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New Vantage 32FLS is one of the many new models displayed at the 49th Annual RV Trade Show. Check it out on page 46 and the show highlights on page 32.

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4 March 2012 **TRAILER LIFE**

DRIVER'S SEAT

by **Bob Livingston**



THE TOWABLE REVOLUTION

Strolling through the seemingly endless rows of RVs at last fall's industry trade show in Louisville, Kentucky, it was obvious that towables are heading in a different direction. While motorhomes have taken center stage at past shows, this year marked what I consider a pivotal year for trailers, fifth-wheels and even pickup campers. On display were not our fathers' trailers with a few décor and floorplan changes, but RVs sporting true innovation and excitement.

The buzzwords for 2012 are "lightweight," "half-ton towable," "fuel economy," and "green." Weight is coming down, lengths are going up, and interiors are more livable with noticeable enhancements found in almost every nook and cranny. And all this as many manufacturers embrace green technology in an effort to preserve resources and align themselves with people and groups who are environmentally conscious.

Interestingly, the effort to trim pounds from trailers and fifth-wheels is not always relative to downsizing. In fact, the opposite is true. We're seeing bigger trailers, many in the 33-35-foot range, that are no longer plagued by evil handling manners. Lightweight materials and improved weight distribution have made it possible to produce trailers exceeding 30 feet that can actually be towed without trepidation.

The transition to longer travel trailers gives the manufacturers platforms to design interiors that emulate Class A motorhomes, which is certainly a paradigm changer. Case in point is the new line of towables from Winnebago. If you closed your eyes before entering these new Winnebagos, you'd swear you were in one of the company's Class A motorhomes. Living areas with wraparound couch seating and beautiful kitchens are key elements that have been adopted. And Winnebago is not alone in this segment. Trailers from Evergreen, K-Z, Nash (Northwood), Heartland and a number of offerings from Keystone, Forest River and Jayco — among others — are certainly game-changers.

Buyers will also find many smaller trailers with great floorplans and characteristics, and of course, a number of unique rigs that are products of out-of-the-box thinking. Forest River's Aviator and Airstream's new eclectic 27-footer designed by Christopher C. Deam are just two examples. Born Free, a company that builds high-line Class Cs, showed a 22-foot travel trailer prototype that is obviously aimed at upscale buyers. At \$85,500, the Born Free Trail-R-Lodge, sans slideout, will take a shot at wooing discriminating trailer enthusiasts who are more enamored by highline fixtures than extraordinary space.

While extra-long, multiple-slideout fifth-wheels have evolved into super expensive rolling mansions, the opposite end of the spectrum is getting a lot of attention. Half-ton pickups with 5-ton-plus tow ratings have made it feasible to pull full-featured 28- to 32-foot fifth-wheels with multiple slideouts. Many have bunkhouse floorplans for sleeping versatility. Team up one of these truly livable fifth-wheels with trucks like Ford's EcoBoost-powered F-150 and you'll have a package that works well for families or couples, without sacrificing amenities and the ability to visit some of the more beautiful destinations with length limitations.

Never before have we seen so much excitement in the towable arena. Check out our observations starting on page 32. 🚐

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LETTERS

from our **Readers**

A pair of matching truck jacks from an auto wrecker, placed under the center shack of his axles, might do the trick.



Q & A

In the September 2011 issue of *Trailer Life* there was an article by Gary and Monika Wescott on Brigham City Peach Days. I would like to know who made the camper mounted on their Ford truck.

Carl Casato

South Park, Pennsylvania

Our Tortuga Expedition Camper is totally custom. Many of its features were assimilated from German manufacturers of expedition motorhomes. We designed it to be as big on the inside as possible, and as small on the outside as possible. Many of its unique features can be seen on our website under Vehicles and The Turtle V.

Other updates have appeared on our blogs, also listed on our homepage, www.turtleexpedition.com. Readers can contact us with specific questions, and while we do not build these campers for sale, we do work with companies in Germany and the United States who can, and we do offer a consulting service.

