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The Ford EcoBoost handles a 24-foot travel trailer with poise in Southern California's Rose Valley. See story on page 50.

Photo by Rich Cox Photography.

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DRIVER'S SEAT



by **Bob Livingston**

TO AND FROM THE RALLY

We returned from a three-week trip — including six days at The Good Sam Rally, presented by DISH Network, in Redmond, Oregon, last July — just before this issue went to press. That gave me just enough time to share some observations I made during our trip. First of all, three-week trips seem to be getting shorter as we get older. Once we got into the groove — even though summer temperatures in most of the locations we visited reached scorching heights — it was hard to point the rig toward home.

The Rally was a lot of fun, and being in Redmond for the third time eliminated our need to acclimate to the area. A good-sized crowd enjoyed four days of great entertainment, informative seminars and, of course, rows of new RVs and accessories and gadgets (see The Rally coverage, including previews of what's ahead in 2012, starting on page 42). Multiple rallies next year will make it even easier for RVers across the U.S. and Canada to attend. The first is slated for Phoenix, Arizona, in March; then comes Louisville, Kentucky, in June; and the third in the series will be held in Daytona, Florida, in November, so mark your calendars.

Most of the following observations were made to and from The Rally. Here we go.

Campground etiquette: I think a lot of people need a refresher course in proper campground behavior. It's nice to see younger families in the parks, but frankly, the newbies need some guidance. At one park, so many people cut through our site to get to the restrooms — on foot and bicycles — that I felt like setting up a kiosk and charging a toll.

Never prejudge a campground because it seems to be in a less-than-desirable location. On the last night of our trip we stopped at Kit Fox RV Park in Patterson, California, adjacent to not-so-scenic Interstate 5. The managers of the park gave us a tip about a lady in town who caters Mexican food and delivers to the campground. Great suggestion. The owner of Grandma's Tamales is an RV enthusiast who stopped traveling when her husband passed away. Now she prepares some of the best authentic Mexican food we've eaten — adding to a surprisingly enjoyable evening in Patterson.

Speaking of food: I'm not sure why most people overeat while on RV trips, but it seems to go with the territory. We're no exception. Blame Trader Joe's for our overindulgence. Now that the eclectic food chain has expanded to many locations throughout the country, we make it a point to search out nearby stores. Consequently, we buy too much food, albeit under the guise of new culinary adventures, and never pass up the sample tables. We're headed for Quartzsite next winter (see page 24), so we'll have to stock up before we leave.

Cooking outdoors is our passion. One friend grilled stuffed peppers while Jon Sattler of Auspitt Outdoor Rotiseries filled four spits with three chickens, two hunks of lamb, a pork roast, pork tenderloin, three cuts of beef and a bunch of appetizers, and cooked them over an open fire. Shockingly, all that meat was for only one meal and quickly consumed — in almost medieval fashion — by our group. See what I mean about food?

Friends: That's the No. 1 reason we travel in an RV. We hooked up with my old buddy Bill Estes (Publisher Emeritus of this magazine), and connected with other friends. By the time we reached The Rally grounds, we were 13 rigs — and 27 people — strong.

My last observation is that RVs are bug magnets. I've spent way too much time obsessing over how to keep them from sticking and trying to remove them once they're stuck. I'll share that craziness in the future. 🐞

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RAND McNALLY

DATA



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LETTERS

from our **Readers**

“No one was to blame — except maybe Mother Nature — but she didn’t keep our reservation fee because we failed to show up.”



PEI ALTERNATE ROUTE

I enjoyed the article in the August issue about Prince Edward Island. It brought back fond memories of our RV trip to PEI several years ago. I would offer another option to crossing on Confederation Bridge, and that is to take the ferry across from Caribou, Nova Scotia. You can then tour PEI from east to west and leave the island via the bridge and arrive in New Brunswick. Of course, you could reverse the trip, but be aware that there is no toll getting to the island; you only pay when leaving. Since the fare for the ferry is almost double the bridge toll, the route I chose was a no-brainer.

W.F. Prim, Mobile, Alabama

PORTABLE GENERATORS & FIFTH-WHEELS

I enjoyed reading the article in the August edition, titled “AC Genset Showdown.” I’d like to see a similar comparative article on the top fifth-wheel trailer hitches.

John Stewart, Via email

RESERVATION MALADIES

I guess for the last 40 years or so we were spoiled making campground reservations. It was so easy, and you didn’t need a computer with a satellite link to do it. If you had a breakdown or the weather got so bad you couldn’t travel, it was easy to cancel — and it was a free service. This spring during some torrential weather we tried to

call some state parks where we had made reservations to learn if the weather had forced them to close, and only one answered. The ranger stated that it was raining so hard he was scared for the first time in his life and that we should definitely turn around. I suspected the other parks that didn’t answer were experiencing the same weather.

No one was to blame — except maybe Mother Nature — but she didn’t keep our reservation fee because we failed to show up. In the good old days, no one would have. Camping like everything has gone “high tech” — with extra fees for phone calls as opposed to online communication. Someone figured out how to turn

making reservations into a for-profit business. Please don’t take this too seriously, as I also dislike power-generating windmills littering the landscape next to my favorite campgrounds.

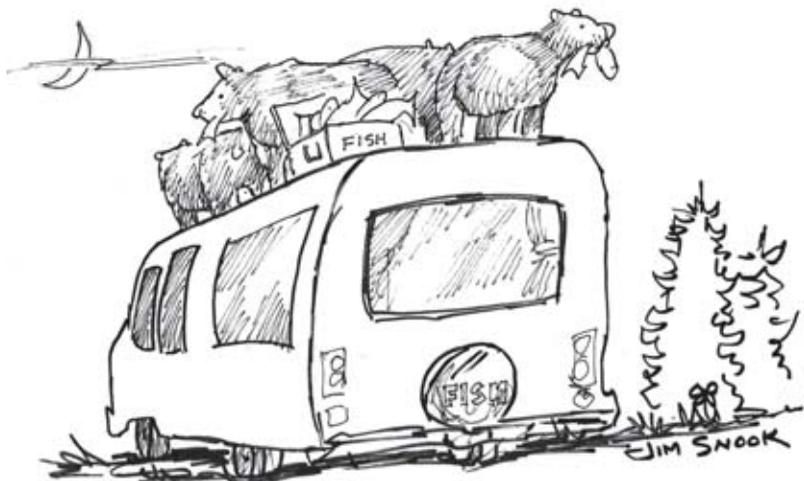
D. Ballard, Via email

OSWALD’S BEAR RANCH

A friend of mine from Wisconsin let me read her copy of *Trailer Life*. I see you went to Michigan in August to Oswald’s. Our beautiful state park is just 15 miles up the road from Oswald’s, called Muskallonge Lake State Park. It’s located on its namesake lake, and across the street is Lake Superior. I truly believe you would enjoy it.

Brenda Frechette, Via email

SNOOK’S NOOK



“Naw! I don’t hear nothin’!”

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

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AROUND

THE BEND

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Edited by Marleen Canniff

EAGLE CAP IS BACK

There was a short break in Eagle Cap manufacturing last year, when Adventurer LP (ALP) purchased the assets of the then-closed company. But now ALP has increased production of Eagle Cap Truck Campers for the second time this year, trying to keep up with orders. It has already produced and shipped several runs of the popular 850, 950 and 995 single-slide models and is completing



the first run of its 1160 double-slide truck camper, the redesigned 1050, and its new triple slide. Each truck camper is designed with innovative interior features, such as full-wall and dinette slideouts, hardwood cabinetry, hand-upholstered valances and no-wax vinyl floor

coverings. The base msrp ranges are from \$25,900 to \$40,985.

For details, call (509) 895-7064 or visit www.amlr.com.

DEVIL'S DEN

Being the month of All Hallows' Eve, it's the perfect time for scary stories, and Devil's Den State Park in northwestern Arkansas has some of its own. According to one, early white settlers heard the Devil roaring from "at least two of its caves." And from the 1½-mile Devil's Den Trail — with clefts all too dark and deep to see far into — you could easily imagine the ruler of the underworld dwells within. The park lies in Lee Creek Valley in the Boston Mountains and offers 20 miles of trails, a swimming pool, fishing, boating, picnic facilities, interpretive programs, a café, a gift shop, RV supplies and camping with 146 sites, many with hookups.



For more information, call (479) 761-3325 or visit www.arkansasstateparks.com/devilsden. — Pamela Selbert

RANCHO DE LAS GOLONDRINAS

For weary Spanish soldiers, priests and settlers making the long and difficult trek along El Camino Real from Mexico City to Santa Fe, El Rancho de las Golondrinas (Ranch of the Swallows) must have been a proverbial sight for sore eyes. This ranch was the last encampment before reaching the colonial capital, some 16 miles north. It thrives today as a living history museum

and New Mexico's most authentic tableau of Spanish Colonial culture and lifestyle.

Several annual festivals make this a must-stop destination. Its Harvest Festival is next up, where you can bring in the harvest with villagers as they crush grapes for wine by foot, string chile ristras and much more. Set for October 1-2, it's the area's most popular community celebration.

With all this activity, there's no better time to make the 1½-mile stroll through the rambling rancho, with its 18th-century adobe placita house, chapel, primitive water mills, threshing ground, blacksmith and wheelwright shops, fields, vineyards and more. For more information, including admission fees, call (505) 471-2261 or visit www.golondrinas.org. — Dave G. Houser



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We saw some cool products at The Good Sam Rally, presented by DISH Network, and the Port-a-Lift by Ability Access is definitely one we want share with our readers. Port-A-Lift is a personal transfer system that makes traveling in your RV accessible for those who otherwise could no longer easily get in and out of their vehicles. Port-A-Lift's powered arm supports your full weight as you sit in a chair-like sling, while up-and-down and side-to-side motion is controlled manually to allow precise placement wherever you want to go — in your vehicle, home, bed, etc. Additional accessories can load your wheelchair or scooter in any vehicle. Made in the USA, prices begin at \$2,195.

For more information, call (888) 538-9514 or visit www.port-a-lift.com.



SELF PROTECTION FOR RVERS

This past summer in Redmond, Oregon, at The Good Sam Rally, presented by DISH Network, we happened by a product that created a lot of buzz among rally-goers: Lasergrips by Crimson Trace. Recent market research indicates more than 70 percent of all RVer's own a handgun for personal protection, which makes it clear why this product was so widely popular at the show. The sad truth is that no matter where you go or how safe your campground seems to be, there are always bad guys somewhere. And although owning a handgun may give you peace of mind, if you can't aim — or if you lose confidence when you need it most — a gun won't be effective and can be dangerous. Lasergrips allow you to point your laser on the target and the shot will follow the red dot precisely, taking the guesswork out of a threatening situation. This accessory attaches to the handgun's grip frame, and is instantly activated by simply holding the gun.

Another Crimson Trace product, the Lightguard, pairs with Lasergrips by providing instant activation of a strong, white light so you can identify your target in the dark. The Firearms Industry Academy of Excellence recognized the Lightguard as the 2011 Self-Defense Product of the Year — the seventh consecutive year it has won this award. The lithium-battery-powered Lasergrips product line includes more than 80 models of handguns and retails for \$209-\$359, while the Lightguard retails for \$149.

For more information, call (800) 442-2406 or visit www.crimsontrace.com.



PORTABLE CAMP KITCHEN

An outdoor kitchen simply enhances the enjoyment of camping. The people at My Camp Kitchen know this and have been creating hardwood portable kitchens since the 1960s. Each My Camp Kitchen product uses the strength and beauty of hardwoods, dovetail and dado joinery with brass-finished hardware to provide its customers with a durable product. The Outdoorsman pictured here is designed to hold all you need for enjoyable outdoor cooking. Depending on options, it retails from \$275 to \$465. We witnessed the quality of each piece of this series in person at The Good Sam Rally, presented by DISH Network, but you can virtually check them out at www.mycampkitchen.com.

For more information, call (303) 972-4721.



NEWSWIRE

NuWa Industries of Chanute, Kansas, manufacturers of HitchHiker fifth-wheels for 40 years, will be providing six RV living quarters — each loaded with slideout rooms and amenities such as air conditioning and comfortable beds — for Extreme Makeover personnel as they fulfill a Kansas family's dream of a "makeover" home. The show will air in October. For more details, go to www.nuwa.com ... **Go RVing is hitting the road** to begin shooting all-new ads and website photos for the upcoming "Away" campaign, scheduled to be unveiled at RVIA's 2011 National RV

Show and start running in early 2012. The new ads and website will be unveiled at the Outlook opening breakfast of the Louisville Show on November 29 ... **Wireless Internet provider TengolInternet** has agreed to provide Wi-Fi network services at 10 Kentucky State Park campgrounds, a measure to help the Kentucky Department of Parks increase park guests and enhance the visitor experience by offering an outdoor Wi-Fi amenity. The company currently manages high-speed wired and wireless networks for more than 900 RV resorts, campgrounds, hotels and marinas in 49 states,



Canada and Mexico. For more information, visit www.tengointernet.com or call (512) 469-7660 ... **Rollin' On TV, a cable broadcast show** about RVs and the RV lifestyle, covered The Good Sam Rally,

WEB EXCLUSIVE



» This month's Web Exclusives features extra Good Sam Rally photos and floorplans, as well as bonus details about Missouri's Highway 21.

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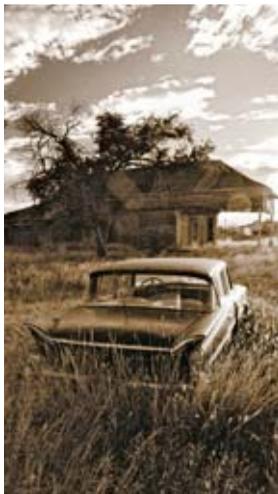
RV-SPECIFIC GPS

After extensive research and beta testing in the RVing community, Rand McNally has released the TripMaker RVND 5510, a GPS that provides RV-specific routing, campgrounds, parking, amenities and things to do along the way. The routing includes legal topics, height and weight restrictions, right- or left-turn preference based on 11 different RV types, and a quick reference to the Rand McNally Road Atlas. It also offers text directions as well as turn-by-turn spoken directions so the driver can focus on the road ahead. The company is also introducing its brand-new TripMaker RVND 7710, which has a high-definition 7-inch display and includes historic traffic patterns to calculate routes as well as the ability to import custom locations. The new unit will be available October 1 in Camping World, truckstops and online stores.

For more information, call (800) 678-7263 or visit www.randmcnally.com/rvgps.



GHOST TOWNS OF ROUTE 66



Looking for a spooky read to set the tone for spending Halloween on the road? "Ghost Towns of Route 66" by Jim Hinckley (Voyageur Press, hardcover, 160 pages) is the kind of book that would look great on display in your trailer. The book examines 25 communities that were once boomtowns from Illinois to California, with photographer Kerrick James capturing dilapidated railroad and stagecoach stops, cattle ranches and more in stunning photographs. A map, history tidbits and travel suggestions along "America's Main Street" complement the photos, making the book interesting to read cover to cover or to flip through while traveling state to state, searching for a ghost town to explore. The book retails for \$25 at most booksellers. — *Meaghan Alfier*

presented by DISH Network, in Redmond, Oregon, this year. Show host Jeff Johnston, a regular contributor to *Trailer Life* and *MotorHome* magazines as well as other Good Sam Family publications, headed up the show's team in this high-desert community to give viewers a close-up look at what makes Good Sam Rallies so much fun and so worthwhile to attend. To watch this episode and to learn more about the show, visit www.rollinontv.com ... **The Trailer Life Directory** team has a new

RV Park Finder app that's now available for iPhone, iPad and iTouch in the iTunes App Store. With this new app, users can search by city, state or province to find all of the 11,800 RV parks, campgrounds, attractions, and travel services that are listed in the Trailer Life Directory. Be a part of the excitement by searching for RV Park Finder in the iTunes App Store and checking it out for yourself!





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

GET IT IN WRITING

At a standstill in trying to receive written confirmation from an extended warranty from an appliance manufacturer, a reader asked for our help:

On July 17, 2009, I sent a check in the amount of \$319.40 to Dometic for an extended warranty on the refrigerator and air conditioner in my fifth-wheel that will span until February 18, 2014. The amounts represent \$130.10 for the air conditioner and \$189.30 for the refrigerator.

None of the above is in dispute — the company acknowledges that I have these coverages — but to date I have not received any written confirmation of the coverage. I have notified the company on several occasions beginning on August 31, 2009, and the last time on April 18, 2011. I am always promised the necessary documents, but to date I have nothing but those promises.

Any help you can give me would be appreciated.

Max C. Jones, Jr.,
Newland, North Carolina

It's clear that Jones has been paying attention. Always demand written confirmation of an extended-service warranty, just in case its existence is called into question later on. Just because they cashed your check doesn't always mean they'll honor your warranty. In this case, however, all it took was some persistence from Jones ... and a little nudge by *RV Action Line*:

Congratulations! You solved my problem with Dometic that I had been working on for more than two years with just one letter. Dometic not only sent me the warranties on my air conditioner and refrigerator that I had purchased in 2009, but it sent me duplicates — four in total.

M.C.J.

BRING IT BACK?

After a dealer refused reimbursement for repairs stemming from what they consider an incomplete brake job, two readers asked for help:

Last winter, we had the rear brakes replaced on our 2002 Dodge dualie at Haddad Dodge in Bakersfield, California, at a cost of \$767.95. By the time we arrived in Tucson, Arizona, a month later, the right rear axle seal was leaking and had to be replaced by Tucson Dodge (\$270.64).

The manufacturer says the axle seals must be removed and replaced as part of the brake service for our truck model. The Tucson dealer thought the Bakersfield dealer should back its work, which didn't happen. Haddad told us we had put 3,000 miles on the vehicle during the month, and they were never given the opportunity to review the situation before we had the (necessary) repair completed, so they wouldn't reimburse us. Obviously, we weren't going to tow our trailer some 700 miles back to Haddad with a failed seal.

After numerous calls to the service manager at Haddad, he finally admitted he was told the work was done incorrectly. However, Haddad maintained that since we put so many miles on the truck and they were never given the chance to review the situation, they weren't liable.

We firmly believe we are entitled to be reimbursed \$270.64 we had to pay Tucson Dodge to repair Haddad's mistake.

Kenneth R. & Jane Trease

It seemed that the Treases had a valid argument: Thirty days after the brakes were repaired by Haddad, they experienced a failure from the service work. And, being 700 miles from the original repair shop made it virtually impossible to return the trailer for review.

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RV ACTION LINE

So, we passed along the complaint to Haddad asking them to reconsider.

We heard back a short time later:

Thank you for your letter (regarding the Trease family). While we enjoy receiving letters exhibiting positive remarks, it can also be beneficial to receive those that are not positive. It is with these letters that we are able to better assess our weaknesses and strive to improve.

We apologize for the inconvenience that occurred, and have sent a check for \$270.64 to reimburse Mr. and Mrs. Trease.

Elias W. Haddad,
 President, Haddad Dodge-Kia

STICKER SHOCK

After discovering the decals on his 4-year-old trailer were beginning to wrinkle, a reader turned to *RV Action Line* for help:

With the RV season approaching, I was eager to prep my unit for a fun summer of camping. When I removed the RV cover, I found the decals on the front of my Keystone Sprinter trailer had begun to wrinkle. The wrinkles are only on the front of the unit, though I do wonder about the overall structure of the trailer. The trailer has been used minimally since we bought it, and has always been covered for winter storage while not in use.

Can you help me get some help from Keystone?

GW Catron,
 Wytheville, Virginia

RV decals are sometimes a sticky situation (pardon the pun). They are often one of the first components to show evidence of an improperly stored RV, and can be difficult (and costly) to obtain and replace with an exact match.

However, it appears Catron did everything right, in that he protected his investment during the winter months with an RV cover. Coupled with the fact that the trailer was only a few years old, we didn't think it would be too much to ask for replacement decals from the manufacturer.

Turns out Keystone agrees:

I have received the information regarding your 2007 Keystone Sprinter. Keystone

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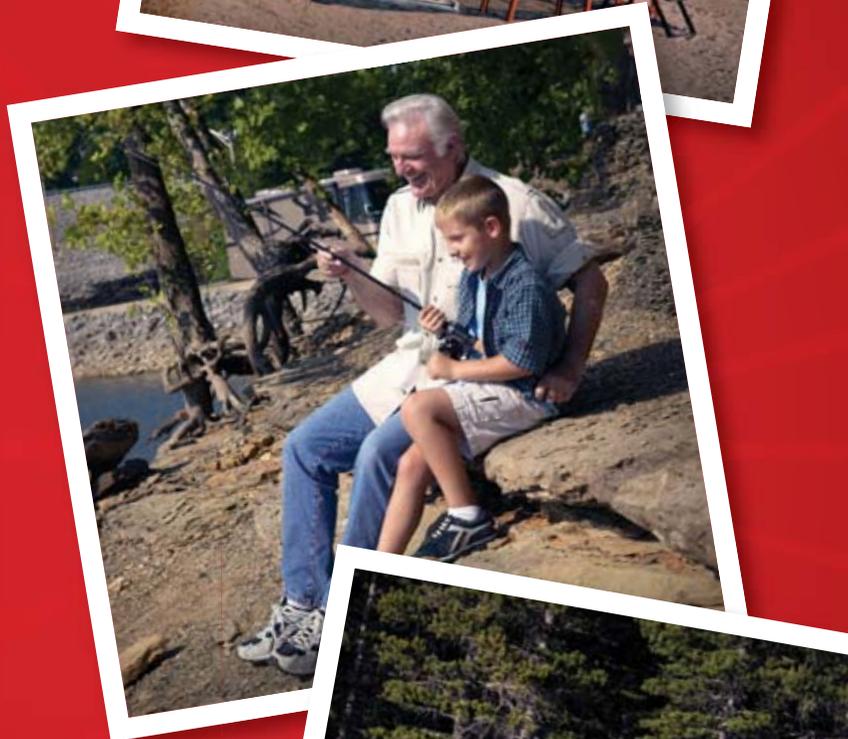
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THE OUTSIDER

by **Bruce Leonard Jr.**



A GOOD WALK IMPROVED

"AS I WATCHED THE SUN DECORATE THE SKY BEFORE DISAPPEARING INTO THE HORIZON, I FULLY APPRECIATED THE BEAUTY CREATED BY THIS DAILY CELESTIAL CYCLE."

To my dismay, my midsection had gotten soft. I had not yet contemplated applying for a weight-loss reality show nor investigated lap-band surgery. Yet similar to the proverbial frog in the frying pan that does not recognize the incremental increase in the temperature until it's already half-cooked, my jellyroll had expanded and the numbers on the bathroom scale had crept upward. My back had been giving me trouble for weeks, so I had not been exercising as I usually did, but I quickly needed to find a method to reduce the goo before my stomach required its own ZIP code.

Walking seemed to be the answer. Although I would not likely increase my heart rate sufficiently unless I race-walked up hills, I would certainly burn calories. And since weight loss results from burning more calories than one takes in, I was soon walking. Since perambulation can be done nearly anywhere, it may be the perfect exercise for RVers, who don't need to tote around exercise equipment. As an added benefit, those who put one foot in front of another get to peruse scenery at a pace slow enough to appreciate it, stopping to smell the roses, if roses there be.

Not long after making the commitment to walk daily, I found myself in a campground in Cardiff-by-the-Sea, one of the beach towns that dapple Highway 101, north of California's second-largest city, San Diego. The campground at San Elijo





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THE OUTSIDER

State Beach sits high on a bluff that overlooks the Pacific Ocean. I grew up near the sea and have been known to take it for granted, yet from my campsite, as I watched the sun decorate the sky before disappearing into the horizon, I fully appreciated the beauty created by this daily celestial cycle. I'll likely never have a million-dollar home that overlooks the sea, but I can always park my rig in a campsite along the shore, then admire the priceless views.

As dusk and the gloaming mingled, I decided to walk the flights of steps that lead down from the campground to the beach. Dripping-wet surfers, their boards tucked under their arms, nodded to me as we passed each other on the wooden stairs. After stepping into the sand, I reversed my course, headed upwards and nodded to the wet-suit-bedecked surfers hustling downwards toward the sea to catch a few last waves before dark. I knew my repeated up-and-downs on the stairs were burning calories, but I was wise enough not to

over-exert myself, since my real walking would begin early the next morning.

Whether Mark Twain actually quipped "golf is a good walk spoiled" has been debated, just as the sentiment that the comment conveys has been. Anyone who has shanked a ball into the water or otherwise humiliated himself on the golf course knows what Twain meant, provided he actually said the line. Yet anyone who has driven a ball long and straight, sunk a 30-foot putt or made a miraculous par save from a greenside bunker would suggest that Twain was simply a bad golfer.

But regardless of one's golfing bias, the quote highlights the fact that golf was originally a sport played exclusively by walkers. Studies have shown that the average golfer walks a minimum of four miles while playing a full-length, 18-hole course. If carrying one's own clubs is factored in (or pulling them with a pull-cart), the caloric burn is significant (and at least one study has shown that walking golfers shoot lower scores).

Yet I did not touch my clubs during my visit to Cardiff-by-the-Sea, nor during my exploration of Encinitas to the north or the artsy Solana Beach to the south. I was in San Diego County to attend the Farmers Insurance Open, one of the tournaments on the PGA Tour's West-Coast swing. Unlike nearly every other kind of sporting event, fans who attend golf tournaments are not assigned seats in which they must sit for the duration of the events. No, fans who attend golf tournaments are active participants in the event. They do not tee up balls nor stroke putts, of course, but they can choose which players they want to follow, which holes they want to admire and where they want to stand or sit. Following Tiger for a few holes, then Phil, then Ernie, then Bubba, then any of the other professional athletes who generally make the very difficult game of golf look quite easy requires decent planning and quite a few repetitions of "one foot in front of the other."

The Farmers Insurance Open is played on Torrey Pines Municipal Golf Course, which actually consists of two courses, the North and the South. I had never been to the courses that sit high on bluffs above the Pacific, though I had seen the historic courses — the South being the more difficult and the more famous — on television. I parked my rig in the lot, took a shuttle to one of the entrances, then entered a gorgeous, well-manicured world of various shades of green, set off by the light blue of the sky and the dark blue of the sea. As I walked from hole to hole, first following Will Strickler (playing in his first PGA Tour tournament, with my friend Scott Martin carrying his bag), then following bigger-name players on the second day of the tournament, Friday, I was grateful to be outside, getting plenty of exercise amid such tremendous scenery, all while seeing how the game is meant to be played.

