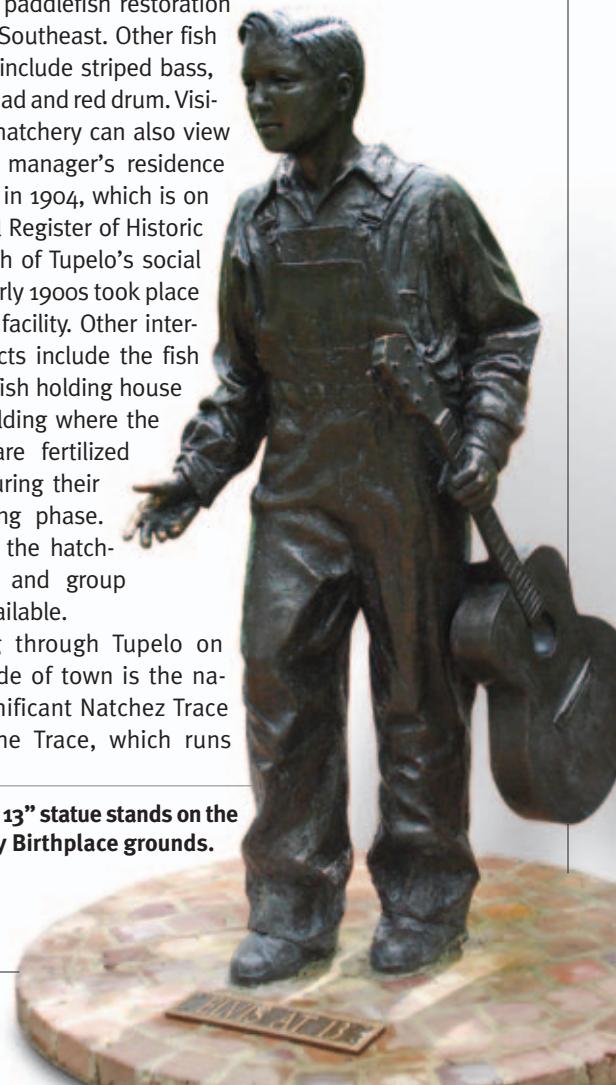
The Dunn City Museum is an extensive historic site where fine examples of early Tupelo houses draw thousands of visitors yearly.

This hatchery, one of the oldest in the country (established in 1901), is a warm-water hatchery because the species of fish raised here do best in the summer where water temperatures range between 75° and 85° F. The hatchery has 15 ponds and raises about 5 million fish every year. Fish raised in the hatchery are important to the fishery resources of Mississippi and the Gulf Coast.

Private John Allen National Fish Hatchery (named for the Congressman that helped establish the hatchery) serves as one of the primary paddlefish restoration sites in the Southeast. Other fish raised here include striped bass, sturgeon, shad and red drum. Visitors to the hatchery can also view the historic manager's residence constructed in 1904, which is on the National Register of Historic Places. Much of Tupelo's social life in the early 1900s took place around this facility. Other interesting aspects include the fish ponds, the fish holding house and the building where the fish eggs are fertilized and held during their early growing phase. Entrance to the hatchery is free and group tours are available.

Running through Tupelo on the west side of town is the nationally significant Natchez Trace Parkway. The Trace, which runs

The "Elvis at 13" statue stands on the Elvis Presley Birthplace grounds.



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444 miles from Natchez, Mississippi, to Nashville, Tennessee, is a well-worn path that was used by American settlers as far back as 1733 (and earlier by American Indians). The Natchez Trace Parkway and its parklands, operated by the National Park Service, preserve important examples of our nation's natural and cultural heritage.

Started in the 1930s, the modern Parkway parallels the old trace (original pathway). In 1995, the National Scenic Byways Program recognized the parkway's historic significance and scenic qualities, designating it an All-American Road. Driving the trace is a step back in time — the maximum speed limit is 50 mph (unless otherwise posted), there are no commercial road signs, no glaring traffic signals, and there's little evidence of modern society.

The city of Tupelo sits on the 260 mile marker of the Trace, and an hour's drive either north or south of Tupelo takes visitors to some grand scenery, historic sites, and areas of national significance. Among these are ancient Indian Mounds located just south of Tupelo, some fine examples of the original Trace path, a Chickasaw Village site, Confederate grave sites, picturesque Dogwood Valley, and one of the Trace's main visitor centers. A drive farther south (at mile-marker 180) is the ever-popular historic town of French Camp. Lunches here are famous throughout the state. A drive along the Natchez Trace Parkway is definitely a must-see for any visitor to the Tupelo area.

Other near-Tupelo areas of national significance include the Tupelo National Battlefield (Civil War), located near downtown, and the Brices Cross Roads National Battlefield Site a short drive



**The Natchez Trace RV Park, just outside of Tupelo, has a welcoming ambiance.**

north of town. Naturally, the South is chock full of Civil War sites, but the site of the Battle of Tupelo is particularly significant. Involving such historic generals as William Tecumseh Sherman and Nathan Bedford Forrest, these battles were fought by more than 14,000 men in the spring of 1864.

Farther afield, about an hour's drive west of Tupelo brings visitors to the town of Oxford, Mississippi, and the quaint and historic campus of the University of Mississippi (Ole Miss). Located on the grounds of the University are a collection of historic houses and a very interesting museum. Of particular interest is the historic house of Rowan Oak, the past home of writer and Nobel Prize winner William Faulkner. Faulkner purchased the house in 1930 and lived in Rowan Oak until 1962, the year of his death. Rowan Oak was William Faulkner's private world, and he was fascinated with its history (it was originally built in the 1840s). Much of Faulkner's writing was done at Rowan Oak, and the house and surrounding area inspired many of his stories and novels.

Back to Tupelo proper, there's a

wide variety of additional sights, sounds, and tastes for the visitor to experience. These include the Tupelo Automobile Museum, where automotive buffs can see magnificent automobiles ranging from a Duesenberg to a DeLorean. All the vehicles are original, including a 1948 Tucker and a 1982 Barrister Corvette. And don't miss the Elvis Presley movie poster collection when you visit the museum.

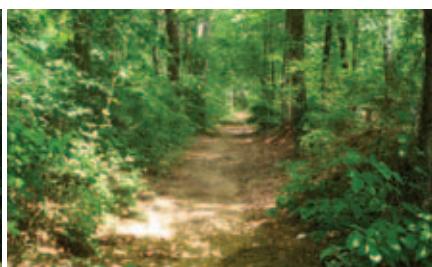
The Tupelo Buffalo Park and Zoo is also well worth a visit, as is the Gumtree Museum of Art and the Lyric Theatre, which holds many fine live performances. Shoppers can find ample opportunities in Tupelo, whether their interests lie in the Barnes Crossing Mall, factory outlets, or family-owned businesses in the downtown area. For culinary delights, Tupelo has more than 100 places to eat, including many that feature tasty Southern favorites.

Elvis might be the key attraction here in Tupelo, but there's much more that makes this town one of the "King" cities of Mississippi. ■

For more information on Tupelo and the surrounding area, check the following sites: [www.elvispresleybirthplace.com](http://www.elvispresleybirthplace.com); [www.tupelo.net](http://www.tupelo.net); [www.tupeloauto.com](http://www.tupeloauto.com); [www.orendunnmuseum.org](http://www.orendunnmuseum.org); [www.fws.gov/southeast/pvt\\_john\\_allen](http://www.fws.gov/southeast/pvt_john_allen); [www.bricescrossroads.com](http://www.bricescrossroads.com).

For more information on the Natchez Trace Parkway and campgrounds, visit: [www.nps.gov/brcr](http://www.nps.gov/brcr), [www.nps.gov/tupe](http://www.nps.gov/tupe) or [www.scenictrace.com](http://www.scenictrace.com).

### **The Private John Allen National Fish Hatchery includes the historic Victorian manager's house, built in 1904. It's still possible to walk portions of the Old Trace.**



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# MONTANA TROUT ROUTE

## FISH ON IN BIG SKY COUNTRY

story and photos by **Jack Ballard**



**T**ravel, it is sometimes said, consists simply of getting from point A to point B. However, for RVers the equation is never quite that simple. Connecting the points might be a matter of efficiency, getting from one place to the next the quickest way possible. Others might take the scenic route, traveling along the course that maximizes the visual delights of the journey.

So what happens when point A and point B represent two of the most popular national parks in the Rocky Mountains and the multiple routes connecting them pass through a state known for its stunning scenery and seemingly limitless possibilities for outdoor recreation?

Each season, thousands of travelers face this delightful dilemma as they seek to connect Glacier National Park in Montana's northwest corner with Yellowstone National Park in the southwest. Bustling hurriedly between these two crown jewels of the national park system seems shortsighted, and since fishing is one of the activities folks most often wed with RVing, how about an itinerary focused on angling? Early September is a great time to make the trip, because it brings cooler nights and mild, sunny days to the area, conditions that are invigorating to anglers and trout alike.

Famous for its thousands of miles of heralded trout streams and pristine lakes, Montana beckons anglers from around the globe. Beginning in Glacier and ending in Yellowstone, RVers have literally a hundred or more options for excellent angling in between. Do your own sleuthing if you like, but here's our suggestion for a Montana trout route that includes some of the state's most famous trout waters.

Before leaving Glacier National Park, take a hike to sample some of the area trout hangouts. Known primarily for its lofty mountain vistas, invigorating hiking trails and abundant wildlife, trout fishing is an often overlooked but highly appealing aspect of the Glacier experience. Many of Glacier's hiking trails lead

## North Fork Flathead River



### RVing with a focus on angling ... That's the life.

to remote streams and lakes that are excellent places to tangle with several different species of trout.

One of the most popular hiking destinations in the park, Hidden Lake lies in a picturesque cirque draped in emerald vegetation, shady stands of evergreens and snowfields that ebb and grow with the seasons. Several mountain peaks, like stony sentinels on battle stations, rise above the lake, creating a postcard-perfect setting.

Hidden Lake lies just three miles from the visitors' center at the top of Logan Pass. The first 1½ miles of the hike wind along a series of boardwalks to the summit of Hidden Lake Pass, an invigorating hike through fields of wildflowers. At the crest of the pass, it's easy to spot mountain goats and bighorn sheep, especially if you trek in the early

morning. From Hidden Lake Pass, the trail skirts along the flank of Mount Clements before descending a fairly steep 700 feet to the lake.

If the prospect of tangling with big, wild cutthroat trout sets your heart to throbbing, you've come to the right place. Hidden Lake boasts a healthy population of cutthroats, thick, vigorous fish that may press the scale to 3 pounds and beyond. Like cutthroats in other backcountry lakes, these crimson-jawed hunters prowl near structures along the shorelines, ever on the lookout for an easy meal.

While the trail to Hidden Lake actually crosses the outlet and continues on the south side of the lake, I've found very good fishing on the north side along the steep slopes of scree that plunge into the lake. No matter which



# MONTANA TROUT ROUTE

side you choose, be prepared to move around in search of fish, as the cut-throats often fin together in small pods. Rising trout make this job easier, but the pristine water of the lake makes it possible to easily spot fish from elevated vantage points unless the surface becomes choppy in the wind. Fly-fishers find good dry-fly action on Hidden Lake, with a light Elk Hair Caddis being a consistently productive pattern. Anglers with spinning gear are advised to throw small spoons and spinners in colors of silver and gold.

Flowing along the west side of Glacier National Park, the North Fork of the Flathead River offers easy access for wading anglers from roads in and out of the park. On the lower portion of the river, floating is the preferred method of reaching the river's beautiful cutthroat trout. One hot August morning, my son and I floated the river with a guide from Wild River Adventures. Though the fishing was tough in the heat, we still managed to catch around



## Bull Moose and Rainbow Trout

a dozen trout. What impressed me even more than the fishing was the scenic beauty of the river and the abundant wildlife we spotted, including several majestic bald eagles.

The lower portion of the North Fork of the Flathead flows over cobble stones, sometimes swirling its way along imposing cliffs that drop precipitously to the river from mountainsides decked in stately evergreens. Even more amazing than the surroundings is the

clarity of the water. Even where the river runs deep and strong, an observant angler can clearly see the bottom and the torpedo-like forms of resting trout.

From Glacier country, it's a scenic, three-hour drive down Highway 93 to Interstate 90, then a short jaunt east to the Missoula area, home of several winsome Montana trout streams. Not long ago, this portion of Highway 93 had a reputation as a narrow, congested roadway, ill-fit for relaxing travel in a car, let

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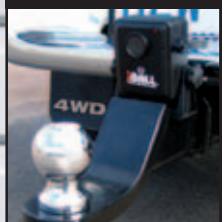


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alone an RV. However, the route now boasts passing lanes over two short passes and in other areas, making it friendly to trailer-towing units and motorhomes alike.

The Clark Fork River roughly parallels the interstate for 90 miles to the east and a similar distance to the west of Missoula. The aquatic residence of brown, rainbow and cutthroat trout, the Clark Fork offers fine fishing for trout that may stretch the tape to 20 inches and weigh several pounds. Lower segments of the Clark Fork are most easily accessed by boat, with several reputable fishing-guide services in the Missoula area offering float trips. These excursions are a fantastic way to experience the grand setting of the broad river, while leaving the logistics and rowing chores to a guide.

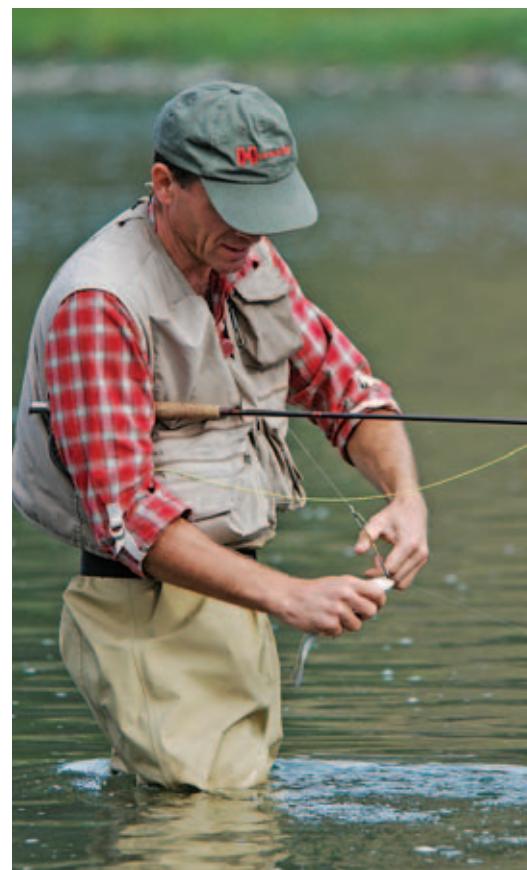
East from Missoula, the Clark Fork is a more modest stream, more conducive to wading than floating. Anglers find good success fooling the abundant

brown trout with both spinning and fly gear. Dry-fly action often heats up in the evening, while large streamers can be effectively fished in the river's yawning holes and deep runs during the day. I've caught Clark Fork River brown trout on a variety of spinning tackle, from black jigs sporting a brown twister-tail to mid-size red and white spinners.

From the tumbling headwaters to its union with the Clark Fork River, Rock Creek is an outdoor lover's paradise. Abundant wildlife and stunning scenery make this remarkably large "creek" a perennial favorite with western Montana natives.

Despite its numerous other attractions, though, most people come to Rock Creek to fish. From the Rock Creek exit on I-90 (20 miles east of Missoula) to its headwaters, the creek boasts at least 50 miles of productive water, most of which lie within sight of the improved (sort of) road that parallels Rock Creek's canyon and meadowlands.

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In keeping with the novelty of its other features, the creek's fishery is intriguing as well. On most Montana waters, the angler has some idea of what's been hooked when the bait is taken. Not so on Rock Creek. While fishing early one fall, I landed brown, rainbow, cutthroat and bull trout all within the space of two miles on this eclectic creek.

For the experienced fly-fisher, though, Rock Creek's streambed offers diversity and challenge rivaled by few destinations in the nation. Pristine water nourishes numerous aquatic critters as well as the fish that consume them. The muddling myriad insects forces the angler to identify and imitate the trout's meal of choice in a realistic fashion.

Although there are other hatches throughout the summer, Rock Creek's salmonfly hatch is perhaps the most dramatic. The hatch usually begins about the first of June at the mouth of the creek and then moves upward. Later in the summer, fly casters find action with caddis imitations, pale morning duns and hoppers.

For fly and spin casters, early fall on Rock Creek can be superb. After Labor Day, summer crowds disappear and many locals turn their attention to other recreational pursuits, such as bird hunting. Falling water temperatures raise trout activity, triggering some of the year's hottest action. Small, brightly colored spinners (gold and silver) take plenty fall fish, as do small spoons.

From the Missoula area, it's about a five-hour trek by RV to the West Yellowstone vicinity, an ideal base camp for fishing two of Montana's finest high-country trout streams. Motoring east on I-90, a fairly steep, extended pass awaits you just east of Butte, an ideal spot to fuel up, check the brakes and take a break to explore the town's intriguing mining history. After descending Homestake Pass, just east of Butte, it's about 20 miles to Cardwell and time to exit the interstate for Highway 2, which connects with Highway 287, a superbly scenic route to the West Yellowstone area. Stop for lunch or a break in Ennis, a small, rural community nestled in a broad river valley with views of the jutting peaks of the Madison Range.