Gary Wescott

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STOP THE SHAKE

I suspect that reader Sammy Johnson in your January issue (RV Clinic, "Shaking Fifth-Wheel") still has part of the weight of

his shaking fiver being supported by the tires and springs, notwithstanding all his jacks.

A pair of matching truck jacks from an auto wrecker, placed under the center shackle of his axles, might do the trick. If these jacks are turned up to lift the trailer a couple of inches at this point, the weight of the trailer has a solid contact with the ground. This is also an easy way to level the trailer, side-to-side.

There may be a little wobble left, but aside from supporting the whole frame on concrete blocks, this is as good as it gets. Cheap, too!

Ted Peters, via email

ALL HEART

We purchased our Bighorn from a local dealer, Hi-Way Campers in Plainfield, Connecticut, in 2008. We saw the particular unit at a camping show, fell in love and purchased our Bighorn shortly after.

After three years of camping, my husband noticed a separation in the seam

under the bed slide. We brought the unit to the dealer. Upon inspection, their service manager contacted Heartland RV with the problem and sent pictures for Heartland to evaluate. The problem was due to stress on the frame. The dealer contacted us and said Heartland was going to take care of the issue but we had to deliver the unit. We did so and were contacted when the repair was done (less than a month later).

Upon picking up the unit, we were greeted by our service technician, who took us to the unit to explain the work he'd done, give it a final inspection and get our approval. The unit is in brand new shape at no cost to us, other than delivery and pick up. Not only is our unit repaired, we have noticed several upgrades at no cost to us.

After reading a couple of negative articles about Heartland and having this recent experience, we would highly recommend Heartland as it had top-quality customer service and above-and-beyond technicians.

Carol and Richard Rivard,
Westfield, Massachusetts

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AROUND THE BEND

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

Edited by Laura Michaels



EVERYONE'S IRISH

When people think of famous St. Patrick's Day celebrations, Boston, Chicago and New York City are probably the first to come to mind. And while the three have certainly earned their reputations as the hottest places to sport shamrocks, they offer anything but warmth when it comes to the weather. RVers looking to stay toasty while they toast on Saturday, March 17, should head south to Savannah, Georgia, for the city's 188th St. Patrick's Day Parade.

More than 350 floats, Irish bands and

U.S. military units will participate in the three-hour parade, which steps off at 10:15 a.m. But the celebration actually begins about two weeks prior with the Greening of the Fountain in Forsyth Park and the Celtic Cross Ceremony, among other activities. The city's eateries will get in on the action by serving up green grits. And make sure to stop by Leopold's Ice Cream for a Guinness-flavored treat. For details, call (912) 233-4804 or visit www.savannahsaintpatricksdays.com.

The 200-acre Red Gate Campground and RV Resort also awaits travelers and is located less than 10 minutes from downtown Savannah. Oversized sites for dual-sided slide-out RVs, full hookups with 30- and 50-amp service and an on-site propane refilling station are just a few of the amenities offered at Red Gate Campground. **For more information**, visit www.redgate-campground.com or call (912) 272-8028.

TIME TO EXCEL

The Excel Winslow line of fifth-wheels continues to grow as Peterson Industries recently introduced its third 31-foot floorplan. An extra-large bathroom and island kitchen are among the highlights in the triple-slide Winslow 31KE layout, which has a base MSRP of \$67,130. Other features include a microwave with three-burner range, bedroom washer/dryer closet, heated storage, solid surface countertops, 42-inch LCD TV and a hide-a-bed. Winslow fifth-wheels are available in 28- to 34-foot models. **For more information**, call (800) 368-3759 or visit www.excelrvs.com.



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READY TO RALLY IN PHOENIX

The race will be on when thousands of RVers descend on the Phoenix International Raceway for the first of the three 2012 Good Sam Rallies, March 22 through 25. And Rally staff will definitely have the welcome mat out for members and guests with one of the strongest programs ever offered.

There's going to be something for everyone, with an outstanding lineup of entertainment that includes two headlining acts – legendary comedian Bill Cosby (March 23) and platinum country music recording artist Martina McBride (March 24).