Over the course of the tournament, I walked and walked and walked. Professional golf tournaments exist throughout the country, and I plan to attend more of them. Perhaps you'll see me at one. I'll be the guy with the flat belly. 🍌

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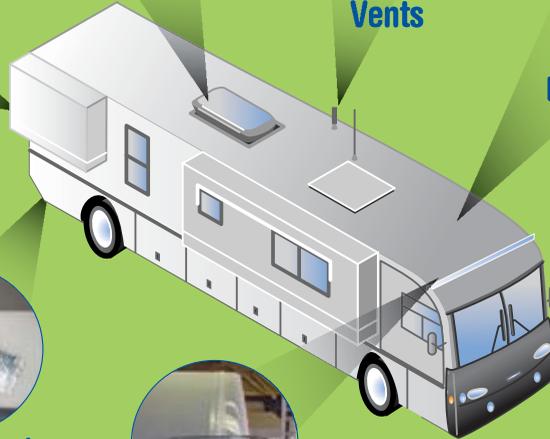
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ASSATEAGUE ISLAND NATIONAL SEASHORE

by **Len Cousineau**

Whether visitors arrive via the north entrance, eight miles south of Ocean City, Maryland, or via the south entrance, two miles from Chincoteague, Virginia, they will be able to enjoy the wild horses for which Assateague Island National Seashore is renowned. Legend has it that the island's most famous four-legged creatures are descendents of horses that survived a shipwreck off the Virginia coast, though it is more likely that mainland owners who were skirting fencing laws and taxation of livestock transported their horses to the island. Regardless of how the first horses arrived on this rugged, windswept isle, today's equines are split into two main herds, one on the Maryland side of the island, the other on the Virginia side.

Though technically the horses are feral, since they descend from domesticated stock, the horses are in fact wild enough to differ drastically from the saddle horses that exist in pastures throughout the country. The extreme heat, severe storms, poor-quality fodder and countless mosquitoes that the animals must endure have created tough horses that display unique behaviors. Under no circumstances should visitors approach or feed the animals, though people do every year and are bitten or kicked. In other words, visitors should admire these special creatures from a distance.

The new Assateague Island Visitor Center, located in the Maryland District of Assateague Island, before the Verrazzano Bridge entrance into the park, features a nature film, marine aquariums and touch tank, educational brochures and all-new exhibits.

Maryland's Over-Sand Vehicle zone is open, and travelers who intend to explore the miles of unspoiled beaches must purchase a permit and carry specific equipment that will aid in self-rescue.

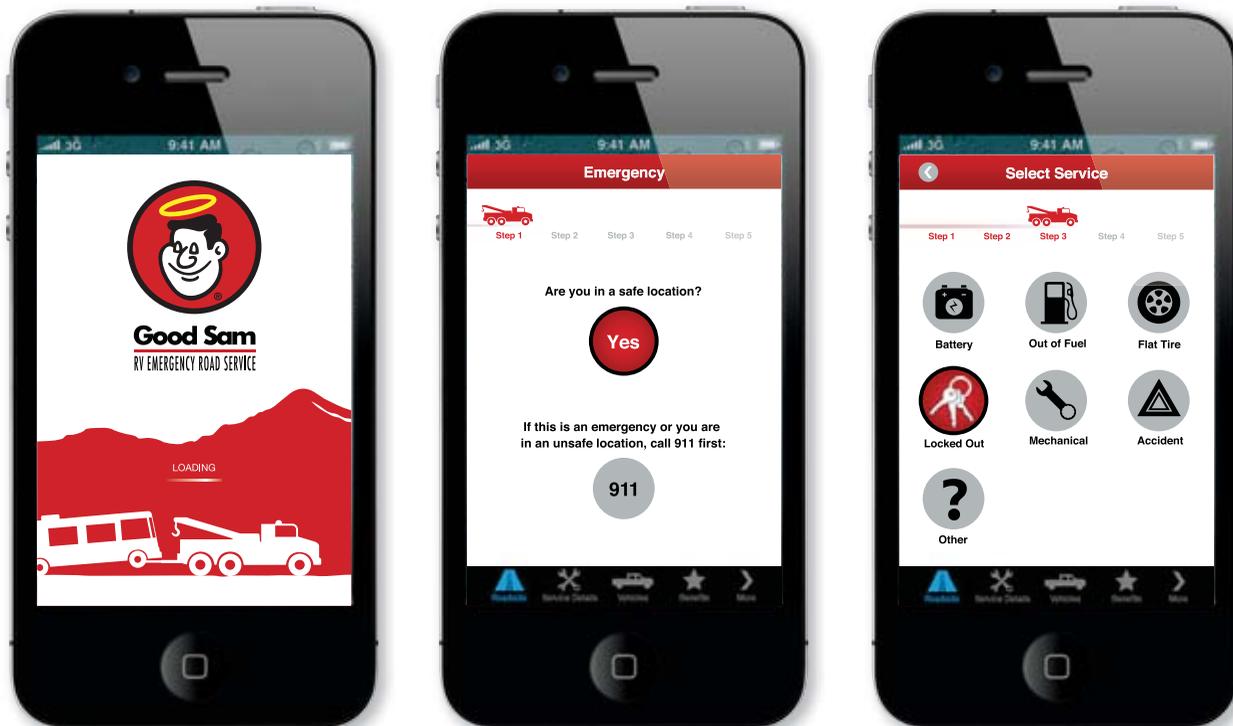
If campers choose to stay in Oceanside Drive-in or in Bayside Drive-in campgrounds (both in the Maryland district), they should make reservations during peak season, from April 15 through October 15. The sites are first-come, first-served the rest of the year.

The wild horses share the island with birds, reptiles, amphibians and invertebrates, as well as other mammals such as white-tailed deer and sika deer. Visitors to the island will likely learn to appreciate them all.

Assateague National Seashore, (410) 641-1441 (MD); (757) 336-6577 (VA), www.nps.gov/asis.



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QUARTZSITE, ARIZONA

The unlikely vortex of winter travel for RVing snowbirds

story and photos by Barry Zander



Each January, a strange thing occurs in the RVing world: the highways of North America all seem to lead to the northwest corner of Arizona as thousands of RV owners — snowbirds and otherwise — are mysteriously drawn from near and far to a very unlikely isolated vortex.

Tales of Quartzsite, Arizona, are recounted around the nation's RV parks, but until you get there, until you see the vastness inside and around the big tent and until you feel the energy coming from every direction, your imagination can't comprehend what it's all about.

The magnetic pull toward the tiny desert town of Quartzsite is astounding. RVers arrive in droves, eager to take in a unique American experience catering to their interests and needs. They look forward to hours of hard-core shopping, followed most evenings by relaxing in improvised desert campsites with other comrades, both newfound friends and long-time acquaintances.

Our visit to last year's "Sports, Vacation and RV Show" started on Day 3. By skipping the opening weekend, we avoided the mayhem brought on by hordes of shoppers squeezing into the wide but bottlenecked aisles for the first chance for bargains at the nine-day expo.

Traveling along Interstate 10 from the west in time for the first Monday of the show, we passed a steady stream of rigs of every size, configuration and condition heading in the opposite direction for hundreds of miles, obviously returning after a weekend of frenetic shopping. As we neared the town of Quartzsite, enclaves of RVs parked randomly in the desert came into view, scattered in proximity to hard dirt roads that come to life each year in January for the invasion.

Haphazard makeshift parking areas soon gave way to huge RV parks, overflowing with rigs parked side-by-side, more densely populated as we approached town. On a suggestion from friends, we drove 15 minutes north of I-10 at Quartzsite to a free Bureau of Land Management (BLM) camping area that extends for miles along Plomosa Road. We pulled onto arid desert terrain via a narrow path cleared by years of RVs zigzagging among the chaparral. We



Shopping here is mostly in tents, shelter from the sure-bet coming wind and rainstorms.

drove like lost souls looking for the perfect site — but, honestly, they were all pretty much the same.

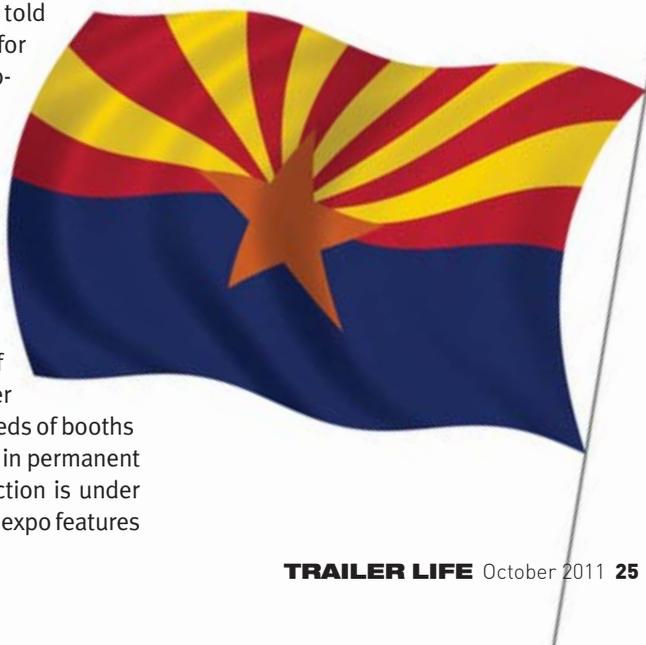
With trailer stabilizers lowered, just as the blue skies began changing to gold, we settled in. In preparation for a weeklong stay, I wandered over to visit neighbors Kathy and Bob to let them know we were Quartzsite rookies. "What do we need to know?" I asked. "Don't drop your black water," was about their only advice. When the law showed up at our trailer a few days after our arrival, he advised us of a few more regulations, which included not dropping the gray water either.

I was reprimanded for not registering with the camp host when we arrived. Now honestly, I had planned to register, but a neighbor told me that he's been coming for years and never had a problem. The park ranger was very friendly and didn't make a big deal of my scofflaw attitude. And just a reminder: this BLM park is free and allows RVs to stay up to 14 days.

The Quartzsite extravaganza is a combination of three shows that run over into each other, plus hundreds of booths under canopies and others in permanent structures. The main attraction is under the big tent where the huge expo features

just about everything an RVer might need: items for health, cooking, cleaning, repair, upgrade, comfort, novelty ... the list is practically endless. And alongside the spectacle are rows of new and used RVs on sale at desert prices.

Throughout the show, not only is the selection incredible, but bargain prices often make it hard to pass up something you never realized existed. We walked in Monday with a list of items we knew we needed, and trudged out over the next few days with dozens of things not on our list, yet easy to justify. I always carry a small notepad in my back pocket. On our first walk-through at the show, I wrote down all the items that interested us, including prices and, most importantly,





As we neared the town, we began seeing rigs parked in the desert, scattered at random in proximity to hard roads that come to life each year in January for the RV invasion.

“A TOP SPOT AMONG RVERS’ MUST-SEE PLACES”

the location of the booth. It wasn’t fool-proof, but it did help us tame the maze of vendors.

The variety of anything and everything under the big top and for miles around has to be experienced to be appreciated. While the RV show itself can easily take more than a day to see, vendors along roads all around the show site make visiting Quartzsite a top spot among RVer’s must-see places.

Repair facilities are available, and among the local parts stores is one that has everything including the kitchen sink ... for models dating back 35 or more years. As anyone who has attended can tell you, anything you need for your days on the road can probably be found somewhere at the checkerboard of booths, canopies and blankets for miles around. Interested in visiting new places? On every aisle are representatives of caravan companies, clubs and resorts, eager to fill you in on what’s available for all types of travel, from luxury to adventure.

The 2012 RV Show Dates are January 12-29, 2012. Admission and parking are free, and the entire area is pet-friendly.

CRYSTALS, CRAFTS & CARS

Even for those who haven’t developed an appreciation of crystals and minerals, displays of beautiful, often very unusual rocks from all over the globe are something to see. Dealers arrive from around the world early in January, setting up in buildings and under canopies. With rock-bottom prices, rock-shop retailers from all over North America are eager to be among the first to select from among multi-colored, fascinating stones, beads and other items to be sold in gift shops around the U.S. and Canada.

On our way back to our truck, we stopped at a Moroccan mineral outlet and then walked into an India crystal display. What a thrill! Luckily, we didn’t have a few thousand dollars in discretionary funds, but we did pick up a few items.

Most gem and mineral sellers close their displays at the same time the RV

The swap meet is an adventure all its own, a place to find amazing deals and meet interesting people — both shoppers and vendors.



Reader's Oasis Books is quite popular, and once you've met store owner Paul Winer, you'll know it's not entirely for the books. Shopping for used almost anything is a theme here. And when shopping is done, try hiking the area's many awesome trails.

show ends, but the buying opportunities don't end there. Immediately following is the five-day crafts show, which opens in 2012 on February 1 under the big tent. Three days later, the center of the tent is opened up to the "Rock & Roll Classic Car Show."

What this all means is that your trip to Quartzsite doesn't have to be a quick visit. Many folks come in December and stay through spring with plenty to keep them busy. In other areas of the town vendors stay open for months if not year-round. Admission and parking for these events is also free.

Speaking of parking, that can be an adventure in itself. Remember, it's only for a few weeks that this blistering hot and bone-chilling cold Arizona desert town comes to life. The land is gritty sand, hard and dusty. There are parking areas around the main tent and other booth areas that are organized, and then there are makeshift roads that are more of an every-man-for-himself challenge. Those areas are best attempted by 4WD vehicles.

The unpredictable element of visiting Quartzsite is the weather. For the 2011 show, the weather was perfect — warm, mostly cloudless and with gentle breezes. That was after a run of several years of rain that put a damper on the high-desert spectacle and added to the experience of accessing the show.

Here are a few tips for all first-time visitors: the free trash station on U.S. 95N is only open Sunday through Wednesday. Since we dry-camped, every day on our way into Quartzsite we stopped at the Pit Stop to refill our 7- and 5-gallon water bottles for a nominal fee. Next time we get there, I'll try to remember to bring five miles of white hose so we don't have to weave around the dozens of rigs lined up to dump their gray and black water in a different area of the business. If you are going to a private campground, it's a good idea to ask what you should have on board.

Most show vendors accept credit cards, but having some cash helps when

negotiating the best price. Several ATMs at the show had apparently been overwhelmed and ran out of cash, but Show Operator Kenny King said he would work on correcting the problem for 2012.

TREASURE HUNT

In the vicinity of the expo show grounds are numerous permanent businesses and hundreds of seasonal tents selling RV and handyman needs, artwork, crafts, clothes, decorations, perfume and personal items... too many different things to list them all. It was days before we discovered more booths and buildings in other parts of Quartzsite with a variety of merchandise.

But there's more to Quartzsite than spending money. For desert adventurers and hikers, there are natural and historic sights to be explored for miles around the hub of activity. Not only are many of these landmarks interesting, but they also open up for visitors the vastness and beauty of the unspoiled lands. Seeing sunrises and sunsets over hills that border unspoiled desolate desert is like walking into a landscape painting.

For readers, there is Reader's Oasis Books, a world-famous assemblage of new and old books beginning at bargain prices and ranging up to collector's editions sporting lofty price tags. Most notable about the Oasis is its proprietor, the usually scantily clad Paul Winer, a musician, artist, original Chippendale dancer and an incredibly knowledgeable bookseller. Many people return to Quartzsite annually just to visit this crowded treasure trove of books.

Quartzsite is isolated but within reach of the "almost-necessities." For golf enthusiasts, there are two courses about 30 minutes away in Blythe, California. There is cell phone and Internet service throughout most of the area, although during the show extremely high usage by thousands of visitors causes a problem. A bank, library, Chamber of Commerce and restaurants are part of the local hospitality.

Many of the local campgrounds



provide the services expected at RV resorts, while the BLM lands offer adventurous travelers a unique get-away-from-it-all environment.

We've talked with many RVers who are afraid of the "mob scene" at Quartzsite. Please don't take this place too seriously. You can make reservations and you can research everything there is to know about the area and local events, or you can do it like we did. You drive anywhere within five miles of town, look around, find a place near other RVs parked in the desert and turn off the engine. Then simply enjoy the experience.

So, why do so many RVers come to Quartzsite? From our observations, there are three reasons: very good prices on just about anything you could need, a great place to find things you didn't think you needed until you got there and the fun of being with so many like-minded people, both in the big tent and in the campgrounds. It's really a blast in the desert! 🚐

Highway 21 Revisited



FALL COLORS BLAZE ALONG THIS MISSOURI ROUTE

Every year it happens, practically overnight. Shorter days and cooler temperatures work their fall magic, and we rise one mid-October morning to a countryside that is transformed. Hillsides and fields relinquish their mantle of green for a richer tapestry woven in every metallic shade, and emerald canopies over country roads become Technicolor tunnels.

Fall color in Missouri, as presented by a wide variety of soft- and hardwood trees, is some of the most intense and dramatic as we've seen anywhere (and yes, we have been to New Hampshire and Virginia at the peak of their seasons). With luck, meaning no goose-drowner rain or violent wind, the color stays a while, though never long enough, it seems.

Leaf peepers have many scenic-drive options around the state for witnessing fabulous displays: hickories and hard maples in showy gold; nearly a dozen kinds of oaks in as many shades of copper and bronze; sumacs, dogwoods, sassafras trees and sugar maples turned the fiery red of forge-heated steel; and the amazing sweet gum trees whose leaves are either a

by **Pamela Selbert** photos by **Guy Louis Selbert**





mosaic of all the colors or bright yellow with the tips seemingly dipped in blood.

My husband and I are fortunate to live not far from one of the state's most interesting — and in fall especially, loveliest — scenic roads, Missouri Highway 21. A buffalo trace that became an Indian trail then a pioneer trail long before it was paved, the route stretches from St. Louis south to the Arkansas state line, a distance of about 185 miles.

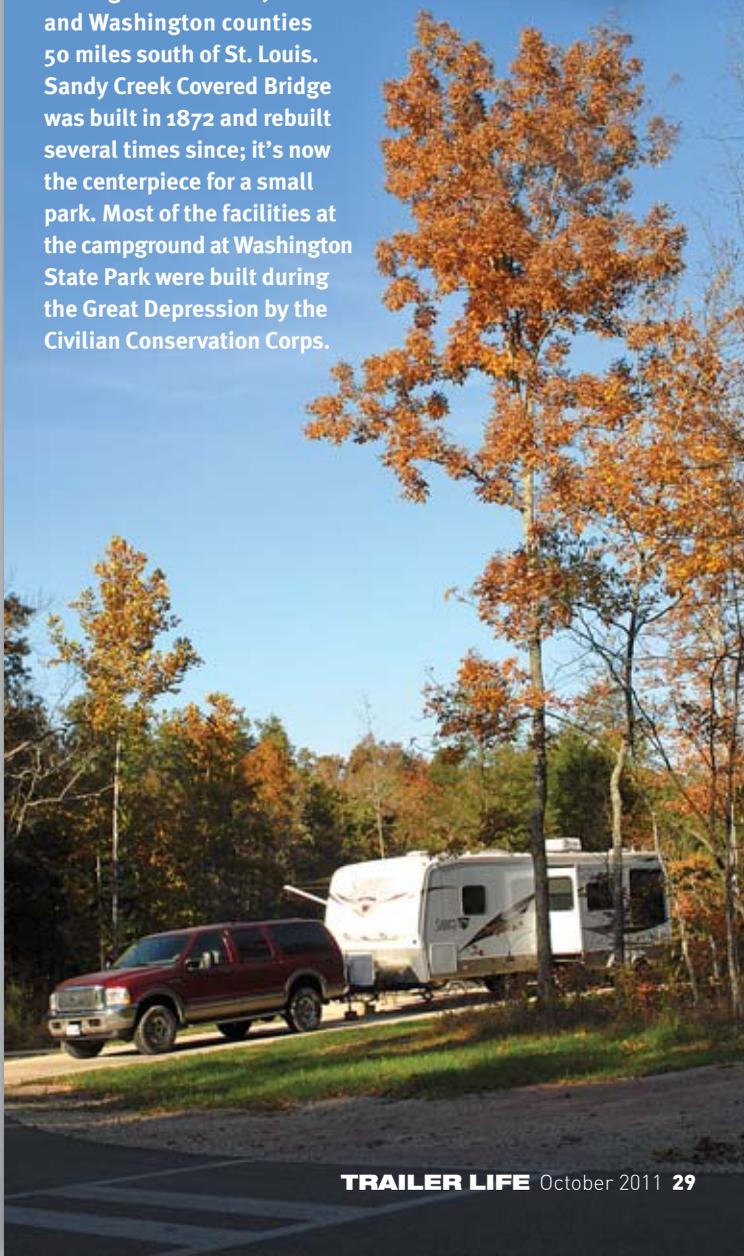
We've driven the road — also called Veterans Memorial Highway — many times, and can't imagine ever tiring of it. This year we set out on a perfect morning, the sky blue as a peacock's shoulder, the air cold and still, the sun's first rays shafts of gold through the trees.

As always, we started the drive on two-lane "new" Highway 21 at the Meramec River, which separates St. Louis County's suburban sprawl from Jefferson County's pastoral landscape, and where the Ozark Mountains begin in earnest. Limestone bluffs reveal a host of crinoids and other fossils, evidence of the inland sea that once covered the region, and hillsides are collages of bright autumn color.

For those planning to follow our same path, drive half a dozen miles north of Hillsboro (the new section of the road ends at the town) and turn right at the Shenk Road exit. Then continue south on two-lane "old" Highway 21 to the scenic drive's first stop, Sandy Creek Covered Bridge State Historic Site. The original bridge, built here in 1872, was destroyed during a flood in 1886. It was replaced in 1887 with the red barn-like bridge, now restored, that spans the creek today. Nearby exhibits tell the story of Missouri's 30 covered bridges, of which only four remain.

Continue south through Hillsboro, seat of Jefferson County, and DeSoto, hometown of Missouri's current governor Jay Nixon, to Washington State Park eight miles south. The heavily wooded 2,147-acre park, which offers hiking (10 miles of trails), swimming, fishing, boating, a visitor center and a variety of interpretive programs, contains the largest group of Native American petroglyphs found in Missouri.

The Big River divides Jefferson and Washington counties 50 miles south of St. Louis. Sandy Creek Covered Bridge was built in 1872 and rebuilt several times since; it's now the centerpiece for a small park. Most of the facilities at the campground at Washington State Park were built during the Great Depression by the Civilian Conservation Corps.





At this workshop, carpenter and artisan Rick LaChance makes whimsical bird houses and yard ornaments.

Cut into dolomite above the Big River between 500 and 2,000 years ago, the carvings show a coiled rattlesnake, turkey tracks and a mythical thunderbird, among others. The 60-foot site, protected by a shed roof, is listed on the National Register of Historic Places.

The more modern stonework, for the 1½-mile 1,000 Steps Trail and numerous buildings, was done by the only African-American Civilian Conservation Corps company to work in Missouri parks, sent here in 1934, said park staffer Dorothy Johnson. The exceptional quality of their work “earned them high praise in the National Register of Historic Places’ citation for the park,” she said.

A memorial to Korean War veterans is in the park, as is a placard explaining that the 38th Parallel — the dividing line between North and South Korea — also runs through “the heart of Missouri.” Washington State Park includes a campground with fine wooded sites (800-334-6946, www.mostateparks.com).

Antique iron crosses mark the graves of French Canadian pioneers at St. Joachim cemetery in Old Mines. Elephant Rocks State Park provides excellent examples of Tors, a once buried formation of Precambrian granite reminiscent of pink elephants; a mile-long handicapped accessible trail surrounds it.

Old Mines, the oldest white settlement in Missouri, is ahead, a quaint town of antique clapboard houses. Just west of Highway 21 on Pat Daly Road, where a sign on a rustic storefront reads *Bienvenu a La Vieille Mine*, is a cluster of early 18th-century log buildings moved here to re-create a historic French village called *La Brigade a Renault*.

On this recent occasion Ron Thebeau and Ken Thebeau (unrelated) of the Old Mines Historical Society explained that the village was named for Phillippe Francois Renault of France, who came here in 1723 to mine the area’s rich lead deposits. For the past 25

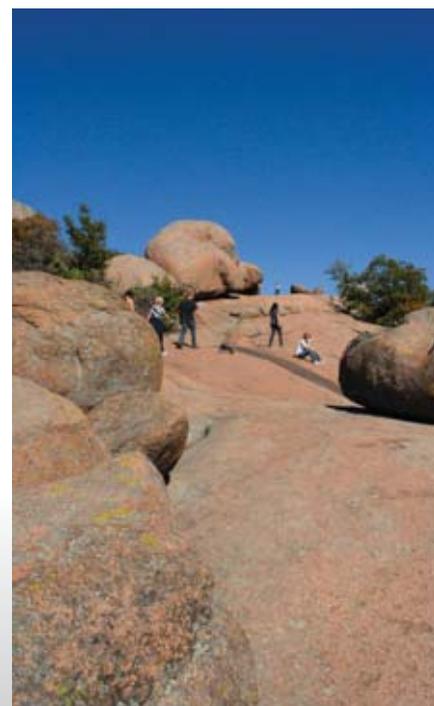
years *La Fete a Renault*, a festival held the third Saturday and Sunday in May, has celebrated 18th-century life with a French traders’ camp featuring period music, a black-powder rifle shoot, food typical of the era and other activities.

Across the road a walking bridge leads to historic St. Joachim Catholic Cemetery, founded in 1828. Today iron crosses lean at rakish angles, marking the graves of early French settlers.

The town of Potosi — founded by Moses Austin, father of Stephen Austin, the “Father of Texas” — lies ahead. Moses Austin, fleeing debtors in the East, came to Missouri Territory in the late 1700s to mine lead. He established a bank, which failed in the Panic of 1819, leaving him destitute. Two years later he had permission from the Spanish government to lead some white settlers into Texas, but died before they could depart, so his son continued the venture.

Moses Austin was buried at the city cemetery, now Potosi Presbyterian Cemetery. The red-brick church was established in 1833. Austin’s grave and that of his wife, Marie Brown Austin, lie under a five-sided pavilion supported by brick pillars.

Caledonia, ahead, has just 158 residents, but the historic downtown with several fine shops is a magnet for antiques enthusiasts. Most intriguing is old-fashioned Antiques and General Mercantile, which has changed little since it was built in 1909.



Now on the National Historical Register, the mercantile sells everything from antiques to coffee beans and more than 600 varieties of candy. Caledonia is home to the oldest Presbyterian church west of the Mississippi, Bellevue Presbyterian, built in 1816.

The “elephants” at popular 120-acre Elephant Rocks State Park a few miles south are actually “herds” of massive pink and gray granite boulders formed here a billion years ago as molten magma beneath the Earth’s crust cooled and the land uplifted to shape the St. Francois Mountains, part of the Ozarks. Over the years wind and rain have rounded the formation — boulders atop bedrock, or “tor” — into pachyderm shapes. The largest, nicknamed Dumbo, is 27 feet high, 35 feet long and weighs 680 tons.