## CAMPGROUNDS GALORE

### Glacier Area

**Canyon RV & Campground**, (406) 387-9393, [www.montanacampground.com](http://www.montanacampground.com).

**Glacier Campground**, (888) 387-5689, [www.glaciercampground.com](http://www.glaciercampground.com).

**Glacier National Park Campgrounds**, (406) 888-7800, [www.nps.gov/glac/planyourvisit/camping.htm](http://www.nps.gov/glac/planyourvisit/camping.htm).

**Mountain Meadow RV Park**, (406) 387-9125, [www.mmrvpark.com](http://www.mmrvpark.com).

**San-Suz-Ed Montana RV Park & Campground**, (800) 630-2623, [www.sansuzedrvpark.com](http://www.sansuzedrvpark.com).

**West Glacier KOA**, (800) 562-3313, [www.westglacierkao.com](http://www.westglacierkao.com).

### Missoula Area

**Beavertail Hill State Park**, (406) 542-5500, [www.fwp.mt.gov](http://www.fwp.mt.gov).

**Jellystone Park Campground**, (800) 318-9644, [www.campjellystonemt.com](http://www.campjellystonemt.com).

**Jim and Mary's RV Park**, (406) 549-4416, [www.jimandmarys.com](http://www.jimandmarys.com).

**Missoula KOA**, (800) 562-5366, [www.missoulakoa.com](http://www.missoulakoa.com).

### West Yellowstone Area

**National Forest Campgrounds**, (877) 646-1012, [www.hebgenbasincampgrounds.com](http://www.hebgenbasincampgrounds.com).

**Rustic Wagon RV Campground**, (406) 646-7387, [www.rusticwagonrv.com](http://www.rusticwagonrv.com).

**Yellowstone Grizzly RV Park**, (406) 646-4466, [www.grizzlyrv.com](http://www.grizzlyrv.com).

**Yellowstone Holiday RV Campground**, (877) 646-4242, [www.yellowstoneholiday.com](http://www.yellowstoneholiday.com).

**Yellowstone Park KOA**, (800) 562-7591, [www.yellowstonekao.com](http://www.yellowstonekao.com).

Leaving Ennis, Highway 287 soon parallels the Madison River, perhaps the Treasure State's best-known trout stream. Fishing along this segment of the river is superb for rainbow and brown trout, with float-fishing the most practical plan of attack.

Once situated in the West Yellowstone area, either at a private, full-service RV site or one of the public campgrounds (see sidebar above), you're perched in an ideal place to fish the upper portion of the Madison River, or pop north over a short mountain pass on Highway 191 to tease the trout in the Gallatin River. Both of these streams were named by the Lewis and Clark Expedition in 1805, the Gallatin for then Secretary of the Treasury and the Madison for the Secretary of State.

Access to the upper portions of both streams is easy via vast tracts of Nation-

al Forest lands. Cutthroat, rainbow and brown trout abound in the streams, along with numerous mountain whitefish that, along with the cutthroats, represent two of the common native fish in the area. Standard fly-fishing techniques for trout work well on both of these streams. Novice anglers or those visiting from other parts of the country might want to hire a local guide from West Yellowstone or Big Sky (north on Highway 191) for assistance.

After a few days on the Madison and Gallatin, who knows where you'll go. Maybe home, maybe on another adventure of your own creation. There are hundreds of possible fishing itineraries in the Treasure State. No matter which you choose, you'll find many exquisitely memorable moments on a Montana trout route. ☐

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# Brigham City Peach Days

by Gary Wescott

photos by Gary & Monika Wescott

## Take the day off and enjoy the harvest!

**B**ack in 1904, you probably weren't around, and Brigham City, Utah, was not much more than a small farming community. It was early autumn when a few locals decided to take the day off to celebrate the harvest of what still today are considered the best peaches in the state. They must have had a great time, because the tradition has lasted 107 years.

We recently had the opportunity to join some 75,000 others who decided to "take the day off." Actually, the annual Brigham City Peach Days is a full weekend of fun and entertainment, and while peaches may be the historical theme,

we found so much more.

Campgrounds are booked far in advance, so after a convenient night at the local Walmart, we wound our way closer to the city center and found a place to park. The huge event was already in full swing, but we wanted to make sure we didn't miss the Saturday morning parade, (10 to 12:30). Wow! It's been years since we've seen a big hometown parade, with semi floats to rival California's Rose Parade, military tanks, schools, horses, fire trucks, Boy Scouts and every club and business in the area. We were thoroughly entertained right to the end. This was what a parade should

be. Bring a folding chair.

By the time the last handful of candy was tossed out to the thousands of children (and adults who were pretending to be children) lining the eight-block-long parade route, we were already thinking of the acclaimed Dutch oven peach cobbler. If you've never had peach cobbler, you should definitely go for it. Just make sure the ingredients are fresh. Unfortunately, our experience was a bit of a disappointment. The peaches came out of cans full of sugary syrup and the dough was made of something like a no-brand version of Bisquick or Krusteaz. Our sample was





**"This was what a parade should be."**

burnt on the bottom and not quite cooked in the middle. But, hey, the ice-cream topping was good. The fresh peach pie next door was better, and the deep-fried peaches were, well, interesting. No worries. There was plenty of other tempting food to eat.

Wiping the peach juice off our mouths, we strolled down the crowded midway. There were more exciting rides for both kids and "no fear" adults than some state fairs have, along with the coin pitches and ball-tosses — "Hey-hey, come win a teddy bear!" We tried. I

could have won one if I'd stood there and played for an hour, but there was still so much more to do.

Just west of the last kiddy rides, we saw the real rides. Several hundred custom motorcycles were all lined up for inspection. If we had been Harley people, we could have camped right there for the rest of the day. But there was still more.

Just west of Harley/Honda/KTM/Indian/Moto Guzzi/Yamaha haven, we found a car show — but not just any old car show. More than 1,000 vehicles (the actual count was 1,087) covered an

**In this family-oriented festival, kiddie rides were exciting for everyone.**



## Peach Cobbler

If you chat with the local farmers, they will share with you their family recipes. Below is one for peach cobbler given to us at Jay Matthews' fruit stand in Perry. There's no doubt it will be 100 percent better than the unfortunate sample we had at the festival.

- 2 cups sliced fresh peaches
- 1 cup sugar &  $\frac{3}{4}$  cup sugar, divided
- $\frac{1}{4}$  lb butter
- 2 tablespoons baking powder
- 1 cup flour
- $\frac{1}{2}$  teaspoon salt
- $\frac{3}{4}$  cup milk
- cinnamon or nutmeg

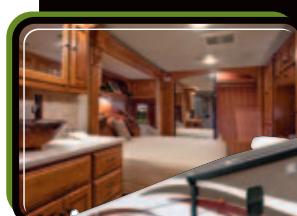
Pour 1 cup sugar over peaches and let stand. Melt the butter in a baking dish and let cool. Mix flour, salt,  $\frac{3}{4}$  cup sugar, milk and baking powder. Add cinnamon or nutmeg to taste. Spoon this batter carefully into buttered dish. Place fruit and sugar mixture on top of batter. Do not stir. Bake at 370° F for 45-60 minutes or until done.



expanse of what must have been three football fields. We have never seen such an extravaganza of mechanical elegance and perfection — custom rods, original Shelby Cobras, restored VW Micro Busses, Lamborghinis, Ferraris, mint 1955 Chevys and hundreds of pristine classics that your grandfather might have owned. OK, if you're not a car nut or a gear-head, go back and eat another fresh peach pie and ride the merry-go-round.

Back in town there were flower displays, fruit stands, dozens of homemade craft stands, and live theater presentations. We took a break on the lawn with others and watched the ongoing entertainment on the open outdoor stage. A nearby karaoke contest was about as

**There was no lack of good food. The deep-fried peaches were, well, um, interesting. More than 1,000 vehicles came in from clubs all over Utah and beyond, making it an extravaganza of mechanical elegance and perfection.**



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good as karaoke gets, if you know what I mean. Interestingly enough, all this fun was done without the “help” of alcohol. That was refreshing.

By the end of day, we needed someplace quiet to camp. On a tip from the visitors’ bureau, we headed up Highway 89 to Highway 101 toward the Hardware Ranch. The Hardware Ranch is popular in the winter, when as many as 600 elk congregate for a free meal. The best time to see the elk is in January and February. Now, in September, they were all still in the high country. Driving up 101, there were numerous beautiful campsites. Some were marked private, but many are open on a first-come basis. Near the end of the pavement we found a spectacular site on the edge of the Black Smith Fork River. There were so many fish, signs encouraged to “catch and eat,” rather than “catch and release” (N4° 36.279’/W111° 35.407’). Such a perfect place to stop, we stayed a couple of days.

There was still one more stop to make. Remember those few locals back in 1904 who “decided to take the day off



**Our beautiful camp on the bank of the Black Smith Fork was such a perfect place. We could have stayed a week.**

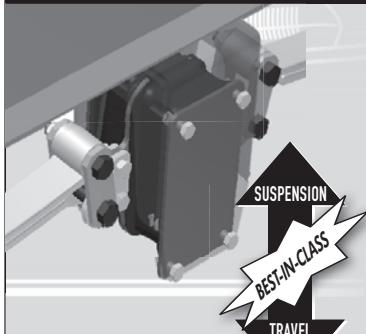
to celebrate the harvest”? Well that part has grown some. If you’re headed south back toward Salt Lake City, there is no better time to visit the Famous Fruitway, a 10-mile stretch of road located on Highway 89 between Brigham City and Weber County that offers dozens of roadside fruit stands from many local farmers. These stands have been handed down for generations, quietly sitting by the side of the road and beckoning for city dwellers to stop and enjoy their fresh, local produce. We found a variety

of fruits and veggies, enough to stock up for a couple of weeks on the road. Can you eat too many fresh, just-picked ripe peaches? We don’t think so. 🍑

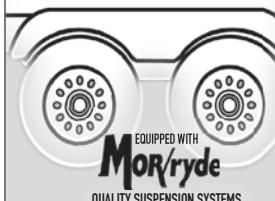
Brigham City Peach Days takes place each September, the weekend following Labor Day.

**Brigham Area Chamber of Commerce,**  
(435) 723-3931, [www.brighamchamber.com](http://www.brighamchamber.com).  
**Hardware Ranch,** (435) 753-6206,  
<http://wildlife.utah.gov/hardwareranch>.

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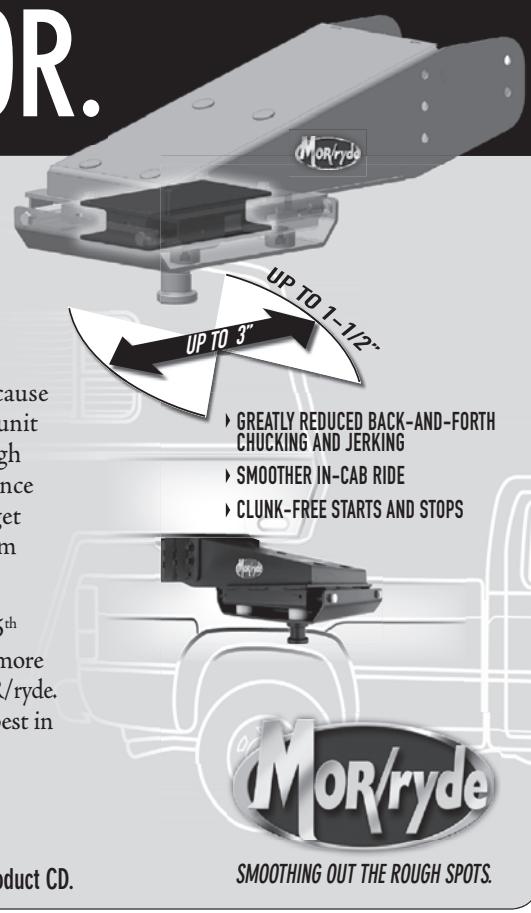
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# FAMILY GU

**THE DODGE DURANGO AND CRUISER RV SHADOW C  
PLENTY OF ACCOMMODATIONS FOR RVERS OF ALL**

by Kristopher Bunker  
photos by Rich Cox Photography



# GUYS CRUISER OFFER AGES



The Durango and Shadow Cruiser handled surprisingly well on the road. Creature comforts abound in the Durango's interior. The outdoor kitchen makes it easy to host campground gatherings. The trailer's entertainment center features a swivel for the optional TV (not pictured).

Ving can hold a completely different meaning to each individual. To some, it's a way to get away from it all, to enjoy the solitude and peace that natural surroundings can bring. To others, it's a means to an end, an affordable place to eat and sleep on the way to a preferred destination. To me, it's the best way to bring the whole family together — with a little bit of overlap from all of the above. Combining the Dodge Durango Citadel with Cruiser RV's Shadow Cruiser S-280QBS not only allows RVers to bring their immediate family, but some cousins and friends as well.

That's because the Durango seats seven, and the Shadow Cruiser can easily sleep eight. And, if some of the tykes share their sleeping space, you're in double-digit sleeper territory. Hey, the more the merrier, right?

Intrigued by Cruiser RV's claim that Shadow Cruisers are towable by smaller-sized SUVs, we paired the 32-foot-plus trailer with the midsize Durango.

## WELCOME BACK!

After a two-year hiatus, the Durango returns with an all-new unibody design similar to the new Jeep Grand Cherokee (tested in the May issue). The Durango is available with a standard 3.6-liter V-6 or the optional 5.7-liter V-8 (\$1,495) we tested, in either AWD or RWD (ours was the RWD). Upgrading to the 5.7-liter HEMI also adds a 220-amp alternator, a 3.45:1 axle ratio and heavy-duty engine cooling, among other features. Naturally, the Durango was also outfitted with the optional Trailer Tow Group IV Package (\$695), which includes a hitch receiver, seven- and four-pin wiring harness, rear load-leveling suspension and a full-size steel spare wheel and tire.

Normally, pairing a small-wheelbase truck or SUV with a (relatively) long trailer could lead to plenty of white-knuckle moments. True, the Durango is rated to tow even more trailer than the Shadow Cruiser, but anybody who has ever experienced the tail-wagging-the-dog feeling of such a combo knows that just because the vehicle can tow a particular trailer doesn't necessarily mean it should. Overall, the ride was fine. The trailer wandered behind the Dodge on a

few occasions, but they were few and far between, and to be expected. The Durango's integrated trailer-sway damping does a nice job of straightening things out by applying the vehicle brakes when it senses sway; however, drivers should be extra cautious when towing a long trailer with a short-wheelbase tow vehicle. We recommend some type of anti-sway device in addition to a properly adjusted weight-distributing hitch.

Our time behind the wheel was primarily spent admiring the quiet muscle of the Durango's HEMI. Shifting was seamless and worry-free thanks to the tow/haul mode. The Durango never lacked the muscle needed to tow the Shadow Cruiser; lane changes, grade ascension and acceleration were all hassle-free. The Durango's 23.6 mpg solo represents one of the rare instances where our test mpg exceeds that of the manufacturer's (which is 20 mpg).

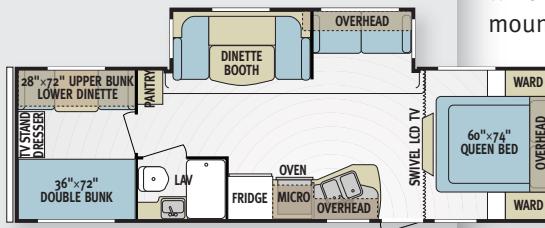
The Citadel trim level features scads of electronic conveniences — including a backup camera, upgraded audio/video system with GPS and adaptive cruise control, a nifty feature that once engaged, utilizes a radar in the front fascia to detect the vehicle ahead of you and adjusts acceleration and/or applies the brakes accordingly. The Durango's Blind Spot Monitoring and Rear Cross Path Detection systems are great for some I'm sure, but in my experience they amounted to little more than an annoying chevron lighting up on the side mirrors every few seconds and were ultimately ignored. Many buyers may find the trick systems more useful than I.

It's easy to appreciate the upscale feeling of the Citadel's interior. The luxury Nappa-leather trimmed bucket seats were plush and comfortable — and that's for each one of the seven seats. The second row offers seating for three (and a 60/40 fold/tumble seat), while the back row has two 50/50 fold-down seats, which is a handy spot for storage.

Creature comforts abound for the pilot and copilot, including vented seats (also featured in the second row), leather-wrapped everything, electronic vehicle information center with GPS, Bluetooth voice command and plenty of other electronic bells and whistles sure to make your life easier.