The Rally isn't just about the nightly entertainment. A huge trade show will be open each day, with the latest and greatest RVs of all shapes and sizes on display.

Hundreds of exhibitor booths will have all the accessories necessary to enhance the RV experience. The annual Rally Dog Show and Parade will allow RV pups to strut their stuff and participate in fun competitions. And thanks to Coast to Coast Resorts, the Rally will hold its first Veterans Salute, where veterans are invited to don whatever part of their uniforms still fits and be honored as they march with their service branch.

The Good Sam Rallies offer a wide range of informative seminars for both experienced and novice RVers. In Phoenix, it'll offer an RV Safe Driving Course by the RV Safety Founda-

tion. Upon completion, participants may be able to get discounts on vehicle insurance from select insurance companies. Other seminars include a four-hour Dutch oven cooking course from local chef Barbara Kennedy and a 1931 camping display by historian David Woodworth.

Rally volunteers will also put in a community service day at the Tres Rios Wetlands project, which provides a home for many native and non-native species of wildlife. All three 2012 Rallies are also supporting Project Linus by knitting and donating blankets for children in need throughout the country.

Camping World will sponsor its popular Match 'N' Win game, where Rally-goers find a partner with the same identification number and are then eligible to win thousands of dollars in merchandise. And all Rally guests will receive and have the opportunity to earn Good Sam "Smiles" – tickets that will be drawn for major prizes throughout the Rally.

Good Sam will also host Rallies in Louisville, Kentucky, June 21 through 24, and in Daytona Beach, Florida, November 2 through 4. **For more information**, call (877) 749-7122 or visit www.therally.com. – Sue Bray



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The Trujillo Homesteads, an early Latino settlement in Colorado's San Luis Valley, has been designated a National Historic Landmark.

In December, Secretary of the Interior Ken Salazar announced a preliminary report by the National Park Service that identifies a number of important historic and cultural sites in the San Luis Valley and the Sangre de Cristo Mountains of southern Colorado and northern New Mexico worthy of consideration for inclusion in the National Park System.

The report highlights a remarkable concentration of historic resources associated with Latino settlement,

including Colorado's oldest documented town, only communal pasture, first water right

and oldest church.

The designation of the Trujillo Homesteads as a National Historic Landmark is part of the National Park Service's new American Latino Heritage Initiative to document, preserve and interpret historic places associated with American Latino history and the role of American Latinos in the development of the United States. It also supports the goals of President Obama's America's Great Outdoors Initiative to reconnect people, especially young people, to our nation's historic, cultural and natural heritage.

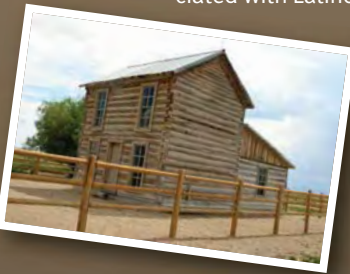
The Trujillo Homesteads provide a representation of the expansion of Hispanic-American settlement into the American Southwest following the 1848 Treaty of Guadalupe-Hidalgo as well as an illustration of the conflict between cattle ranchers, who were primarily Anglo-Americans, and sheepherders, who were primarily Hispanic Americans. Through archeology, the site has a high potential

to yield information addressing nationally significant research questions about ethnicity and race on the western frontier.

For more information, visit www.nps.gov/nhl.

... **The National Association of RV Parks and Campgrounds (ARVC)** has announced recipients of all around "A" grades in its fourth annual consumer satisfaction survey of campgrounds, RV parks and resorts. The top parks were named in December during the ARVC's annual Outdoor Hospitality Conference & Expo. More than 30,000 camping and RV enthusiasts participated in the online survey, which evaluated guest experiences at campgrounds, RV parks and resorts that are affiliated with ARVC.

Paul Bambei, ARVC's president and CEO, encouraged RVers to check out the ratings at www.gocampingamerica.com, "because it is the quickest way to tell which parks are best meeting – and exceeding – guest expectations."