Paved walkways wind among the boulders and slim oaks which sprout from crevices, and placards explain how the tor took shape. Elephant Rocks became a state park in 1969, and every year hosts some 250,000 visitors.

Just ahead is Highway N, the road to Johnson’s Shut-Ins State Park 13 miles west. (For details about this natural water park, check out the Web Exclusives at www.trailerlife.com.)

Continue south into Arcadia Valley, and at Pilot Knob turn left on Highway 221 to Fort Davidson State Historic Site. Placards explain that in September 1864 Major General Sterling Price, in the Confederacy’s last-gasp attempt to “liberate” Missouri, led 12,000 Confederate troops, a quarter of them unarmed, from Arkansas and attacked the fort, intending to proceed north and take St. Louis. Some 1,500 Union troops under the command of General Thomas Ewing defended the fort for two days, then made a daring midnight evacuation after setting a slow-burning fuse to the powder magazine.

Price presumed the explosion had been an accident and expected the fort to surrender in the morning. Instead he found it empty, and having already lost 1,500 troops in the battle, turned his attention away from St. Louis. Today, remnants of the earthen walls, the dry moat and the 40-foot crater caused by the blast remain. There’s also a fine interpretive museum open 10 a.m. to 4 p.m. daily.

Ahead are the historic neighboring towns of Ironton, county seat of Iron County, where the imprint of a Confederate shell can still be seen in the courthouse frieze, and Arcadia, where a statue of a Civil War soldier stands on the site (now the grounds of Ste. Marie du Lac Catholic Church) where in 1861 Ulysses S. Grant was promoted from colonel to brigadier general.

Go south and turn right on Highway CC for the short drive up through a colorful oak, pine and dogwood forest to 7,448-acre Taum Sauk Mountain State Park. In this near-wilderness, the namesake mountain, 1,772 feet above sea level, is Missouri’s highest point (an easy walk from the parking lot).

Rugged three-mile Mina Sauk Falls loop trail leads to the state’s tallest waterfall, which in wet weather plunges a dramatic 132 feet over rocky ledges into a clear pool at the base. After weeks without rain, as on this occasion, the falls are dry, but worth the effort getting there for the stunning high-up views along the way.



Families play among granite boulders at Johnson Shut-Ins. Its rocks, worn smooth by eons of erosion by water and ice, make up a natural (and beautiful) water park. Much of the fighting in the Battle of Pilot Knob took place around the Iron County Courthouse in Ironton, and the building still bears the scars: The black spot on the frieze above and to the right of the center window is where a cannon ball struck.

From here the road winds on south through the hills, a world of spectacular fall color 100 miles to Arkansas. Towns are infrequent: quaint Lesterville; Centerville with rows of false-front buildings; lovely Ellington, “Gateway to Missouri Spring Country” and Doniphan, seat of Ripley County.

Today, Doniphan is a popular resort town. Thousands of visitors come annually for canoeing, rafting and tubing on the beautiful, shallow, crystal-green Current. Rocky River Resort (Jefferson Street at Highway 21) offers these activities plus camping with RV hookups (573-996-7171).

From Doniphan, the last major town along the drive, the road arcs south another 10 miles. The journey ends just past the sleepy burg of Poynor, where Highway 21 becomes Highway 115, and leads visitors into neighboring Arkansas. 📍

Missouri Division of Tourism, (573) 751-4133, www.visitmo.com.

THE BEST OF B

COUNTRY AND CITY LIFE MESH PERFECTLY IN P

In western Pennsylvania, the city of Pittsburgh is the hub around which everything else circles. It is definitely a place where things come together. The Ohio, Allegheny and Monongahela rivers famously converge there, as does much of the early history of our nation. Visitors can enjoy the bustling city life or retire to the rolling, forested hills of the surrounding area for a taste of the quiet life.

Strangely enough, my visit to Pittsburgh started with a swing through Altoona, Pennsylvania. Any

time my travels coincide with the season, baseball is on my itinerary. This former railroad town is home to the Pittsburgh Pirates' AA affiliate, the Altoona Curve. The team name refers to nearby Horseshoe Curve and is just one reminder of the town's connection to the railroads.

The most eye-catching element of the ballpark is the old classic wooden roller coaster in right field. Called the Skyliner, it is fully functional and can be boarded at adjacent Lakemont Park (800-434-8006,

www.lakemontparkfun.com). The old-fashioned amusement park is a short walk from the field, and it features a water park, miniature golf and an excellent à la carte ticket policy that allows parents to pay for individual rides as they go. Throw in the ice rink, and every member of the family can find something to do in this unassuming railroad town in western Pennsylvania. My 5-year-old son didn't want to leave.

Most of the roads on this end of the state are built for tourism, but my



TWO OTHER WORLDS

PITTSBURGH, PENNSYLVANIA BY ERIC ANGEVINE

visit included a great deal of time spent in construction zones. Orange cones are just a sign of the season, I suppose. In general, however, the surfaces are smooth, interstates are common and even state roads are prepared for heavy traffic.

As far as city driving goes, I have to be honest and say that Pittsburgh proper is no piece of cake for drivers. The streets follow the terrain, looping around bends in the rivers, creeping up steep hillsides, and crisscrossing the ubiquitous iron

bridges. It's easy to miss a turn if you're not familiar with the area. All the more reason to set up camp outside of the city limits and drive your tow vehicle in for day trips.

The best entry point to the city is Station Square (800-859-8959, www.stationsquare.com), a self-contained shopping district on the south bank of the Monongahela. Visitors can have breakfast and then choose from several ways to see the city. Take a historic neighborhood trolley tour, or take to the water aboard one

of the five boats of the Gateway Clipper fleet, both of which depart from Station Square. The most unique form of transportation, however, is the Duquesne Incline, which trundles carloads of visitors up the slope of Mount Washington via rail — \$2.25 per person delivers an amazing panoramic view of the entire city.

Pittsburgh's cultural history is reflected in the city's buildings. The Allegheny County Courthouse, built between 1884 and 1888, is a mish-mash of styles that combine for a



THE BEST OF BOTH WORLDS

striking look. Elements of Byzantine, French and Venetian architecture coexist harmoniously in a structure that eloquently expresses the blend of humanity that makes Pittsburgh such a vibrant city today. I always love to catch a glimpse of the very Russian onion domes that top St. Gregory's Orthodox church. There's an evocative Old World flair to the city.

This city was the beneficiary of much of the philanthropy of steel magnate Andrew Carnegie, and it shows in the arts and culture preserves that abound both downtown and in the Oakland neighborhood. It would likely take many visits to take in everything offered by the Carnegie Museum of Art and Natural History, not to mention the separate Carnegie Science Center and National Aviary. Pop artist Andy Warhol was a native of Pittsburgh, and a museum dedicated to the mop-topped painter can be found here as well. Each building is well worth a day's visit. But on this trip, I had a kindergartener

with me, so our day was spent at the Children's Museum of Pittsburgh (412-322-5058, www.pittsburghkids.org).

The CMP is one of those spaces in which the fantastical becomes commonplace. Our tour began in a room dedicated to the steel city's own Mister Rogers, and continued through a series of unique and creative hands-on exhibits that managed to bring out the child in all of us. Groups of children splashed with impunity as they learned how to create whirlpools and operate canal locks in the Waterplay room. Other highlights were the two-story enclosed climbing structure and the domed garage/workshop exhibit, with its parachute drop and child-proofed MINI Cooper.

As expected, another wonderful site for adults and children alike is the Pittsburgh Zoo & PPG Aquarium (800-474-4966, www.pittsburghzoo.org). The bulk of the animal exhibits are fairly standard enclosures, but the aquarium building



stands out. Its enormous tanks stretch overhead, giving one the feeling of being underwater. Great care has been taken to re-create entire ecosystems, and many of the 4,000 aquatic creatures live together,



Splishing and splashing are encouraged at the Children's Museum of Pittsburgh. America's early frontier history is on display in the Laurel Highlands region. Future Pittsburgh Pirates play in the minor league ballpark of the Altoona Curve.





Left to right: A short ride up the Duquesne or Monongahela incline provides an all-over city view. At Fort Necessity, costumed guides re-enact one of George Washington's early military battles. Visit the Pittsburgh Zoo on a snowy day to see the polar bears play.

as they would in the wild.

On the way out of the aquarium is the highlight of the zoo. The Water's Edge exhibit includes a huge, rock-strewn enclosure that holds two majestic polar bears. There are two underwater tunnels, one for the polar bears and one for sand tiger sharks. The bears love winter, of course, so it may be worth your while to visit during a snow flurry, which induces positively giddy behavior in these one-ton-plus predators.

Since my son and I were in town for an extended guys-only weekend with my brother, we decided to end our day with a trip to see the Pirates play baseball. While the Bucs haven't had much to cheer about since their last World Series win in 1979, you'd be hard-pressed to find a more impressive place to watch a game. The affable atmosphere combines with an unparalleled view of the river and downtown to make this spot a must-see for sports fans. In the fall, the Steelers kick off not far away.

But if stone courthouses and looming stadia aren't your cup of tea, take the scenic route out of town. As my son and I trekked down Interstate 76, we turned our attention to the forested hills of the Laurel Highlands area. Most tourists come to this leafy haven looking for

Frank Lloyd Wright's magnificent Fallingwater house. The cantilevered masterpiece is well worth seeing, but be forewarned that making an early reservation is a good idea during peak season.

For those who like to go off the beaten path a bit, the area has even more to offer. As a history buff, I was drawn to Fort Necessity, where a 22-year-old Lieutenant Colonel by the name of George Washington battled French forces in what is commonly held to be the first battle of the French and Indian War.

Washington was a proud British subject at the time, in command of the Virginia Regiment, so the re-enactments we observed took on a decidedly reddish hue. A park ranger demonstrated that Washington's ragged Virginia militia would not have been able to afford the full regalia of a regular soldier, but still took pride in bright scarlet leggings. The fort is small, which is historically accurate, and it only takes a dash of imagination to put oneself in the patched shoes of the 400 men who defended the wooden palisades. It's a wonderful peek into the early frontier history of our nation.

Aside from history and architecture, the Laurel Highlands (800-333-5661, www.laurelhighlands.org) provide a

wonderland of places to camp and sights to see. Bucolic covered bridges dot the landscape, alongside water parks, caverns, arts centers and white-water rafting operations. The Ohio State Park is a favorite for fall foliage tours. If you're planning a trip to the area, you won't find a better home base than the Highlands.

If you're the sort of traveler who likes both outdoor recreation and the cultural trappings of city life, you can't go wrong with a visit to western Pennsylvania. Even after two or three long weekends in the area, my family has still barely scratched the surface of the million-and-one things to do. We'll be back soon — hope to see you there! 🗨️

VisitPittsburgh, (800) 359-0758, www.visitpittsburgh.com.

NEARBY CAMPGROUNDS

Bear Run Campground, (724) 368-3564, www.bearuncampground.com.

Fox Den Acres Campground, (724) 925-7054, www.foxdenacres.com.

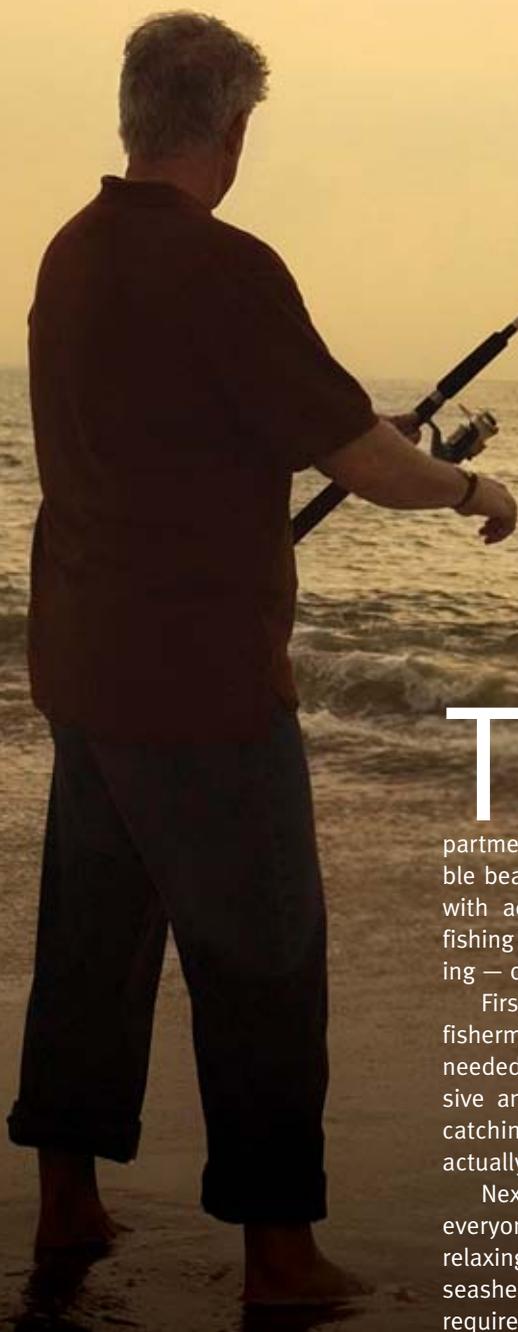
Pine Cove Beach Club & RV Resort, (724) 483-2000, www.pinecovebeachclub.com.

Yogi Bear's Jellystone Camp, (800) 439-9644, www.jellystonemillrun.com.

Surf Fishing

Casting a line from the shore made easy

by Patricia Strutz



Towing a boat is not always an option for many RV owners. However, stowing a two-piece surfcasting rod in a trailer compartment is. There are miles of accessible beaches along our coasts — many with adjacent RV campgrounds. Surf fishing — basically saltwater shore fishing — offers other benefits.

First off, gear is pretty basic. Most fishermen will already have what is needed. Surf fishing is rather inexpensive and allows for the possibility of catching fresh fish for supper, which actually saves you money.

Next, surf fishing is great fun for everyone. While fishing, folks can enjoy relaxing on the beach or collecting seashells. And, the activity itself doesn't require a lot of time — just a few hours



around tidal opportunities or low light periods. This means surf fishing can easily be worked into your already busy schedule.

If all that sounds like fun — and believe me, it is — the following is what you need to know about your new favorite hobby.

PHOTOS COURTESY OF THE AUTHOR

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Surf Fishing

WHERE AND WHEN TO SURF FISH

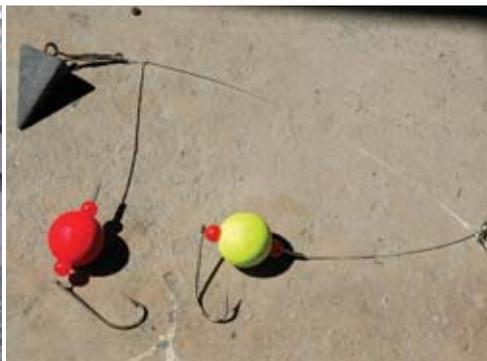
One can wet a line pretty much anywhere there's public access to saltwater beach fishing. Fishermen must be cognizant of their surroundings, avoiding areas where children are frolicking nearby or surfers are riding the waves. And, of course, be sure to check the local regulations for information such as what species are in season and license requirements.

Scope out the area during low tide. This is the best time to see the beach's characteristics; steep inclines are preferred, as they allow one to reach deep water while casting. These areas will have waves breaking along the shore as well as farther out by sandbars. Look for well-defined troughs, coral structures or any offshore bars that serve as potential fish-holding spots. Early mornings and early evenings provide increased feeding activity, as well as two hours before and after high tide.

GEAR

You'll need the following gear to get started:

- 🐟 A rod and reel capable of casting 2-ounce weights plus bait
- 🐟 Terminal tackle: rigs, extra hooks, line and sinkers
- 🐟 Bait or lures, bucket, bait knife, fishing pliers, and sand spike rod holder (pvc pipe works great)
- 🐟 A cooler to hold drinks, serve as a seat, and keep fish cold



The author stows her surf rod in a storage compartment ... much easier than pulling a boat! You can purchase a double-dropper rig at any tackle shop, or make your own.

Long-length rods are important since they bring greater casting distance. Many expert surf fishermen use 11-13-foot rods; but an 8-footer should suffice. Slower-action rods telegraph light bites the best. Most important is to be sure they are strong enough to throw heavy weights required to cast baits out long distances.

Spinning or conventional bait-casting reels can be used. You will need one with a large spool capacity — it should hold at least 200 yards worth of 12-20 pound test line. There are two common types of rigs: the "fish finder" and the "double dropper" (aka Pompano rigs). These rigs can be purchased at an area tackle shop and tied to the main line. Once the rig is tied to the main line attach a pyramid-style sinker to the snap swivel. Weight depends on current; however, most anglers seem to favor a 3- or 4-ounce weight to anchor the leader. Place a chunk of bait on each hook and you're ready to cast!

BAIT OR ARTIFICIALS?

A variety of lures can be used to entice different species. Popular choices are 1- or 2-ounce metal spoons or jigs. Bouncing bucktails, spoons and jigs over the surf's bottom structure can also be effective.

Many surf fishermen prefer to use live bait. Start by purchasing fresh shrimp or frozen clam bits from the local bait shop. Rig these tasty morsels up and catch ladyfish, whiting or bluefish. Cut those up into chunks or strips and you'll have plenty of fresh bait. Another fun option is catching sand fleas (also known as mole or sand crabs). Standing on the edge of the water, use your hands or a sand-flea rake (available at most oceanside bait stores) to dig down into the sand as the wave recedes. You'll find these tiny crustaceans; they are generally about the size of a quarter. Grab them and place on a hook.

Attach the bait to circle hooks to provide a solid hookset without deeply hooking the fish. These hooks are also less apt to snag on rocks. Choose the size according to your quarry — smaller



Surf fishing produces ample opportunities to show off a nice-size redfish or even a 6-pound sheepshead.



Although you can catch sand fleas with a special rake, they are really best found the old-fashioned way, by digging in the sand with your hands.

sea trout may require size 2/0 while 5/0 are better for big drum.

TECHNIQUE

One can choose to cast from water's edge or wade out into the surf. Beginners should stay planted on the beach until they learn the dynamics of heaving these long rods around. The "Off-the-Beach" cast is easy to learn and isn't dependent on physical strength. Its power is created from fluid movement. Here are the basics:

- 1) Stand squarely facing the water.
- 2) Twist your hips and upper body sideways so you are now looking behind.
- 3) At same time, swing the rod back. Rest the sinker on the ground in the 3 o'clock position (rod is at 1 o'clock). Hold the rod tip angled down.
- 4) With a taut line, begin the cast by once again rotating your body. Your arms will move upwards in a smooth arc. Keep the rod tip high and follow through.

Different circumstances will determine whether you hold onto the rod the entire time or place in a sand spike. If your family wants to build a sand castle or play frisbee, set your rods in sand spikes. Keep a diligent eye on them while you play close by. If you're casting a spoon, you'll need to continually retrieve it. Conversely, if you are throwing out live bait and want it to settle in the surf zone's bottom structure, rest the rod in its holder.

Depending on the area's regulations, one can usually present several offerings at the same time. Spread your tackle out so the lines will not tangle. Tying on a Sputnik weight (sinker with prongs

attached) helps keep your bait from drifting into other lines. When you see the rod bend and jerk it's time to yell, "Fish on!" Then the fun truly begins.

While using circle hooks, do not set the hook. Jerking the rod in response to a bite will pull the hook out of the mouth of the fish. Simply try to employ a steady retrieval, keeping the line relatively tight. A properly set drag will allow a larger fish to fight while the angler maintains control.

WHAT WILL I CATCH?

Species will differ depending on your locale and the season, but commonly targeted fish include whittings, black drum, redfish, bluefish, pompano, flounder, tarpon, striped bass, Spanish mackerel and sea trout. Some of these fish, such as tarpon, are prized game fish. Anglers are encouraged to release them. Others, notably pompano and sea trout, make for delicious dining.

Water temperatures, available forage and other conditions determine what fish you will find in the surf. For instance, along the northeast coast of Florida the pompano generally appear when the early springtime waters heat up between the low 70s and mid-80s. Conversely, flounder prefer cooler water temps. Tarpon congregate during summertime.

MORE INFORMATION

Florida Surfcaster Club, headquartered out of northeastern Florida, is a group of avid fishermen and women who share their vast knowledge. To find out about instruction and club outings visit www.surfcastingflorida.com. 📧

Fishing Holes

Here are some of my favorite oceanfront (and gulf-front) campgrounds that are open all year long.

Cape Hatteras KOA

Outer Banks of North Carolina
 🐟 Redfish, bluefish, striped bass fishing;
www.capehatteraskoa.com.

New Smyrna Beach RV Park & Campground

New Smyrna, Florida
 🐟 Pompano, jacks, whiting fishing;
www.beachcamp.net.

Fort De Soto County Park

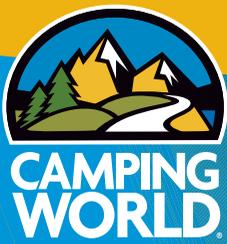
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www.nps.gov.

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RIGS AT THE RALLY

Find out what you missed or relive your fond memories from this year's The Good Sam Rally, presented by DISH Network, in Redmond, Oregon

by Marleen Canniff photos by W. Scott Mitchell

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

From July 14 to 17 at the Deschutes County Fair and Expo Center in Redmond, 6,500 rally-goers smiled as they

walked their way through the many events, seminars and displays at the show. Near the registration booth, attendees placed a pin on the Home Town Map, sponsored by Rand McNally, showing their place of origin; the thousands of pins scattered across this nearly wall-to-wall, floor-to-ceiling map was proof positive that people came from all over the continent to attend this grandiose affair. They met new friends and reconnected with old ones, hung out on club days (see sidebar on page 46), toured the area, packed seminar rooms, played golf, participated in the annual dog show

and were entertained by the likes of Vince Gill, Bobby Vinton, Peter Noone, and the High Street Band. But the main attraction, as usual, was the shopping: Row after row of new RV products lined nearly 400 booths in the exhibit halls, and more than 600 new-model RVs were on display on the fairgrounds.

We were right there with them, shopping for the coolest 2012 travel trailers, truck campers and fifth-wheels on display at the show. Although there were many onsite, we narrowed down the list to include 15 of our show favorites. They range in size and price — from entry-level units to a full-timer's dream mobile. Also, each model that caught our attention featured something special, such as a camp kitchen, luxury appliances, cedar-lined walk-in closets, a fireplace, hydraulic jacks and so on. We're excited about this new-model year.

The following is a roundup of 15 of the 2012 models we checked out at the show. For interior photos and floorplans of each — as well as bonus images of good times at The Rally — go to our Web Exclusives on www.trailerlife.com.



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CAMEO BY CARRIAGE

Carriage produces luxury resort fifth-wheel travel trailers not only for the United States and Canada, but also for Europe and Australia. These fifth-wheels really are upscale. We checked out the newly redesigned 2012 Cameo F34SB3, a product line that has been evolving and growing for 13 years. We were impressed with its new front-cap design, upgraded decor and quality kitchen and bath fixtures; the cabinetry, countertops

and beautiful wood-floor entry were just icing on the cake. Its two slides on opposite walls of the lavish living area give it an abundance of space, but the many large and totally redesigned window treatments that surround the unit are what really grabbed our attention.

Carriage Resort Vehicles, (800) 348-2214, www.carriageinc.com. Circle 200 on Reader Service Card.

CAMEO F34SB3

Ext Length	.35' 9"	Black-/Gray-water Cap	.62 gal/62 gal
Ext Width	.8'	LP-gas Cap	.14 gal
Ext Height (with A/C)	.12' 11"	Dry Hitch Weight	.2,000 lb
Int Height	.8' 2"	GVWR	.16,000 lb
Freshwater Cap	.84 gal	Base MSRP	.\$80,426



AEROLITE BY DUTCHMEN

Dutchmen's Aerolite 294RKSS Super Slide Series was on display at the show, and its small but practical outdoor two-burner slide-out cooktop with windscreen was nifty enough to call our attention from across the way. Originally designed back in 1994, the Aerolite was one of the first ultralite travel trailers built in the USA, but its new exterior look, aerodynamic front-profile design with lightweight Aluma-Lam

construction, upgraded slam-latch exterior storage-compartment doors with impressive storage space inside and out, cool swivel entertainment system and the latest in modern amenities inside proves that this unit has successfully evolved through time.

Dutchmen Manufacturing Inc., (574) 537-0600, www.aero-rv.com. Circle 201 on Reader Service Card.

AEROLITE 294RKSS

Ext Length	.33' 7"	Black-/Gray-water Cap	.28 gal/78 gal
Ext Width	.8'	LP-gas Cap	.10 gal
Ext Height	.11'	Dry Hitch Weight	.814 lb
Int Height	.7'	GVWR	.7,600 lb
Freshwater Cap	.52 gal	Base MSRP	.\$28,586



R•POD BY FOREST RIVER

We fully tested the r•pod in the August 2009 issue, and we've since followed its growth in popularity. Of all the entry-level travel trailers on the fairgrounds, this diminutive unit somehow consistently placed smiles on people's faces. Perhaps it's the r•pod's simplicity that makes it so charming. This product line is TRA certified green, and the RP-182G on display features bunks in the back, a dinette in the front, wood

cabinetry in the very small but fully equipped kitchen, a wet bath and enough netted storage spaces for a weekend getaway. It also has an outside entertainment center that includes a freestanding LP-gas grill, TV, sink, cargo nets and other nifty features.

Forest River Inc., (574) 642-3119, www.forestriverinc.com. Circle 202 on Reader Service Card.

R•POD RP-182G HOOD RIVER EDITION

Ext Length	.20'	Black-/Gray-water Cap	.30 gal/30 gal
Ext Width	.8'	LP-gas Cap	.5 gal
Ext Height	.8' 8"	Dry Hitch Weight	.360 lb
Int Height	.6' 6"	GVWR	.3,860 lb
Freshwater Cap	.36 gal	Base MSRP	.\$18,150



EVEREST TRIPLE SLIDE BY HOST

On display along the main path where lines formed for the Vince Gill and other concerts at The Rally, the Host Everest 11.50 Triple Slide caught everyone's attention, and "Wow!" was the word heard most upon its entry — maybe because it's much bigger inside than it seems. With all three slides extended, the Everest is a whopping 10 feet 10 inches wide and 13 feet 2 inches long, plus it has a 7½-foot cabover bedroom length. Or maybe the wows were due to its quality wood flooring,



full kitchen, dry bath and tasteful decor — a lot of stuff and style. Host builds its campers to order, adding whatever the customer wants — within space realities of a slide-in camper.