## DURANGO CITADEL RWD

**MPG:** Solo: 23.6; Towing: 9.1  
**0-60 MPH, TOWING:** 20 sec  
**40-60 MPH, TOWING:** 11 sec  
**ENGINE:** 5.7-liter V-8  
**HP:** 360 @ 5,150 rpm  
**TORQUE:** 390 lb-ft @ 4,250 rpm  
**TRANSMISSION:** 5-spd automatic  
**AXLE RATIO:** 3.45:1  
**FUEL CAP:** 24.6 gal  
**TIRES:** P265/50R20  
**SUSPENSION, F/R:** Independent/solid axle  
**Brakes:** 4-wheel ABS  
**TOW RATING:** 7,400 lb  
**GROSS VEHICLE WEIGHT RATING:** 7,100 lb  
**GROSS COMBINATION WEIGHT RATING:** 13,100 lb  
**WEIGHT AS TESTED:** 5,440 lb  
**LENGTH:** 16' 7"  
**WHEELBASE:** 119.8"  
**MSRP, BASE:** \$42,020  
**MSRP, AS TESTED:** \$46,825  
**BASIC WARRANTY:** 3 yr/36,000 mi



## SHADOW CRUISER S-280QBS

**EXT LENGTH:** 32' 8"  
**EXT WIDTH:** 8'  
**EXT HEIGHT:** 9' 10"  
**INT HEIGHT:** 6' 4"  
**CONSTRUCTION:** Powdercoated steel I-beam frame, aluminum superstructure, laminated fiberglass walls, laminated crowned aluminum roof  
**FRESHWATER CAP:** 36 gal  
**BLACK-/GRAY-WATER CAP:** 38 gal/38 gal  
**LP-GAS CAP:** 10 gal  
**WATER-HEATER CAP:** 6 gal  
**REFRIGERATOR:** 6 cu ft  
**FURNACE:** 20,000 BTU  
**AIR CONDITIONER:** 13,500 BTU  
**CONVERTER:** 55 amps  
**TIRES:** ST205/75D14C  
**SUSPENSION:** Leaf spring  
**WEIGHT:** 6,020 lb (freshwater, water heater, LP-gas full; no cargo)  
**HITCH WEIGHT:** 580 lb  
**AXLE WEIGHT:** 5,440 lb  
**GROSS VEHICLE WEIGHT RATING:** 7,470 lb  
**GROSS AXLE WEIGHT RATING (2):** 4,527 lb ea  
**CARGO CARRYING CAPACITY:** 1,450 lb  
**MSRP, BASE:** \$22,178  
**MSRP, AS TESTED:** \$28,813  
**BASIC WARRANTY:** 12 mo



Our tester also included the optional rear DVD entertainment center (\$1,695), which includes a fold-down ceiling-mounted screen and headphones, plus a one-year subscription to SIRIUS TV. That's a pretty nice feature, but a closer look reveals it costs \$200 more for that option than for upgrading to the V-8 engine. Naturally, we'd select the bigger HEMI if forced to choose only one. Rear air-conditioning also helps keep backseat passengers comfortable.

### IN THE SHADOWS

The floorplan of the Shadow Cruiser S-280QBS is clearly geared toward the RVing family. Cruiser RV has recognized that many large families (or those who bring along friends) usually have to devise some creative sleeping arrangements for everybody to rest comfortably. Easily accommodating eight sleepers — including three bunks and a small convertible dinette in the rear — the Shadow Cruiser makes great use of the space provided. In addition to the four sleeping positions in the rear, the trailer features a large convertible dinette and a jackknife sofa in the slide-out and traditional queen bed in the master bedroom.

But the Shadow Cruiser is more than a glorified bunk house. Cruiser RV claims the lightweight trailers are midsize-SUV-towable, as well as being TRA-certified Green. This means the

trailers meet a number of eco-friendly standards including the use of sustainable materials and attaining certain efficiency levels. It's a trend that continues to gain traction.

Another popular trend the Shadow Cruiser employs is the outdoor kitchen. In addition to a full galley inside, the S-280QBS includes a refrigerator, sink, two-burner stove and rear-bumper-mounted barbecue. The barbecue and stove are connected to the trailer's LP-gas supply via two easy-to-use quick-connect hoses. We found the outdoor kitchen to be a great way to keep the festivities — and lingering cooking odors — outside the trailer. We could easily envision hosting a tailgate party from this trailer.

Inside, the trailer offers an abundance of space in the main living area thanks to its large living-room slideout. The spacious dinette booth and jackknife sofa create plenty of seating to watch the optional 19-inch LCD TV (\$325) that's mounted in the pillared entertainment center. The cabinet also acts as the dividing wall (along with two curtains) to the master bedroom.

The slideout also helps to keep the indoor kitchen nice and airy, which aids in food prep and cleanup when eating indoors. The galley features the standard implements: three-burner stove, 6-cubic-foot refrigerator, oven and microwave. What it doesn't seem to have is much drawer space; a few small drawers can hold some utensils, but the majority

of the food/dishes/pots and pans must be stored in the streetside pantry between the slide and the back room.

It's a strange feeling to refer to "the back room" in a travel trailer, but the Shadow Cruiser does offer a "getaway" for children, complete with a dresser/TV stand and cable hookup. This is a great feature if some of your younger RVers turn in earlier than the rest of the party.

In such a family-friendly trailer, we found it odd that there weren't any wall-mounted light switches, especially in the bathroom. This meant the little ones literally had to boost themselves up on the (closed) toilet lid in order to turn on the light for late-night restroom trips. Cruiser RV has noted this, and is seriously considering adding wall plates in future models. The bathroom was a bit cramped but offered enough space to take care of business. The shower and small tub are great for RVers 6 feet and under.

The master bedroom up front is highlighted by the entertainment-center pillar. The TV sits on a swivel so Mom and Dad can swing it around to face the queen bed. That's a great concept, but one that will no doubt work better for RVers who are shorter than my 6-foot 2-inch frame, as the bed is exactly so long, yet seems shorter due to the way the curve in the wall impedes headroom. Also, the rigid entertainment center lies directly at the foot of the bed, meaning I couldn't sleep there unless I curled up. So, I spent my evenings "testing" the dinette, and I slept very well.



**The bathroom features a small tub that can be used for bathing the little ones. Taller RVers may have difficulty sleeping on the otherwise comfy queen mattress.**

In addition to the entertainment center, the bedroom features two hanging-clothes wardrobes, a small nightstand on each side and decent storage space above the bed.

Pairing a short-wheelbase SUV with a longer trailer takes getting used to due to potential stability issues. Even with the necessary equipment, you may not want to mate these two vehicles, although the Durango is more than up to the task power-wise, and Cruiser RV has done a good job keeping the well-appointed Shadow Cruiser lightweight. However, a seven-seat tow vehicle and an eight-plus-sleeper trailer do make for a pleasant family RV excursion, and the

open floorplan of the S-280QBS ensures you'll never feel cramped. Throw in the outdoor kitchen, and you have the makings for a fun family trip, with the ability to keep things outside, near the campfire for the majority of the stay, which is a great way to reconnect with your open-air surroundings.

For more photos — and a video of the outdoor kitchen in action — check out the Web Exclusives section on [www.traileralife.com](http://www.traileralife.com).

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**Cruiser RV**, (260) 562-3500, [www.cruiserrv.com](http://www.cruiserrv.com). Circle 201 on Reader Service Card.

**Dodge**, (800) 423-6343, [www.dodge.com](http://www.dodge.com).



# Take It Outside

Outdoor kitchens are growing in popularity

by Bob Ashley



Keystone's Premier 31BH features an outdoor kitchen with virtually every amenity.

**R**vers who want to enjoy the pleasure of alfresco dining these days no longer have to dig out the grill or traipse inside to clean up afterward. Among the most prevalent of the new trends from towable RV manufacturers is outdoor kitchens. Some are simple in concept while others are equipped with features that rival a traditional kitchen.

"You spend a lot of time outside, going back and forth inside to the kitchen to get silverware or wash your hands," said Ryan Juday, a Keystone RV general manager. Keystone now offers outdoor kitchens in a wide array of models. "Outdoor kitchens are just convenient to have with everything out there by the campfire."

A trend within a trend is that while many kitchens are designed into bunk-bed floorplans (such as the Cruiser RV we tested on page 44), they're also increasingly popular in so-called "couples coaches," which are growing in demand.

Most manufacturers keep the same



Pacific Coachworks' Tango KSO features the industry's first electric outdoor kitchen slide.

kitchen — or a close facsimile — throughout their lineup. Typically, the outdoor galleys feature a sink, two-burner range, small refrigerator, cabinets and drawers and countertop space. Some builders add LP-gas grills that swing out from the rear of the unit as well as microwaves, TVs and entertainment centers.

"We have one Tracer travel-trailer floorplan where we do a shrunken-down version, but other than that, they are all the exact same in all of our floorplans," said Jeff Rank, president of Forest River's Prime Time Manufacturing.

Prime Time considered outdoor kitchens so important that the company

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included one in the first travel-trailer line it introduced back in 2009. "I knew it was going to be something important," Rank said.

The outdoor kitchens in Prime Time's Lacrosse travel trailer and Crusader fifth-wheel series feature a brick facade for an outdoor patio effect.

Evergreen RV carries its green concept into the aluminum-and-stainless-steel kitchens it offers in five environmentally friendly Ever-Lite travel trailer floorplans. "There is no wood on the outside," says Evergreen President Doug Lantz. "We designed it to be waterproof."

At the higher end, KZ offers an optional Bistro Package consisting of an icemaker, TV, entertainment center and infrared electric grill as an option in its 37-foot quad-slide StoneRidge fifth-wheel. When speaking of the higher-end buyers, KZ Vice President of Sales and Marketing Andy Baer said, "Those people take things to a different degree."

While KZ's kitchen appeals to the luxury buyer, others are designed to be more basic.

A simple one-piece stainless-steel Cook Center equipped with a small sink and a two-burner stove that slides out in a drawer from beneath the galley are standard on most of Open Range's Roma and Mesa Ridge travel trailers,



**Thor is contributing to the explosion of outside kitchens with its Daybreak 34SS model.**

though the concept is continually evolving. "We will be coming out with a couple of models with full-blown kitchens with a fridge and microwave," said Open Range President Randy Gruber. "The market is demanding it."

There's nothing simple about the design of the outdoor kitchens in the Tango/Panther travel trailers. Pacific Coachworks configures these kitchens in a patented vertical slideout that extends from the rear side wall. "It's a

secondary kitchen, but it's got enough features to keep you outside having fun and enjoying the wilderness and people," said Pacific Coachworks President Brett Bashaw.

An outdoor kitchen in a diminutive 24½-foot ElkRidge Express fifth-wheel is available from Heartland RV, which also offers outdoor kitchens standard in North Trail, North Country, Sundance and Big Country towables. "The ElkRidge Express offers a small, uniquely sized



**Prime Time's Outside Camp Kitchen features a brick facade for a "patio effect."**



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fifth-wheel for couples," said Bryan Walczak, ElkRidge general manager.

While most manufacturers keep the same kitchen across their lineups, each one manufactured by Coachmen is a little different. Its travel trailers and fifth-wheels "are tailored for the market segment and the buyer," said Coachmen President Michael Terlep. "Our goal is to provide buyers with the means to be outside with their RV, whether it's tailgating or at the campground. Folks who

are committed to the RV lifestyle want to be outside."

Forest River's new Shasta Division has designed outdoor kitchens in two 30- and 32-foot floorplans in Revere and Freeport travel trailers. "When outside kitchens first were introduced, there was a question of whether they were just a fad or a trend with staying power," said Shasta President Brad Whitehead.

It certainly looks as though they are here to stay. ☐



## RESOURCES

**COACHMEN**, (800) 353-7383, [www.coachmenrv.com](http://www.coachmenrv.com). Circle 202 on Reader Service Card.

**EVERGREEN RV**, (574) 825-4298, [www.goevergreenrv.com](http://www.goevergreenrv.com). Circle 203 on Reader Service Card.

**HEARTLAND RV**, (888) 262-5992, [www.heartlandrvs.com](http://www.heartlandrvs.com). Circle 204 on Reader Service Card.

**KEYSTONE RV**, (574) 535-2100, [www.keystonerv.com](http://www.keystonerv.com). Circle 205 on Reader Service Card.

**KZRV**, (866) 472-5460, [www.kz-rv.com](http://www.kz-rv.com). Circle 206 on Reader Service Card.

**OPEN RANGE**, (260) 768-7771, [www.openrangerv.com](http://www.openrangerv.com). Circle 207 on Reader Service Card.

**PACIFIC COACHWORKS**, (951) 686-7294, [www.pacificcoachworks.com](http://www.pacificcoachworks.com). Circle 208 on Reader Service Card.

**PRIME TIME MANUFACTURING**, (574) 862-3001, [www.primetimerv.com](http://www.primetimerv.com). Circle 209 on Reader Service Card.

**SHASTA RV**, (574) 825-7178, [www.shastarving.com](http://www.shastarving.com). Circle 210 on Reader Service Card.

# JUST ADD BIKES

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« TopLine Ladder-Mounted Rack

**B**icycles are a great match with RVing — and an excellent family activity. They allow you to cruise the campground and toodle into town — all while getting some healthy exercise. They're also quiet, pollution free and don't require expensive fuel to operate. But to take on this activity at any destination, you'll need a means to bring the bike along, because the interiors of most RVs and pickup beds don't lend themselves to having bicycles bouncing around inside.

To bring the bike along, it's best to have a carrier that attaches to the exterior of your vehicle. But before purchasing one, you should consider the number of bikes you have, the style of rack you want, and how that will all fit with your vehicle. You'll need a rack that attaches securely and holds the bicycles snugly in place, so they won't bounce around or fall off. Quality, durability and ease of use are also important features in a bike carrier, especially for long trips and frequent use.

## NUMBER OF BIKES

The first consideration is how many bikes you want to carry at one time. Some rear-mounted racks can hold up to five bikes. However, price goes up with capacity, and carriers that hold more bikes take up more space. You should also account for the additional weight the bikes will add to the trailer bumper or frame and how it affects hitch weight, which could in turn affect handling and safety.

## MOUNTING MATTERS

The next thing to decide is where you intend to mount the carrier. Some folks mount it in front of their tow vehicle, camper or motorhome, so pay attention to whether or not it will interfere with lights and engine cooling. Bed-mount carriers for pickups work well if you tow a travel trailer (not a fifth-wheel), while roof- and rear-mounted units are most popular. Having a low mount means that bikes only need to be lifted to about waist level, a nice option if hoisting is a concern.

by **Ken Freund** photos courtesy of the manufacturers





« **Yakima SwingDaddy  
Tube-Top rack**

## HITCH-RECEIVER MOUNTS

Hitch-receiver-mounted carriers are generally stable and secure and may be a good choice if you have a trailer with a hitch receiver (or a motorhome with specialized receivers if you're towing a dinghy vehicle). They're available for either 1½- or 2-inch receivers, hold up to five bikes and are easy to install and remove. Capacity is, of course, limited to the maximum hitch weight the receiver and vehicle can carry. With this setup, bikes are carried away from the vehicle, which helps prevent damage to the bike and vehicle's finish.

Hitch-mounted racks are typically available in two major types: tube-top or tray rack. A tube-top carries the bike by the frame, while a tray rack has a tray or wheel holders that the bike's tires rest in while it stands upright. Rear-mounted bicycle racks may have an added swing-away or fold-down feature that allows you to access the rear cargo area without having to completely remove the rack.

## LADDER, BUMPER & SPARE-TIRE RACKS

Several types of carriers attach to the rear of the RV on the ladder or spare tire, or clamp onto the rear bumper. These can work well as long as the bikes don't block the taillights or license plate. In many cases, the license plate and light may be relocated and auxiliary taillights mounted so they are visible with bikes in place. A rear-mounted spare tire may interfere with some bumper or ladder racks, but spare-tire mounted racks specially designed to be used on the rear of

a trailer or motorhome are available. Some models have a centering mechanism to balance the load of an offset tire. These racks typically have a capacity limit of two bikes, due to strength limitations of the items they attach to.

## TRUNK-MOUNTED RACKS

Trunk racks are available for most tow vehicles and passenger cars, but make sure they don't hang out too far with bikes on them, interfering with the trailer when turning. While most of these racks



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# JUST ADD BIKES

have padded feet to protect against damage, make sure your vehicle is clean of any grit to prevent scratching from friction, as the rack rests on the trunk lid.

## ROOF-MOUNTED RACKS

Roof-mounted carriers are popular for passenger cars, vans, SUVs and pop-up trailers. They typically allow the bikes to be mounted vertically, and often attach to existing hardware from factory luggage racks, making installation easier and more secure. Of the rack styles, they are best suited for carrying tandem and recumbent bikes. However, bikes must be hoisted onto the roof, so a ladder may be necessary to reach some vehicle roofs, which comes with the danger of slipping and/or damaging the roof. Roof-mounted bicycles increase wind resistance and need covering to protect from bug splats. Use caution when traveling under low clearances.

Full-size RV roof-mount racks are another option; however, you better be nimble and strong because getting bikes on and off the RV roof is even more difficult and hazardous, and could damage the roof. Also, be sure to check into the legality of such a setup with your particular trailer, as RV-mounted roof racks are often too tall to be road-suitable.

## PICKUP RACKS

Multiple bikes may be carried in a truck bed, and if you tow a travel trailer, you

**Thule 515 Prologue  
Roof Rack »**



can choose from several varieties of in-bed racks. Some designs require no drilling and allow the bike's front wheel to remain attached. Others employ bars that mount across the bed with quick-release brackets to hold the bike's fork with the front wheel removed. Quick-release mounting brackets bolt to any flat surface, including the truck bed floor, side walls or a piece of lumber laid on the floor. Locking mechanisms are available with some models. Another option is bed-rail-mounted rack.

## ACCESSORIES

A simple Google search of bike rack accessories will get you hundreds of items you may have never thought about — from wheel straps to bumper adapters

to pedal socks. Several companies make bike-rack adapters, which add a crossbar between the seat and fork neck area to allow the bikes to be carried from the crossbar. There are also many tie-down options, and cushions and pads to protect the finish. If you have a



**Thule Locking Kit »**

**« Thule Pickup  
422XT Xporter**

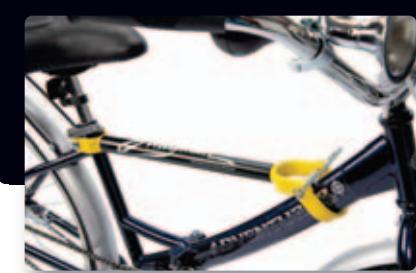


valuable bike, or simply want to keep it in nice condition, you'll want to get a cover. Covers are available in horizontal and vertical configurations in a variety of sizes and materials.