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THE CASE OF THE DISAPPEARING TV

After getting into a dispute with his local dealer over a theft from his trailer, a reader requested that RV Action Line help facilitate a solution.

In March 2010 we bought a 2010 Sabre 29CKDS fifth-wheel from Route 66 RVs Inc. in Claremore, Oklahoma. The RV was equipped with, among other things, a 32-inch Toshiba flat-screen TV.

On January 26, 2011, we took the RV back to Route 66 for some minor warranty repairs. When we dropped the RV off at Route 66, we were told to leave the door locked and we did. We picked up the RV on approximately February 19, 2011. We did not go into the RV until April 2, 2011, when it was time to get ready for the camping season. We unlocked the door, went in and found the TV missing, as well as the remote control for our radio/DVD player and some personal items from the overhead cabinet. We also noticed the frame of the door mirror we installed in the bathroom had been broken and a [drinking] glass secured in the kitchen cabinet had been broken and placed in our trash can (the glass was of no great value, but the damage was an additional indication of Route 66's lack of care). We immediately returned to Route 66, where we talked to the service manager and the parts manager. When we told them our TV was missing and we would like to get it back, the service manager said, "Oh, you're the third one that's happened to." We were quite shocked when he told us that Route 66's insurance did not cover the stolen TV and they would not reimburse us for it.

That Route 66's insurance does not cover the theft does not mean it is not liable for the damages. It has had three TVs stolen from RVs on its lot so it is obviously not exercising ordinary care to protect the bailed property in its possession. Our RV was locked when we left it with Route 66, it was locked when we picked it up, and

there is no sign that the door has been tampered with. Either Route 66 left it unlocked at some point while they had it, which left the RV vulnerable to theft, or one of its employees is taking property from the RVs.

We previously owned an RV and dealt many times with Route 66 for repairs to that RV; we were always pleased with the work. We had never had a problem with them and felt comfortable leaving our property with them. That makes this situation very disappointing.

We have purchased another TV comparable to the TV stolen and a universal remote for the radio/DVD player. The TV we bought is a Panasonic 32-inch flat screen. We bought a Panasonic instead of a Toshiba because the Panasonic had a better picture than the 32-inch Toshiba it was sitting next to and was only \$10 more than the Toshiba. The TV and remote were \$404.74; a copy of the receipt is enclosed. We expect Route 66 to reimburse us this amount as damages due to their negligence and lack of care, and we would appreciate your assistance in the matter.

John & Brenda Updike
Claremore, Oklahoma

In the case of the missing TV, the critical issue is timing. Upon the first read of the Updikes' letter, we sympathized with their plight and would hate to be placed in a similar situation, but proving a direct cause and effect with the theft was going to be difficult because of the lost six weeks between when they picked up their unit and when they noticed the TV was missing. However, the Updikes' claim that there was a history of other TVs disappearing off the lot does add spice to the situation.

Route 66's version has slightly different dates, but the basic tenets are the same: The RV was serviced, it sat on the lot, it was picked up but not entered by the owner, then after several weeks the owner returned to report a theft. In the end, the dealership said it offered to split the difference. We would have taken them up on their

offer, given the extenuating circumstances. Here's the response from Route 66 RVs:

I will summarize the issue with Mr. Updike. He brought in his trailer on January 26 for service. He left his trailer and it was locked until the technician performed the service on the unit. Service was completed on February 14. The unit was locked and stored with all other service units. Mr. Updike did not pick up his RV until March 18. He picked it up and it was locked and he did not look in it, to our knowledge. He returned 30 days later to say the TV was missing. We discussed that he would need to file a police report and turn the claim into his insurance company. He had signed a service authorization form stating the dealership was not responsible for theft of vehicles and/or items within those vehicles. Neither Mr. Updike nor Route 66 RVs knows when the loss occurred. Especially since it was over a month after he picked up the unit before he noticed [the theft]. We have a secure lot with a 6-foot, chain-link fence topped with barbed wire surrounding our property. It is also well lighted. He alleges that it could be internal. That doesn't make sense because it would have been easier and less noticeable for someone to take from a new stock unit in the middle of winter.