Host Industries Inc., (541) 330-2328, www.hostcampers.com. Circle 203 on Reader Service Card.

BIGHORN BY HEARTLAND

The details are what piqued our interest in Heartland's 2012 Bighorn 3455RL fifth-wheel. The fascia moldings that surround every flush-floor slide room, oil-rubbed bronze hardware and Amish-crafted hardwood cabinet doors throughout were stunning. This model is elegant. It also has an abundance of storage; in fact, Heartland claims this model has the largest exterior storage space in its class. It also comes standard with cool features like a "welcome back" light



that activates when the entry door is opened, hydraulic front landing gear, 30-percent increased turning radius and spring-loaded and hidden hinges used throughout.

Heartland Recreational Vehicles LLC, (888) 262-5992, www.heartlandrvs.com. Circle 204 on Reader Service Card.

EVEREST 11.50 TRIPLE SLIDE

Box Length	.....11' 7"	Freshwater Cap	......66 gal
Ext Length	.....19' 1"	Black-/Gray-water Cap	..38 gal/38 gal
Ext Width	......8'	LP-gas Cap	......14 gal
Ext Height	......9' 6"	Base Dry Weight	.....3,295 lb
Int Height	......6' 4"	Base MSRP	.....\$39,100

BIGHORN 3455RL

Ext Length	.....38' 7"	Black-/Gray-water Cap	..45 gal/90 gal
Ext Width	......8'	LP-gas Cap	......14 gal
Ext Height12' 11"	Dry Hitch WeightN/A
Int Height6' 5"	GVWR16,000 lb
Freshwater Cap73 gal	Base MSRP\$60,790

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SAN ANTONIO LANDMARK BY HEARTLAND

Heartland's No. 1 selling unit, the San Antonio Landmark fifth-wheel drew a lot of attention at the show. Noteworthy are its one-touch, four-point hydraulic auto-leveling system, numerous drawers and cabinets for storage, swivel-bracket TV stand, mirrored closet at entry, electric fireplace and enough quality amenities and appliances to be a true full-timing RV. This model has more upgrades than we have space to

mention, but some of our favorites include its elegant woodwork, four slides that create huge living space, and its "suites" bedroom/bathroom arrangement, which features a large linen closet with enough room for a stackable washer/dryer and a larger walk-in front wardrobe dresser.

Heartland Recreational Vehicles LLC, (888) 262-5992, www.heartlandrvs.com. Circle 204 on Reader Service Card.

SAN ANTONIO LANDMARK

Ext Length	40' 11"	Black-/Gray-water Cap ..	.45 gal/90 gal
Ext Width	8'	LP-gas Cap	18 gal
Ext Height	12' 11"	Dry Hitch Weight	2,800 lb
Int Height	6' 5"	GVWR	16,200 lb
Freshwater Cap	104 gal	Base MSRP	\$72,788



MPG BY HEARTLAND

Moving from Heartland's full-timers' fifth-wheels to one of its smaller entry-level units, we checked out the MPG 181 ultra lightweight trailer that was curiously situated just outside of the motorhome section on the fairgrounds. This sweet little teardrop-style travel trailer has ABS fenders, a one-piece seamless aluminum roof and a retro look that made us a bit nostalgic. It's marketed to the environmentally conscious and

is available in four 19- to 20-foot floorplans, three with slide-outs. It's fully equipped with amenities such as ducted-air conditioning, a wet bath, three-way refrigerator and two-burner stove.

Heartland Recreational Vehicles LLC, (888) 262-5992, www.heartlandrvs.com. Circle 204 on Reader Service Card.

MPG 181

Ext Length	19' 2"	Black-/Gray-water Cap ..	.30 gal/30 gal
Ext Width	8'	LP-gas Cap	10 gal
Ext Height	9' 6"	Dry Hitch Weight	330 lb
Int Height	4' 5" to 6' 6"	GVWR	3,800 lb
Freshwater Cap .....	.36 gal	Base MSRP	\$19,331



SKYLARK BY JAYCO

All of Jayco's products are green certified, and its Skylark 21FKV earned the highest rating — an emerald certification — for its environmentally friendly standard features, a rating that could make a first-time RVer feel good about a purchase like this. But the Skylark is much more than an entry-level trailer; it has more amenities, more storage, more livable space and more high-end features than what we typically

deem to be an entry-level RV, and its lighter weight and aerodynamic V-prow front end make it easy to find an appropriate tow vehicle. And this little trailer is chic, accented with Euro-style cabinetry and curves and contoured design features that make the layout feel like home.

Jayco Inc., (574) 825-5861, www.jayco.com. Circle 205 on Reader Service Card.

SKYLARK 21FKV

Ext Length	22'	Black-/Gray-water Cap ..	.22 gal/22 gal
Ext Width	7' 7"	LP-gas Cap	10 gal
Ext Height	9' 9"	Dry Hitch Weight	320 lb
Int Height	6' 6"	GVWR	3,500 lb
Freshwater Cap	28 gal	Base MSRP	\$23,557



PUB DAY FUN

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

Pioneer Days was the theme to this year's Pub Day event, and Joanna and Michael McIntosh from Lazy M Ranch parked their old-school, horse-and-buggy-style wagon out front to welcome guests to the High Desert Activity Center at the Deschutes County Fair and Expo Center. Inside, participants waited in line to spin the Wagon Wheel of Wonder for chances to win prizes and books, as well as a chance to ultimately win a brand new WD2100XC washer-dryer combo unit, which was donated by



The Pub Day giveaways and raffle prizes totaled almost \$30,000 this year!

Splendide. Some guests also opted to get branded by visiting tattoo artists Malea Anderson and Rebecca Anderson from Clowns Unlimited. And all morning long, line-dancing instructor Anna Maria Prach taught parties of potential stars how to shake it up while keeping in step with some great dance music.

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

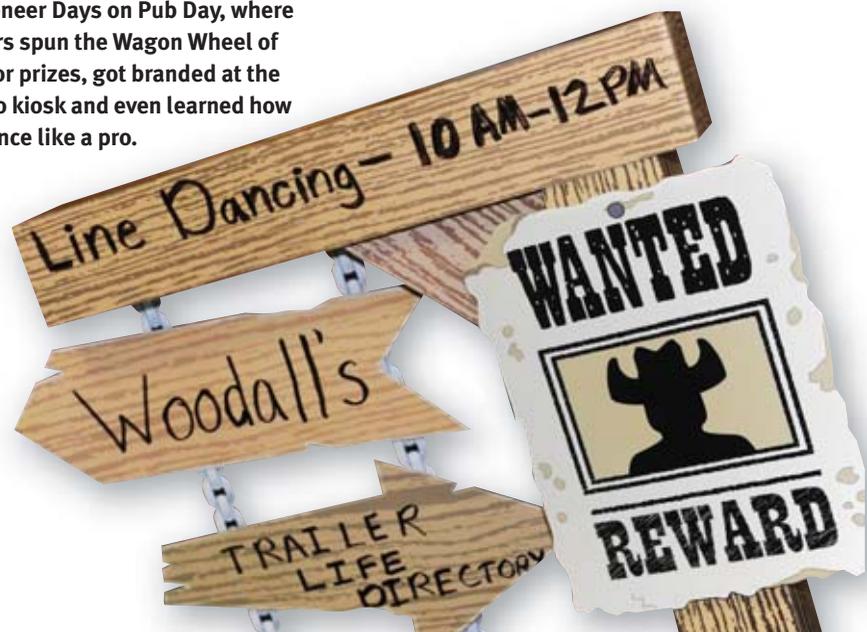
whopping 788 pounds of food ... Thank you to all who donated!

Although the giving was good, the getting was also pretty impressive. Thousands of rally-goers went home with free loot — prizes that totaled nearly \$30,000. As in years past, the first 2,000 attendees received a handsome embroidered ball cap, and this year, thanks to Thetford, every Pub Day attendee also received a sample of Eco-Smart holding-tank deodorant.

But that's not even close to all: the annual Pub Day raffle also delivered with great prizes such as some sweet Magellan GPSs, cool cases and gift cards from OtterBox, Xantrex inverters, more



It was Pioneer Days on Pub Day, where rally-goers spun the Wagon Wheel of Wonder for prizes, got branded at the free tattoo kiosk and even learned how to line dance like a pro.



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than a handful of ThermaCELL Mosquito Repellent Lanterns, some very cool products such as an ElGato EyeTV Hybrid, SuperTooth Buddy and a completely waterproof power strip, as well as an ADCO RV cover, a TengolInternet wireless adapter, a trickle charger from CEA Solar, Microsoft 2011 Streets & Trips with GPS Locator and Thetford also donated a Sani-Con System and two SmartDrain Sewer Systems. Ready America once again donated its popular Rock n' Roll Motion-Proof Putty and other products, and we also raffled off eight Strongback chairs, all of which the winners had to sit in before accepting this prize — and, of course, they all loved them! An assortment of award-winning games and puzzles from Buffalo Games were a huge hit, which has convinced us that absolutely every RVer loves games. Other games from Maranda Enterprises and Daddy-O Productions were also well received.

Calling out numbers of raffle tickets for

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

The Good Sam Rally is expanding to three great venues in 2012: It will be in Phoenix, Arizona, March 22 to 25; Louisville, Kentucky, June 21 to 24; and Daytona, Florida, November 1 to 4. Call (877) 749-7122 or visit www.therally.com to reserve your spot. 📞

PINNACLE BY JAYCO

Manufacturers can't always pull off an "at home" feel in their RVs, but Jayco seems to have done it in its Pinnacle 31RLTS, with its freestanding furniture, optional fireplace and high-end entertainment center. But what makes this fiver extra special are the double-paned floor-to-ceiling windows in the living area. Full-timers could also easily enjoy this floorplan with accents such as the cedar-lined walk-in closet and the kitchen's high-gloss Corian countertops and pullout



faucet. A seamless rubber roof, vacuum-bonded layered construction with fiberglass exterior and MOR/ryde suspension are just a few of its other quality features that should help this fifth-wheel stand the test of time.

Jayco Inc., (574) 825-5861 www.jayco.com. Circle 205 on Reader Service Card.

PINNACLE 31RLTS

Ext Length	.....34' 9"	Black-/Gray-water Cap	..49 gal/86 gal
Ext Width	.....8'	LP-gas Cap	.....14 gal
Ext Height	.....12' 8"	Dry Hitch Weight	.....2,275 lb
Int Height	.....6' 9"	GVWR	.....14,950 lb
Freshwater Cap	.....87 gal	Base MSRP	.....\$53,129

KEYSTONE'S PREMIER BY BULLET

It was the full outdoor kitchen — which includes a stove, sink, fridge, counter space and cabinets — that initially pulled us toward this nice-size travel trailer. After stepping inside the Premier Ultra Lite 27RBPR by Bullet, we were surprised to see yet another even larger kitchen amidst a very sensible floorplan. This unit is no doubt for those who enjoy mealtime and guests. It has a central entertainment system that swivels between the bedroom and living area, stylish



laminated flooring, comfy furniture and a huge bathroom at the rear. It is also insulated throughout with optional packages to help weather all seasons.

Keystone RV Company, (574) 535-2100, www.keystone-rv.com. Circle 206 on Reader Service Card.

PREMIER ULTRA LITE BY BULLET 27RBPR

Ext Length	.....30' 6"	Black-/Gray-water Cap	..30 gal/30 gal
Ext Width	.....8'	LP-gas Cap	.....10 gal
Ext Height	.....10' 11"	Dry Hitch Weight	.....655 lb
Int Height	.....6' 10"	GVWR	.....7,100 lb
Freshwater Cap	.....41 gal	Base MSRP	.....\$27,994

ALPINE BY KEYSTONE

Keystone's new Alpine 3700RE should look slightly familiar, as it used to be the Everest; however, this second-generation model has some fine upgrades for 2012. This luxury fifth-wheel is marketed as having a 30-percent better turning radius and an improved Equa-Flex suspension, but we'll have to test that out another time. At the show, we did spend some time walking through this unit, and we were immediately

impressed with its separate living room with huge windows, full Corian countertops, its extra storage compartments with many deep drawers, upgraded appliances and bonuses like a hide-away leaf under the dining table and a huge cedar-lined walk-in closet.

Keystone RV Company, (574) 535-2100, www.keystone-rv.com. Circle 206 on Reader Service Card.

ALPINE 3700RE

Ext Length	.....39' 5"	Black-/Gray-water Cap	..50 gal/82 gal
Ext Width	.....8'	LP-gas Cap	.....14 gal
Ext Height	.....12' 8"	Dry Hitch Weight	.....2,380 lb
Int Height	.....7' 10"	GVWR	.....15,550 lb
Freshwater Cap	......66 gal	Base MSRP	.....\$62,481



MAJESTIC BY NEW HORIZONS

If we had to choose the jaw-dropper among of all the fifth-wheels and travel trailers at the show, it would have to be the Majestic F39RLQSS. Just one look and its quality is apparent. New Horizons builds luxury SURVs and fifth-wheels in this product line, and it just started offering travel trailers in the Majestic luxury class. Everything in it is top-notch and polished — such as the elegant living area with its upscale fireplace

and the bathroom's vanity with its beautifully integrated bowled sink — yet it has a comfortable ambiance that seems to invite anyone on a full-time luxury trip of utter rest and relaxation. While its living area is a standard 6 feet 8 inches high, the 2012 line offers an optional 6-foot 10-inch bedroom/bath height.

New Horizons, (800) 235-3140, www.horizonsrv.com. Circle 207 on Reader Service Card.

MAJESTIC F39RLQSS

Ext Length	.....41'	Black-/Gray-water Cap	..70 gal/70 gal
Ext Width	.....8' 6"	LP-gas Cap	.....20 gal
Ext Height	.....13' 4"	Dry Hitch Weight	.....3,980 lb
Int Height	.....8' 6"	GVWR	.....22,815 lb
Freshwater Cap	.....100 gal	Base MSRP	.....\$157,100



WINDRIVER BY OUTDOORS RV

A true four-seasons travel trailer, the WindRiver 250RLSW is definitely for the seasoned RVer. This rig has tons of storage, an extra-large fridge, stainless-steel kitchen appliances and even a built-in hair dryer in the bathroom. In fact, the company calls it a luxury-lite home away from home. Features such as Goodyear tires, shock-absorbing suspension, a power A-frame jack, marble slate-type flooring and a home-theater

system let you know that Outdoors RV didn't cut any corners. Later this year, be on the lookout for yet another new 2012 WindRiver 280RLDS floorplan; it will have a rear lounge, L-shaped galley, side aisle bath and other cool modifications.

Outdoors RV Manufacturing, (541) 624-5500, www.outdoorsrvmfg.com. Circle 208 on Reader Service Card.

WINDRIVER 250RLSW

Ext Length	.....29' 8"	Black-/Gray-water Cap	..40 gal/40 gal
Ext Width	.....8'	LP-gas Cap	.....14 gal
Ext Height	.....10' 11"	Dry Hitch Weight	.....795 lb
Int Height	.....6' 6"	GVWR	.....8,300 lb
Freshwater Cap	......56 gal	Base MSRP	.....\$37,294



TIMBERRIDGE BY OUTDOORS RV

Its large windows are what initially lured us to the Timber-Ridge 260RLS, and after stepping into this travel trailer, we were even more impressed with how these windows bring the outdoors in. As a four-seasons model, this cozy trailer is loaded with weather-resistant features, such as Astro-foil insulation along the entire length of the floor, and the entire chassis is enclosed from front to back. Also, it has beautiful Beaufloor "wood" flooring throughout the interior that's designed to be



resistant to cold cracking down to 50° F below zero. Other 2012 features include a new bathroom design with a residential walk-in shower and a swivel entertainment center.

Outdoors RV Manufacturing, (541) 624-5500, www.outdoorsrvmfg.com. Circle 208 on Reader Service Card.

MODEL V-340 BY SPACE CRAFT

We tested Space Craft's V-340 in the June 2010 issue of *Trailer Life*, so we had to check up on it again at the show to see what's new for 2012. The 2011 triple-slide fiver we reviewed was gorgeous: high ceiling, beautiful cabinetry, drawers galore, mirrored closet to make the already large bedroom look even larger and so on. Well, Space Craft now offers five to six slideouts for this fifth-wheel, so it's even grander. It also now has a new front kitchen with very classy bar-



style dining, and in the bathroom a whirlpool tub or steam shower are also new for 2012. Like all Space Craft fifth-wheels, each unit is fully customizable.

Space Craft Manufacturing, (888) 463-7520, www.spacecraftmfg.com. Circle 209 on Reader Service Card. 📞

TIMBERRIDGE 260RLS

Ext Length	.....28' 11"	Black-/Gray-water Cap	40 gal/40 gal
Ext Width	.....8'	LP-gas Cap	.....14 gal
Ext Height	.....10' 11"	Dry Hitch Weight	.....750 lb
Int Height	.....6' 6"	GVWR	.....8,300 lb
Freshwater Cap	.....56 gal	Base MSRP	.....\$33,173

MODEL V-340

Ext Length	.....34'	Black-/Gray-water Cap	42 gal/2@42 gal
Ext Width	.....8' 6"	LP-gas Cap	.....20 gal
Ext Height12' 2"	Dry Hitch Weight3,600 lb
Int Height8' 6' 4"	GVWR17,500 lb
Freshwater Cap45 gal	Base MSRP\$85,982



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FIRST DRIVE »

FORD F-150 TWIN-TURBO ECOBOOST

NEW HIGH-TECH V-6 ENGINE WITH V-8 POWER

Offering no less than four engine choices for a wide variety of fuel economy and performance options, the lineup of 2011 Ford F-150 pickups is impressive. There's the 302-hp 3.7-liter four-valve Ti-VCT V-6, the 360-hp 5.0-liter four-valve dual-overhead-cam Ti-VCT V-8 and the 411-hp 6.2-liter two-valve single-overhead-cam V-8.

But the real buzz is being created

by the much more interesting 365-hp 3.5-liter Ti-VCT twin-turbocharged EcoBoost engine. The 3.5-liter EcoBoost is specially tuned for a truck application and incorporates turbocharging and direct fuel injection for an impressive claim of 420 lb-ft of torque at 2,500 rpm. Ninety percent of that torque is delivered starting as low as 1,700 rpm and continues to 5,000 rpm. The 2011

F-150 also boasts a maximum trailer tow rating of 11,300 pounds with that engine. Those figures closely match the beefy 6.2-liter V-8. It sounds perfect for towing.

Aside from inspiring power numbers, the new F-150 EcoBoost also delivers other class-leading and -exclusive perks that enhance its overall abilities. Among the highlights is a convenient



The interior of the EcoBoost F-150 is quiet, thanks to features like a noise-absorbing headliner, door seals and high-tech sound engineering.

and fuel-saving six-speed automatic transmission as standard equipment for each engine choice, and energy-saving electric power-assisted steering (EPAS) found on all but the 6.2-liter-powered model.

The SR80 six-speed automatic transmission now features SelectShift, which makes it possible for the driver to engage the shift lever into the “M” position for manual mode and then toggle a switch on the side of the lever up or down to choose the most appropriate gear for the driving situation. As a result, it’s easy to drive the truck, as opposed to the letting the truck drive

itself. The new six-speed automatic also offers progressive range select, allowing upper gears to be locked out while towing on steep grades, and helping to keep downhill speeds under control. In addition, the transmission features a wider ratio span for a lower final drive ratio and a double-overdrive gear, both of which help to improve overall fuel economy.

The new EPAS system tuning is software-based, so the steering can be programmed and customized to each truck model based on wheelbase, weight and powertrain. It improves handling by offering a more nimble drive with less effort on- and off-road, and during parking maneuvers.

Across the F-150 line, more interior content is available, and the new 4.2-

inch LCD message center and larger in-mirror rear view camera are two of our favorite new features. Navigating through the extensive driver and vehicle information menu is easily accomplished through manipulating a button with your thumb on the steering wheel. The screen on the rear view camera can be zoomed in — helpful for close-up jobs like hitching up a trailer. And our test model carried the FX Luxury Package which, among many things, included power adjustable pedals, a power sliding rear window, a premium six CD/MP3/AM/FM stereo system, remote start, a reverse sensing system and power/heated driver and passenger front seats.

Best of all the interior content, though, might be the integrated trailer



ENGINE TECHNOLOGY »

Ford’s EcoBoost engine uses direct injection technology and turbocharging in a gas engine, which generates more power and produces a cooler, denser charge with virtually no turbo lag.



and settled into the comfortable and luxuriously padded driver's seat of the Race Red 2011 F-150 4x4 SuperCab, we pulled away and felt the tug of the trailer. While certainly not pushing the truck to its limit, the Cruiser RV Fun Finder X-214 WSD would give us an idea of how the new Ford F-150 with the EcoBoost would perform when tasked with towing a moderate-size (24-foot overall; about 5,000 pounds wet) trailer through the winding mountain roads of Southern California.

The new F-150 offers a front end made up of a double-wishbone independent coil-on-shock suspension. A Hotchkiss-type live axle with leaf springs and outboard shocks makes up the aft end. From the technology side comes AdvanceTrac with Roll Stability Control, in addition to the newly gained Trailer Sway Control system, another nice new feature handed down from its big brother Super Duty series. The mix created a well-controlled ride quality that kept us comfortable and secure.

brake controller that made its way down to the F-150 from the Super Duty. It's controlled through the new 4.2-inch LCD productivity screen that is smack dab in the center of the driver's console. Along with trip data, fuel economy and other truck apps — such as the useful tire-pressure-monitoring system

— drivers can name and change a trailer in order to track mileage and store gain settings via the trailer brake controller on the instrument panel, delete trailers, alter gain settings and choose a type of trailer connected and go through a connection checklist.

Once we went through our checklist



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- Lazydays RV, Seffner FL: Call 1-888-500-5299
- Lazydays RV (formerly Beaudry RV), Tuscon AZ: Call 1-800-306-4016
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Lippert Components, Circle 110 on Reader Service Card

We did wish for better side mirrors — the one thing missing. However, overall visibility is good, and towing ride and handling quality are outstanding, allowing us to haul the trailer at highway speeds without any sign of sway or untoward behavior.

On long flat highway stretches, the truck immediately settled down into sixth gear and cruised at 55 mph at around 1,700 rpm. But we suspected from the get-go that the stellar non-towing fuel mileage averages we had been achieving would diminish, and they did to a certain and justifiable point, especially so when we were confronted by hills. Because the turbos are so active during acceleration under the heavy load and especially when climbing, much more fuel was consumed.

Power-wise, the truck had little trouble pulling the hills, stayed in fourth gear in tow/haul mode, and it made sport of slower traffic. The truck is a hot rod when unbuckled from the trailer and with only slightly more than two tons on

its tail it still didn't feel chained down. That's not to say we were rambunctious on the road, but we could really move if we needed to. It would have done that all day long if it had not been for the truck's 26-gallon fuel capacity. At the levels of fuel consumption we were seeing, a long trip towing, especially with a heavier trailer (and this truck is rated to tow more than twice what we were hauling), would have more pit stops involved than we would like to deal with. A 36-gallon tank is available in some 2011 F-150 models, but not with the EcoBoost.

The 2011 Ford F-150 powered by the 3.5-liter V-6 EcoBoost engine offers a powerful, yet fuel-efficient (solo) option for those looking for a new way to achieve the best of both worlds. In our opinion it is designed to best serve the weekend towing enthusiast, delivering good gas mileage when unloaded and towing power when needed. 🚚

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

QUICK INFO

ENGINE: 3.5-liter EcoBoost Twin-Turbocharged

HP: 365 @ 5,000 rpm

TORQUE: 420 @ 2,500 rpm

MPG: Solo, 19.6; Towing, 10.3

TRANSMISSION: 6-speed automatic

AXLE RATIO: 3.73:1

FUEL CAP: 26 gal

TIRES: P275/65R18

SUSPENSION, F/R: Dual A-arm IFS, coil-on shock/live axle, leaf springs, shocks

BRAKES: Four-wheel vented-disc ABS

TOW RATING: 11,300 lb

GROSS VEHICLE WEIGHT RATING: 7,700 lb

GROSS COMBINATION WEIGHT RATING: 15,400 lb

WEIGHT AS TESTED: 5,620 lb

LENGTH: 19' 4"

WHEELBASE: 144.5"

MSRP, AS TESTED: \$40,300

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Lance Camper, Circle 126 on Reader Service Card

LANCE CAMPER 1191

SIDE-ENTRY CAMPER OFFERS TRAVEL-TRAILER LIVABILITY

Truck campers come in all sizes, ranging from compact units with just a few modern conveniences and enough room to sleep to structures that rival small luxury apartments in their accommodations and creature comforts. The Lance 1191 we tested is much closer to the latter end of this range of camper classification.

With a box length of 11 feet 11 inches, the Lance 1191 is the largest truck camper the company builds and is designed for F-350/3500 and larger pickups.

The Lance was strapped to a 2011 Ford F-450 Crew Cab DRW 4WD pickup powered by the powerful 6.7-liter V-8 turbodiesel, meaning there was little problem getting the two tons of camper moving. The suspension system of the

F-450 didn't need any upgrades to handle the camper, and the hefty load felt secure and stable under all driving conditions and terrain we encountered, including the moderate winds blowing across California's high deserts that weekend.

We could go on about the comfort and ease of driving, all the data delivered by the driver information system, the secure handling ability of the 2011 Ford F-450 with the Lance Camper 1191 riding piggyback and what a perfect

match they were, but this is supposed to be a test on the camper.

Parking and getting the Lance settled into place is no trouble at all. Even as big as the Lance 1191 and the Ford F-450 combined may seem, the setup isn't really that large (about 28 feet) and is much more maneuverable than any mini-motorhome its size. And the handheld remote-control system for the electric corner jacks made the finishing touches a breeze. The jacks could be retracted or extended all at once or one at

Although the inside of the Lance 1191 seems much bigger than a typical truck camper, it's only a bit more than 20 feet overall — and only 28 feet total when strapped to the Ford F-450 Crew Cab DRW 4WD pickup.



a time. Best of all, the same handheld remote operated the slideout.

As with all new Lance campers, a system of interlocking aluminum extrusions bond the exterior panels of the 1191 together into a sturdy unified structure. The company calls this proprietary construction process LanceLock. High-pressure laminated Filon fiberglass exterior walls and panels are made with frames of precision-welded 0.06-inch wall aircraft-grade aluminum. Insulation throughout is made from solid high-density block foam. Seamless TPO (thermoplastic polyolefin) roof material is used to top off and seal the structure.