Bicycle carriers and bikes are also popular with thieves, so make sure both are locked to prevent light-fingered filchers from making an easy score at your expense. For hitch-mounted racks, a locking hitch pin is recommended. Consider a locking cable that keeps the bikes as well as the rack itself secured.

## MORE TO THINK ABOUT

The weight of the bikes is an important consideration for roof racks and other carriers. Can you lift it by yourself? If so, how high, and can you hold it in position



**Make sure it fits!**  
Adapters such as this Swagman Crossbar are sometimes needed to carry the bike from the crossbar.

with one hand? It can be helpful to bring a ladder or step stool for accessing bikes on higher racks.

Do you enjoy other sports and activities? Multipurpose racks will accommodate both bikes and other sporting equipment. Do you plan to use the carrier on more than one vehicle? If so consider one that will fit all of your vehicles.

Also, the materials used to construct bike carriers affect usability and durability. Aluminum is lightweight, which makes it easy to remove and handle a carrier, but it's also more costly than steel. Steel is strong and less expensive, but is heavy and prone to rust if it's left

outside for prolonged periods.

Various rack designs attach to and hold the bikes at different points, including the crossbar, wheels and forks. Make sure the model you choose fits your bike and that you use padding to cushion between the bike and vehicle.

Check the warranty and read the fine print; the length of coverage is a good indicator of the faith the manufacturer has in the durability of its products. Be sure to keep the receipt and record the model of the carrier and any bikes you take along. Keep this information in a safe place where you can readily access it in case of theft, as these may be needed for police reports and insurance claims.

If you'll be leaving your rack on the vehicle during storage, you must con-

**TopLine  
Bike-Rack  
Cover »**



sider space limitations. Be cautious regarding the height of your storage place for roof-mounted racks and the length of your vehicle with rear-mounted racks.

Bringing along your bicycles is a great way to connect with the outdoors ... and maybe even shed a few pounds in the process. Now that you know what to look for, check out the following pages for some great sources before purchase your next bike rack.

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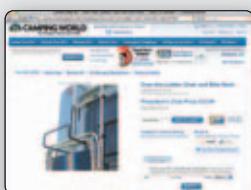
# BIKE RACK RESOURCES

**Blue Ox** bike racks are designed to minimize sway during transport with a firm fit on the trailer's mounted tow bars. Priced at \$180, the BXJR117 holds four bikes and folds down for easy rear access. It requires the BXJR116 bumper mount (\$80) for proper mounting.

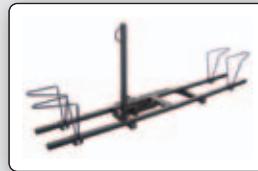
Blue Ox, (888) 425-5382, [www.blueox.com](http://www.blueox.com). Circle 211 on Reader Service Card.

**Camping World** sells bicycle carriers and related products from an array of quality manufacturers. Prices run the gamut from as little as \$14.44 for an over-the-ladder chair bike rack to \$469 for a SwingDaddy four-bike hitch-receiver rack.

Camping World, (888) 626-7566, [www.campingworld.com](http://www.campingworld.com). Circle 212 on Reader Service Card.



**Masterbuilt's** racks are designed to be versatile, mounting to most tow vehicles or RVs. The 4 in 1 Two Bike Carrier (Part No. 30120110) is a good pick for many RVers because it offers



four attachment options and can mount to most trailers and motorhomes. Priced at \$149.99, it's adjustable to accommodate most bike styles and is solid steel with a black powder-coat finish.

Masterbuilt, (800) 489-1581, [www.masterbuilt.com](http://www.masterbuilt.com). Circle 213 on Reader Service Card.

**Softride** offers hitch-mounted racks for two and four bikes and a trunk rack for two — all featuring a fold-down design. Prices range from \$99.99 for the trunk unit to \$379.99 for the Dura Assist 4, which has hydraulic-assisted lifting. Softride recommends that its carriers be mounted on the front of the tow vehicles with an additional receiver hitch, due to the high forces generated at the rear of the trailer when traversing bumpy roads.

Softride, (888) 258-7286, [www.softride.com](http://www.softride.com). Circle 214 on Reader Service Card.

**Swagman** sells a variety of bike racks suitable for RVers, including roof, receiver, bumper, pickup-bed, trunk and spare-tire mounts for up to four bikes. It offers accessories such as



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covers, adapter bars, locking hitch pins and more. Prices range from \$55 for the two-bike ladder rack (Part No. 80630) to \$257 for the XP64975 four-bike hitch extension carrier.

Swagman, (800) 469-7924, [www.swagmanbikeracks.com](http://www.swagmanbikeracks.com). Circle 215 on Reader Service Card.

**Thule** entered the bike-carrier scene in 1978 with its roof-mount systems, and has since continued to manufacture a variety of carriers, including receiver, pickup-bed, trunk and spare-tire mounts, and even models for tandems and for up to five bikes. Prices range from \$99.95 for the 5156 Prologue roof rail to \$439.95 for the 916 XTR T2 hitch carrier. The company offers an online fitment guide by vehicle model.

Thule, (800) 238-2388, [www.thule.com](http://www.thule.com). Circle 216 on Reader Service Card.

**TopLine** designs many unique mounting systems for travel. Its Ladder Mounted Bike Rack carries two bikes on the RV's ladder with no assembly required, so it's one of the easiest to mount and remove. It costs \$96.95, and all tie-down straps and cushions are included.

TopLine Manufacturing Inc., (562) 633-0605, [www.toplinemfg.com](http://www.toplinemfg.com). Circle 217 on Reader Service Card.

**Tow Ready**, a Highland brand, has several bike racks applicable for RVs, but our favorite is the SportWing Aluminum Hitch-Mounted 2-Bike Rack (\$144.95). Designed for two bikes, as long as the maximum weight on the rack does not exceed 100 pounds, it also comes in a four-bike model and can hold multiple bike styles. Its quick-release cradle and wheel straps make it easy to use.

Cequent Performance Products (makers of Highland), (800) 632-3290, [www.cequentgroup.com](http://www.cequentgroup.com). Circle 218 on Reader Service Card.



**Yakima** offers a vast selection of receiver, roof, trunk, spare tire and truck-bed mounted carriers for a variety of applications. Retail prices range from \$79 for the Little Joe 3 trunk rack to \$469 for the SwingDaddy hitch-receiver rack. Yakima also has a handy online product finder that determines which models fit your specific vehicle.

Yakima, (888) 925-4621, [www.yakima.com](http://www.yakima.com). Circle 219 on Reader Service Card. 

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# COMMUNICATING WITH TRAILER BRAKES

**TUSON'S DIRECLINK NE CONTROLLER USES OBD-II MESSAGING TO PROVIDE PRECISE PROPORTIONAL STOPPING IN SYNC WITH TOW-VEHICLE DECELERATION**

story by **Bill & Jenn Gehr**  
photos by **Jenn Gehr**

**P**recision handling is necessary for safe towing. And to ensure that all systems are working in harmony, you must have a good trailer-braking system that works in sync with the tow vehicle's braking.

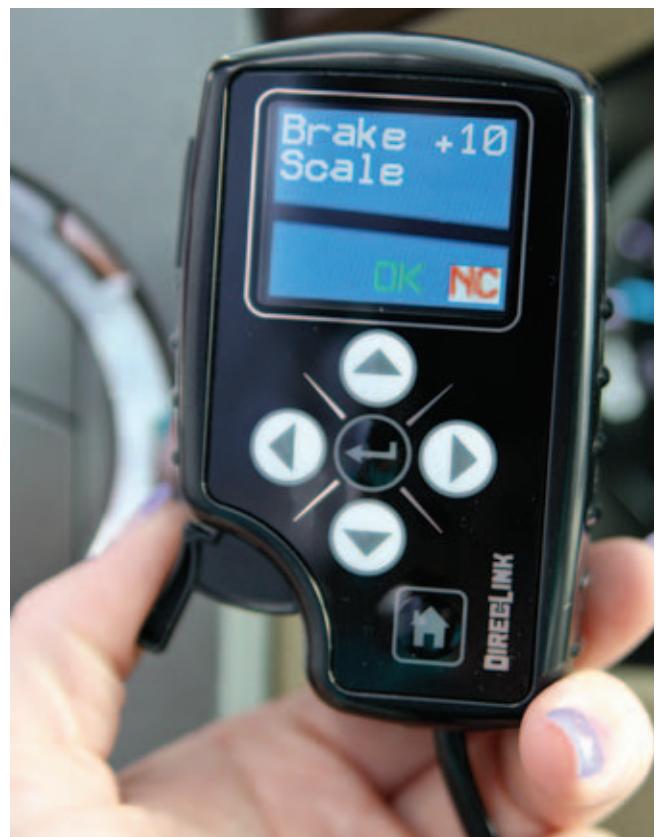
While brake-controller technology has come a long way since Lucy and Desi took their famous honeymoon journey in "The Long, Long Trailer," Tuson RV Brakes has revolutionized brake-control design and function with its DirecLink NE brake controller.

The first true network-based brake-control system, DirecLink synchronizes with the tow vehicle's computer network and uses multiple strategic data parameters to activate the trailer's brakes in precise proportion to the tow vehicle's deceleration. DirecLink works with either electric drum brakes or electric-hydraulic brakes, automatically detecting which type of brakes you have then configuring itself to work with either one. Because DirecLink monitors the tow vehicle's speed, it senses when you come to a complete stop and cuts off power to the trailer brakes.

While the DirecLink is monitoring your tow vehicle's computer, it's also constantly checking wiring connections as well as monitoring engine function like rpm and transmission temperature (for Ford and GM vehicles). For example, if the connector cable is left disconnected, a red screen will appear on the command module and indicate a problem.

The command module looks similar to a handheld CB; in fact, it has a similar mounting bracket that can be installed in a location of your choice on the dash. It serves as a diagnostic tool and monitor as well as a manual-brake unit for applying the trailer brakes independently of the tow vehicle's brakes. In addition to alerting you to system faults and failures, the

**The large color display makes it easy to use the DirecLink as a diagnostic tool for your towable brake system.**



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Just plug in the DirecLink module, and it automatically syncs to your tow vehicle.

bright blue LED color display screen can toggle into different screen menus with an easy-to-use directional keypad with up-down, left-right buttons as well as an Enter and a Home button.

Once the control and command modules have been connected and mounted, the DirecLink is ready for operation. Installation is surprisingly simple. The control module is mounted under the dash, out of harm's way, using tie wraps. Connect one end of the control cable to your tow vehicle's OBD-II connector (the scan port) then connect the other into the control module. The second cable (Delphi connector harness) is a four-wire cable that will connect to 12-volt DC, ground, brake-pedal switch and trailer-brake wire. Most trucks and SUVs come stock with a convenient four-wire connection under the dash for easy plug in. The third and last cable is a spiral cord with phone-jack connectors, which connect the control and command modules.

Once all the connections are made, the engine is started and the DirecLink will automatically configure itself after pushing the brake pedal. This process only takes about two to three seconds,

and then the brake scale will appear on the command module screen. The DirecLink is now ready for standard use.

Attention tech gurus: There are also three main menu screen options that allow you to customize various control settings for towing specifics such as trailer weight, high- and low-speed braking, intensity and more. After playing with this device for a few minutes, you'll likely agree that the DirecLink is the most advanced and extensive towing-diagnostic brake control currently available.

To evaluate the DirecLink brake control under practical conditions, we set the custom trailer weight setting to match our 15,000-pound fifth-wheel. In addition, we set the high and low speed settings and the brake scale to number 10. This number can be adjusted while towing. For best results, the brake scale is set while driving at highway speeds. Our initial setting proved to be too intense, and by adjusting the down arrow button, we found the braking to be much more comfortable. Unlike other brake controllers I've used in the past, the DirecLink can be adjusted at any time — even during a braking event. The LED display has three levels of

brightness intensity and the font is large enough to easily read at a glance.

We experienced exceptional clarity in DirecLink's communication with the trailer's braking system, which translated into excellent braking performance, reliable emergency stopping power and extraordinary safety diagnoses at the touch of a button.

Two models are available, both designed for use on 1997-present Ford, GM and Chrysler vehicles and 2008 and newer Nissan and Toyota models. The standard controller (\$295) has a number of diagnostic tools and is suitable for use with standard electric brakes. The NE model is more sophisticated and is designed for use with the company's ABS ActuLink package for electric-hydraulic disc brakes (see accompanying article, beginning on page 62). The NE model has an extensive diagnostic menu, with many features aimed at monitoring the ActuLink system. The NE version retails for \$345. Both units are backed by a 60-day satisfaction guarantee. 

**Tuson RV Brakes**, (800) 968-8766, [www.direclink.com](http://www.direclink.com). Circle 220 on Reader Service Card.

# CONTROLLED BRAKING

**TUSON'S ACTULINK SYSTEM ADDS ABS FUNCTION AND SAFETY TO TRAILERS EQUIPPED WITH DISC BRAKES**

**T**railer brakes are not very sophisticated, but when adjusted properly they'll do the job as long as conditions remain fairly constant. However, emergency maneuvers can create instability, and total lockup can take tire tread down to the belts. And while electric-hydraulic disc brakes have much greater stopping capabilities, they aren't yet prevalent in the RV industry.

An electric-hydraulic actuator, called the ActuLink from Tuson RV Brakes, is a good way to get a leg up on stopping power. This module can be tied into an anti-lock braking system (ABS) module, making the system resistant to wheel lockup during panic stops.

The ActuLink ABS module provides four-channel independent braking, and when connected to the company's



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# FACTORY DIRECT

actuator provides the necessary pressure (approximately 1,600 psi) to enable the ABS module to quickly release and reapply the trailer brakes when necessary. The actuator communicates with the DirecLink NE Brake controller and the ABS module and real-time information and warnings are displayed on the controller's LED color screen. The ABS module monitors the rotation and braking behavior of each wheel hundreds of times per second via individual wheel-speed sensors that are installed at each trailer wheel. Using the information sent by the sensors, the system can rapidly and independently control braking sessions. The ABS module has four dual-valve hydraulic channels that tightly control the braking level at each wheel. Installation of the Tuson ActuLink ABS system is complicated and should be done by a trained professional.

We recognized the need for more efficient braking on our fifth-wheel and upgraded to the MOR/ryde IS Suspension and high-quality Kodiak disc brakes. Having the disc brakes already in place made a good portion of the job easier and quicker. All of the wheels need to be removed to gain access to all hydraulic lines and for the installation of the wheel sensors. The ActuLink electric-hydraulic actuator was swapped for the existing actuator provided when the disc brakes were installed. This is necessary so that the actuator will be compatible with the new system. Next, we installed the ABS module about 5 feet from the actuator. We were able to use most of the existing hydraulic lines; however, some needed to be rerouted



**The wheel sensor is mounted on its own bracket with the spacers in place, ready to be mounted onto the brake-caliper bracket.**

from the ABS module to the actuator. This process took roughly five hours.

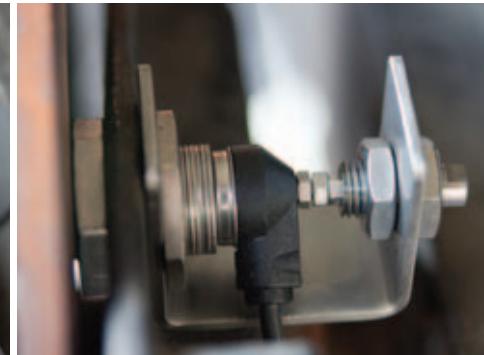
Wiring the actuator to the ABS Module with the provided waterproof harness took 30 minutes, with another half hour to wire the battery cables, break-away switch and brake wires. Installation and routing of the wheel sensors took another 45 minutes. The wheel sensors install in the preexisting holes in the caliper brackets and pick up signals from the rotor tone rings. The gap can be no more than 0.05 inch.

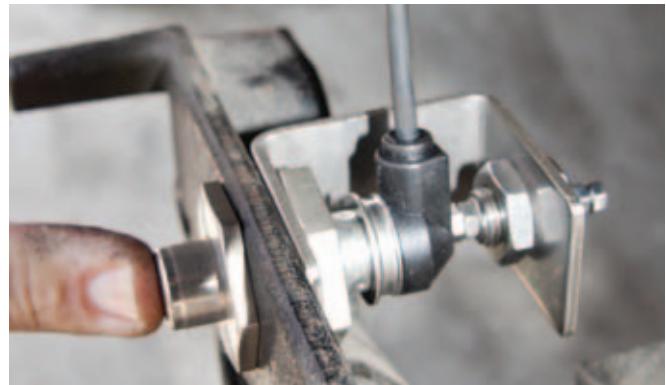
After double-checking the hydraulic and electrical connections, DOT3 brake fluid was added in the actuator. Now it was time to enlist the help of our tow

vehicle to assist in bleeding the brake lines and set wheel-speed data by backing up the truck close enough so that the seven-way trailer connector can be plugged into the truck. With one person in the cab of the truck and another person adding brake fluid during the brake-bleeding process, we were able to monitor hydraulic pressure through the DirecLink NE brake controller. Once the LED screen displayed the desired 1,600-psi level, we were certain that all air had been purged from the lines. Forty-five minutes later we replaced the tires and wheels and hitched for our test drive.

Pulling away, we set several preliminarily settings on the brake controller.

**With the installation of the spring-loaded, adjustable wheel-sensor assembly, the use of some type of thread lock is absolutely critical. All of the bolts and nuts must be secured using thread lock for maximum safety, security and to ensure performance.**





**Wheel sensors are mounted in their brackets with the prong-loaded plunger in place, allowing the sensors to move in and out when necessary.**

At 10 mph we adjusted the low-speed brake setting, and while on the freeway at 55 mph we adjusted the high-speed setting — both by applying the brakes several times and monitoring the controller. Although the DirecLink NE brake controller is somewhat complicated, it's also incredibly accurate.