He later came back with a receipt for a new TV and wanted us to reimburse him. Again, we stated that we weren't responsible. But, as a gesture of goodwill, we offered to pay for 50 percent, which he declined. I believe we acted properly in this matter, but there are some people that are hard to satisfy.

Brad Shelton

President, Route 66 RVs

After exhausting all other resources without success, please forward information with copies of appropriate bills and correspondence to *RV Action Line*, 3300 Fernbrook Lane N, Suite 200, Minneapolis, MN 55447. Please include a self-addressed, stamped envelope. No phone calls.



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The variable vane turbocharger design used in the 2004.5-up Duramax engines to reduce turbo lag and increase power can also help slow you down. BD utilizes this technology to electronically closing off the vanes which can create up to 130 retarding horsepower. This braking force will help to maintain your speeds on descents and curves, giving you better control of your truck and load.



While in Tow/Haul mode, switch BD's Variable Vane Brake (V.V.B.) on and every time you let off the throttle, it will close the variable vanes in the turbo, developing exhaust back pressure in the engine's combustion chamber which creates resistance against the piston from reaching top dead center. The V.V.B. rotary switch offers three different modes including automatic moderate and aggressive downshifting programs for the Allison transmission to give better weight control. Exhaust braking also works in Allison's manual shift

selections. The V.V.B. integrates with the cruise control to automatically accelerate and decelerate to maintain vehicle speed.

Easily and simply installs by plugging into existing factory ports and by mounting the rotary switch on your dash. All of these features in one package which with some competitors would require two separate kits at nearly twice the price and twice as long to install. Now that is value added engine retarding at it's engineered finest.



VVB
VARIABLE VANE BRAKE

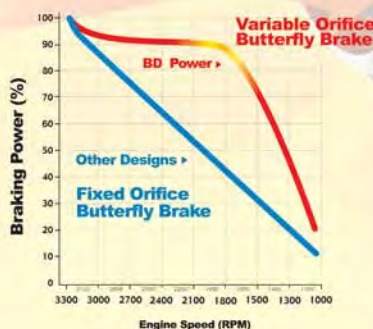


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FORT SUMTER NATIONAL MONUMENT

by **Len Cousineau**

Every American school kid learns the basic facts about the Civil War, but people who want an in-depth understanding of the intricacies of American history and culture should revisit the Civil War as adults. Doing so by traveling to any of the 70 national park sites that detail aspects of the war may turn casual learners into Civil War buffs.

The year 2011 marked the 150th anniversary of the United States' most defining and devastating war. More Americans were killed during the battles that raged between 1861 and 1865 than in every other American military conflict combined. Travelers can learn about the causes of the war, the numerous battles, the 620,000 casualties and the costs and consequences of the Civil War at these 70 sites.

If possible, however, RVers should visit South Carolina's Fort Sumter,

where the war began.

South Carolina stated in its Declaration of the Immediate Causes of Secession that the election of 1860 had resulted in the presidency of Abraham Lincoln, a man "whose opinions and purposes are hostile to slavery," and the state officially seceded from the Union on December 20, 1860.