Stepping up into the Lance 1191 you immediately find a bonus. There is a large sliding storage drawer located in the stairwell that's perfect for tools and outdoor equipment. Inside we found spacious living quarters — it is, after all, a slideout model with an interior floor length that stretches nearly 12 feet. The side-entry camper offers a rear street-side dry bath, streetside convertible dinette slide, curbside galley and roomy cabover filled with a queen-size inner-spring mattress. An optional fold-down tent on the back wall and a bunk bed option for the convertible dinette slide can bring the sleeping capacity of the Lance 1191 up to seven people.

The dry bath offers a curtained shower that could easily accommodate my 6-foot 2-inch frame standing, a toilet, a cabinet and countertop with small sink, a medicine cabinet with a mirrored door, a dual-pane skylight, a towel rod, a power vent and a mirror on the back of the bathroom door. There's also a furnace duct to keep things warm and toasty in cold weather. Overall, it's a fairly well-appointed and sized bathroom for a truck camper.

Cooking or leisure time spent in this unit is a pleasure. Among its many attributes, the galley offers a three-burner high-output range with a 16-inch oven, as well as the optional 900-watt microwave. We were dry camping, so we only took advantage of the microwave (or any other 120-volt AC appliances, such as hair dryers or toasters for that matter) by firing up the optional 2,500-watt Onan generator. The double-basin galley sink features a high-spout faucet,



The Lance 1191 has a smart layout that includes a U-shaped dinette, a cabover with a queen-size mattress and a well-outfitted galley. The galley in our tester offered loads of storage, a double sink with high-rise faucet, a three-burner stove with a 16-inch oven and an optional microwave.

which makes it easier to get large pots under the tap.

The galley also offers plenty of storage space in the drawers, as well as in the cabinets above and below the counters. Occupying the remainder of the galley area is the very convenient optional slide-out pantry that provides a sizeable amount of storage, and the 6-cubic-foot standard three-way refrigerator/freezer.

A flip-up counter in the stairwell at the aft end of the galley and the cutting board that fills the right-hand sink helps add to what would have been only moderate food-prep space, if it were not for the dinette table directly

across the wide aisle.

The U-shaped convertible dinette is large, with a broad expanse of tabletop, and is capable of seating four quite comfortably for dining or entertaining. There's also ample storage space under the dinette seats. The window features a sliding vent and day/night shades and, from that high perch, offers an eagle's-eye view from the camper's streetside. It was a perfect place to relax and watch the blush of the sunset across the desert hills. The reversible cushions were thick and firm and made excellent seating surfaces. Converted to a bed, the 72 x 51-inch sleeping area is even suitable for adults and/or teens.

LANCE CAMPER 1191

QUICK INFO

BOX LENGTH: 11' 11"
OVERALL LENGTH: 20' 2"
EXT WIDTH: 8'
EXT HEIGHT: 9' 5"
INT HEIGHT: 6' 8"
CABOVER HEADROOM: 3' 8"
FRESHWATER CAP: 35 gal
BLACK-/GRAY-WATER CAP: 35 gal/35 gal
LP-GAS CAP: 14 gal
DRY WEIGHT: 3,705 lb
FURNACE: 20,000 Btu
BASE PRICE: \$31,602



Far forward is the cabover and a generously sized and comfortable queen innerspring mattress with a pillow top. A broad access step between the camper floor and the cabover section makes entry and egress easy and secure, and an accordion-style privacy curtain closes off the section. Sliding windows with blackout shades are on each side of the cabover, and a row of storage cabinets runs above the streetside window. A medium-size storage cubby sits in the far forward lower corner. A storage rack stretches across the front roofline bridging the two sides, and a large cabinet is located in the far forward curbside corner. Standing on the other side of the curbside cabover window is a fairly decent-sized, mirrored sliding-double-door wardrobe. There is certainly no lack of storage for clothing and bedding in this area of the camper. Hanging on a swing-out arm next to the wardrobe is the optional flat-screen DVD TV system.

The overhead escape hatch/skylight in the cabover is large, and incorporates a dual perforated shade/blackout screen. We could partially pop it open

and stargaze at night, although that didn't last long, as it was below freezing both nights. The Lance's furnace, with ducts in every room, worked to perfection at night to regulate the interior temperature of the camper, keeping us cozy even though the surrounding hills were dusted with snow.

We wish the thermostat had been located next to the cabover, rather than all the way at the other end of the camper by the bathroom. Yet then regulating the temperatures in the main living area would be difficult. But at least the fridge was within arm's reach of the cabover. The fact that a midnight snack was easily had while watching a late-night movie in bed was just one of the many things we quickly came to like about this model.

If you're looking for a truck camper that offers many of the amenities found on larger trailers, the Lance 1191 is a great place to start. 📺

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**TRAILER LIFE
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IMMACULATE RECEPTION

DIGITAL TECHNOLOGY HAS ADDED A HOST OF NEW FEATURES AND DESIGNS TO DELIVER TV TO YOUR RV **BY KEN FREUND**

There's nothing wrong with wiling away the evening reading or sitting around the campfire, but sometimes it's also nice to be able to watch your favorite movies, sports, news and TV programs — even while RVing. Unless you're willing to limit yourself to recorded programs and videos, you need a way to receive "live" programming. This can be from a cable at a campground, an over-the-air antenna or from a satellite.

Some campgrounds provide cable TV, but you can't always depend on it,

and with digital TV everything has changed. Therefore, before shopping for new satellite products, you'll need to decide if you want to stick with free over-the-air VHF-UHF programming, or prefer paid subscription viewing with its greater selection of channels. Another option is to watch TV or movies over the Internet using a broadband connection, but you'll need a computer to watch it.

High-definition television (HDTV) is video with resolution substantially higher than that of traditional standard-definition (SD) TV. HDTV has one or two

million pixels per frame, roughly five times that of SD, and this increased amount of data requires improved cables and connections.

Many RVers have found challenges with the new digital TV signals. Digital pictures are either all or nothing; you don't get a "snowy" picture to help aim the antenna (though there are varying degrees of clarity until everything is properly set up).

With myriad dishes/antennas available, deciding which system best suits your needs can be daunting.

ROOF MOUNTED VS. PORTABLE

Roof-mounted antennas are preferred by folks who want their antenna ready for viewing at all times without setup, and who don't want the components to take up any of the already limited storage space. Portable antennas require storage space, but do have some advantages over roof-mount antennas. Portables allow flexibility to position them to avoid obstructions such as trees and buildings which may block satellite reception at some campgrounds. Portable antennas can also be used for other outdoor activities, such as tailgate parties.

STATIONARY VS. IN-MOTION

Most lower-priced RV dishes are designed for stationary use only, so you can only watch TV while parked. This usually isn't a concern for trailerists, since there's no one in the RV when it's moving. However, in-motion dishes — which work both while parked and driving down the highway — are popular among motorhome owners, especially those who want to entertain children while traveling long distances.

TERMINOLOGY

When shopping for dish/antenna products, you'll likely find several specifications that are helpful to understand when making an informed selection.

The term Low Noise Block (LNB) refers to the device on the front of a satellite dish that receives the very low-level microwave signal from the satellite, amplifies it, changes the signals to



WINEGARD
TRAV'LER DIRECTV
SLIMLINE

a lower frequency band and sends it down the cable to the indoor receiver.

For over-the-airwaves signals, the frequency range for VHF is 40-300 MHz and for UHF its 470-860 MHz.

Generally denoted in "dB" (decibels), gain is a measure of how effectively the antenna picks up a signal; basically the more dB gain the better.

Antenna impedance is typically 75 ohms (75Ω), and each component must match to ensure compatibility between cables, antennas, splitters and receivers. Be sure to check this.

ACCESSORIES

Most of us who survived the 2009 changeover from analog to digital over-the-airwaves transmissions already have a digital-capable TV or a converter box. If not, boxes are still available for about \$40 and up. Antenna signal amplifiers help lock in a weak signal; however, amplifying the signal also amplifies the "noise" or static in a signal. Higher-quality units typically provide a "cleaner," quieter amplified signal to the TV.

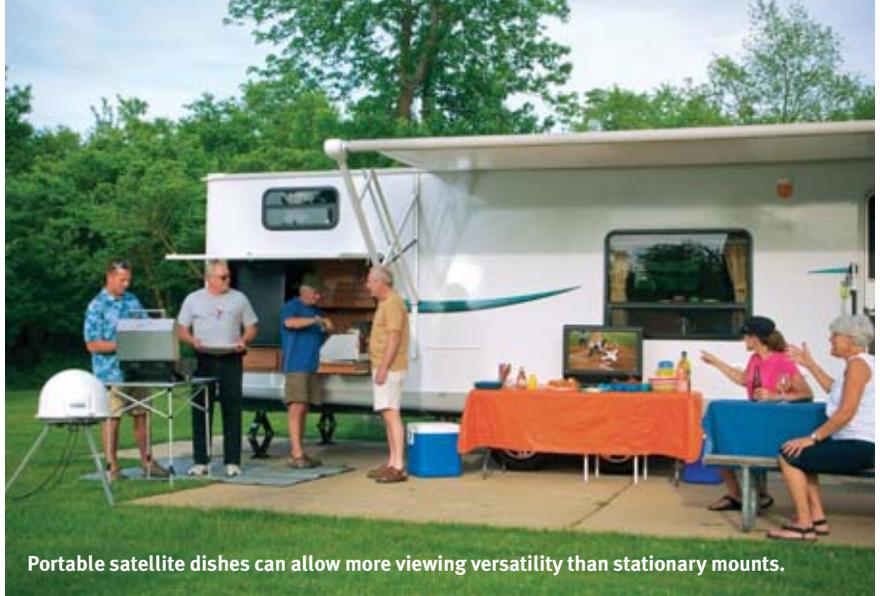
Satellite finders come in a variety of styles from magnetic compasses used to manually find satellites and aim antennas to more sophisticated units. There are also websites such as www.dishpointer.com, which can be used to help aim a dish. And, yes, there's also an app for that. Check out the iTunes App Store or the Android market to find yours.

Tripods and ladder mounts are often used to mount and aim portable antennas. Make sure to get a sturdy mount, and with tripods bring some tent pegs and tie downs in case it's windy.

SERVICE PROVIDERS

There are a number of satellite service providers, including DISH Network, DirecTV and Bell ExpressVU (Canada only). Before buying, make sure a satellite dish is compatible to receive programming from the provider. It's even better if it will work with more than one provider, should you ever decide to change to another; however, that's not always possible.

Following are some of the most popular dishes and accessories for RVers.



Portable satellite dishes can allow more viewing versatility than stationary mounts.

KING CONTROLS

King-Dome's JACK roof-mounted over-the-air antenna (\$159.99) comes with a signal-strength meter to simplify setup. To learn more, and to see an installation of a JACK, turn to page 61.

King's SureLock Digital TV Signal Finder simplifies antenna aiming and takes the guesswork out of finding local TV channels. A built-in signal meter detects digital TV signals as the antenna is rotated, indicating the best position for maximum reception. SureLock connects to an existing TV antenna output, between the antenna and TV or converter box. A built-in signal attenuator adjusts sensitivity when in very strong or weak signal areas. This signal finder can be used in conjunction with the JACK digital TV antenna head used on existing bathing hardware for digital and HDTV.

The new King-Dome AIR antennas offer satellite and over-the-air antennas combined in a single dome no taller than a standard air conditioner. With the stationary automatic 2200 Series (\$1,299), users park and push a button

for automatic satellite acquisition. The 3200 Series (\$1,499) adds in-motion tracking, while the Premium 9762 (\$2,299) operates even faster and has dual LNBS for two receivers.



KING CONTROLS
SURELOCK

King's portable VuQube Series includes models VQ1000, VQ 2000 and VQ3000. The VQ1000 (\$599) comes with a wireless remote for easy aiming; the VQ2000 offers automatic stationary acquisition and has dual LNBS for two receivers; and the VQ3000 (\$1,699) is actually a portable automatic in-motion tracking satellite system all in one.

KVH

KVH offers TracVision rooftop domed satellite antennas in several colors and varieties. Four 12-inch-tall dome models are available. The R4SL (\$1,299) is a stationary system that works with DISH Network, DirecTV and Bell TV. For \$1,399, the R5SL has similar capabilities, but adds in-motion tracking. The R6DX (\$2,299) is an in-motion antenna compatible with DISH Network. The R6ST (\$2,149) is similar in size and appearance, but works with DirecTV. Model A7 (\$3,995) is a low-clearance antenna that's only 5 inches high and works with DirecTV. Specifications and a side-by-side comparison are available on the KVH website.



KING
CONTROLS
JACK DIGITAL
ANTENNA

KVH TRACVISION



MOTOSAT HD SERIES

MOTOSAT PRODUCTS

MotoSat offers four fold-down satellite dishes for RV use. The dishes work with MotoSAT's Nomad Controller, which allows push-button operation to deploy reflectors from a modest 10½ inch stowed position to automatically locate and adjust the signal in minutes.

The most-popular MotoSAT HD series TV System (\$2,195) is compatible with all major satellite providers. The MD500 (\$1,795) enables simultaneous multi-satellite acquisition with the push of a button and works with DISH Network or Bell Express. The Executive (\$1,595) is currently MotoSAT's longest running satellite TV product, and pro-

vides single satellite acquisition for satellite programming from DirecTV, DISH Network and Bell Express Vu. The MSC60 (\$1,895) was conceived and designed specifically for Canadian viewers and provides instant, on-demand satellite television to StarChoice (Shaw Direct) subscribers.

WINEGARD PRODUCTS

Winegard's Sensor IV amplified antenna (\$159.99) receives over-the-air VHF/UHF digital channels, enabling viewers to enjoy free local programming while parked. It combines the Sensor III antenna with the UHF-enhanced Wingman antenna for improved reception and can be raised, lowered and rotated by a hand crank from inside the RV. It includes the amplified antenna, lift assembly and a 12-volt DC power supply and coax cable.

The add-on SensorPro TV signal meter (\$69.99) provides real-time feedback for faster TV reception. It features an adjustable amplifier and is compatible with all amplified Sensor antennas.

Winegard's compact GM-MP1 Carryout Manual Portable Satellite Antenna (\$199) is a versatile satellite dish, marketed as a low-budget system that's great for first-time satellite dish owners or for use as a backup system.

Winegard's Crank-Up satellite-dish antennas are popular with trailer owners. The RM-DM46 (\$382.20) is a manual roof-mounted antenna that is simple to operate with the Winegard "Digital Magic" elevation sensor. Raise, rotate and lower the dish with the hand crank inside. The model RM-DM61 (\$443.42) is a satellite dish and over-the-air omnidirectional RoadStar antenna combined, with one mount and one installation for satellite and local broadcasts.

Winegard TRAV'LER dish antennas (\$1,599-\$1,899) view all satellites simultaneously, which allows viewers to watch any program on any TV at any time, without worries of interrupting someone watching a program on another TV. TRAV'LER DirecTV Slimline model is designed specifically to get DirecTV HD signals.

Winegard's RoadTrip roof-mounted dome satellite TV antennas feature a compact 20-inch footprint and are fully automatic with controls inside the RV. They're compatible with DISH Network, DirecTV and Bell TV. The MiniMax series (\$899-\$1,299) has a 15.6-inch dome height, while Mission models (\$1,199-\$1,499) have a 12.9-inch height. Choose between stationary or in-motion models.

Winegard's compact Carryout Automatic Portable Satellite TV Antenna (\$899.99) is fully automatic, quickly finding satellites for easy viewing. The unit plugs into a 12-volt DC outlet, can support up to two receivers and is compatible with DISH Network, DirecTV and Bell TV. 📡

WINEGARD GM-MP1 CARRYOUT PORTABLE ANTENNA



SOURCES

Camping World, (888) 626-7576, www.campingworld.com. Circle 211 on Reader Service Card.

King Controls, (952) 922-6889, www.kingcontrols.com. Circle 212 on Reader Service Card.

KVH Industries, (401) 847-3327, www.kvh.com. Circle 213 on Reader Service Card.

MotoSat, (800) 247-7486, www.motosat.com. Circle 214 on Reader Service Card.

Winegard, (800) 288-8094, www.winegard.com. Circle 215 on Reader Service Card.

SATELLITE SERVICE PROVIDERS

Bell Express (Canada only), (888) 759-3474, www.bell.ca. Circle 216 on Reader Service Card.

DirecTV, (800) 370-3587, www.directv.com. Circle 217 on Reader Service Card.

DISH Network, (800) 973-8695, www.dish.com/rv. Circle 218 on Reader Service Card.

Shaw Direct (Canada only), (888) 554-7827, www.shawdirect.ca. Circle 219 on Reader Service Card.

FREE HDTV

KING-DOME'S HIGH-DEF AMPLIFIED JACK ANTENNA BRINGS IN CRYSTAL-CLEAR DIGITAL SIGNALS

Until recently, there have been almost no changes in the way RVers capture a TV signal; using a rooftop batwing antenna was and is the industry standard. King-Dome has introduced the Over-the-Air JACK, which brings in crystal-clear digital signals and fits into the existing space occupied by the batwing antenna.

Recognizing the need for a much improved TV antenna, King-Dome set about building the JACK, a VHF- and UHF-amplified HDTV antenna that's easy to install and simple to operate. The new JACK can replace the old crank-up antenna in about an hour. In general, it requires no cutting, measuring or drilling, as the JACK utilizes the existing hole as well as the existing coaxial cable that is left exposed after removing the

batwing antenna. The toughest part of the job was removing the old antenna because the sealer holding it to the roof was firmly adhered, so we took caution not to tear the rubber roof.

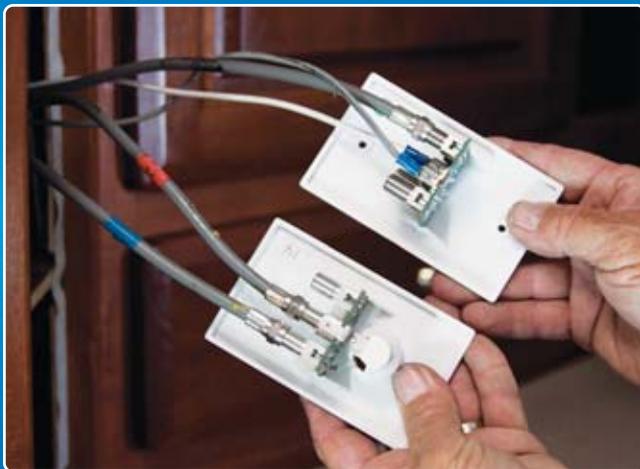
If your RV has never been equipped with any type of TV antenna, you will need to drill a 2-inch hole in the roof for mounting the JACK. The manufacturer's instructions are clear and provide straightforward advice for those who have flat or pitched roofs.

Positioning the JACK so that the base faces the front of the RV is critical. It should also be positioned so that it centers the roof hole and is at least 20 inches away from any other object, such as an air conditioner. Doing so allows clearance for it to rotate freely. Also, the center of the roof hole must be at least

8 inches from the edge of the roof. The roof thickness may vary from 1 to 6 inches and the roof pitch cannot be more than 3 degrees for this antenna to function properly. If the roof pitch is more than 3 degrees, a slightly larger hole may be necessary so the shaft can line up properly. A longer connector is supplied if the roof is more than 3 inches thick.

Before mounting the JACK to the roof, the original coaxial cable must be attached to the T-connector on the underside of the new antenna. The existing short coax cable is fed through the hole in the roof to be used later. Now it's simply a matter of pulling the adjustable

King-Dome's wall-mount power injector fits in place of the previous power supply using the same cables and wires. If the coax cable from the antenna to the built-in SureLock signal meter is not long enough, a piece of coax cable can be used as an extension.





Installation of the supplied longer connector is as simple as slipping it on over the stock adjustable connector.



Apply sealant to the bottom of the flange on the base mount and the ring seal. Butyl tape may also be used where applicable.



Use the existing coax cable from the old antenna and attach it to the T-connector.



Set the antenna into place with screws that are the proper length (not supplied).



Apply the appropriate type of sealant around the base and over the screw heads.



Attach the coax from the upper unit to the SureLock signal meter's enclosure base.



Attach the enclosure base to the ceiling of the trailer with supplied screws.



Press the button located on the side of the rotation knob. Then press it onto the adjustable connector.

connector to maximum length and applying sealant to the bottom of the flange on the JACK base mount (butyl tape may also be used in most cases) and installing the screws. It's important to seal the screw heads as well as all around the base mount of the JACK to adequately weatherproof the new antenna.

Once inside the RV, the adjustable connector is pushed until the shoulder is flush with the ceiling. The small coax cable is connected after feeding down through the roof to the enclosure base, which is mounted with the supplied screws; the enclosure base may be mounted in any direction. Snap on the enclosure cover, install the rotation

knob and the set screw. Remove the old power supply and mark the cables and wires (12-volt DC) and install them on the new power injector that is conveniently marked and in the same location.

The JACK has a built-in SureLock signal meter. To establish maximum signal strength, you simply push the power button, slide the switch on the enclosure base to the on position and rotate the attenuator dial fully clockwise. The antenna is rotated until the maximum number of LED lights are lit up. Then the attenuator dial is rotated counterclockwise until the last illuminated LED light flickers, and again to fully illuminate the last flickering LED light. Once that's done, just follow the

instructions for TV or converter box and scan for available channels.

Before installation, the TV channel scan revealed 87 channels; once the JACK was installed we were able to acquire 101 in a matter of seconds. Granted, not all the channels were crystal clear, but the strong digital signals were impressive, producing a very nice high definition picture — for free. The approximate retail price is \$159.99, and for that you get a chic-looking, compact antenna that offers superior reception. 🗣️

King Controls, 952-922-6889, www.kingcontrols.com. Circle 212 on Reader Service Card.



Rotate the antenna until you see the signal meter indicator lights turn on.



The installation is complete and the JACK is ready for use. Note its aerodynamic design.

A CLEAN THRONE

HAPPY BOWL LINERS WILL SEND YOUR TOILET BRUSH PACKING



I spent hours spinning in my chair, fidgety and generally uneasy about how to best describe my evaluation of a simple and unique product called Happy Bowl. It's a subject that's private for most and taboo for some. Bottom (pun maybe intended) line: No way to pull punches here; let's just get into it.

Using an RV toilet has its moments of discomfort, especially when it comes to cleanup after use. Typical scenarios include swabbing with a brush, which has to be stored somewhere inside the bathroom, or washing down with an auxiliary sprayer that often has an anemic flow of water. In too many cases, the "stuff" gets caught in the valve and impacts the ability of the seal to keep water in and odor out.

For years, we would fill the bowl prior to use and float a couple of short lengths of toilet paper in an X pattern. Most of the time that works OK, as long as you have good aim — and it's certainly better than not using the toilet paper at all. For some people, filling the bowl with water brings the level and contents dangerously close to skin, and for sure, it wastes water, which is especially a concern when trying to conserve in a boondocking environment.

When Ron Doctors (an eccentric inventor) and his son, Peter (who runs the company), first showed me the Happy Bowl liners, we laughed right through the presentation that naturally included humorous graphic descriptions. I agreed to try the product, but pressed Peter into telling me how I was going to photograph his product for the magazine. As you can see here, I had to leave out a few details.

HANDS ON

article and photos by **Bob Livingston**

Before I tried the Happy Bowl liners, I wanted to be sure that they would dissolve properly. So I put one of the liners in a jar of water and gently agitated the contents. Within seconds the liner disintegrated into very small pieces, looking just like toilet paper that's designed for RV use.

The next phase of the test needed to be under real-world conditions, so I filled myself up with plenty of roughage and other fiber the night before and waited for nature to kick in. When the warning bell went off, I unfolded a Happy Bowl liner and placed it on the bowl, on top of the small amount of water that was left from the last flush. There's no need to fill the bowl with water. After use, I simply flushed the toilet, holding down the lever long enough for the liner to encapsulate the contents and slide down the opening to the holding tank. The result was a perfectly clean bowl. Repeating the test daily during a long trip proved that the liner works exceptionally well. And the water savings resulted in at least a day to two longer before having to dump the holding tank.

Happy Bowls come in two sizes: The Original is for plastic and standard-size bowls and the MP is for porcelain and larger size toilets. The liners sell for \$8.95 (50 in a box).

My water sprayer is now dormant and the brush is in the garbage. A happy bowl will put a smile on your face. 🗑️



Happy Bowl, (805) 426-9636, www.happybowl.com. Circle 220 on Reader Service Card.

PERFORMANCE CORNER



by Ken Freund



EDELBROCK PERFORMER IAS SHOCK ABSORBERS

Poor ride quality is one of the most frequent complaints we hear from owners of full-size SUVs and pickups used for heavy-duty towing. Original equipment shocks often wear out quickly and their performance is sometimes marginal even when new. Edelbrock's Performer IAS shock absorbers are designed to help solve this and are the first shocks to employ the patented Ricor Inertia Active System (IAS), raising the bar on shock absorbers.

The IAS shocks, manufactured by Edelbrock in the USA, are tuned for each application and tested on a shock dynamometer. They feature durable polyurethane bushings; a NitroSteel piston rod (which won't chip or flake like chrome rods) plus a Viton seal and low-friction piston rod bearing for long life. The mono-tube design uses a large 46 mm piston for more-consistent damping and excellent heat dissipation, resulting in consistent performance under virtually all conditions.

The patented IAS valve system switches instantly between a firm and a soft damping circuit for superior handling and a more-comfortable ride over rough roads, according to the company. This unique valving, combined with high-pressure gas charging, provides a very noticeable improvement in ride and handling quality. Performer IAS shocks come with a money-back guarantee, a limited lifetime warranty and are available for more than 300 models of cars, trucks and SUVs.

Edelbrock, (310) 781-2222, www.edelbrock.com. Circle 221 on Reader Service Card.



MANUFACTURERS AGREE TO STANDARDIZED TOWING TESTS

Did you ever wonder why manufacturer's tow ratings kept creeping up? Historically, manufacturers self-certified their truck's towing capacities based on their own testing, and if one brand came out higher, others might revise testing procedures to get higher ratings and be competitive.

Without standardized tests approved by an impartial third party, it's impossible to directly compare ratings from different companies. But thanks to the Society of Automotive Engineers (SAE), that will change soon. Major manufacturers, including GM, Ford, Dodge and Toyota recently agreed on a new SAE test standard to be implemented by the end of the 2013 model year. The test includes acceleration, uphill towing in hot conditions and a stability component. It's likely that current tow ratings will decrease anywhere from several hundred to several thousand pounds. While the new test standards are not mandatory, it looks like they will be adopted by most brands.