The brake settings felt secure, and we were confident with the adjustments. We exited the freeway and headed for a large empty parking lot to test the ABS system. At 35 mph I hit the brakes hard enough for a lockup of all four wheels and to create skidding. We experienced no wheel lockup or skidding and stopping distance was noticeably shorter — plus there were no skid marks on the pavement.

I also tested the braking on a section of long gravel road. Slamming on the brakes at 40 mph produced no wheel lockup and no skidding or lateral trailer movement on the loose surface.

The hardware from Tuson is not inexpensive, but the price is well worth the confidence of knowing that the fifth-wheel will be in complete control during braking maneuvers, including unexpected emergency situations. The Actu-Link system package msrp is \$3,800, which includes the NE brake controller, actuator, ABS module, wheel sensors and all hardware necessary for complete installation. 

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# GPS ON STEROIDS

by Bob Livingston

Preloaded campgrounds and RV-specific routing viewed on a massive screen make Magellan's Good Sam-inspired RoadMate Pro 9165T a powerful electronic travel companion

**H**aving to ask your copilot for directions is quickly becoming a lost art. The proliferation of low-cost GPS devices has made travel to unfamiliar areas much more pleasant — and relatively argument free. Most devices are loaded with mapping and points of interest, which are great for general travelers. But RVers have special needs, such as finding suitable roads for big rigs and, of course, campgrounds. Magellan, a big player in the portable GPS arena, has teamed up with Trailer Life Directory and is marketing a Good Sam version of the RoadMate Pro 9165T that comes pre-loaded with more than 11,000 parks featured in the printed version of the directory. It locates, with icons and listings, the 1,767 Good Sam Parks and discount locations that offer special pricing to members, while routing users in directions that will keep them from wandering onto roads that can create tenuous moments for RV owners.

Special routing is provided based on your RV's profile, which you can program into the device. If, for example, you ignore the suggested routing and are approaching an unsafe situation — such as a difficult road to negotiate — the device will continually announce a warning until you take corrective action.

The first thing you'll notice is the huge 7-inch navigable touch screen, which is easy to view and the "buttons" are large enough for stubby fingers. Add the extension arm that comes packaged with the Good Sam version and it can be mounted on the windshield, although for Class A's, we found the side windows a more suitable spot, since the distance from the driver/copilot is still out of arm's reach on many models. Expect

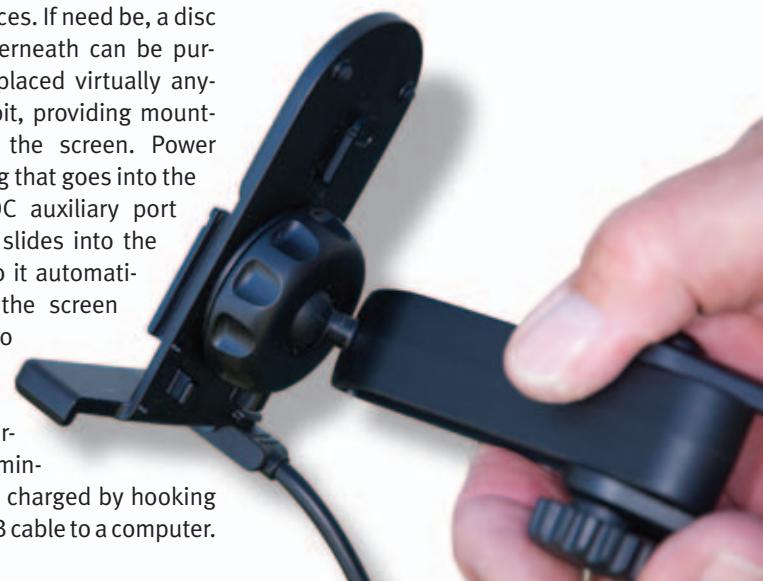


some shaking while on the road if the arm is used at full extension.

Setup is standard: The articulating extension arm is easily assembled for connection to the screen and a strong suction cup sticks securely to glass or other smooth surfaces. If need be, a disc with adhesive underneath can be purchased (\$10) and placed virtually anywhere in the cockpit, providing mounting versatility for the screen. Power comes from the plug that goes into the vehicle's 12-volt DC auxiliary port and the other end slides into the rotating bracket, so it automatically connects to the screen when it's attached to the arm. If disconnected, the device can operate on internal batteries for 30 minutes. It can also be charged by hooking up the provided USB cable to a computer.

**ABOVE:** With an extra-wide, high-definition 7-inch touch screen, the RoadMate Pro 9165T is easy to use and read from the driver's seat.

**BETWEEN:** The rotating bracket attaches to the extension arm, which makes the device easy to mount on the tow vehicle's windshield.



## GPS ON STEROIDS



Simply tap on the Good Sam icon, and the GPS will guide you to discount locations.

The same cable is used to gain password access to the company's website for support and downloading mapping and information updates.

Campground and ancillary services information provided by this device is quite extensive. For example, nearby campgrounds or those at your destination will be listed by simply tapping the screen. From this list, users will get the campground ratings and other details such as site suitability for big rigs and pet-friendly policies. Once a campground or facility is selected, it's just a matter of tapping an icon on the screen and the guidance begins.

It took only minutes to become familiar with the functions after perusing the short instruction manual and watching a couple of quick videos on the company's website. Loading a new destination is intuitive and finding places to eat, fuel up and shop, etc., is also touch-button simple.

Good Sam's RoadMate Pro 9165T also provides free lifetime instant traffic alerts in areas where this information is transmitted and as long as the device is powered by the supplied proprietary vehicle adapter.

Not only will this GPS route RVers on the safest roads, it also provides Bluetooth connectivity for hands-free cell phone use, which is one of only a few legal ways drivers can use a phone in many states. Depending on the phone, up to 1,000 contacts can be loaded into the GPS unit for easy recall and dialing. Calls can also be made manually from the keypad that pops up on the screen when requested. Voice clarity and volume are decent but limited by the small speaker.

Magellan's Good Sam-branded Road-Mate Pro 9165T comes pre-loaded with maps of the United States and Canada and 6 million points of interest. The unit retails for \$399.99, but Good Sam members receive a 10 percent discount and the exchange warranty is extended for a second year. Of course, the cost of not having to yell at your copilot is priceless. ☺

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# PERFORMANCE CORNER

by Ken Freund



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For pickup owners, Edge Products offers Evolution CS and CTS programmers, which are designed to re-tune your truck's engine for increased towing performance. Edge lists gains up to 100 hp and 210 lb-ft of torque on some diesels and 40 hp and 70 lb-ft on gas engines, as well as improved fuel economy in some cases.

Edge Evolution module/programmers offer a choice of the CS in-cab monitor and digital-gauge display, which uses a 2.4-inch, button-controlled color screen, and the premium CTS, which has a full-color 4.3-inch touch screen that allows users to easily make selections. The CTS includes all the features of the CS, plus a video-in port, which can connect to Edge's optional back-up camera that includes night vision and a locking mount. The camera mode of the CTS can work automatically when reverse is selected on automatic-transmission models.

CS and CTS models plug into the vehicle's OBD-II diagnostic port, and users may select up to eight (from as many as 22) drive-train parameters to monitor. These include coolant, oil, transmission temperatures, rpm, speed and many more. You can even display 0-60 mph and  $\frac{1}{4}$ -mile acceleration testing and graph results. The highest numbers reached are recorded and can be reviewed later, and units are Internet updateable. Safety protection is built in, including user-defined audible alerts for excessive engine or transmission temperatures, speed and more.

Currently, all of Edge's products for gas-powered vehicles have received CARB Executive Orders (EOs) and are legal for sale and use on pollution-controlled vehicles in California. The rest of Edge's products have been submitted for testing or are in an EO-pending process. Those products in the testing process, which can be found on the CARB website ([www.arb.ca.gov](http://www.arb.ca.gov)), are legal in California, pending outcome of final testing.

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THE EDGE CTS

### 2012 RAM 1500 V-6

The base engine in the 2012 Ram 1500 trucks will be upgraded to a version of the new 3.6-liter Pentastar V-6. Horsepower and torque ratings haven't yet been released, but the Pentastar V-6 is rated at 305 hp and 268 lb-ft in the Dodge Challenger and 290 hp and 260 lb-ft in the Jeep Grand Cherokee. It should offer a significant improvement in power and mileage over the old 3.7-liter engine and should put Ram trucks on par with Ford's peppy new F-150, which has a new 3.7-liter Duratec V-6 engine rated 302 hp and 278 lb-ft of torque.

### UPCOMING CHRYSLER VEHICLES

Chrysler is building about 140 plug-in hybrid Ram 1500 pickups as part of a demonstration project to field-test the hybrid systems. The first 10 were sent to Yuma, Arizona, for evaluation; additional trucks will go to cities in California, Hawaii, Massachusetts, Missouri, North Dakota and Texas as part of a joint program with the U.S. Department of Energy to test hybrid performance during the next three years. A 5.7-liter Hemi V-8 engine using gas-saving Multiple Displacement System technology and regenerative braking works with a two-speed hybrid transmission. The trucks have liquid-cooled, 12.9-kilowatt-hour lithium-ion battery packs and can generate up to 6,600 watts of AC power, accessible from a 240-volt, 30-amp receptacle and a 120-volt, 20-amp power strip. Chrysler states that this is only a demonstration program, and has no plans for production at this time.

Chrysler is also working on hybrid-vehicle technology which uses hydraulic fluid pumped to create pressure that propels the vehicle. Chrysler said it will have testing and evaluation completed by mid-2012. The technology has previously been tested in UPS delivery trucks and trash-hauling. The company also announced that full-size hybrid sedans and minivans will be available in the 2013 model year and an electric Fiat 500 will go on sale in 2012.

### FORD ANNOUNCES EIGHT-SPEED TRANSMISSIONS

Ford has announced it will begin building eight-speed transmissions and an electronic continuously variable transmission (eCVT) for hybrids. Ford already offers more six-speed gearboxes across its product line than any other manufacturer and every model sold by Ford is available with either a six-speed manual or automatic transmission. An eight-speed automatic will further boost fuel economy while improving performance. Ford said it will release more details soon. ☀

1958

*Shasta Airflyte Trailer*story and photos by **Ken Freund**

**D**ave Kroesen of Calabasas, California, feels as though he was born about 20 years too late. He has fueled his passion of everything from the 1950s and '60s by immersing himself in the restoration of vintage vehicles, particularly Volkswagen Westfalia campers and accessorizing these pieces of rolling mechanical art in period fashion. With his eye on expanding the comfort of his vintage camping experience by increasing the square footage beyond what his tiny VW could offer, in 2005 he set his eyes on a "canned ham" trailer.

He found this 1958 Shasta Airflyte languishing in the sun in a very unlikely location: On Rodeo Drive as part of the Beverly Hills, California, Father's Day car show. This trailer wears all of its original paint, has complete original upholstery and fixtures and displays not a trace of water damage on the interior wood-work. Dave is drawn toward "survivor" vehicles and loves to preserve them in their original state. The chances of finding an unrestored travel trailer 50 years after it was manufactured — and undoubtedly 40 years after it was intended to be obsolete and replaced by a new

model — is a rare occurrence.

Dave had to ask. "Would you ever consider selling this?" Andy, the Shasta's owner at the time, explained that he had entered this trailer into two more events in the summer, but that Dave could buy it and take possession of it afterward. Dave did Andy one better: He bought the trailer right there on the spot, and then visited Andy and the Shasta during his summer events. In the process, he fell in love with the vintage travel-trailer scene.

This Airflyte had a pampered life under a metal canopy in Idaho, which,



unfortunately, was about three feet too short to completely protect its hind quarters from hail damage. Andy, a seasoned vintage travel-trailer enthusiast, brought it back to SoCal, where it now lives in Dave's cozy backyard just six miles from where it was originally built.

Today this rare, unrestored Shasta survivor is lovingly used as a weekend family escape pod, a music-festival home base, and is a regular participant in SoCal Vintage Travel Trailer rallies. When the Shasta is not on the road, it "lives" in Dave's backyard as pictured and doubles as a pool house, spare bedroom and deluxe yard decoration.

The Shasta Trailer Company started in 1941, building mobile homes for U.S. Armed Forces. Mobile homes and travel trailers became popular in the early postwar years, and Shasta continued making mobile homes under the Cozy Cruiser nameplate. The first trailer with the Shasta brand was manufactured in 1952, with models ranging from 14 to 35

feet. During the '50s, Shastas were produced in a bustling factory in Van Nuys, California, Dave's home city. In April of 1958, Shasta opened a second factory in Goshen, Indiana, and in 1963 Shasta added yet another plant in Leola, Pennsylvania. There were dozens of travel-trailer manufacturers at the time, and each manufacturer distinguished its brand from the rest with unique and creative design features. Shasta was the best-selling trailer brand in the late 1950s, and those wonderful wings or tailfins — which are its signature and immediately identify a Shasta among the sea of colorful, single-axle "canned hams" at rallies — first appeared in 1952 and were carried on until the early 1980s. Shasta was purchased by Coachmen Industries in 1976 and Coachmen marketed the Shasta brand until 2004, with a brief resurrection in 2008. The brand was sold to Forest River, who has debuted the latest incarnation for the 2012 model year. 



This pampered trailer sports original paint and is complete with original upholstery and fixtures.



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### ADVENTURE FLASHLIGHT ↑

Getting a little bored of your plain-old flashlight? Solar Goose's Solar Flash Light 800 with Compass is compact, colorful (available in six colors) and could be a great addition to the flashlights you keep in your RV. Not only is it extremely lightweight and solar powered with five LEDs, but it also has a built-in compass that's ideal for hiking or boating. It comes with interchangeable red and green lenses that are a nice feature for outdoorsmen and hunters. Plus, Solar Goose products are made in the USA by people with disabilities. msrp is \$29.95. **For more information**, call (484) 639-4833 or visit [www.solargoose.com](http://www.solargoose.com). Circle 224 on Reader Service Card.



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Advice from our **Tech Team**

## KINGPIN WEIGHT CALCULATIONS

I'm planning to move up to a fifth-wheel from a travel trailer. I've read your articles and others on fifth-wheel and tow-vehicle weights. I have questions regarding how the kingpin weight is figured into the total weight of the truck and the weight of the trailer when it is hitched to the truck. I've talked to some RV sales people and they say "sure, your truck can tow anything."

**Mark Culley**, Kansas City, Missouri

*It's simple: Your truck has a rear gross axle weight rating (gawr). That's the maximum your truck can weigh on the rear axle. The trailer's hitch weight plus the truck weight can't exceed that gawr figure. Take your truck to a scale and weigh it overall — the front and rear axles, too. Deduct the truck's rear axle weight from its rear axle gawr, and that's how much trailer hitch weight you can add over the rear axle.*

*Gross vehicle weight rating (gvwr) is the maximum your truck can weigh without being overloaded. Find the truck's gvwr rating on the data plate on the driver's side doorjamb or door edge. Deduct the truck's weight from its gvwr and that's how much weight can be added to the truck without it being overloaded.*

*Gross combination weight rating (gcwr) is the maximum your truck and its towed load can weigh. Look for the gcwr in the owner's manual or ask your local dealer. Deduct your truck's overall weight (with passengers, supplies and fuel) from its gcwr, and that's how much trailer weight you can add before your truck is technically overloaded. The manufacturer's tow rating for your truck may differ from the calculated figure as described here, in which case you should go by the smaller of the two figures. — Jeff Johnston*



**"Take your truck to a scale and weigh it overall, weighing the front and rear axles as well."**

### DYING DURAMAX BATTERIES TIP

Regarding "Dying Duramax Batteries" in the May issue, this happened to my truck, and the problem was a body control module that would not shut down when the truck was off. It continued to draw about 9 amps. The problem was intermittent, but the mechanic finally caught it. Replacement of the BCM fixed the problem.

**Stacy Wise**, Sioux Falls, South Dakota



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

*This is another area to look for this problem if it is intermittent. Thanks for sharing your solution. — Ken Freund*

### 12-VOLT DC POWER LOSS

I have a 2004 Wilderness 28-foot travel trailer. I need to know if the 12-volt DC system should be working when I plug in my 30-amp cord to shorepower and switch off my batteries. I have an aftermarket battery cutoff switch that was installed by the dealer where I bought it. When that is switched off my microwave and TV work, but not the lights, slideout or heater will work.

**Jack Smethers**, Oakley, California

*That battery cutoff switch is designed to disconnect the batteries so they don't drain due to small power draws when the trailer is in storage, Jack. It isn't there so you can shut the batteries off every time you plug in to shorepower.*

*When you are plugged in, the converter needs the batteries to provide 12-volt*

*DC power. That's why your lights and other 12-volt DC devices don't work when you disconnect the batteries.*

*Unless you have a very specific reason for disconnecting the batteries each time, you should leave them in service when you're plugged in. The batteries supply far more amperage than the converter and you need that power for heavy-draw accessories such as the slideout-room mechanism.*

*Many converters produce erratic, uneven 12-volt DC power, and the batteries act as "stabilizers" of sorts and provide smoother, cleaner power. Your electronic accessories will thank you for that.*

*As a general rule of thumb, leave the batteries connected except when the trailer is in storage. Your microwave and TV operate on 120 volts AC, and that's the reason they work when the batteries are disconnected. — J.J.*

#### **UNDERINFLATED TIRES**

We have a 33-foot travel trailer. What will cause the tires (all four) to wear on both sides of the tire's outer tread? I run 60 psi in them.