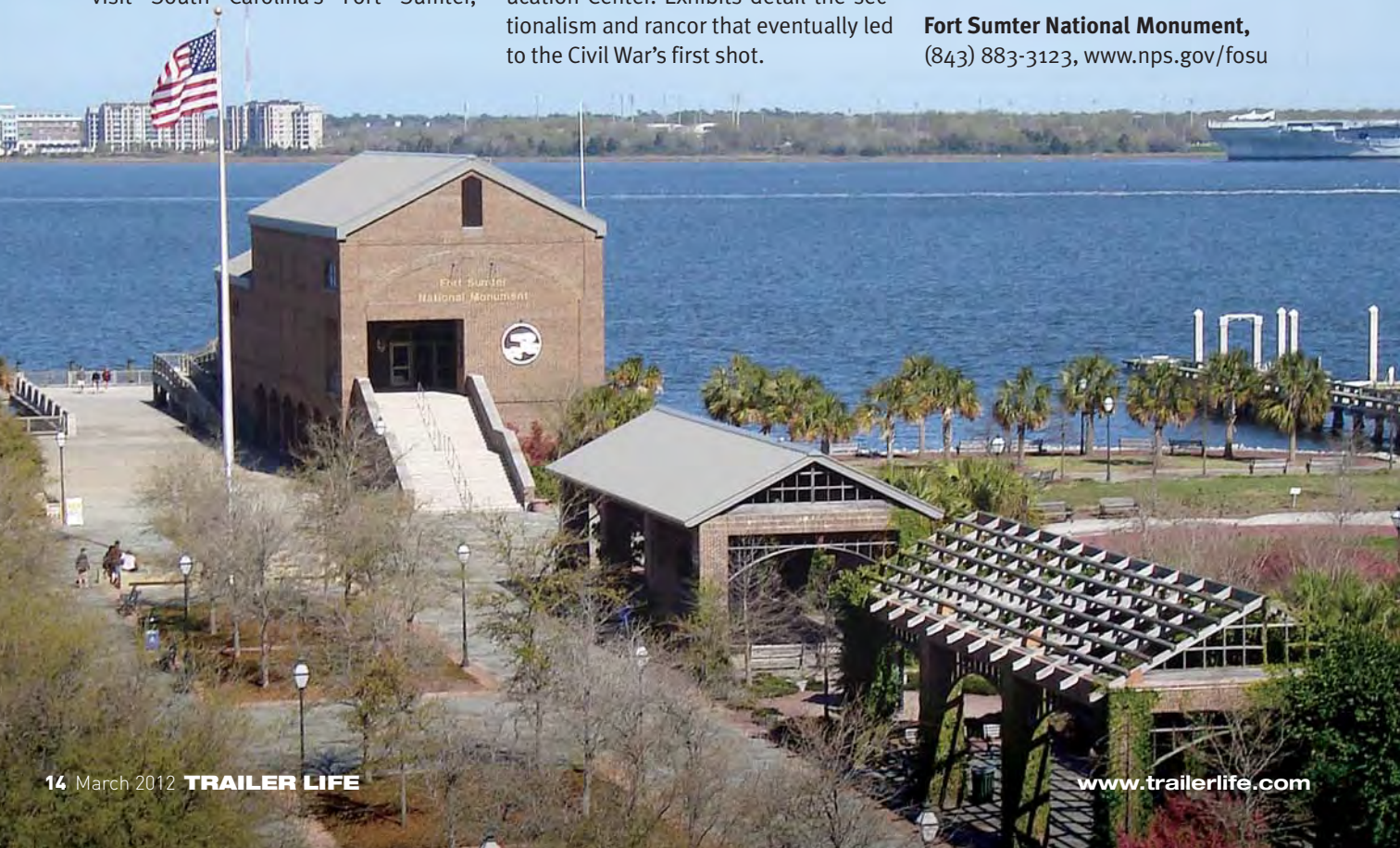
Hostilities came to a head on April 12, 1861, when a 10-inch mortar shell was fired from Fort Johnson at Fort Sumter, the federal fort in Charleston harbor. That first shot exploded above the fort, beginning a 34-hour siege that turned into a devastating four-year war—one that has resonated throughout the country for 15 decades.

Before going offshore to visit the actual fort, visitors should begin their education on Concord Street in Charleston at the Fort Sumter Visitor Education Center. Exhibits detail the sectionalism and rancor that eventually led to the Civil War's first shot.