QUAKER STATE WILL REWARD YOU TO KEEP YOUR VEHICLE

Quaker State's Cash Back Bonus program rewards vehicle owners who use Quaker State motor oil with the cash value of their vehicle once it reaches 300,000 miles. Once enrolled in the Quaker State Lubrication Limited Warranty program and the owner's vehicle registers 300,000 miles on the odometer, Quaker State will pay the owner the Kelley Blue Book trade-in value of the vehicle as listed in "good condition" up to the amount of \$3,000 — and the owner gets to keep the vehicle. To learn more, or to enroll in the program visit www.quakerstate.com.

ETHANOL E15

The U.S. Environmental Protection Agency (EPA) has approved gasoline mixed with 15 percent ethanol (E15) for use in motor vehicles built since 2001, and will require an orange-and-black label on fuel pumps selling E15. Labels will warn not to use the fuel in vehicles older than model-year 2001, since it could cause damage. E15 also delivers lower fuel economy than conventional gasoline.

Several lawsuits have been filed to overturn the EPA's decision to allow E15 and it may take years to resolve the suits. Chrysler Group, Ford, Toyota, BMW, Mercedes-Benz, Honda, Hyundai, Kia, Mazda, Nissan, Volkswagen and Volvo have all written letters of protest, and some have said that using E15 may void vehicle warranties. E15 is specifically precluded from use in motorcycles, vehicles with heavy-duty engines, off-road vehicles such as boats and snowmobiles, small engines such as lawn mowers and chainsaws, and in any 2000 or earlier model-year car, light-duty truck or SUV. 🚗



← **HOLDING-TANK HELPER**

When it comes to emptying the holding tanks, we are big fans of products that can help make that job a little bit easier. Thetford's Sani-Con System utilizes a heavy-duty transfer and macerating pump to grind and liquefy black-water waste and pump it through an extra-heavy-duty 1-inch diameter discharge hose that stretches up to 21 feet and retracts to 7 feet for convenient storage. It can even pump waste uphill, according to the company, and has an easy-to-use threaded nozzle that fits a variety of dump station inlets and a cap to prevent drips and spills. The system is available in permanent or portable models. Pricing starts at \$367.99. **For more information**, call (800) 543-1219 or visit www.thetford.com. Circle 222 on Reader Service Card.

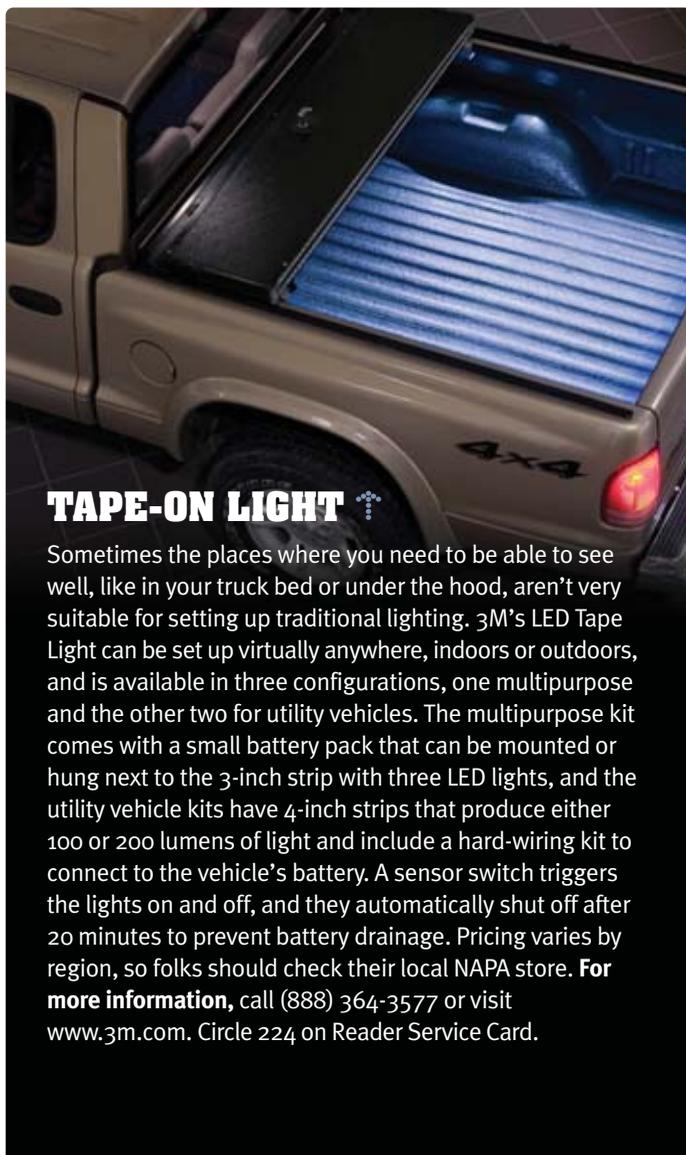
PRODUCTS

WHAT'S NEW

WADE MAID RV CLEANING STUFF ↓

Nobody likes a dirty beast, at least that's the general consensus ... and that's the motto at Wade Maid, makers of professional-grade protective RV coating and cleaning concentrate. While at The Good Sam Rally, presented by DISH Network, we checked out some of this company's products after its owner claimed that just one bottle of Wade Wax can wax one 40-footer four times. Wade Maid's most popular product, however, is its Rejuvenator, which is an RV-specific one-step finish restorer wax that was originally developed by Duratain to assist dealers in creating a showroom shine on an otherwise faded RV finish. The 32-ounce Rejuvenator Finish Restorer retails for \$49.99. The 16-ounce Wade Wax retails for \$42.99.

For more information, call (866) 500-5054 or visit the Web at www.wademaids.com. Circle 223 on Reader Service Card.



TAPE-ON LIGHT ↑

Sometimes the places where you need to be able to see well, like in your truck bed or under the hood, aren't very suitable for setting up traditional lighting. 3M's LED Tape Light can be set up virtually anywhere, indoors or outdoors, and is available in three configurations, one multipurpose and the other two for utility vehicles. The multipurpose kit comes with a small battery pack that can be mounted or hung next to the 3-inch strip with three LED lights, and the utility vehicle kits have 4-inch strips that produce either 100 or 200 lumens of light and include a hard-wiring kit to connect to the vehicle's battery. A sensor switch triggers the lights on and off, and they automatically shut off after 20 minutes to prevent battery drainage. Pricing varies by region, so folks should check their local NAPA store. **For more information**, call (888) 364-3577 or visit www.3m.com. Circle 224 on Reader Service Card.

DIAMONDS ARE A DRIVER'S BEST FRIEND

Once you notice scratches on your tow vehicle, it's often difficult not to obsess over those few unsightly marks on your otherwise perfect paint job, even if they are a pain to fix. ScratchPro is a new product that uses a buffing compound made with diamond powder — a key ingredient in many body-shop polishing processes — to remove imperfections in automotive paint finishes, headlamp covers and metal trims in a simple three-step process. Each ScratchPro kit includes three color-coded syringes with diamond compound, three color-coded buffing pads with plastic protectors and one foam gripper. msrp is \$29.99. **For more information**, call (800) 987-8403 or visit www.scratchpro.com. Circle 225 on Reader Service Card.



ROLLED CURB FIX

Rolled curbs can wreak havoc on both your trailer and tow vehicle with the bone-jarring shock they produce when driven over. This shock can misalign wheels, cause extensive tire wear, increase fuel usage and damage steering components. Bridjit Curb Ramps — made in the USA of recycled tires — smooth the transition from street to driveway by up to 80 percent and can be installed in just 15 minutes. The three-piece ramp system is designed to provide coverage for a driveway up to 12 feet, and additional 4-foot center sections can be added for a larger driveway. They will also not impede drainage and do not need to be anchored to the ground. msrp is \$299. **For more information**, call (877) 522-6611 or visit www.bridjit.com. Circle 226 on Reader Service Card.

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Rebate begins up to 8 weeks after receipt of rebate submission online or by phone. Duration of promotional price varies based on redemption date. In select markets, prices are higher. In order to receive \$10 credit on the CHOICE package and above in first 12 months in these markets, customer must provide valid email address at point of sale. **2011 NFL SUNDAY TICKET AND NFL SUNDAY TICKET TO-GO OFFERS: NFL SUNDAY TICKET and NFL SUNDAY TICKET To-Go consist of all not-market NFL games based on customer's service address broadcast on FOX and CBS. Local broadcasts are subject to blackout rules. Other conditions apply: 2011 NFL SUNDAY TICKET regular full-season retail price is \$294.99; 2011 NFL SUNDAY TICKET To-Go regular retail price is \$49.99. NFL SUNDAY TICKET and NFL SUNDAY TICKET To-Go will automatically continue each season at special renewal rates unless customer calls to cancel prior to start of season. In the event the 2011 NFL season is delayed, there will not be substitute offer or credit for missed games. In the event the 2011 NFL season is cancelled, the customer will receive 2011 NFL SUNDAY TICKET and NFL SUNDAY TICKET To-Go at an additional charge and the automatic renewals will begin with the 2012 season. Subscriptions cannot be cancelled (in part or in whole) after the start of the season and subscription fees cannot be refunded. NFL SUNDAY TICKET subscription is required to order NFL SUNDAY TICKET To-Go. Only one game may be accessed from any device at any given time. Online application is only available on certain operating systems. Computer hardware, software, and Internet connection not included. Mobile phone application only available on certain devices from certain providers. Additional data charges may apply. Please check with your service provider. Visit direct.com/NFL for a list of system requirements and compatible mobile devices. Account must be in "good standing" as determined by DIRECTV in its sole discretion to remain eligible for all offers. ***TV LEASE AGREEMENT: EARLY CANCELLATION WILL RESULT IN A FEE OF \$10/MONTH FOR EACH REMAINING MONTH. Must maintain 24 consecutive months of your DIRECTV programming package. DVR service \$79/mo. required for DVR and HD DVR lease. HD Access fee \$10/mo. required for HD Receiver and HD DVR. No lease fee for only 1 receiver. Lease fee for first 2 receivers \$4/mo., additional receiver leases \$4/mo. each. NON-ACTIVATION CHARGE OF \$150 PER RECEIVER MAY APPLY. ALL EQUIPMENT IS LEASED AND MUST BE RETURNED TO DIRECTV UPON CANCELLATION. OR DIRECTV EQUIPMENT FEES APPLY. VISIT direct.com/DR CALL 1-800-DIRECTV FOR DETAILS. Advanced receiver instant rebate requires activation of the CHOICE XTRA Package or above, MAGS ULTRA or above (for DVR receiver), OPTIMUS or above (for DVR receiver), Jalonville, or any qualifying international service bundle, which shall include the PRE-PAID CHOICE programming package (value of \$39.99/mo.). Second advanced receiver offer requires activation of an HD DVR as the first free receiver upgrade and subscription to Whole-Home DVR service (\$3/mo.). Additional advanced receiver upgrades available for a charge. INSTALLATION: Standard professional installation (up to 4 rooms only). Custom installation extra. **SATELLITE LIFE KIT OFFER: Courtesy of Direct Sat TV with new residential home service activation and purchase of CHOICE programming or above. Includes satellite dish, travel tripod and 50' of coaxial cable. HD dish will incur additional fees. Tripod for HD dish not available. Programming and pricing may vary for service in your RV. For service in RV, customer will receive NY Distinct Network Signal, based on geographical location. A Distinct Network is available upon request and requires special hardware, which will incur additional fees. Dish waiver required. Local channels eligibility based on service address. Not all networks available in all markets. Programming, pricing, terms and conditions subject to change at any time. Pricing residential. Taxes not included. Receipt of DIRECTV programming subject to DIRECTV Customer Agreement, copy provided at direct.com/legal and in order confirmation. NFL, the NFL shield design and the NFL SUNDAY TICKET name and logo are registered trademarks of the NFL and its affiliates. NFL team names and uniform designs are registered trademarks of the teams indicated. DIRECTV and the Cyclone design logo, DIRECTV, CHOICE, and CHOICE XTRA are trademarks of DIRECTV, Inc. All other trademarks and service marks are the property of their respective owners.

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Advice from our **Tech Team**

WEIGHT DEBATES

I currently have a 2010 TrailManor 2720 SD that I tow with a 2008 Honda Ridgeline rated to tow 5,000 pounds. After taking a cross-country trip last year and stopping at 29 campgrounds, some of which were only for the night of putting up and taking down the trailer, we are thinking about swapping to the TrailManor Elkmont TM26, which is a standard hardside trailer. Can you tell me if my Honda will be able to tow this size trailer? The gvwr on the paperwork for my trailer is listed at 4,217 pounds with AC and electric A-frame jack, the Elkmont TM 26 is listed as 3,420 pounds gvwr with the electric A-frame jack and AC, so I don't know where the extra weight for the folding TrailManor comes from. I read somewhere that the tow ratings were going to be changing so now I am really confused.

Hal Bourgeois, Via email

Your Ridgeline should work fine with the new trailer. The extra weight for the fold-down trailer comes from its construction features, including the significant lift and hinge mechanism and the extra-strong body construction needed to produce the unit's folding capabilities. The hardwall Elkmont trailer lacks the heavy lift mechanisms, and its solid-box construction means the company can use lighter-weight construction methods.

You should also be aware of the terminology here: The 4,217-pound weight figure listed on your trailer's sticker isn't its gross vehicle weight rating (gvwr); rather, it's the trailer's dry weight, as indicated by the inclusion of the AC, power hitch jack and so on. The figure you found is probably on a sticker located inside the unit inside a cabinet door. The trailer's gvwr will be listed on a sticker on the



“The hardwall Elkmont trailer lacks the heavy lift mechanisms, and its solid-box construction means the company can use lighter-weight construction methods.”

outside left-front corner of the side wall. When considering a new trailer for your tow vehicle, you also need to estimate the weight of freshwater, LP-gas, cargo and other personal items added to the trailer when it's ready to go camping. That calculation will help you avoid an overloaded situation. — Jeff Johnston

DETERGENT DIESEL?

My 2003 GMC 2500HD is powered by the Duramax diesel, with just more than 200,000 miles registering on the odometer. My brother is a trucker, and he tells me that he's heard reports of truckers who have used biodiesel in their 18-wheelers, having to replace fuel filters prematurely because it would appear that the biodiesel had been cleaning the internals

of the engine, and consequently clogging the fuel filters. Do you have any info regarding the detergent properties of biodiesel, and do you think it would be a suitable fuel to burn in my 2003 Duramax?

Greg Downer, Grand Rapids, Michigan

Fuel filters receive fuel from the tank and filter it before it goes to the injection pump. There's no connection to the internals of the engine, so that can't clog them. The contaminants must be coming from the fuel tank. Biodiesel comes from many base stocks, and various percentage blends, some of which are better than others. The quality and purity of the fuel and how it's stored and handled greatly affects how much "crud" it leaves in the filters. GM only approved B5 or 5 percent biodiesel for your model-year Duramax. If you stick to the factory guidelines, you shouldn't have any problems. — Ken Freund



Ken Freund

Jeff Johnston

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

DRAINING BATTERIES

I have a 2000 Sprinter travel trailer that, for some reason, completely drains both batteries while parked. I have turned everything off, taken out the fridge light bulb and disconnected the carbon-monoxide alarm and still the batteries drain over a period of only four or five days. Any idea how to track the culprit down?

Nick Zufelt, Sparks, Nevada

This is usually one of the easier problems to track down. With your batteries recharged, disconnect the ground cable and attach a multimeter with a 10-amp scale between the battery terminal and a ground point. If you have everything inside the trailer switched off and there's a drain, you'll see a minor amperage reading on the multimeter. Start pulling your 12-volt DC fuses one at a time. When you deactivate the circuit that includes the drain, the amperage reading should go to zero. Trace all of the devices wired to that circuit and you should find your culprit.

Killing the batteries in just five days is a pretty serious drain, so this checkup should produce some definitive results. As a couple of hints, look in storage compartments for a light that's left on, or if you have an Automatic Energy Selection (AES) refrigerator, have the main board checked to be sure it doesn't produce a parasitic drain even when turned off. — J.J.

HOT-RUNNING FORD

I own a 2004 Ford F-150 4x4 Lariat Crew Cab with a short bed and the 5.4 liter V-8. My wife and I bought a 28-foot Freedom Spirit two years ago, and the first year we owned the trailer we only took it out a couple of times during the fall with no problems towing it. Last year, we took the trailer on a trip to Maryland, and on the way there it was raining with temps in the upper 60s, but on our way home, it had risen into the upper 80s and my truck started to overheat. We had to pull over immediately, because my truck had gone into "reduced power" mode, which, I am told, protects the engine from damage. My temperature gauge had pegged.

We limped our way home, monitoring the gauge and pulling over every time it started to get near the overheating point. I took my truck to the shop for a new thermostat and to have the coolant flushed. I attempted to pull our trailer again, thinking I had solved the problem, but it happened again on another trip. I took it to a Ford dealership to have them perform a tune-up and hook it up to their computers to see if they could figure out why my truck was overheating. The Ford dealership also checked to see if I had cracked heads and luckily they were fine. They couldn't figure out the overheating issue, and now I'm stuck with a great trailer, but without the



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FACTORY DIRECT

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ability to tow it. Do you have any suggestions on how I can resolve this issue?

Ben Foster, Etters, Pennsylvania

It's possible the loaded trailer weight exceeds the truck's tow rating, which could explain the hot running. Weigh the trailer loaded, and compare that with the rating.

Does your truck have a heavy-duty radiator and cooling fan? I assume you and the Ford dealer checked the coolant level, and that there are no leaks. If the engine runs normally and sounds OK, the next likely culprit is reduced airflow. It could be that the front of the radiator, which is obscured by the A/C condenser, may be obstructed by bugs or another foreign object from the road. Another likely scenario is the fan clutch may not be engaging. Do you hear the fan go into high speed and roar when the engine gets hot? If not, replace the fan clutch. Less likely is a faulty water-pump impeller. Check by feeling if the upper radiator hose expands when you rev the warmed engine. Wear a glove and keep away from the fan blades. — K.F.

BALANCING DUALIES

I have an '09 Chevy Kodiak 5500 with 17,000 miles on it. It has had a vibration from inadequate tire balance since it was new. My tire shop doesn't want to balance the duals in the rear because they say it could make the vibration worse. What about balancing duals on a large vehicle?

Ken Souza, Via email

I can't think of any reason not to balance your tires, although a shop may not want to take on a larger dualie-size wheel because it's afraid the tire weight could damage a sensitive computer-balance machine designed for smaller automobile tires. As for the balanced wheels making the vibration worse — nonsense. Take your truck to a commercial truck shop accustomed to working with larger vehicles and they can handle the job for you. — J.J.

BATTERIES RUN DOWN

I have two new 6-volt golf cart batteries in a 2003 Starcraft Homestead 27-foot fifth-wheel. After one night of dry camping in the fall, the next night the batteries never get completely charged, even though I have two chargers. One is built in from the factory and I also have a Battery Tender plus. How can I improve charge time?

Tom Shimp, Greeley, Colorado

Furnace blowers draw a lot of current and fall camping in Colorado probably called for furnace use, so that probably drew the batteries well down overnight. Some RVers use catalytic heaters to reduce this draw on their batteries. You should avoid discharging the batteries below 50 percent of their capacity, as this will shorten their life considerably. The Battery Tender, while a good product, is a maintenance charger. It is not designed to quickly recharge batteries, so you might as well leave it home. The charging circuit in most built-in converters is also limited. Therefore, you'll need to get a legitimate battery charger, which I assume you will be running off a generator or campground hookup. — K.F.

GFCI TRIPPING

Our RV was in storage for the winter. The batteries were left in and are completely dead. I plugged it into an outlet at home

and a GFCI plug on the circuit keeps tripping. I have used this same outlet at home to plug the trailer into before and have had no problems. Any suggestions on what might be causing the GFCI to trip?

Donnell McMann, Gresham, Oregon

A GFCI circuit is, by design, very sensitive to any irregularities in current flow that could be caused by a short circuit. That sensitivity can also react to a corroded ground connection, for example, or one of any number of load-related situations in an RV. In your case, the dead batteries cause the converter's charging circuit to kick into high gear when you plug the RV into shorepower, and that surge combined with other RV age-related factors (you didn't say how old your trailer is) can trip a GFCI. Plug it in, and push the reset button to get the current flowing again. It's possible you may need to use a separate battery charger to get the battery recharge process going, then reconnect the RV's converter and try again when the batteries are charged. — J.J.

CURING HYDRAULIC LEAKS

The hydraulic leak problem described on page 70 of the June issue that Mr. Gordon E. Stephens had with the 2003 Montana hydraulic oil pump for the slideouts is a common one for this system. I also own a 2003 Montana 3655FL and experienced the same problem. I contacted the factory tech at Thor Industries, and he told me how to fix it. Separate the hydraulic oil tank from the pump, remove the O-ring and wash it in hot soapy water. Purchase a degreaser at the automotive store (I used NAPA Brakleen), and clean both surfaces of the pump and tank with the degreaser. Then reinstall the O-ring and apply a small bead of high-temperature Permatex to the surface where the pump and tank bolt together. Let it cure for a couple of days before adding the oil to the holding tank; this will stop any leak.

Lewis A. Myers, Freelandville, Indiana

Thanks for taking the time to write. We've heard from several owners with this problem, so I'm passing this along. Another solution is to run a metal band-type hose clamp around it to hold it together more tightly. — K.F. 🛠️

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10-MINUTE TECH

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

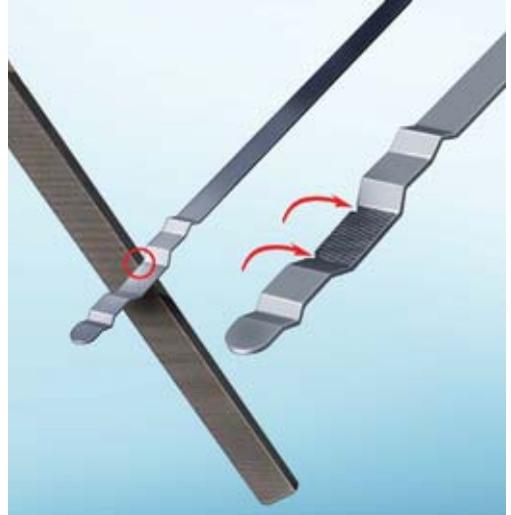
BLINDED BY THE LIGHT

Tired of being blinded by the bathroom light in the middle of the night, I modified the fixture to include a dim night light.

The original switch in these fixtures controls the 12-volt DC source to one of the bulbs. A wire then continues from the first bulb to the second. I drilled a hole in the side of the fixture and inserted a switch in the line to the second bulb. I replaced the first socket with a 7-watt amber light, and put the original 18-watt clear bulb in the second.

We leave the fixture on at night, with the amber bulb glowing and the new switch (to the clear bulb) in the off position. If more light is needed, we simply turn the additional switch on.

John Hibbard, Andover, Minnesota



NOTCH IT UP ↑

As I get older, my vision continues to gradually get a little worse. I often find it difficult to see the “add” and “full” lines on my tow vehicle’s dip stick. To solve this problem, I used a metal file to notch a small “V” at each position. Now, when I pull out the dip stick, the oil clings to the Vs, making it easy to see the status of the oil.

Michael Foree, Amarillo, Texas



GUNNING FOR SAFETY ↑

To add security to your sway control and equalizer hitch while parked, connect them to your safety chains using a flexible gun lock. You can purchase one at most sporting goods stores, Walmart or even a local flea market.

George Barthlemes, Wellborn, Florida

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.

EYE ON ELECTRONICS

We have several chargers and cords for items such as cameras, phones, computers and even a spotlight. To keep them from getting tangled and/or mixed up, we simply place them in labeled plastic sandwich bags. It makes life so much simpler when you open the drawer to look for the right one.

Also, my wife and I are always losing our TV remote control (who isn't?). To make sure it's always in an accessible place, we used a strip of heavy-duty hook-and-loop fastener on the remote, and another on the mirror at the head of our bed. Now we can always find the remote, provided we remember to put it there.