**William Webb**, Walcott, Arkansas

*Equal excessive wear on the outsides of the tire is a classic symptom of underinflation. Overinflation wears the centers out. Weigh the axles on a truck scale when the trailer is fully loaded and write this down. Then look up the tire pressure needed for that size and model tire loaded with that weight in a tire load-inflation table. These are available at tire stores and on tire manufacturer's websites. — K.F.*

#### **OIL CHANGE REMINDER**

I have a 2011 Chevrolet 2500HD with 305 miles on it. The engine-oil message says it only has 50 percent life left. But when the salesman told the sales manager, he told us the oil was changed but not reset. My question is, why did it need an oil change at 300 miles and why at 50 percent with only 300 miles? The manual says if it's driven right you can go all year without an oil change.

**Bob Tate**, Millsboro, Delaware

*The oil-change-reminder system is apparently set for a 600-mile break-in oil change. It seems suspicious that a dealer*

*would fail to reset the system when changing the oil during an initial service. It's more likely that the salesman is um, fibbing about it being changed. I would demand that they change the oil and filter and reset the system at 600 miles. — K.F.*

#### **SHOCK-ABSORBER TEST**

I have a Dodge Ram 3500 pickup, and I have always wondered how to tell when the shocks are bad, and not just go by

mileage. The springs are so stiff the old bounce test doesn't seem to work. Do you have any suggestions?

**Richard M. Clark**, Long Beach, California

*The simplest way in that case is to unbolt the bottom of the shocks, one at a time. With the bottoms detached, try to extend them and then compress them by hand. Worn-out shocks will move easily both ways, and may have oil seepage on them.*



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## RV CLINIC

*Good shocks will be dry and offer resistance to movement and will only allow you to move them slowly by hand. If one is bad on an axle, replace them both. — K.F.*

### 30- TO 50-AMP UPGRADE?

I own a Keystone Laredo with 30-amp service. I would like to upgrade to a 50-amp. Can you please tell me what I would have to buy other than a 50-amp service cord? Also would it be hard to install a second air conditioner if the camper was not pre-wired at the factory? I hope you can help, and I thank you for your time and information.

**Fred Hanvey, Via email**

*You could make a 30- to 50-amp upgrade, but you'd also need to replace your circuit breaker panel for one designed to accommodate 50-amp service. All of the lines feeding from the panel would need to be reconnected to the new panel as well. Unless you know what you're doing with household-type wiring this is a job best left to a professional.*

*If the reason you want to add the*

*50-amp service is to add the second air conditioner, you can run two A/C units on a 30-amp circuit as long as you don't get greedy. Both A/C units will run, but if you add too much load to the circuit with other accessories, such as a toaster oven, microwave, coffee pot or the like, you may blow the breaker. Keeping one or both units turned a notch below "high" will help keep the power demand in check. You can also use a smaller second A/C to reduce the potential power demand. For example, install a 9,000-BTU as your second unit, in addition to the 13,500-BTU unit you now have (we're presuming since you didn't tell us) and the combined load will leave a bit of extra on the 30-amp circuit.*

*About installing a second air conditioner, mounting the A/C unit in an available 14-inch-square roof vent opening is no big deal as long as the roof is designed to hold its weight. Routing the power wire as needed is going to be difficult. It's not easy to run wire through the RV's walls and roof, and possibly the floor, so that's going to take some professional work.*

*It's going to be a healthy investment by the time you add up all the costs. You didn't mention the size of your trailer or your geographic location so we don't know what you're up against as far as climate is concerned. You might want to try other less-costly means of keeping your rig cool, such as adding "storm windows" to help insulate your windows with a dual-pane effect, maybe better shades to help keep the sun out and so on. — J.J.*

## TANK SANITIZING PART TWO

In reference to the *RV Clinic* topic, "Sanitizing Freshwater," in the July issue, you mentioned using a baking soda flush to eliminate the bleach taste. I have never heard of this. We waste a lot of water trying to rid the system of the bleach taste. **Bob McDowell, Townsend, Massachusetts**

*To detail "the rest of the story," after you've emptied the bleach water solution from the tank and system, add about  $\frac{1}{4}$  cup of baking soda to every 10 gallons of freshwater, refill the tank, and run the water through the system. Let it sit overnight, drain and refill with freshwater. That should eliminate the bleach odor. You can also use about 1 quart of vinegar to 5 gallons of water to do the same thing. — J.J. ■*

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# 10-MINUTE TECH

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

## BED BUGABOO ☺

I'm a shade over 6 feet tall, and the bed in my trailer isn't long enough for me to sleep comfortably. So, I made a frame out of 2 x 4s and scrap lumber that fits between the head of the mattress and the wall it butts up against. Just be sure the frame is the same height as the mattress. I stapled an old blanket to the frame to prevent any damage to the mattress. Now I have an additional 4 inches of surface area, and you can't even see the frame with the pillows in place.

**Don Danford, Howard Lake, Minnesota**



## PIPE DREAMS ☺

We needed a way to keep our cables, hoses and cords dry and out of the mud that results from wet weather while in camp. To accomplish this, my husband built a utility rack out of 2-inch PVC. None of the pieces are glued together, so it is easy to set up and take down. The rack consists of four 3-foot legs, four 1-foot cross members, one 16-inch cross beam, four PVC elbows, two PVC tees and four end caps to keep debris out of the bottom of each leg.

I even sewed a bag out of an old pair of jeans to store the assembly while we travel.

**Michelle & Steve Kaiser, Bullhead City, Arizona**

Illustrations By Bill Tipton

To send a submission to **10-Minute Tech**, write to

**2575 Vista Del Mar, Ventura, CA 93001.**

Please include an illustration if applicable.



## MORE PIPE DREAMS ☺

I prefer using a spiral-type hose for the fresh-water hookup. To store it and to keep it from losing its shape, I wrap it around a 30-inch piece of 2-inch PVC pipe. I then use a bungee cord to keep it in place. The whole assembly fits in the exterior storage cabinets nicely.

**George Barthelmes, Wellborn, Florida**

## SLEEVE IT UP TO ME ☺

Our new fifth-wheel has a fiberglass roof. When washing the roof, I didn't want to scratch up the edges, so I needed something to cover the hose with. My solution was to make a felt sleeve for the hose. I purchased a foot-long piece of 45-inch-wide felt from a fabric store. I then cut the felt into two 6 x 45-inch pieces and sewed them together to make a piece 6 inches wide and 90 inches long. After folding the piece in half and sewing a 1/2-inch seam, I now have a soft sleeve to slide around the hose and hold in place with a rubber band ... all for about a buck!

**Sue McGartland, Livingston, Texas**



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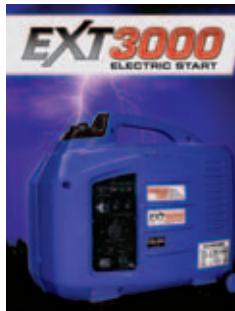


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**NOW \$7,995** SAVE  
\$8,695 (866) 610-5049 Akron, OH STK. #  
SRV17969



**USED 2002 Keystone SPRINGDALE 25** WAS  
\$12,999 **NOW \$7,999**  
SAVE \$5,000 (866) 648-5288 St. Augustine, FL  
STK. # JAC39734



**USED 2008 Thor SONOMA 19FQ** WAS  
\$21,081 **NOW \$8,995** SAVE \$12,086  
(877) 289-0812 Las Vegas, NV STK. #  
LVN33194A



**USED 2009 Jayco JAY SERIES 1206** WAS  
\$17,985 **NOW \$9,985** SAVE \$8,000  
(866) 755-9604 Charleston, SC STK. #  
CHN125495



**USED 2007 Starcraft TRAVELSTAR 23QB** WAS \$14,950 **NOW \$10,950**  
SAVE \$4,000 (888) 850-5575 Wood Village,  
OR STK. # POR36216



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WAS \$19,665 **NOW \$10,995** SAVE \$8,670  
(888) 860-8684 Strafford, MO STK. #  
STR9903B



**USED 2001 Forest River SANDPIPER 27RK** WAS \$18,231 **NOW \$10,995** SAVE  
\$7,236 (888) 727-2952 North Little Rock,  
AR STK. # LIT12861



**USED 2000 Jayco DESIGNER 3030RK W/  
SLIDE** **NOW \$11,995** (888) 801-3226  
Byron, GA STK. # MAC15197



**NEW 2010 Coleman COLEMAN CT187**  
WAS \$18,876 **NOW \$12,443** SAVE \$6,433  
(877) 450-7415 Island Lake, IL STK. #  
CRV5353



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WAS \$32,995 **NOW \$12,995** SAVE  
\$20,000 (888) 848-7312 Columbia, SC  
STK. # COL14899



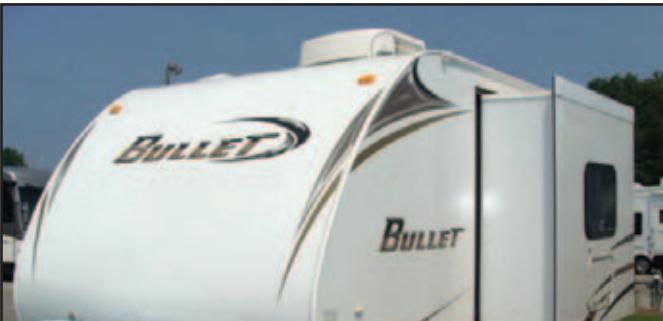
**NEW 2011 Dutchmen DUTCHMEN 255RB**  
WAS \$21,100 **NOW \$12,995** SAVE \$8,105  
(888) 625-5187 Fort Myers, FL STK. #  
FTM11215



**NEW 2010 Jayco SELECT 141J** MSRP \$20,048 **NOW \$13,456** SAVE \$6,592 (888) 905-0490 Anthony, TX STK. # LC15400



**NEW 2010 Coleman COLEMAN CT187** MSRP \$20,964 **NOW \$13,516** SAVE \$7,448 (888) 801-3226 Byron, GA STK. # MAC14072



**NEW 2010 Keystone BULLET 180FBS** WAS \$23,029 **NOW \$14,435** SAVE \$8,594 (866) 289-0113 Chattanooga, TN STK. # CH5973



**USED 2006 K-Z JAG 29JBS** WAS \$28,195 **NOW \$13,995** SAVE \$14,200 (888) 242-0293 Madison, WI STK. # MAD15035



**USED 2007 Coachmen CAPRI 300QBS** **NOW \$14,395** (888) 696-2165 Savannah, GA STK. # SAV15688



**NEW 2011 Coleman COLEMAN CTS198DB** WAS \$22,630 **NOW \$14,599** SAVE \$8,031 (888) 454-1707 Kissimmee, FL STK. # KS8074



**NEW 2010 Starcraft TRAVEL STAR SPORT 175RK** WAS \$19,792 **NOW \$14,897** SAVE \$4,895 (866) 502-8238 Bath, NY STK. # BAT65276



**USED 2005 Americamp AMERICAMP 270RLS** WAS \$22,950 **NOW \$14,950** SAVE \$8,000 (888) 859-6653 Hillsboro, OR STK. # HIL36843



**NEW 2011 Starcraft AUTUMN RIDGE 186BH** WAS \$19,727 **NOW \$14,987** SAVE \$4,740 (888) 692-9016 Myrtle Beach, SC STK. # MB124375



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



**NEW 2011 Coleman COLEMAN CTE184** WAS \$22,239 **NOW \$14,995** SAVE \$7,244 (866) 610-5049 Akron, OH STK. # SRV17974



**NEW 2011 Dutchmen GRAND JUNCTION 340RL** WAS \$72,597 **NOW \$69,746** SAVE \$2,851 (888) 315-7967 Tucson, AZ STK. # TUC13319



**USED 2008 Keystone OUTBACK 21RSLE** PT WAS \$19,995 **NOW \$15,895** SAVE \$4,100 (866) 502-8238 Bath, NY STK. # BAT66442



**USED 2004 Coachmen CASCADE 30 TBS** WAS \$25,000 **NOW \$16,985** SAVE \$8,015 (888) 848-7312 Columbia, SC STK. # COL15178



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**NEW 2010 Keystone BULLET 180FBS** LIST PRICE \$27,489 **NOW \$16,995** SAVE \$10,494 (888) 331-1595 Santa Clarita, CA STK. # AMRV20976 VIN # 421281



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**NEW 2011 Jayco JAY FLIGHT 24RKS** WAS \$24,293 **NOW \$16,995** SAVE \$7,298 (866) 415-9726 Golden, CO STK. # KC510666



**USED 2004 Keystone SPRINTER 327FWRLS** WAS \$21,941 **NOW \$16,995** SAVE \$4,942 (877) 554-3516 Lakewood, NJ STK. # LAK8290



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**USED 2007 Cruiser RV LAND ROAMER 295RL** WAS \$29,995 **NOW \$17,995** SAVE \$12,000 (888) 682-3036 Churchville, NY STK. # CHU69751



**USED 2006 Keystone OUTBACK 28FRLS** WAS \$28,950 **NOW \$17,950** SAVE \$11,000 (888) 859-6653 Hillsboro, OR STK. # HIL36847



**USED 2007 Keystone MOUNTAINEER 30PRS** WAS \$29,874 **NOW \$17,995** SAVE \$11,879 (888) 348-5909 Avondale, AZ STK. # AV013841



**USED 2004 Coachmen CHAPARRAL 276RLS** WAS \$29,745 **NOW \$17,995** SAVE \$11,750 (888) 315-7967 Tucson, AZ STK. # TUC13731



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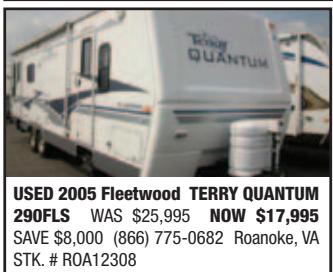
**NEW 2011 Crossroads SLINGSHOT 21FD** WAS \$27,987 **NOW \$17,995** SAVE \$9,992 (888) 471-3546 Chichester, NH STK. # GRV506885



**NEW 2010 Dutchmen FREEDOM SPIRIT FSU240** WAS \$26,955 **NOW \$17,995** SAVE \$8,960 (888) 348-5909 Avondale, AZ STK. # AV08727



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**USED 2005 Fleetwood TERRY QUANTUM 290FLS** WAS \$25,995 **NOW \$17,995** SAVE \$8,000 (866) 775-0682 Roanoke, VA STK. # ROA12308



**NEW 2011 Jayco OCTANE SUPER LITE 161** MSRP \$24,902 **NOW \$17,995** SAVE \$6,907 (888) 641-0925 Kaysville, UT STK. # KY35790



**NEW 2011 Coleman COLEMAN CTS270BH** LIST PRICE \$23,349 **NOW \$17,995** SAVE \$5,354 (888) 331-1595 Santa Clarita, CA STK. # AMRV21256 VIN # 206527



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RL WAS \$22,995 NOW \$17,995 SAVE  
\$5,000 (888) 450-7060 Dothan, AL STK.  
# DOT38935



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WAS \$22,353 NOW \$17,995 SAVE \$4,358  
(888) 903-6787 Harrisburg, PA STK. #  
HAR66310



**USED 2006 Starcraft TRAVELSTAR 30QBS** WAS  
\$22,856 NOW \$18,455 SAVE \$4,401 (888) 315-  
7967 Tucson, AZ STK. # TUC13739



**USED 2006 Forest River WILDWOOD**  
**29BHSS** WAS \$21,985 NOW \$17,995  
SAVE \$3,990 (888) 848-7312 Columbia, SC  
STK. # COL15541



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WAS \$22,625 NOW \$18,100 SAVE \$4,525  
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GB37421



**NEW 2011 Keystone HIDEOUT 21FQS** WAS \$23,169  
NOW \$18,535 SAVE \$4,634 (888) 542-3819 Mesa,  
AZ STK. # MES11566



**USED 2005 Forest River WILDCAT**  
**29RLBS** WAS \$24,988 NOW \$18,666  
SAVE \$6,322 (888) 475-5918 Robertsdale,  
AL STK. # RD38229



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



**USED 2007 Monaco**  
**Coach BLACK DIAMOND 260FQB** WAS  
\$27,690 NOW \$18,995  
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SRV17955



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\$7,903 (888) 479-3568 Vacaville, CA STK.  
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**8526RLS** WAS \$24,995 NOW \$18,995  
SAVE \$6,000 (888) 848-7312 Columbia, SC  
STK. # COL15478



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WAS \$24,995 NOW \$19,288 SAVE \$5,707  
(888) 672-5049 Syracuse, NY STK. #  
SYU67455



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SAVE \$9,137 (888) 254-9145 Meridian, ID  
STK. # MER11339



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PA STK. # HAR65279



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MES14816



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# HL5299



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30.5RLBG NOW \$19,995** (888) 844-1758 New Braunfels, TX STK. # SW9635A



**USED 2007 Keystone MONTANA 307RKD  
NOW \$19,995** (888) 617-5406 Oakwood, GA STK. # ORV15472



**USED 2008 Keystone COPPER CANYON 252** WAS \$31,999 NOW \$19,995 SAVE \$12,004 (866) 502-8238 Bath, NY STK. # BAT66729



**NEW 2011 Keystone SPRINGDALE 294BHSSR  
WAS \$29,783 NOW \$19,995 SAVE \$9,788** (866) 610-5049 Akron, OH STK. # SRV17968



**NEW 2011 Forest River WILDWOOD 26RKS** WAS \$29,181 NOW \$19,995 SAVE \$9,186 (888) 819-7952 Longmont, CO STK. # KC110768