Upon arriving at Fort Sumter via ferry from downtown Charleston or Mount Pleasant, visitors can listen to a 10-minute history talk given by a ranger, or they can spend their allotted time exploring the park on their own. Visitors to the area who find military history fascinating may also want to visit Sullivan's Island to explore Fort Moultrie, the only unit of the national park system that details the entire 171-year history (1776-1947) of American seacoast defense. 🚚

Fort Sumter National Monument,
(843) 883-3123, www.nps.gov/fosu



HITCHED

by Barry Zander



EXPECT THE UNEXPECTED

A SEEMINGLY SIMPLE SIDE TRIP CAN ADD SIGNIFICANCE TO YOUR JOURNEY

When you're on the road, always seeking out new vistas over new horizons, you're bound to run into the unexpected. We've encountered this several times in our RVing days, and I'll tell you, there's never a logical explanation.

The most memorable instance began when we pulled our travel trailer into the lot by the office of Ken, Monique's favorite massage therapist in Mt. Ida, Arkansas. It was at the end of her massage that the word "tankawa" formed in her mind. After asking Ken to write down the word, her eyes swelled with tears for some unknown reason.

We climbed back in the truck and hauled our RV westward into Oklahoma, planning to stop for the night in neighboring Kansas. I suggested a stop at the tourism office for free coffee and an up-to-date Oklahoma map. When we went in, I headed for the information desk.

Where was Monique? She had walked into the information center, turned to her right and was instantly drawn to a poster reading "TONKAWA TRIBE."

She showed me the poster. Gasp! At the information desk we found out little. The ladies behind the desk could only point us to a town called Tonkawa, but that was all they knew.

We took off westward for a 200-mile drive to Tonkawa, arriving just as the sun was setting and with no place to park in sight. We took a chance on staying hitched up in a public park. I noticed outlets on the power poles, obviously there for RVs. Just as we stopped, a red

pickup truck pulled up next to us. "That one doesn't work," the pony-tailed Native American man named Travis told us. "Try the next pole."

It didn't work either – no big deal. We had expected to dry-camp anyway. That's when Travis tested the circuit and decided it needed replacement. He drove to the city's utilities office, returning in a heavy-duty utility truck to make the repair.

He had been on his way home from work when he saw us turn in. Not a Tonkawa, he was an Osage-Ponca who knew little about the Tonkawa tribe, except they had a casino and tribal office in town.

At the office the next day, we wanted to tell someone of Monique's Tonkawa revelation. We met with several very congenial people, including the tribe's president, all very willing to fill us in on the history of the Tonkawas. They even gave each of us a sweatshirt and mug with the tribal logo. No one ever asked why we were there, and I'm still not sure we have an answer to that question anyway.

It was a little side trip that cost us two days out of our unscheduled trip toward the Northwest. Rather than being just another day on the road, it turned into two with significance.

As we look back on this and other adventures during our days roaming North America, we give thanks that we are able, not only to participate in these experiences, but also to appreciate how they add to the richness of our lives. 🚐



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Wichita Mountains Life Refuge

By Donna Ikenberry

Countless Critters In Middle America



Drive one of many roads leading to Oklahoma's Wichita Mountains Wildlife Refuge and you'll almost be convinced that you are in another region of the country. Ascending from surrounding plains and flatlands, we climbed into an island-like world of post and blackjack oaks, rocky outcrops, remnant mixed grass prairies and an assortment of manmade lakes many find excellent for bass fishing.

My husband, Mike, and I arrived in May to the 59,020-acre refuge, the largest refuge in The Sooner State. Unlike most wildlife refuges, this one permits camping, thus allowing for multi-day visits and time to enjoy the trails, lakes and wildlife.

Located in southwest Oklahoma, the region was originally set aside as a forest preserve in 1901. Later, in 1905, it was deemed a game preserve. Today it is the oldest managed refuge in the United States. There are 553 refuges in the United States comprised of 150 million acres of habitat dedicated to preserving native American wildlife. Ironically, hunting is allowed on many of the refuges, including Wichita Mountains where there are elk and deer seasons.

Visitors to Wichita Mountains often come to see the American bison, or buffalo, as they are often called. Once estimated at 60 million — the largest mass of land animals to ever exist — the bison were almost extinct by the late 1800s. The federal government intervened, along with concerned conservationists, and herds were rebuilt.

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Deer meander past the campsite, demonstrating the up-close and personal nature of Wichita Mountains.