Ray McCalment, Depew, Oklahoma

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NOW \$2,950 SAVE \$950 (866) 820-0335 Council Bluffs, IA STK. # CBI17326



USED 2000 Sun Valley SUN VALLEY 260RL NOW \$4,890 (888) 617-5406 Oakwood, GA STK. # ORV15927



USED 1996 Coachmen CATALINA 269RL NOW \$5,995 (888) 696-2165 Savannah, GA STK. # SAV15573



NEW 2010 Starcraft STARCRAFT 816 MSRP \$9,280 **NOW \$6,997** SAVE \$2,283 (888) 815-7523 Woodstock, GA STK. # WDS14402



NEW 2010 Starcraft STARCRAFT 1020 MSRP \$11,723 **NOW \$8,477** SAVE \$3,246 (888) 801-3226 Byron, GA STK. # MAC14411



USED 2009 Jayco JAY SERIES 1206 WAS \$17,985 **NOW \$8,878** SAVE \$9,107 (866) 755-9604 Charleston, SC STK. # CHN125495



USED 2001 Forest River SANDPIPER 27RK NOW \$9,995 (888) 727-2952 North Little Rock, AR STK. # LIT12861



NEW 2012 Starcraft COMET 1224 WAS \$13,672 **NOW \$9,995** SAVE \$3,677 (888) 542-3819 Mesa, AZ STK. # MES16511



NEW 2011 Starcraft AR-ONE 14RB WAS \$13,384 **NOW \$9,995** SAVE \$3,389 (888) 542-3819 Mesa, AZ STK. # MES15441



NEW 2012 Starcraft AR-ONE 14RB WAS \$13,433 **NOW \$9,999** SAVE \$3,434 (866) 289-0113 Chattanooga, TN STK. # CH7020



NEW 2010 Coleman COLEMAN CT187 WAS \$18,876 **NOW \$11,995** SAVE \$6,881 (877) 450-7415 Island Lake, IL STK. # CRV5353



USED 2006 Starcraft TRAVELSTAR 300BS WAS \$22,856 **NOW \$12,599** SAVE \$10,257 (888) 315-7967 Tucson, AZ STK. # TUC13739



USED 2004 Keystone CHALLENGER 34TB WAS \$32,995 **NOW \$12,995** SAVE \$20,000 (888) 848-7312 Columbia, SC STK. # COL14899



NEW 2010 Jayco SELECT 141J MSRP \$20,048 **NOW \$12,995** SAVE \$7,053 (888) 905-0490 Anthony, TX STK. # LC15400



USED 2002 Keystone COUGAR 278EFS
 WAS \$19,988 **NOW \$12,995** SAVE \$6,993
 (888) 475-5918 Robertsdale, AL STK. #
 RD38909



USED 2005 Coachmen CASCADE 30TBS
 WAS \$17,994 **NOW \$12,995** SAVE \$4,999
 (877) 450-7415 Island Lake, IL STK. #
 CRV5547



USED 2002 Kit MILLENNIUM 353FM 3/SLIDES
NOW \$14,890 (888) 617-5406 Oakwood, GA STK.
 # ORV15928



USED 2003 Keystone LAREDO 25RL
 WAS \$16,995 **NOW \$12,995** SAVE \$4,000
 (888) 902-8565 Tallahassee, FL STK. #
 TAL39496



USED 2004 Coachmen CHAPARRAL
276RLS NOW \$13,995 (888) 668-6715
 Katy, TX STK. # KAT9877



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 Gulf Stream CONQUEST
24FRBW WAS \$20,500 **NOW \$14,988**
 SAVE \$5,512 (866) 820-0335 Council
 Bluffs, IA STK. # CBI16856



NEW 2011 Forest River WILDWOOD
23FD WAS \$22,995 **NOW \$15,858** SAVE
 \$7,137 (888) 254-9145 Meridian, ID STK.
 # MER13996



USED 2005 Fleetwood
PROWLER 30BHS WAS
 \$19,989 **NOW \$15,868**
 SAVE \$4,121 (888) 672-
 5049 Syracuse, NY STK.
 # SYU69119



USED 2009 Dutchmen RAINIER 25C
 WAS \$22,950 **NOW \$15,900** SAVE \$7,050
 (888) 850-5575 Wood Village, OR STK. #
 POR37483



NEW 2011 Crossroads ZINGER 28BHS
 WAS \$23,990 **NOW \$15,985** SAVE \$8,005
 (888) 692-9016 Myrtle Beach, SC STK. #
 MB124119



NEW 2011 Crossroads SLINGSHOT
23CK WAS \$26,588 **NOW \$15,995** SAVE
 \$10,593 (888) 682-3036 Churchville, NY
 STK. # CHU66148



USED 2007 Forest River SUNSET CREEK
298BH WAS \$22,788 **NOW \$16,778**
 SAVE \$6,010 (888) 672-5049 Syracuse, NY
 STK. # SYU65897



NEW 2011 Coleman COLEMAN CTE184
 WAS \$25,495 **NOW \$16,858** SAVE
 \$8,637 (888) 254-9145 Meridian, ID STK.
 # MER11813



NEW 2011 Coleman
COLEMAN CTE184
 WAS \$22,315 **NOW**
\$16,988 SAVE \$5,327
 (888) 386-5187 Hough-
 ton Lake, MI STK. #
 HL5697



NEW 2011 Coleman COLEMAN CT-
387DQDS WAS \$34,287 **NOW \$27,160**
 SAVE \$7,127 (888) 315-7967 Tucson, AZ
 STK. # TUC13902



NEW 2011 Crossroads SLINGSHOT 21FD WAS \$27,987 **NOW \$16,995** SAVE \$10,992 (888) 471-3546 Chichester, NH STK. # GRV506885



NEW 2011 Keystone SPRINTER SELECT 28RL WAS \$27,952 **NOW \$16,995** SAVE \$10,957 (866) 610-5049 Akron, OH STK. # SRV17849



NEW 2011 Jayco JAY FLIGHT 24RKS WAS \$24,293 **NOW \$16,995** SAVE \$7,298 (888) 463-3995 Golden, CO STK. # KC510666



NEW 2011 Coleman COLEMAN CTS250GS WAS \$23,182 **NOW \$16,995** SAVE \$6,187 (866) 610-5049 Akron, OH STK. # SRV18136



USED 2006 Palomino THOROUGHBRED 275 WAS \$22,125 **NOW \$16,995** SAVE \$5,130 (866) 820-0335 Council Bluffs, IA STK. # CBI16883



NEW 2011 Jayco JAY FLIGHT 22FB MSRP \$21,989 **NOW \$16,995** SAVE \$4,994 (888) 696-2165 Savannah, GA STK. # SAV15334



USED 2004 Keystone SPRINTER 327FWRLS WAS \$21,941 **NOW \$16,999** SAVE \$4,942 (877) 554-3516 Lakewood, NJ STK. # LAK8290



USED 2006 Keystone OUTBACK 30 SYDNEY WAS \$25,950 **NOW \$17,950** SAVE \$8,000 (888) 859-6653 Hillsboro, OR STK. # HIL38396



USED 2005 Jayco EAGLE 308 WAS \$30,999 **NOW \$17,995** SAVE \$13,004 (866) 502-8238 Bath, NY STK. # BAT67941



NEW 2011 Jayco EAGLE SUPER LITE 284BHS WAS \$31,411 **NOW \$28,235** SAVE \$3,176 (888) 315-7967 Tucson, AZ STK. # TUC13926



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



USED 2002 Monaco MCKENZIE LAKOTA 31SKS LIST PRICE \$22,970 **NOW \$17,995** SAVE \$4,975 (888) 331-1595 Santa Clarita, CA STK. # AMRV22311 VIN # 127443



NEW 2011 Keystone SUMMERLAND 2980BH WAS \$24,821 **NOW \$18,375** SAVE \$6,446 (888) 386-5187 Houghton Lake, MI STK. # HL5866



NEW 2011 Crossroads SLINGSHOT 27RB WAS \$35,326 **NOW \$18,995** SAVE \$16,331 (877) 450-7415 Island Lake, IL STK. # CRV5687



NEW 2011 Dutchmen DUTCHMEN 295BHGS WAS \$26,995 **NOW \$18,995** SAVE \$8,000 (888) 484-3906 Spartanburg, SC STK. # GR123696



NEW 2011 Keystone PASSPORT 245RB WAS \$26,683 **NOW \$18,995** SAVE \$7,688 (888) 682-3036 Churchville, NY STK. # CHU66306



NEW 2011 Jayco OCTANE SUPER LITE 161 MSRP \$26,422 **NOW \$18,995** SAVE \$7,427 (888) 905-0490 Anthony, TX STK. # LC15143



NEW 2011 Keystone HIDEOUT 27BHS
 WAS \$24,551 **NOW \$18,995** SAVE \$5,556
 (888) 568-2177 Burlington, WA STK. #
 FRV9479



NEW 2010 Starcraft AUTUMN RIDGE 309BHU
 WAS \$26,835 **NOW \$18,996**
 SAVE \$7,839 (888) 903-6787 Harrisburg,
 PA STK. # HAR65279



NEW 2011 Starcraft AUTUMN RIDGE 256BHS WAS
 \$26,232 **NOW \$19,504** SAVE \$6,728 (888) 625-
 5187 Fort Myers, FL STK. # FTM12079



USED 2006 Forest River WILDCAT 30LSWB
 LIST PRICE \$28,887 **NOW \$19,169**
 SAVE \$9,718 (888) 479-3568 Va-
 caville, CA STK. # VAC12209A VIN # 012871



NEW 2011 Starcraft AUTUMN RIDGE 256BHS
 MSRP \$29,484 **NOW \$19,222**
 SAVE \$10,262 (888) 727-2952 North Little
 Rock, AR STK. # LIT12137



USED 2006 Jayco EAGLE 322FKS **NOW \$19,876**
 (888) 905-0490 Anthony, TX STK. # LC15671AB



USED 2007 Keystone COUGAR 268RLS
 WAS \$29,950 **NOW \$19,950** SAVE
 \$10,000 (888) 859-6653 Hillsboro, OR
 STK. # HIL37937



USED 2006 Fleetwood ADVANTAGE 295RLS
 WAS \$24,950 **NOW \$19,950**
 SAVE \$5,000 (888) 850-5575 Wood Village,
 OR STK. # POR36739



NEW 2011 Crossroads SLINGSHOT 24RL WAS
 \$29,483 **NOW \$19,977**
 SAVE \$9,506 (888) 471-
 3546 Chichester, NH
 STK. # GRV507048



NEW 2011 Keystone SPRINGDALE 297FKSSR
 WAS \$30,303 **NOW \$19,988**
 SAVE \$10,315 (888) 386-5187 Houghton
 Lake, MI STK. # HL5492



USED 2010 Keystone SPRINTER 250RBS
 WAS \$29,998 **NOW \$19,988** SAVE
 \$10,010 (888) 484-3906 Spartanburg, SC
 STK. # GR125058



NEW 2011 Forest River WOLF PACK 23DFWP
 WAS \$26,534 **NOW \$19,988**
 SAVE \$6,546 (888) 386-5187 Houghton
 Lake, MI STK. # HL5868



USED 2009 Coachmen CHAPARRAL 267RLS
 WAS \$35,602 **NOW \$19,989**
 SAVE \$15,613 (888) 860-8684 Strafford,
 MO STK. # STR13228A



NEW 2011 Coleman COLEMAN CTS260BH
 WAS \$31,262 **NOW \$19,995**
 SAVE \$11,267 (877) 450-7415 Island Lake,
 IL STK. # CRV5742



USED 2008 Forest River WILDWOOD 32SRV
 WAS \$26,995 **NOW \$19,995** SAVE
 \$7,000 (888) 902-8565
 Tallahassee, FL STK. #
 TAL39769



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



USED 2008 Ameri-Camp SUMMIT RIDGE 30RK NOW \$20,924 (888) 641-0925 Kaysville, UT STK. # KY35592



USED 2008 Jayco EAGLE SUPER-LITE 305 WAS \$28,995 **NOW \$20,995** SAVE \$8,000 (888) 450-7060 Dothan, AL STK. # DOT39117



NEW 2011 Crossroads SLINGSHOT 26BH WAS \$27,880 **NOW \$20,995** SAVE \$6,885 (888) 682-3036 Churchville, NY STK. # CHU66390



NEW 2011 Coleman COLEMAN CTS260BH WAS \$30,175 **NOW \$21,444** SAVE \$8,731 (888) 454-1707 Kissimmee, FL STK. # KS8063



NEW 2011 Keystone SPRINGDALE 303BHSSR WAS \$31,549 **NOW \$21,495** SAVE \$10,054 (888) 386-5187 Houghton Lake, MI STK. # HL5653



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



USED 2007 Keystone SPRINTER 350BHS **NOW \$21,995** (888) 801-3226 Byron, GA STK. # MAC15739



NEW 2011 Forest River WILDWOOD 26RKS WAS \$29,181 **NOW \$21,995** SAVE \$7,186 (888) 819-7952 Longmont, CO STK. # KC110768



NEW 2011 Keystone HORNET 27BHS WAS \$30,358 **NOW \$21,999** SAVE \$8,359 (877) 554-3516 Lakewood, NJ STK. # LAK8233



USED 2008 Dutchman ADIRONDACK 27FB WAS \$28,875 **NOW \$22,499** SAVE \$6,376 (888) 454-1707 Kissimmee, FL STK. # KS8425AA



NEW 2011 Starcraft LEXION S-LITE 254RK WAS \$36,685 **NOW \$22,850** SAVE \$13,835 (888) 860-8684 Strafford, MO STK. # STR11504



NEW 2011 Starcraft LEXION S-LITE 254RK WAS \$30,995 **NOW \$22,858** SAVE \$8,137 (888) 254-9145 Meridian, ID STK. # MER12396



USED 2008 Keystone LAREDO 29RK **NOW \$22,900** (888) 844-1758 New Braunfels, TX STK. # SWC9623



NEW 2011 Starcraft AUTUMN RIDGE 295RLS WAS \$29,698 **NOW \$22,952** SAVE \$6,746 (888) 625-5187 Fort Myers, FL STK. # FTM12083



USED 2011 Dutchmen COLEMAN CT240RB **NOW \$22,995** (888) 696-2165 Savannah, GA STK. # SAV15965



NEW 2011 Dutchmen DENALI 261BH WAS \$34,995 **NOW \$22,995** SAVE \$12,000 (888) 450-7060 Dothan, AL STK. # DOT38165



NEW 2011 Starcraft TRAVEL STAR 285RLSA WAS \$29,840 **NOW \$22,995** SAVE \$6,845 (888) 625-5187 Fort Myers, FL STK. # FTM12074



NEW 2010 Coleman COLEMAN CT225
 WAS \$30,680 **NOW \$22,999** SAVE \$7,681
 (877) 554-3516 Lakewood, NJ STK. #
 LAK8796



NEW 2011 Keystone BULLET 215RBS
 WAS \$35,325 **NOW \$23,315** SAVE
 \$12,010 (866) 755-9604 Charleston, SC
 STK. # CHN125197



NEW 2011 Starcraft LEXION S-LITE 294RL WAS
 \$33,347 **NOW \$23,988** SAVE \$9,359 (888) 625-
 5187 Fort Myers, FL STK. # FTM12087



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



NEW 2011 Starcraft AUTUMN RIDGE
295RLS WAS \$32,566 **NOW \$23,897**
 SAVE \$8,669 (866) 775-0682 Roanoke, VA
 STK. # ROA12118



NEW 2011 Starcraft LEXION S-LITE 256RKU WAS
 \$42,125 **NOW \$23,995** SAVE \$18,130 (877) 450-
 7415 Island Lake, IL STK. # CRV5676



NEW 2011 Keystone SPRINTER
252FWRLS MSRP \$34,688 **NOW \$23,995**
 SAVE \$10,693 (888) 617-5406 Oakwood,
 GA STK. # ORV15158



NEW 2011 Jayco JAY FLIGHT G2 32RLS
 WAS \$33,099 **NOW \$23,995** SAVE \$9,104
 (888) 819-7952 Longmont, CO STK. #
 KC111182



NEW 2011 Keystone
COUGAR 29FKS MSRP
 \$32,702 **NOW \$23,995**
 SAVE \$8,707 (888) 696-
 2165 Savannah, GA STK.
 # SAV15499



NEW 2011 Keystone OUTBACK 28ORS
 WAS \$38,698 **NOW \$24,857** SAVE
 \$13,841 (866) 775-0682 Roanoke, VA STK.
 # ROA10242



USED 2004 Gulf Stream YELLOWSTONE
XL 36FKS **NOW \$24,900** (888) 844-
 1758 New Braunfels, TX STK. # SWC9630



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



USED 2008 Dutchmen DENALI 31SB
NOW \$24,975 (888) 905-0490 Anthony,
 TX STK. # LC15683A



USED 2007 Gulf Stream SEDONA
34FBRW WAS \$39,995 **NOW \$24,995**
 SAVE \$15,000 (888) 450-7060 Dothan, AL
 STK. # DOT38661



USED 1999 Teton
PRESTIGE 32 TETON
 WAS \$37,500 **NOW**
\$24,995 SAVE \$12,505
 (866) 820-0335 Coun-
 cil Bluffs, IA STK. #
 CBI17237



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 Coleman COLEMAN CT-F259RE WAS \$35,478 **NOW \$24,995** SAVE \$10,483 (866) 610-5049 Akron, OH STK. # SRV17976



NEW 2011 Dutchmen COLORADO 260RB WAS \$35,319 **NOW \$24,995** SAVE \$10,324 (888) 819-7952 Longmont, CO STK. # KC111020



NEW 2011 Keystone OUTBACK 300BH MSRP \$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 2006 Glendale TITANIUM 39QS 4/ SLIDES **NOW \$24,997** (888) 801-3226 Byron, GA STK. # MAC14847



USED 2004 Nu Wa HITCHHIKER 33RL WAS \$34,997 **NOW \$24,997** SAVE \$10,000 (888) 463-3995 Colorado Springs, CO STK. # KC211139B



NEW 2011 Keystone SPRINTER 262FWRET MSRP \$35,242 **NOW \$25,795** SAVE \$9,447 (888) 815-7523 Woodstock, GA STK. # WDS15162



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



USED 2007 Crossroads CRUISER CF-32BL WAS \$34,660 **NOW \$25,900** SAVE \$8,760 (888) 674-0275 Gulf Breeze, FL STK. # GB38763



USED 2009 Keystone COUGAR 314BHS WAS \$34,950 **NOW \$25,950** SAVE \$9,000 (888) 859-6653 Hillsboro, OR STK. # HIL38205



USED 2003 Keystone MONTANA 3655FL WAS \$39,995 **NOW \$25,995** SAVE \$14,000 (866) 502-8238 Bath, NY STK. # BAT68757



USED 2006 Keystone CHALLENGER 34TBH WAS \$34,685 **NOW \$25,995** SAVE \$8,690 (888) 315-7967 Tucson, AZ STK. # TUC13516



NEW 2011 Keystone COUGAR 280BHS WAS \$34,250 **NOW \$25,995** SAVE \$8,255 (888) 568-2177 Burlington, WA STK. # FRV9885



NEW 2011 Keystone OUTBACK 282FE MSRP \$37,451 **NOW \$25,998** SAVE \$11,453 (888) 801-3226 Byron, GA STK. # MAC14926



NEW 2011 Keystone LAREDO 293RK LIST PRICE \$35,824 **NOW \$26,110** SAVE \$9,714 (888) 480-3175 Sacramento, CA STK. # SAC11404 VIN # 601066



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



USED 2007 Forest River SIERRA 315BH WAS \$34,650 **NOW \$26,495** SAVE \$8,155 (888) 454-1707 Kissimmee, FL STK. # KS7986A



USED 2011 Forest River WILDCAT 25RL WAS \$58,987 **NOW \$26,578** SAVE \$32,409 (866) 755-9604 Charleston, SC STK. # CHN125528



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



NEW 2011 Keystone OUTBACK 285FL MSRP \$35,995 **NOW \$26,976** SAVE \$9,019 (888) 815-7523 Woodstock, GA STK. # WDS14377



NEW 2011 Keystone COUGAR 278RKS MSRP \$37,518 **NOW \$26,900** SAVE \$10,618 (888) 614-5201 Draper, UT STK. # ABRV35907



NEW 2011 Keystone SPRINTER 262FWRET WAS \$36,918 **NOW \$26,950** SAVE \$9,968 (888) 859-6653 Hillsboro, OR STK. # HIL36004



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



USED 2006 Glendale TITANIUM 28E33DS 2/SLIDE WAS \$34,874 **NOW \$26,995** SAVE \$7,879 (888) 674-0275 Gulf Breeze, FL STK. # GB37139



NEW 2011 Coleman COLEMAN CT387DQDS WAS \$34,287 **NOW \$27,160** SAVE \$7,127 (888) 315-7967 Tucson, AZ STK. # TUC13900



NEW 2011 Keystone COUGAR 276RLS WAS \$39,871 **NOW \$27,858** SAVE \$12,013 (888) 254-9145 Meridian, ID STK. # MER14043



USED 2009 Carriage DOMANI DT2400 WAS \$47,065 **NOW \$27,988** SAVE \$19,077 (888) 896-2801 Albuquerque, NM STK. # ARV15414A



NEW 2011 Keystone SPRINTER 292FWBHS WAS \$41,891 **NOW \$27,995** SAVE \$13,896 (866) 754-7302 Greenwood, IN STK. # GRW324882



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



NEW 2011 Jayco EAGLE SUPER LITE 29.5RKS MSRP \$38,810 **NOW \$27,995** SAVE \$10,815 (888) 617-5406 Oakwood, GA STK. # ORV15049



NEW 2011 Keystone PREMIER 29RE WAS \$36,393 **NOW \$27,995** SAVE \$8,398 (888) 568-2177 Burlington, WA STK. # FRV9144



NEW 2011 Keystone OUTBACK 285FL WAS \$37,128 **NOW \$27,999** SAVE \$9,129 (877) 554-3516 Lakewood, NJ STK. # LAK8189



NEW 2011 Coleman COLEMAN CTF259RE
LIST PRICE \$37,120 **NOW \$28,278** SAVE
\$8,842 (888) 479-3568 Vacaville, CA STK.
VAC17593 VIN # 659449



NEW 2011 Coleman
COLEMAN CT275REX
WAS \$49,358 **NOW**
\$28,458 SAVE
\$20,900 (866) 755-
9604 Charleston, SC
STK. # CHN125203



NEW 2011 Coleman COLEMAN
CT275REX WAS \$42,375 **NOW \$28,509**
SAVE \$13,866 (888) 475-5918 Robertsdale,
AL STK. # RD38336



USED 2005 Forest River CARDINAL 34 WAS
\$38,995 **NOW \$28,995** SAVE \$10,000 (888) 568-
2177 Burlington, WA STK. # FRV9737



USED 2007 Gulf Stream SEDONA
29RKFW WAS \$46,999 **NOW \$28,999**
SAVE \$18,000 (866) 648-5288 St. August-
tine, FL STK. # JAC38696



NEW 2011 Coleman COLEMAN
CT275REX WAS \$38,990 **NOW \$29,509**
SAVE \$9,481 (888) 692-9016 Myrtle Beach,
SC STK. # MB125202



USED 2011 Coach-
men CATALINA 38
BHDS WAS \$49,589
NOW \$29,589 SAVE
\$20,000 (866) 755-9604
Charleston, SC STK. #
CHN125655



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



NEW 2011 Keystone PREMIER 29RE
WAS \$42,795 **NOW \$29,995** SAVE
\$12,800 (866) 775-0682 Roanoke, VA STK.
ROA12144



NEW 2011 Dutchmen DENALI 280LBS
WAS \$41,155 **NOW \$29,995** SAVE
\$11,160 (888) 474-1330 Bartow, FL STK.
DCW7843



NEW 2011 Jayco
EAGLE SUPER LITE
29.5RKS WAS \$40,436
NOW \$29,995 SAVE
\$10,441 (888) 463-
3995 Golden, CO STK. #
KC510866



NEW 2011 Jayco EAGLE 320RLDS WAS
\$39,830 **NOW \$29,995** SAVE \$9,835 (888)
463-3995 Golden, CO STK. # KC511003



NEW 2011 Jayco EAGLE 320RLDS WAS
\$39,301 **NOW \$29,995** SAVE \$9,306 (888)
463-3995 Golden, CO STK. # KC511199



NEW 2012 Coleman COLEMAN CT-
F267BH WAS \$37,685 **NOW \$29,995**
SAVE \$7,690 (888) 242-0293 Madison, WI
STK. # MAD16062



NEW 2011 Starcraft LEXION S-LITE
295RLS LIST PRICE \$43,392 **NOW \$30,335**
SAVE \$13,057 (888) 480-3175 Sacramento,
CA STK. # SAC12168 VIN # PE5057



NEW 2011 Keystone LAREDO 265RL
LIST PRICE \$45,015 **NOW \$30,950** SAVE
\$14,065 (888) 479-3568 Vacaville, CA STK.
VAC11660 VIN # 601058



NEW 2011 Starcraft LEXION S-LITE 295RLS LIST PRICE \$43,392 **NOW \$31,394** SAVE \$11,998 (888) 480-3175 Sacramento, CA STK. # SAC12169 VIN # PE5065



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



NEW 2011 Coleman COLEMAN CTF325RL WAS \$40,079 **NOW \$31,995** SAVE \$8,084 (888) 568-2177 Burlington, WA STK. # FRV9441



USED 2006 Sunnybrook SUNNYBROOK 39SURV WAS \$46,680 **NOW \$31,985** SAVE \$14,695 (888) 860-8684 Strafford, MO STK. # STR15806



NEW 2011 Dutchmen COLORADO 310RG-FW WAS \$51,939 **NOW \$31,995** SAVE \$19,944 (866) 754-7302 Greenwood, IN STK. # GRW325351



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



USED 2008 Keystone EVEREST 344J WAS \$44,950 **NOW \$32,900** SAVE \$12,050 (888) 850-5575 Wood Village, OR STK. # POR37091



USED 2009 Heartland BIG COUNTRY 325TSL WAS \$44,950 **NOW \$32,900** SAVE \$12,050 (888) 850-5575 Wood Village, OR STK. # POR37152



USED 2007 Weekend Warrior WEEKEND WARRIOR 4005FTL **NOW \$32,987** (888) 641-0925 Kaysville, UT STK. # KY37160



NEW 2011 Keystone SYDNEY 321FRL MSRP \$41,696 **NOW \$32,990** SAVE \$8,706 (888) 815-7523 Woodstock, GA STK. # WDS15031



NEW 2011 Jayco EAGLE SUPER LITE 31.5RLTS WAS \$44,293 **NOW \$32,995** SAVE \$11,298 (888) 463-3995 Golden, CO STK. # KC510894



NEW 2011 Keystone SPRINTER 314FWRLS WAS \$41,995 **NOW \$32,995** SAVE \$9,000 (866) 648-5288 St. Augustine, FL STK. # JAC37384



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 325FRE MSRP \$51,592 **NOW \$33,842** SAVE \$17,750 (888) 614-5201 Draper, UT STK. # ABRV36164



NEW 2010 Dutchmen COLORADO 32BS WAS \$45,616 **NOW \$33,888** SAVE \$11,728 (888) 348-5909 Avondale, AZ STK. # AV014438



NEW 2011 Keystone SYDNEY 321FRL
 WAS \$48,995 **NOW \$33,995** SAVE
 \$15,000 (888) 450-7060 Dothan, AL STK.
 # DOT37619



USED 2009 Monaco LAKOTA 36RLQ NOW
\$33,997 (888) 801-
 3226 Byron, GA STK. #
 MAC15392



USED 2007 Alfa SEE YA 35RLIK 314 WAS
 \$62,888 **NOW \$34,777** SAVE \$28,111
 (877) 289-0812 Las Vegas, NV STK. #
 LVN36462A



NEW 2011 Coleman COLEMAN CTF325RL 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



USED 2007 Keystone MONTANA 3400RL
 WAS \$46,997 **NOW \$34,988** SAVE
 \$12,009 (888) 471-3546 Chichester, NH
 STK. # GRV507446



USED 2008 Cherokee WOLFPACK
396WP **NOW**
\$34,995 (888) 617-
 5406 Oakwood, GA STK.
 # ORV15924



**NEW 2011 Key-
 stone AVALANCHE**
335RB WAS \$59,627
NOW \$34,995 SAVE
 \$24,632 (866) 754-7302
 Greenwood, IN STK. #
 GRW324862



NEW 2011 Crossroads CRUISER 32BL
 WAS \$48,748 **NOW \$34,999** SAVE
 \$13,749 (866) 648-5288 St. Augustine, FL
 STK. # JAC39792



NEW 2011 Starcraft LEXION S-LITE
315BSSA LIST PRICE \$49,552 **NOW**
\$35,452 SAVE \$14,100 (888) 480-3175
 Sacramento, CA STK. # SAC12171 VIN #
 PT5072



USED 2007 Alpenlite VOYAGER 34RLR
 WAS \$49,995 **NOW \$35,995** SAVE
 \$14,000 (888) 625-5187 Fort Myers, FL
 STK. # FTM9740A



NEW 2011 Keystone
COUGAR **296BH-
 SHE** WAS \$47,817
NOW \$35,995 SAVE
 \$11,822 (888) 860-8684
 Strafford, MO STK. #
 STR11528