**NEW 2011 Keystone OUTBACK 230RS** MSRP \$28,560 NOW \$19,995 SAVE \$8,565 (888) 617-5406 Oakwood, GA STK. # ORV14633



**NEW 2011 Crossroads SLINGSHOT 23CK** WAS \$26,588 NOW \$19,995 SAVE \$6,593 (888) 682-3036 Churchville, NY STK. # CHU66148



**NEW 2011 Starcraft TRAVEL STAR 245RBS  
WAS \$26,235 NOW \$19,995 SAVE \$6,240** (888) 474-1330 Bartow, FL STK. # DCW7890



**NEW 2011 Coleman COLEMAN CTS260BH** WAS \$24,448 NOW \$19,995 SAVE \$4,453 (888) 474-1330 Bartow, FL STK. # DCW7859



**USED 2009 Keystone COUGAR 245RKS** WAS \$29,900 NOW \$19,999 SAVE \$9,901 (866) 289-0113 Chattanooga, TN STK. # CH6338



**NEW 2011 Keystone SPRINTER SELECT 26BH** WAS \$25,453 NOW \$20,788 SAVE \$4,665 (888) 457-4801 Colfax, NC STK. # CFX3174



**NEW 2011 Keystone SPRINGDALE 303BHSSR** WAS \$31,121 NOW \$20,988 SAVE \$10,133 (888) 386-5187 Houghton Lake, MI STK. # HL5624



**NEW 2011 Keystone SPRINGDALE 297FKSSR** WAS \$30,303 NOW \$20,988 SAVE \$9,315 (888) 386-5187 Houghton Lake, MI STK. # HL5492



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



**NEW 2011 Coleman COLEMAN CTS260BH** WAS \$30,175 NOW \$21,751 SAVE \$8,424 (888) 454-1707 Kissimmee, FL STK. # KS8063



**NEW 2011 Komfort RESORT 240RK** WAS \$29,995 NOW \$21,858 SAVE \$8,137 (888) 254-9145 Meridian, ID STK. # MER11478



**NEW 2011 Coleman COLEMAN CTU225KS** WAS \$30,806 NOW \$21,895 SAVE \$8,911 (888) 474-1330 Bartow, FL STK. # DCW7799



**USED 2006 Forest River SANDPIPER 325BHD** WAS \$39,995 **NOW \$21,995** SAVE \$18,000 (888) 682-3036 Churchville, NY STK. # CHU67136



**NEW 2011 Keystone SPRINTER 250RBS** WAS \$31,860 **NOW \$21,995** SAVE \$9,865 (888) 696-2165 Savannah, GA STK. # SAV15420



**NEW 2011 Keystone OUTBACK 230RS** WAS \$30,382 **NOW \$22,495** SAVE \$7,887 (888) 474-1330 Bartow, FL STK. # DCW7674



**NEW 2011 Starcraft AUTUMN RIDGE 309BHU** WAS \$28,112 **NOW \$21,997** SAVE \$6,115 (888) 692-9016 Myrtle Beach, SC STK. # MB124374



**NEW 2011 Keystone SPRINGDALE 291RKSSR** MSRP \$27,718 **NOW \$21,998** SAVE \$5,720 (888) 815-7523 Woodstock, GA STK. # WDS14395



**USED 2008 Ameri-Camp SUMMIT RIDGE 30RK** **NOW \$22,960** (888) 641-0925 Kaysville, UT STK. # KY35592



**NEW 2011 Keystone PASSPORT 280BH** WAS \$28,995 **NOW \$22,995** SAVE \$6,000 (888) 902-8565 Tallahassee, FL STK. # TAL38396



**NEW 2011 Keystone BULLET 286QBS** WAS \$29,979 **NOW \$23,488** SAVE \$6,491 (866) 820-0335 Council Bluffs, IA STK. # CBI11969



**NEW 2011 Keystone PASSPORT 286RB** WAS \$29,863 **NOW \$23,890** SAVE \$5,973 (888) 542-3819 Mesa, AZ STK. # MES10378



**USED 2006 Heartland BIG HORN 3055RL** WAS \$44,900 **NOW \$23,896** SAVE \$21,004 (866) 289-0113 Chattanooga, TN STK. # CH5992



**USED 2006 Keystone MONTANA 2950RK** WAS \$39,784 **NOW \$23,995** SAVE \$15,789 (888) 242-0293 Madison, WI STK. # MAD15074



**USED 2009 Coachmen CHAPARRAL 267RLS** WAS \$35,602 **NOW \$23,995** SAVE \$11,607 (888) 860-8684 Strafford, MO STK. # STR13228A



**NEW 2011 Keystone BULLET 288RLS** WAS \$34,820 **NOW \$23,995** SAVE \$10,825 (877) 450-7415 Island Lake, IL STK. # CRV5529



**NEW 2011 Dutchmen AEROLITE 285BHGS** WAS \$31,995 **NOW \$23,995** SAVE \$8,000 (888) 475-5918 Robertsdale, AL STK. # RD38148



**NEW 2010 Coleman COLEMAN CT225** WAS \$30,680 **NOW \$23,999** SAVE \$6,681 (877) 554-3516 Lakewood, NJ STK. # LAK8796



**NEW 2011 Keystone LAREDO 296RE** WAS \$35,365 **NOW \$24,955** SAVE \$10,410 (866) 820-0335 Council Bluffs, IA STK. # CBI10411



**USED 2008 Jayco JAYFLIGHT 29FBS**  
**NOW \$24,995** (888) 614-5201 Draper,  
 UT STK. # ABRV35582



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



**NEW 2011 Keystone OUTBACK 300BH**  
 WAS \$34,042 **NOW \$24,995** SAVE \$9,047  
 (888) 696-2165 Savannah, GA STK. # SAV14187



**NEW 2011 Starcraft AUTUMN RIDGE 325RLSA**  
 WAS \$33,261 **NOW \$24,995** SAVE \$8,266 (888)  
 860-8684 Strafford, MO STK. # STR10868



**USED 2007 Keystone CHALLENGER 34RBH** WAS \$32,988 **NOW \$24,995**  
 SAVE \$7,993 (888) 348-5909 Avondale, AZ  
 STK. # AV014595



**NEW 2011 Keystone PREMIER 29RE**  
 WAS \$32,545 **NOW \$24,995** SAVE \$7,550  
 (888) 819-7952 Longmont, CO STK. # KC110983



**NEW 2011 Keystone PASSPORT 285RL** WAS  
 \$31,256 **NOW \$24,995** SAVE \$6,261 (877) 289-0812 Las Vegas, NV STK. # LVN36400



**NEW 2011 Dutchmen AEROLITE 315BHSL**  
 WAS \$31,148 **NOW \$24,995** SAVE \$6,153  
 (888) 475-5918 Robertsdale, AL STK. # RD39783



**NEW 2011 Crossroads SUNSET TRAIL 31KS** WAS \$33,606 **NOW \$25,895** SAVE  
 \$7,711 (888) 682-3036 Churchville, NY  
 STK. # CHU70068



**USED 2003 K-Z NEW VISION 3450** **NOW \$25,900** (888) 844-1758 New Braunfels, TX STK. # SWC9599



**USED 2007 Gulf Stream SEDONA 34FBRW** WAS \$39,995 **NOW \$25,995**  
 SAVE \$14,000 (888) 450-7060 Dothan, AL  
 STK. # DOT38661



**USED 2009 Keystone COUGAR 276RLS** WAS  
 \$38,997 **NOW \$25,996** SAVE \$13,001 (877)  
 450-7415 Island Lake, IL STK. # CRV602443A



**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 Chattanooga, TN STK. # CH5998



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



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



**NEW 2011 Dutchmen DENALI 285RE** WAS  
 \$37,113 **NOW \$26,995** SAVE  
 \$10,118 (888) 896-2801 Albuquerque, NM  
 STK. # ARV15255



**NEW 2011 Dutchmen COLORADO 260RB**  
WAS \$34,531 **NOW \$26,997** SAVE \$7,534  
(888) 463-3995 Colorado Springs, CO STK.  
# KC211022



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



**NEW 2011 Keystone SPRINTER 262FWRET** WAS  
\$34,131 **NOW \$27,900** SAVE \$6,231 (888) 674-  
0275 Gulf Breeze, FL STK. # GB37454



**NEW 2011 Keystone COUGAR 280BHS**  
WAS \$34,250 **NOW \$27,792** SAVE \$6,458  
(888) 568-2177 Burlington, WA STK. #  
FRV9885



**NEW 2011 Dutchmen DENALI 285RE**  
MSRP \$36,693 **NOW \$27,900** SAVE  
\$8,793 (888) 844-1758 New Braunfels, TX  
STK. # SW9579



**NEW 2011 Keystone LAREDO 265RL** WAS \$38,955  
**NOW \$27,913** SAVE \$11,042 (888) 896-2801 Albu-  
querque, NM STK. # ARV15497



**NEW 2011 Keystone SPRINTER 262FWRET** WAS \$36,918 **NOW \$27,950**  
SAVE \$8,968 (888) 859-6653 Hillsboro, OR  
STK. # HIL36004



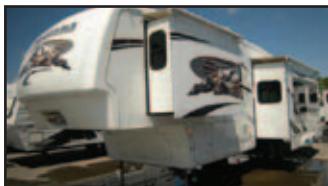
**NEW 2011 Keystone OUTBACK 285FL**  
MSRP \$35,995 **NOW \$27,976** SAVE  
\$8,019 (888) 815-7523 Woodstock, GA  
STK. # WDS14377



**USED 2006 Big Horn BIG HORN 3200RL** WAS  
\$39,698 **NOW \$27,979**  
SAVE \$11,719 (888) 672-  
5049 Syracuse, NY STK.  
# SYU67300



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



**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 COUGAR 322QBS**  
WAS \$43,423 **NOW \$27,995** SAVE  
\$15,428 (866) 610-5049 Akron, OH STK.  
# SRV17561



**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



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



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



**USED 2006 Glendale TITANIUM 39QS**  
**NOW \$27,998** (888) 801-3226 Byron, GA  
STK. # MAC14847

**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 Sacramento, CA STK. # SAC11404 VIN # 601066

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

**USED 2011 Forest River WILDCAT 25RL** WAS \$58,987 **NOW \$28,958** SAVE \$30,029 (866) 755-9604 Charleston, SC STK. # CHN125528

**NEW 2011 Jayco EAGLE SUPER LITE 25.5RKS** WAS \$38,508 **NOW \$28,995** SAVE \$9,513 (866) 415-9726 Golden, CO STK. # KC510716

**NEW 2011 Dutchmen DENALI 275REX** MSRP \$40,164 **NOW \$29,721** SAVE \$10,443 (888) 905-0490 Anthony, TX STK. # LC15512

**NEW 2011 Dutchmen DUTCHMEN 315BHDS**  
WAS \$36,963 **NOW \$29,755** SAVE \$7,208 (888) 475-5918 Robertsdale, AL STK. # RD39782

**NEW 2011 Keystone COUGAR 302RLS** WAS \$37,321 **NOW \$29,777** SAVE \$7,544 (888) 727-2952 North Little Rock, AR STK. # LIT11019

**USED 2006 Forest River CARDINAL 37RL** WAS \$39,995 **NOW \$29,858** SAVE \$10,137 (888) 254-9145 Meridian, ID STK. # MER12358

**USED 2005 Keystone RAPTOR 3612** WAS \$39,995 **NOW \$29,858** SAVE \$10,137 (888) 254-9145 Meridian, ID STK. # MER12744

**USED 2004 Gulf Stream YELLOWSTONE XL 36FKS** **NOW \$29,900** (888) 844-1758 New Braunfels, TX STK. # SWC9630

**NEW 2011 Keystone COUGAR 322QBS** WAS \$43,223 **NOW \$29,988** SAVE \$13,235 (888) 386-5187 Houghton Lake, MI STK. # HL5449

**NEW 2011 Keystone SPRINTER 300KBS** WAS \$40,812 **NOW \$29,992** SAVE \$10,820 (888) 484-3906 Spartanburg, SC STK. # GR124195

**USED 2007 McKenzie LAKOTA ESTATE 36RLQ** **NOW \$29,995** (888) 617-5406 Oakwood, GA STK. # ORV15673

**NEW 2011 Dutchmen COLORADO 310RG-FW** WAS \$46,839 **NOW \$29,995** SAVE \$16,844 (866) 610-5049 Akron, OH STK. # SRV17882

**USED 2003 NuWa HITCHHIKER CHAMPAGNE 35CKQG** WAS \$42,855 **NOW \$29,995** SAVE \$12,860 (888) 315-7967 Tucson, AZ STK. # TUC13735

**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 FUZION 230** WAS \$36,995 **NOW \$29,995** SAVE \$7,000 (888) 902-8565 Tallahassee, FL STK. # TAL38573



**NEW 2011 Keystone PREMIER 29RE** WAS \$46,611 **NOW \$29,997** SAVE \$16,614 (866) 755-9604 Charleston, SC STK. # CHN123490



**NEW 2011 Coleman COLEMAN CTF259RE** LIST PRICE \$37,120 **NOW \$30,278** SAVE \$6,842 (888) 479-3568 Vacaville, CA STK. # VAC17593 VIN # 659449



**NEW 2011 Dutchmen DENALI 312BH** WAS \$38,621 **NOW \$29,997** SAVE \$8,624 (888) 463-3995 Colorado Springs, CO STK. # KC210839



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



**NEW 2011 Coleman COLEMAN CTF267BH** WAS \$37,898 **NOW \$30,413** SAVE \$7,485 (888) 692-9016 Myrtle Beach, SC STK. # MB125333



**NEW 2011 Coleman COLEMAN CT275REX** WAS \$49,358 **NOW \$30,940** SAVE \$18,418 (866) 755-9604 Charleston, SC STK. # CHN125203



**NEW 2011 Starcraft LEXION S-LITE 309QK** LIST PRICE \$38,367 **NOW \$31,154** SAVE \$7,213 (888) 480-3175 Sacramento, CA STK. # SAC12162 VIN # DH5064



**NEW 2011 Starcraft LEXION S-LITE 295RLS** WAS \$43,920 **NOW \$31,760** SAVE \$12,160 (877) 450-7415 Island Lake, IL STK. # CRV5662



**NEW 2011 Dutchmen DUTCHMEN 305BHDS** WAS \$34,521 **NOW \$19,995** SAVE \$14,526 (877) 450-7415 Island Lake, IL STK. # CRV5568



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



**USED 2007 Keystone MONTANA 3400** WAS \$45,995 **NOW \$31,858** SAVE \$14,137 (888) 254-9145 Meridian, ID STK. # MER10905A



**NEW 2011 Keystone MOUNTAINEER 285RLD** WAS \$45,620 **NOW \$31,988** SAVE \$13,632 (888) 386-5187 Houghton Lake, MI STK. # HL5384



**USED 2006 Peterson Ind. EXCEL 30RSO** **NOW \$31,997** (888) 668-6715 Katy, TX STK. # KAT9871



**USED 2005 Newmar KOUNTRY STAR 35LKSA** WAS \$42,998 **NOW \$31,999** SAVE \$10,999 (877) 554-3516 Lakewood, NJ STK. # LAK8423



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

**USED 2007 Western VOYAGER 31CK** WAS \$49,900 **NOW \$32,750** SAVE \$17,150 (866) 289-0113 Chattanooga, TN STK. # CH6868

**NEW 2011 Dutchmen COLORADO 310RG-FW** WAS \$51,939 **NOW \$32,995** SAVE \$18,944 (866) 754-7302 Greenwood, IN STK. # GRW325351

**NEW 2011 Dutchmen COLORADO 310RG-FW** WAS \$48,115 **NOW \$32,995** SAVE \$15,120 (888) 819-7952 Longmont, CO STK. # KC111044

**NEW 2011 Jayco EAGLE SUPER LITE 30.5DBSA** WAS \$43,943 **NOW \$32,995** SAVE \$10,948 (866) 415-9726 Golden, CO STK. # KC510669

**NEW 2011 Dutchmen DENALI 275REX** WAS \$41,995 **NOW \$32,995** SAVE \$9,000 (888) 450-7060 Dothan, AL STK. # DOT38170

**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 Crossroads CRUISER 32MK** WAS \$44,195 **NOW \$32,999** SAVE \$11,196 (866) 648-5288 St. Augustine, FL STK. # JAC37427

**NEW 2011 Keystone SYDNEY 321FRL** MSRP \$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 Fort Myers, FL STK. # FTM10135

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

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

**NEW 2011 Keystone LAREDO 321BH** MSRP \$48,700 **NOW \$34,571** SAVE \$14,129 (888) 905-0490 Anthony, TX STK. # LC15247

**NEW 2011 Dutchmen COLORADO 310RG-FW** MSRP \$49,262 **NOW \$34,815** SAVE \$14,447 (888) 905-0490 Anthony, TX STK. # LC15226

**NEW 2011 Coleman COLEMAN CT-F325RL** WAS \$45,690 **NOW \$34,889** SAVE \$10,801 (888) 672-5049 Syracuse, NY STK. # SYU65988

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

**NEW 2011 Crossroads CRUISER 33LF** WAS \$52,042 **NOW \$34,995** SAVE \$17,047 (866) 754-7302 Greenwood, IN STK. # GRW325234



**NEW 2011 Keystone MOUNTAINEER 285RLD** WAS \$45,527 NOW \$34,995 SAVE \$10,532 (888) 242-0293 Madison, WI STK. # MAD1452



**NEW 2011 Keystone LAREDO 310RE** WAS \$44,995 NOW \$34,995 SAVE \$10,000 (888) 902-8565 Tallahassee, FL STK. # TAL36571



**NEW 2011 Forest River SANDSTORM 2935SLR** WAS \$46,321 NOW \$34,997 SAVE \$11,324 (888) 463-3995 Colorado Springs, CO STK. # KC210706



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



**NEW 2011 Dutchmen DENALI 320RLS** WAS \$44,572 NOW \$34,995 SAVE \$9,577 (888) 819-7952 Longmont, CO STK. # KC111160



**NEW 2011 Coleman COLEMAN CTF325RL** WAS \$43,759 NOW \$35,697 SAVE \$8,062 (877) 554-3516 Lakewood, NJ STK. # LAK608563



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



**NEW 2011 Keystone SYDNEY 330FRL** WAS \$52,995 NOW \$35,995 SAVE \$17,000 (888) 450-7060 Dothan, AL STK. # DOT37068



**NEW 2011 Keystone SYDNEY 320FDB** MSRP \$47,424 NOW \$35,995 SAVE \$11,429 (888) 617-5406 Oakwood, GA STK. # ORV14815



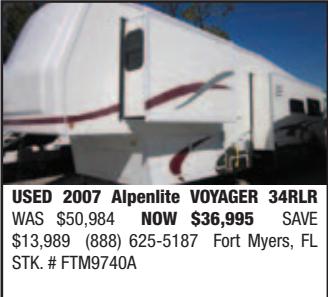
**NEW 2011 Keystone MOUNTAINEER 285RLD** WAS \$46,566 NOW \$35,995 SAVE \$10,571 (888) 568-2177 Burlington, WA STK. # FRV8983



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



**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 2007 Alpenlite VOYAGER 34RLR** WAS \$50,984 NOW \$36,995 SAVE \$13,989 (888) 625-5187 Fort Myers, FL STK. # FTM9740A



**NEW 2011 Keystone AVALANCHE 290RL** WAS \$55,405 NOW \$36,999 SAVE \$18,406 (877) 554-3516 Lakewood, NJ STK. # LAK8263



**NEW 2011 Keystone COUGAR 296BHSHE** WAS \$48,456 NOW \$37,799 SAVE \$10,657 (888) 672-5049 Syracuse, NY STK. # SYU64688



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



**NEW 2011 Forest River CEDAR CREEK SILVERBACK 29RL** WAS \$52,506 **NOW \$39,897** SAVE \$12,609 (888) 903-6787 Harrisburg, PA STK. # HAR65972



**USED 2008 Heartland BIG HORN 3055RL**  
**NOW \$39,900** (888) 844-1758 New Braunfels, TX STK. # SW9751A



**NEW 2010 Forest River CEDAR CREEK 36RL** WAS \$67,344 **NOW \$39,995** SAVE \$27,349 (888) 903-6787 Harrisburg, PA STK. # HAR62870



**USED 2011 Keystone BIGHORN 3670** WAS \$59,899 **NOW \$39,995** SAVE \$19,904 (866) 648-5288 St. Augustine, FL STK. # JAC38184



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



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



**NEW 2011 Starcraft LEXION S-LITE 315BSSA** WAS \$50,295 **NOW \$39,995** SAVE \$10,300 (877) 450-7415 Island Lake, IL STK. # CRV5677



**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 AVALANCHE 340TG**  
WAS \$78,890 **NOW \$42,637** SAVE \$36,253 (888) 896-2801 Albuquerque, NM STK. # ARV15159



**NEW 2011 Keystone MOUNTAINEER 335RET** WAS \$57,278 **NOW \$42,995** SAVE \$14,283 (888) 682-3036 Churchville, NY STK. # CHU64592



**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 326RLT** WAS \$56,028 **NOW \$43,389** SAVE \$12,639 (888) 672-5049 Syracuse, NY STK. # SYU66346



**USED 2008 Heartland BIGHORN 3400 RL** WAS \$72,758 **NOW \$43,995** SAVE \$28,763 (866) 755-9604 Charleston, SC STK. # CHN125340



**NEW 2011 Keystone MOUNTAINEER 335RET** WAS \$58,964 **NOW \$44,777** SAVE \$14,187 (888) 727-2952 North Little Rock, AR STK. # LIT10495



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



**NEW 2011 Jayco EAGLE 351RLTS** WAS \$59,755 **NOW \$44,915** SAVE \$14,840 (888) 896-2801 Albuquerque, NM STK. # ARV15394



**NEW 2011 Keystone MOUNTAINEER 345DBQ** WAS \$58,820 **NOW \$44,979** SAVE \$13,841 (888) 672-5049 Syracuse, NY STK. # SYU66347



**NEW 2011 Keystone MONTANA 2955RL**  
WAS \$59,995 **NOW \$44,988** SAVE  
\$15,007 (888) 484-3906 Spartanburg, SC  
STK. # GR124839



**NEW 2011 Crossroads KINGSTON 30SB**  
WAS \$54,841 **NOW \$44,995** SAVE \$9,846  
(866) 820-0335 Council Bluffs, IA STK. #  
CBI11545



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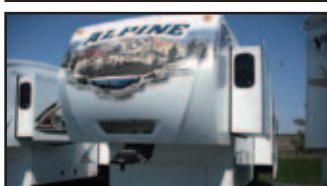


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U 2005 Fleetwood WILDERNESS 320DB	CFX3378	\$18,760	<b>\$15,998</b>	(888) 457-4801
N 2011 Coleman COLEMAN CTU187QB	MAD16686	\$20,595	<b>\$17,995</b>	(888) 242-0293
N 2011 Coleman COLEMAN CTS274BH	MB125241	\$20,231	<b>\$18,062</b>	(888) 692-9016
U 2006 Keystone LAREDO 31RL	KSC2113	\$23,995	<b>\$19,999</b>	(888) 454-1707
N 2011 Dutchmen KODIAK 181E	VAC12630	\$24,346	<b>\$20,326</b>	(888) 479-3568
U 2008 Dutchmen ADIRONDAK 31BH	KSC2127	\$25,900	<b>\$22,499</b>	(888) 454-1707
N 2011 Dutchmen KODIAK 282BHGS	SAC11458	\$29,201	<b>\$24,127</b>	(888) 480-3175
U 2010 Keystone SPRINTER 250RBS	GR125058	\$29,998	<b>\$24,898</b>	(888) 484-3906
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N 2011 Keystone HIDEOUT 26RLS	MES14830	\$28,254	<b>\$25,745</b>	(888) 542-3819
N 2011 Coleman COLEMAN CTS260BH	ROA11812	\$31,269	<b>\$25,959</b>	(866) 775-0682
U 2009 Dutchmen DENALI 270RL-DSL	GR125864	\$30,394	<b>\$26,884</b>	(888) 484-3906
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N 2010 Dutchmen AEROLITE 27FK-DSL-BS	KAT8775	\$34,875	<b>\$28,995</b>	(888) 668-6715
N 2011 Keystone COUGAR 26BHS	SLV22112	\$35,378	<b>\$29,995</b>	(877) 834-0429
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N 2011 Keystone COUGAR 318SAB	BAT66340	\$42,033	<b>\$34,995</b>	(866) 502-8238
N 2011 Keystone SPRINTER 292FWBHS	GRW324882	\$41,891	<b>\$34,995</b>	(866) 754-7302
N 2011 Coleman COLEMAN CTF259RE	LVN36711	\$40,266	<b>\$34,995</b>	(877) 289-0812
U 2008 Heartland BIG COUNTRY 3250TS	AV014594	\$39,998	<b>\$34,995</b>	(888) 348-5909
U 2006 Excel EXCEL 33RSE	KC1CN0991A	\$39,900	<b>\$34,995</b>	(888) 819-7952
U 2007 Thor GRAND JUNCTION 32TCG	CFX3482	\$38,998	<b>\$34,995</b>	(888) 457-4801
N 2011 Starcraft LEXION S-LITE 295RLS	SAC12168	\$43,392	<b>\$35,871</b>	(888) 480-3175
N 2011 Keystone SYDNEY 321FRL	WDS15031	\$41,696	<b>\$35,900</b>	(888) 815-7523
N 2011 Keystone SYDNEY 329FBH	WDS15032	\$42,402	<b>\$35,995</b>	(888) 815-7523
N 2011 Keystone LAREDO 266RL	VAC11658	\$38,622	<b>\$36,887</b>	(888) 479-3568
N 2011 Keystone SYDNEY 330FRL	TAL37515	\$44,995	<b>\$36,995</b>	(888) 902-8565
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U 2009 Heartland BIG COUNTRY 325TSL	POR37152	\$44,950	<b>\$37,950</b>	(888) 850-5575
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N 2011 Dutchmen COLORADO 320BS-FW	CBI11725	\$46,589	<b>\$38,888</b>	(866) 820-0335
N 2011 Keystone COUGAR 293SAB	MB125313	\$43,977	<b>\$38,987</b>	(888) 692-9016
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N 2011 Keystone COUGAR 296BHSH	MB125310	\$45,334	<b>\$39,477</b>	(888) 692-9016
N 2011 Keystone COUGAR 327RES	HAR68636	\$48,510	<b>\$39,897</b>	(888) 903-6787
U 2008 Keystone EVEREST 344J	POR37091	\$44,950	<b>\$39,950</b>	(888) 850-5575
N 2011 Jayco EAGLE SUPER LITE 31.5RLDS	SAV15343	\$46,416	<b>\$39,995</b>	(888) 696-2165
U 2008 NuWa HITCHHIKER 348SB	HIL35687	\$49,950	<b>\$41,950</b>	(888) 859-6653
N 2011 Keystone COUGAR 296BHSH	STR11528	\$47,817	<b>\$42,777</b>	(888) 860-8684
N 2011 Keystone COUGAR 299RKSH	STR11529	\$47,813	<b>\$42,777</b>	(888) 860-8684
N 2011 Keystone COUGAR 326MKS	SLV20869	\$52,373	<b>\$43,415</b>	(877) 834-0429
N 2011 Jayco EAGLE 321RLTS	ORV15226	\$53,665	<b>\$45,995</b>	(888) 617-5406
U 2009 Dutchmen GRAND JUNCTION 35TMS	MER11879	\$52,995	<b>\$45,995</b>	(888) 254-9145
N 2011 Keystone SYDNEY 325FRE	ABRV36164	\$51,592	<b>\$46,431</b>	(888) 614-5201
N 2011 Keystone MOUNTAINEER 324RLQ	GRV506931	\$57,871	<b>\$47,887</b>	(888) 471-3546
U 2008 Heartland BIG HORN 3600RL	STA126284	\$52,798	<b>\$47,988</b>	(866) 673-0250
U 2008 Heartland BIGHORN 3670RL	KC2CS337	\$54,997	<b>\$48,995</b>	(888) 463-3995
N 2011 Keystone MOUNTAINEER 335RET	GRV507195	\$58,439	<b>\$49,887</b>	(888) 471-3546
N 2011 Jayco EAGLE 351RLTS	KC510874	\$57,965	<b>\$49,995</b>	(866) 415-9726
N 2011 MONTANA HIGH COUNTRY 343RL	COL125220	\$64,135	<b>\$53,985</b>	(888) 848-7312
N 2011 MONTANA HIGH COUNTRY 333DB	LVN38423	\$63,773	<b>\$54,995</b>	(877) 289-0812
N 2011 MONTANA HIGH COUNTRY 323RL	LVN38424	\$62,968	<b>\$54,995</b>	(877) 289-0812
N 2011 Keystone MONTANA 3150RL	SLV22113	\$71,623	<b>\$61,788</b>	(877) 834-0429
N 2011 Keystone MONTANA 3400RL	STA124740	\$74,995	<b>\$62,758</b>	(866) 673-0250
N 2011 Keystone MONTANA 3455SA	SLV20889	\$83,697	<b>\$69,612</b>	(877) 834-0429
N 2011 Keystone MONTANA 3615RE	ABRV35474	\$83,614	<b>\$75,253</b>	(888) 614-5201

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# AMERICA'S OUTBACK

by Bill Graves

## WOOLAROC, OKLAHOMA

**"WOOLAROC TAKES ITS NAME FROM WHAT IT IS — 3,600 ACRES OF WOODS, LAKES AND ROCKS."**

In Oklahoma, a roustabout is as common as a cowboy in Montana or a lobster fisherman in Maine. It's a trade found here in the oil patch. A physically demanding job, oftentimes dangerous, roustabouts work around drilling rigs.

Andy Park is a roustabout; that's his day job. But when I met him he was playing bluegrass on a mandolin accompanied by the rest of his family — his wife Rosemanne, on the base fiddle, and up to five kids.

"Andy has always played music. It's been a part of the kids' lives," Rosemanne told me. "But when we took them to the Oklahoma International Bluegrass Festival in Guthrie a few years back, they came home really charged up. And they were just little kids. The next thing you know, Andy is buying guitars, banjos and fiddles. They took lessons, worked hard, won scholarships for more lessons, and on it goes to this day."

Their 14-year-old daughter Paige started with the fiddle at the age of 5. "That's too young," her mother said. "I literally had to take the lessons with her." But Paige was winning statewide talent contests by the time she was 12.

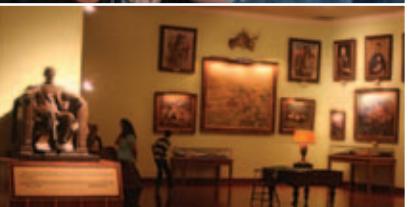
"Paige loves music and plans way beyond today. She wants to play backup fiddle with Taylor Swift by the time she is 16."

"Why backup?" I asked, assuming that was like playing "second-fiddle."

"She says that she wants to play music with the best, but not be in the spotlight ... wants to be able to still go into Walmart and not be recognized."

They play mostly on weekends at bluegrass festivals. With five kids, Andy has been known to say, "we play for food, depending on what you're havin'."

I have been to a few bluegrass festivals. They go on for days and are like RV campouts. Usually held at small-town fairgrounds where there is plenty of parking, people come as much to make music as to listen to it — it's a thin line between the "grinners" and "pickers." Off-stage groups probably outnumber those on-stage by 10 to one.



Andy and Paige, part of the seven-member Park Family Bluegrass Band, fiddle, pluck and sing all across the United States, including performances in Woolaroc, which is still a showplace of Wild-West elegance.

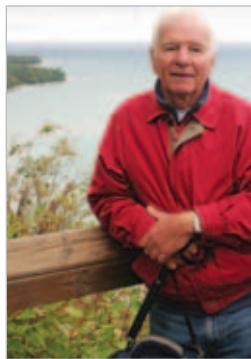
Accompanied by the hum of an occasional generator, bluegrass permeates the camping area beginning at coffee time, through happy hour and well into the dark hours when campfires smother the chill. The "grinners" mill around as if in fear of missing something really good. Many carry folding chairs so when they find it, they stay.

But this was no bluegrass festival: I met the Parks at an evening charity event at a wilderness spread called Woolaroc — once the ranch-retreat of oilman Frank Phillips, as in "Phillips 66," now ConocoPhillips. The Parks were playing for a few hundred mingling Oklahomans, most of them from nearby Bartlesville.

In the rolling Osage Hills of northeastern Oklahoma, Woolaroc takes its name from what it is — 3,600 acres of woods, lakes and rocks. In the 1920s it was a rustic haven, yet a showplace of Wild-West elegance. There Phillips entertained the famous and the influential of the last century — it was almost a second home for Will Rogers — as well as for Indians, cowboys, even outlaws.

Endowed by the Phillips, Woolaroc is today an anomaly: a Western Art Museum, a wildlife refuge, a Heritage Center and the elegant one-time home of the Phillips, all linked by miles of nature trails. The animals here — elk, deer, longhorn cattle, bison and wild mustangs — roam freely. As do we who visit.

Tastefully displayed at Woolaroc is the lifestyle of a man who ascended from small-town barber to world-prominence as an industrialist and philanthropist. Only in America. And in case you didn't know, our country is also the home of bluegrass music. Welcome to America's Outback. ☂



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

Next month Bill will be in Bedford, Virginia.

Collect something other than baggage fees and hotel bills.

## MEMORIES, PERHAPS.



Fig. 1 Bullfrog



Fig. 3 Spring Azure Butterfly



Fig. 2 Banded Gecko



Fig. 5 Queen Caterpillar



Fig. 7 Pollywogs



Fig. 6 American Toad



Fig. 8 Dragonfly

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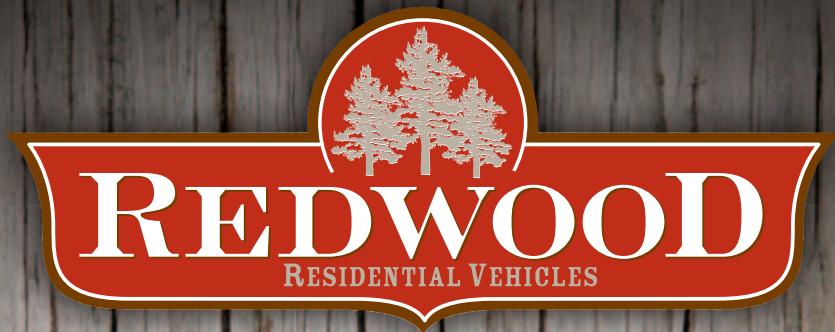
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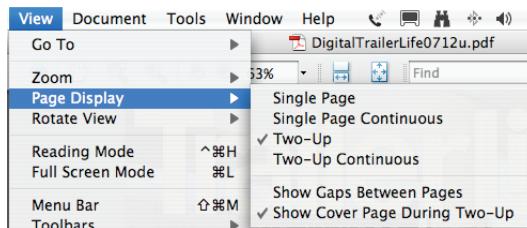
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