USED 2006 Forest River ALL AMERICAN
SPORT 385RLTS WAS \$46,500 **NOW**
\$35,995 SAVE \$10,505 (866) 820-0335
 Council Bluffs, IA STK. # CB117303



NEW 2011 Keystone SYDNEY 330FRL
 MSRP \$49,872 **NOW \$36,798** SAVE
 \$13,074 (888) 641-0925 Kaysville, UT STK.
 # KY36354



USED 2008 Heartland BIG HORN 3055RL
NOW \$36,900 (888) 844-1758 New
 Braunfels, TX STK. # SW9751A



NEW 2011 Keystone SYDNEY 330FRL
 WAS \$47,560 **NOW \$36,995** SAVE
 \$10,565 (888) 674-0275 Gulf Breeze, FL
 STK. # GB36829



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



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



NEW 2011 Keystone COUGAR 326MKS LIST PRICE \$52,373 **NOW \$37,995** SAVE \$14,378 (877) 834-0429 Bakersfield, CA STK. # SLV20869 VIN # 500807



NEW 2011 Keystone RESIDENCE 402BH WAS \$48,478 **NOW \$38,599** SAVE \$9,879 (888) 568-2177 Burlington, WA STK. # FRV9714



USED 2008 Carriage CAMEO 35SB3 **NOW \$37,998** (888) 801-3226 Byron, GA STK. # MAC15470



NEW 2011 Keystone COUGAR 326MKS MSRP \$50,403 **NOW \$38,534** SAVE \$11,869 (888) 614-5201 Draper, UT STK. # ABRV35900



NEW 2011 Keystone MOUNTAINEER 335RET MSRP \$58,964 **NOW \$39,777** SAVE \$19,187 (888) 727-2952 North Little Rock, AR STK. # LIT10495



USED 2008 Heartland BIG HORN 3600RL WAS \$52,798 **NOW \$39,858** SAVE \$12,940 (866) 673-0250 Statesville, NC STK. # STA126284



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 3400RL **NOW \$39,900** (888) 844-1758 New Braunfels, TX STK. # SWC9408



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



USED 2008 Holiday Rambler NEXT-EL 38SKD WAS \$57,750 **NOW \$39,995** SAVE \$17,755 (888) 474-1330 Bartow, FL STK. # DCW2128B



NEW 2011 Keystone MOUNTAINEER 335RET WAS \$57,278 **NOW \$39,995** SAVE \$17,283 (888) 682-3036 Churchville, NY STK. # CHU64592



NEW 2011 Starcraft LEXION 355RESA WAS \$55,764 **NOW \$39,995** SAVE \$15,769 (866) 502-8238 Bath, NY STK. # BAT66768



NEW 2011 Keystone MOUNTAINEER 326RLT WAS \$53,214 **NOW \$39,995** SAVE \$13,219 (888) 242-0293 Madison, WI STK. # MAD15461



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



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



USED 2009 Keystone CHALLENGER 35CKQ LIST PRICE \$49,995 **NOW \$39,995** SAVE \$10,000 (877) 834-0429 Bakersfield, CA STK. # SLV21995 VIN # 750174



USED 2010 Keystone EVEREST 340I **NOW \$41,975** (888) 905-0490 Anthony, TX STK. # LC15682A



NEW 2011 Forest River SANDSTORM 3215SRS MSRP \$55,114 **NOW \$42,995** SAVE \$12,119 (888) 905-0490 Anthony, TX STK. # LC15520



NEW 2011 Keystone MOUNTAINEER 326RLT WAS \$56,028 **NOW \$43,389** SAVE \$12,639 (888) 672-5049 Syracuse, NY STK. # SYU66346



USED 2009 Heartland LANDMARK CAPE COD WAS \$54,999 **NOW \$43,995** SAVE \$11,004 (866) 502-8238 Bath, NY STK. # BAT68268



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



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 ALPINE 3200RL WAS \$66,819 **NOW \$44,950** SAVE \$21,869 (888) 859-6653 Hillsboro, OR STK. # HIL36887



NEW 2010 Dutchmen GRAND JUNCTION 350RE WAS \$71,301 **NOW \$44,995** SAVE \$26,306 (866) 754-7302 Greenwood, IN STK. # GRW325291



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$62,967 **NOW \$44,995** SAVE \$17,972 (877) 289-0812 Las Vegas, NV STK. # LVN38424



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$59,995 **NOW \$44,995** SAVE \$15,000 (888) 484-3906 Spartanburg, SC STK. # GR124836



NEW 2011 Keystone MOUNTAINEER 335RET WAS \$58,262 **NOW \$45,897** SAVE \$12,365 (888) 903-6787 Harrisburg, PA STK. # HAR67896



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$58,223 **NOW \$45,897** SAVE \$12,326 (888) 903-6787 Harrisburg, PA STK. # HAR67231



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



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$61,036 **NOW \$45,995** SAVE \$15,041 (888) 682-3036 Churchville, NY STK. # CHU66343



NEW 2011 Airstream FLYING CLOUD 19 WAS \$60,381 **NOW \$45,995** SAVE \$14,386 (866) 610-5049 Akron, OH STK. # SRV17905



NEW 2011 Keystone ALPINE 3640RL
 WAS \$70,744 **NOW \$46,936** SAVE
 \$23,808 (888) 896-2801 Albuquerque, NM
 STK. # ARV15156



NEW 2010 Keystone ALPINE 3640RL
 WAS \$81,121 **NOW \$46,995** SAVE
 \$34,126 (866) 754-7302 Greenwood, IN
 STK. # GRW324754



NEW 2010 Dutchmen GRAND JUNCTION 350RE
 WAS \$71,884 **NOW \$47,995** SAVE \$23,889 (888)
 542-3819 Mesa, AZ STK. # MES14327



NEW 2010 Dutchmen GRAND JUNCTION 340RL
 WAS \$69,395 **NOW \$46,999** SAVE
 \$22,396 (866) 648-5288 St. Augustine, FL
 STK. # JAC37103



NEW 2010 Dutchmen GRAND JUNCTION 350RE
 WAS \$75,623 **NOW \$47,777** SAVE
 \$27,846 (877) 289-0812 Las Vegas, NV
 STK. # LVN38828



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



NEW 2011 Forest River CEDAR CREEK 30RL
 WAS \$65,374 **NOW \$49,897** SAVE
 \$15,477 (888) 903-6787 Harrisburg, PA
 STK. # HAR68359



NEW 2011 Keystone ALPINE 3200RL
 WAS \$69,247 **NOW \$49,950** SAVE
 \$19,297 (888) 850-5575 Wood Village, OR
 STK. # POR36888



NEW 2011 Dutchmen GRAND JUNCTION 325RL
 WAS \$66,610 **NOW \$49,950** SAVE
 \$16,660 (888) 850-5575 Wood Village, OR
 STK. # POR36889



NEW 2011 Keystone MONTANA 3400RL
 WAS \$74,310 **NOW \$49,988** SAVE
 \$24,322 (888) 386-5187 Houghton Lake,
 MI STK. # HL5693



NEW 2011 Keystone MONTANA 3400RL
 WAS \$90,759 **NOW \$49,995** SAVE
 \$40,764 (866) 755-9604 Charleston, SC
 STK. # CHN124866



NEW 2011 Keystone MONTANA HIGH COUNTRY 343RL
 WAS \$66,654 **NOW \$49,995** SAVE \$16,659 (888) 484-3906
 Spartanburg, SC STK. # GR126443



NEW 2011 Keystone FUZION 360 WAS \$73,549
NOW \$51,995 SAVE \$21,554 (888) 542-3819 Mesa, AZ STK. # MES16253



NEW 2011 Dutchmen GRAND JUNCTION 350RE
 WAS \$77,084 **NOW \$52,495** SAVE
 \$24,589 (888) 474-1330 Bartow, FL STK.
 # DCW8528



NEW 2011 Keystone MONTANA 3455SA
 MSRP \$71,906 **NOW \$52,777** SAVE \$19,129
 (888) 727-2952 North Little Rock, AR STK. #
 LIT10490



NEW 2011 Jayco PINNACLE 34RLTS
 WAS \$70,026 **NOW \$52,788** SAVE
 \$17,238 (888) 896-2801 Albuquerque, NM
 STK. # ARV15312



NEW 2011 Keystone MONTANA 3615RE
 WAS \$78,232 **NOW \$52,995** SAVE
 \$25,237 (888) 682-3036 Churchville, NY
 STK. # CHU66332



NEW 2011 Keystone
MONTANA 3585SA
 WAS \$80,776 **NOW**
\$53,925 SAVE
 \$26,851 (866) 775-
 0682 Roanoke, VA STK.
 # ROA12425



NEW 2011 Keystone RAPTOR 400RBG
 WAS \$80,169 **NOW \$53,995** SAVE
 \$26,174 (866) 502-8238 Bath, NY STK. #
 BAT65845



NEW 2011 Keystone MONTANA 3400RL WAS
 \$74,820 **NOW \$54,450** SAVE \$20,370 (888) 903-
 6787 Harrisburg, PA STK. # HAR68620



NEW 2011 Keystone MONTANA 3455SA
 MSRP \$80,811 **NOW \$54,777** SAVE
 \$26,034 (888) 727-2952 North Little Rock,
 AR STK. # LIT12714



NEW 2011 Keystone MONTANA 3615RE
 MSRP \$83,614 **NOW \$54,827** SAVE
 \$28,787 (888) 614-5201 Draper, UT STK.
 # ABRV35474



NEW 2011 Keystone
FUZION 398 MSRP
 \$79,095 **NOW \$54,876**
 SAVE \$24,219 (888) 641-
 0925 Kaysville, UT STK.
 # KY35829



NEW 2011 Keystone
MONTANA 3400RL WAS
 \$74,057 **NOW \$54,995**
 SAVE \$19,062 (888)
 242-0293 Madison, WI
 STK. # MAD15462



NEW 2011 Keystone MONTANA 3150RL
 LIST PRICE \$71,623 **NOW \$55,995** SAVE
 \$15,628 (877) 834-0429 Bakersfield, CA
 STK. # SLV22113 VIN # 700515



NEW 2011 Keystone MONTANA 3455SA
 LIST PRICE \$83,697 **NOW \$56,995** SAVE
 \$26,702 (877) 834-0429 Bakersfield, CA
 STK. # SLV20889 VIN # 700266



NEW 2011 Keystone FUZION 405 MSRP
 \$77,065 **NOW \$58,934** SAVE \$18,131
 (888) 614-5201 Draper, UT STK. #
 ABRV35872



NEW 2011 Keystone
MONTANA 3665RE
 WAS \$79,058 **NOW**
\$59,995 SAVE \$19,063
 (877) 289-0812 Las Ve-
 gas, NV STK. # LVN36983



NEW 2011 Keystone RAPTOR 400RBG
 WAS \$75,240 **NOW \$59,789** SAVE
 \$15,451 (866) 775-0682 Roanoke, VA STK.
 # ROA16767



NEW 2011 Keystone MONTANA 3455SA
 WAS \$78,842 **NOW \$59,998** SAVE
 \$18,844 (888) 457-4801 Colfax, NC STK.
 # CFX3935



NEW 2011 Keystone MONTANA 3580RL
 WAS \$78,511 **NOW \$59,999** SAVE
 \$18,512 (888) 471-3546 Chichester, NH
 STK. # GRV507243



NEW 2011 Dutchmen VOLTAGE 3950
 WAS \$89,995 **NOW \$69,858** SAVE
 \$20,137 (888) 254-9145 Meridian, ID STK.
 # MER14016



NEW 2011 Dutchmen VOLTAGE 3900
 WAS \$89,995 **NOW \$71,858** SAVE
 \$18,137 (888) 254-9145 Meridian, ID STK.
 # MER14015

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USED TRAVEL TRAILERS

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2007 Keystone SPRINGDALE 189FL	AMRV22043	\$14,980	\$12,775	(888) 331-1595
2005 Fleetwood PEGASUS 240FQS	SAC15644A	\$18,944	\$15,330	(888) 480-3175
2007 K-Z SPORTSMEN 24RB	KC111216B	\$17,995	\$15,995	(888) 819-7952
2008 Kodiak KODIAK 27RBSL	BAT69200	\$21,995	\$17,995	(866) 502-8238
2010 Keystone BULLET 180FBS	KC210967B	\$20,997	\$17,997	(888) 463-3995
2007 Starcraft HOMESTEAD 282DBS	MES16901	\$22,500	\$18,750	(888) 542-3819
2008 Cherokee CHEROKEE 29B	KC211269B	\$22,997	\$19,997	(888) 463-3995
2008 Keystone OUTBACK 18RS	GR125709	\$23,448	\$19,998	(888) 484-3906

NEW TRAVEL TRAILERS

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Starcraft AR-ONE 14RB	LTI16260	\$11,020	\$9,995	(888) 727-2952
2012 Starcraft AR-ONE 14RB	TAL40175	\$12,995	\$11,995	(888) 902-8565
2012 Starcraft AR-ONE 16BH	TAL40178	\$12,995	\$11,995	(888) 902-8565
2011 Coleman COLEMAN CTS198DB	DOT38823	\$16,452	\$14,636	(888) 450-7060
2011 Coleman COLEMAN CTU187QB	MAD16686	\$20,595	\$17,995	(888) 242-0293
2011 Starcraft TRAVEL STAR 197RB	GRV506922	\$24,269	\$19,955	(888) 471-3546
2011 Dutchmen DUTCHMEN 265BHS	RD39785	\$25,180	\$22,950	(888) 475-5918
2011 Starcraft TRAVEL STAR 285RLSA	TAL38681	\$28,000	\$22,995	(888) 902-8565
2011 Keystone BULLET 250RKS	KC111215	\$26,789	\$22,995	(888) 819-7952
2011 Keystone HORNET 28RLS	KS7877	\$28,883	\$23,895	(888) 454-1707
2011 Starcraft AUTUMN RIDGE 329BHU	GRW325337	\$29,639	\$23,995	(866) 754-7302
2011 Starcraft TRAVEL STAR 237CKS	KC211389	\$29,620	\$24,497	(888) 463-3995
2011 Keystone HIDEOUT 38FQDS	KS7870	\$29,099	\$24,895	(888) 454-1707
2011 Keystone SPRINTER SELECT 30KB	STA125355	\$31,995	\$29,888	(866) 673-0250
2011 Starcraft AUTUMN RIDGE 336RESA	MB124350	\$33,908	\$29,995	(888) 692-9016
2012 Starcraft AUTUMN RIDGE 315RLSA	LVN39040	\$32,625	\$29,995	(877) 289-0812
2011 Keystone OUTBACK 230RS	SLV22212	\$36,680	\$34,430	(877) 834-0429
2011 Airstream SPORT 22FB	SRV17904	\$49,615	\$39,995	(866) 610-5049

USED FIFTH WHEELS

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2001 Keystone MONTANA 32ADR	HIL38313	\$19,950	\$16,950	(888) 859-6653
2002 Keystone COUGAR 286EFS	STA125166	\$19,995	\$16,985	(866) 673-0250
2003 Keystone COUGAR 281	GR125705	\$25,198	\$21,888	(888) 484-3906
2003 Nu Wa HITCHHIKER 35CK	SAC11664A	\$25,522	\$22,881	(888) 480-3175
2006 Gulf Stream SEDONA 34FBRW	TAL39676	\$29,995	\$24,995	(888) 902-8565
2007 Frontier RV ASPEN 30RLBS	KC210631B	\$29,997	\$24,997	(888) 463-3995
2008 Gulf Stream CANYON TRAIL 29RLF	COL14860	\$32,995	\$28,995	(888) 848-7312
2011 Dutchmen COLORADO 260RL	VAC12623A	\$34,941	\$29,772	(888) 479-3568
2006 Keystone MONTANA 3400RL	LAK8482	\$35,766	\$31,999	(877) 554-3516
2008 Heartland BIG COUNTRY 3250TS	AV014594	\$39,998	\$34,995	(888) 348-5909
2008 Keystone MONTANA 2980	ARV15747A	\$40,790	\$35,988	(888) 896-2801
2010 Coachmen NORTHRIDGE	GYU68681	\$44,999	\$36,499	(888) 672-5049
2008 Dutchmen MONTE VISTA 35RB	GB38892	\$45,600	\$36,995	(888) 674-0275
2007 Holiday Rambler PRESIDENTIAL 37RLQ	KC1CN01014B	\$44,995	\$39,995	(888) 819-7952
2008 Heartland BIG HORN 3055RL	KS8211A	\$44,766	\$39,995	(888) 454-1707

USED FIFTH WHEELS (CONT'D)

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2006 Nu Wa HITCHHIKER 35LKRSB PREMIER	KC2CS960B	\$48,997	\$39,997	(888) 463-3995
2009 Heartland BIG HORN 3055RL	CFX3710	\$49,999	\$42,998	(888) 457-4801
2009 Dutchmen MONTE VISTA 35RB	CB117302	\$57,900	\$49,995	(866) 820-0335
2009 Keystone BIG SKY 340RLQ	AV014455	\$69,944	\$59,888	(888) 348-5909
2008 Forest River CEDAR CREEK 35L4QB	MB125557	\$75,970	\$69,995	(888) 692-9016

NEW FIFTH WHEELS

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Coleman COLEMAN CTF259RE	GB37932	\$33,888	\$29,895	(888) 674-0275
2011 Coleman COLEMAN CTF259RE	SW9561	\$33,888	\$29,900	(888) 844-1758
2011 Coleman COLEMAN CTF267BH	COL15098	\$33,713	\$29,994	(888) 848-7312
2010 Dutchmen DENALI 259REX	KAT8878	\$35,483	\$29,995	(888) 668-6715
2011 Coleman COLEMAN CTF267BH	CFX3682	\$34,185	\$29,999	(888) 457-4801
2011 Coleman COLEMAN CTF267BH	MB125333	\$37,898	\$30,413	(888) 692-9016
2011 Coleman COLEMAN CTF267BH	RD38880	\$34,185	\$30,413	(888) 475-5918
2011 Keystone SPRINTER 273FWRET	STA125360	\$36,214	\$32,755	(866) 673-0250
2011 Coleman COLEMAN CT320BS	CFX3660	\$38,048	\$32,788	(888) 457-4801
2011 Coleman COLEMAN CT320BS	CFX3704	\$38,048	\$32,799	(888) 457-4801
2011 Dutchmen DENALI 275REX	GB37899	\$38,766	\$32,900	(888) 674-0275
2011 Keystone OUTBACK 282FE	WDS15165	\$36,976	\$32,998	(888) 815-7523
2011 Keystone SPRINTER 314FWRLS	JAC40142	\$39,548	\$32,999	(866) 648-5288
2011 Keystone LAREDO 266RL	VAC11659	\$38,197	\$33,330	(888) 479-3568
2010 Dutchmen COLORADO 32RL	AV014439	\$44,036	\$35,455	(888) 348-5909
2011 Keystone COUGAR 29RES	RD39219	\$37,527	\$35,527	(888) 475-5918
2011 Coleman COLEMAN CTF325RL	LAK608563	\$43,759	\$35,697	(877) 554-3516
2011 Coleman COLEMAN CTF325RL	KAT9563	\$41,407	\$36,788	(888) 668-6715
2010 Dutchmen DENALI 31SBBS	KAT9083	\$41,979	\$36,995	(888) 668-6715
2011 Keystone COUGAR 29RES	STR13232	\$42,195	\$38,777	(888) 860-8684
2011 Keystone SYDNEY 330FRL	KY36355	\$49,872	\$39,937	(888) 641-0925
2011 Jayco EAGLE SUPER LITE 31.5RLDS	SAV15343	\$46,416	\$39,995	(888) 696-2165
2012 Starcraft LEXION S-LITE 319FBH	LVN39043	\$43,636	\$39,995	(877) 289-0812
2011 Keystone LAREDO 321BH	VAC12633	\$46,744	\$42,985	(888) 479-3568
2011 Keystone SYDNEY 330FRL	RD38811	\$46,531	\$44,531	(888) 475-5918
2011 Keystone MOUNTAINEER 345DBQ	COL17958	\$56,854	\$48,995	(888) 848-7312
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2011 Keystone MONTANA 3400RL	COL15515	\$72,645	\$59,858	(888) 848-7312
2011 Keystone MONTANA 3400RL	STA124740	\$74,995	\$62,758	(866) 673-0250
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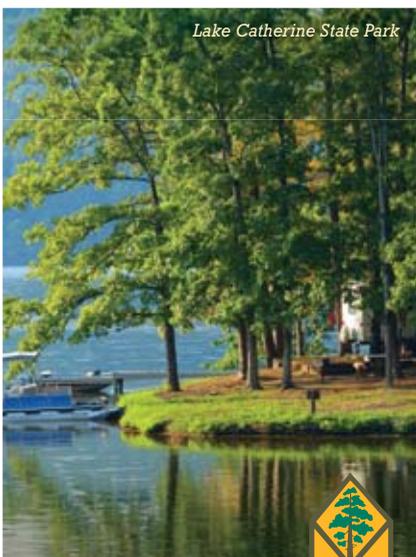
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AMERICA'S OUTBACK

by Bill Graves

BEDFORD, VIRGINIA

"BEDFORD'S NATIONAL GUARD UNIT, ALONG WITH LOCAL GUYS IN OTHER UNITS, WAS IN THE FIRST WAVE TO HIT OMAHA BEACH ON D-DAY."

It's at the foot of Virginia's Blue Ridge Mountains, between Lynchburg and Roanoke. The population of Bedford today is around 7,000. But the number that's relevant is how many people lived here in the early 1940s, during World War II. That number was about 3,200.

When the war started for us in December 1941, Bedford's National Guard unit had already been activated. Of course, after the Japanese attacked Pearl Harbor, guys left here by the busload for boot camps all over the country, and then on to fight the bloody battles in the Pacific and Europe.

The bloodiest of them all — 10,000 American casualties in one day — occurred on June 6, 1944, the invasion at Normandy; it lives still as D-Day. It was the most important battle of the war, and the most significant event of the 20th century. Had it failed? Just be forever thankful it didn't.

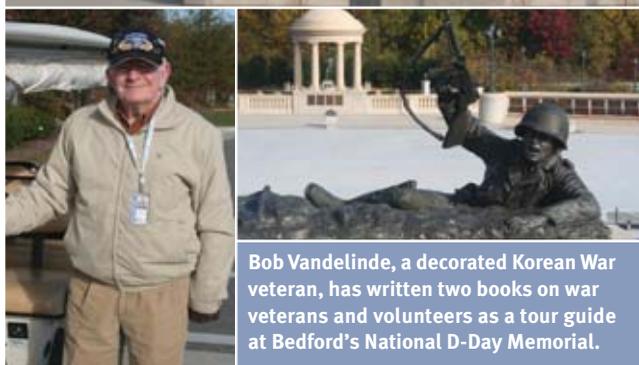
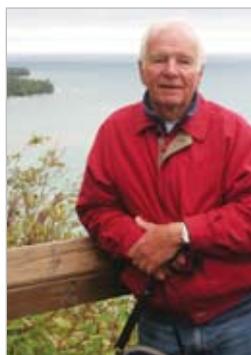
Our debt to those who fought that war, and more particularly those who risked it all on the beaches at Normandy, can never be repaid. But as Americans do; we continue to try.

And that is what brings me to Bedford.

Bedford's National Guard unit, along with local guys in other units, was in the first wave to hit Omaha Beach on D-Day. By the end of that day, 4,413 Allied soldiers had been killed; 19 of them were from here. Those heroes from Bedford brought national recognition to their hometown that any resident would have given up in a second.

The loss of a son — how do you measure that kind of pain? It's impossible. But tragedy reduced to numbers is simple and easy to understand: Proportionally, this small, Virginia town had suffered the nation's severest D-Day losses.

Recognizing their town as emblematic of every town whose citizen-soldiers fought at Normandy, the people of Bedford decided to build a memorial to all of them. They raised money from private donors. Charles M. Schulz, the creator of "Peanuts," gave a million dollars. Congress warranted that it be called the National D-Day Memorial, but no federal money was appropriated for its construction.



Bob Vandelinde, a decorated Korean War veteran, has written two books on war veterans and volunteers as a tour guide at Bedford's National D-Day Memorial.

During the months of planning the invasion, it was called Operation Overlord. And "OVERLORD" is the first thing you see when you drive the road that winds up to the 88-acre site. It is on a 44-foot arch of gray marble that towers over the flags that surround it, the flags of the 12 nations of the Allied Expeditionary Force.

I could have walked the site, but then I wouldn't have met Bob Vandelinde. Bob is a volunteer tour guide who conducts his tours in a golf cart. Since he was wearing a Purple Heart on his "Airborne" cap, he rates something more distinguishing than a golf cart, but that's as good as it gets here for riding tours. Bob is 80 and a veteran of the Korean War.

The memorial is laid out as a continuum of three plazas that follow a time line. The first represents the planning with a magnificent statue of General Eisenhower, the allied supreme commander. The second has an "invasion pool" with sculptures of soldiers struggling ashore with "bullets" hitting around them, simulated by water jets. The third plaza celebrates victory and includes the Overlord arch.

Bob stopped there so that I could read the words on a plaque. It was the short speech that General Eisenhower gave to his men the night before the invasion. It ends: "Good luck! And let us all beseech the blessing of the Almighty God upon this great and noble undertaking."

Welcome to America's Outback. 🗣️

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

Next month Bill will be in Apalachicola, Florida.

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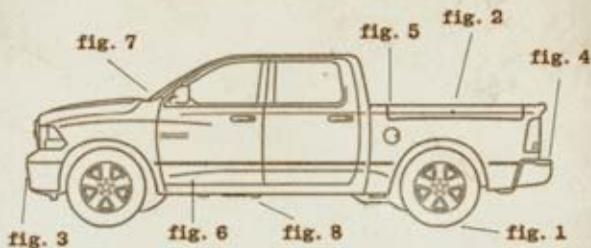


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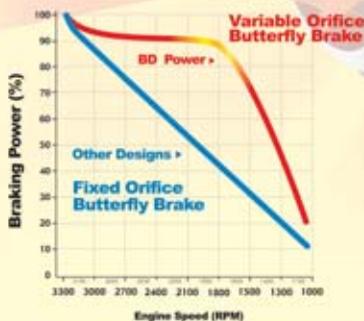


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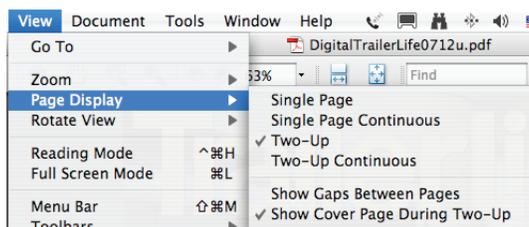


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