Wichita Mountains saw the return of the bison in 1907 when 15 animals were sent to the refuge from the New York Bronx Zoo to roam and breed. Current herd size is kept at approximately 650 animals. Each fall excess bison are sold at a live auction to maintain herd size.

In addition to bison, man also slaughtered the Merriam elk and giant bronze turkeys that once lived in the region. Today, after being successfully introduced, there are about 700 Rocky Mountain elk and many wild turkeys roaming the refuge.

Texas longhorn cattle also roam the preserve. In 1927, 30 head of longhorn cattle were introduced to the refuge to form a federal herd. Today, the herd numbers around 300 longhorns. Look for the longhorns as you drive and hike through the park.

MORE THAN MAMMALS

The refuge is also home to a gravely endangered bird known as the black-capped vireo. The tiny bird breeds in a narrow area of the south-central United States and north-central Mexico. The refuge and adjacent Fort Sill pro-

vide proper habitat for the vireo and thus an expanding vireo population.

The Oklahoma Audubon Council recently recognized the refuge as an Important Bird Area (IBA). IBAs range from just a few acres to thousands of acres, and provide necessary habitats for one or more species of birds. The refuge is home to more than 240 species of birds, and it supports the second largest breeding population of black-capped vireos in the world. Other species that helped qualify the site for designation include the painted bunting, northern bobwhite quail, red-headed woodpecker and chestnut-collared longspur.

During our visit we hiked many of the trails searching for birds, mammals and wildflowers, as well as rattlesnakes, copperheads and lizards. There are more than 50 species of mammals here, 64 kinds of reptiles and amphibians, 36 different fish species and 806 plant species.

Not every refuge can boast of a National Recreational Scenic Trail, but Wichita Mountains can. If you have the time to hike only one trail, I would highly recommend the Dog Run Hollow Na-

The Holy City of the Wichitas, in the heart of the refuge, is home to the nation's longest running Easter passion play.



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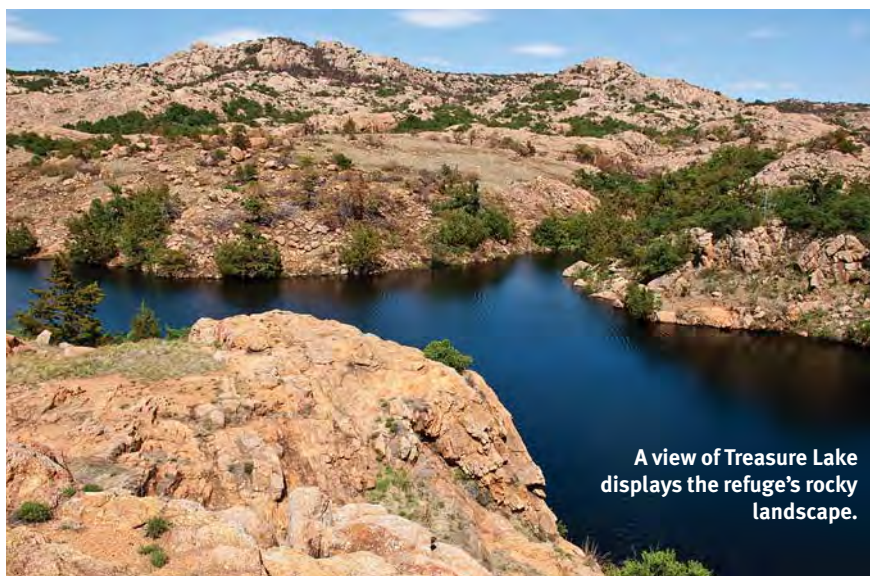
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A view of Treasure Lake displays the refuge's rocky landscape.

tional Recreation Trail. Also known as the "Bison" trail, there are metal bison markers indicating the loop. The trail provides much variety and passes by French and Lost lakes and many drainages in between. One minute you're hiking through the trees, the next you are in the open

and then you're boulder-hopping from one granite rock to the next.

During our hike we nibbled on snacks; watched people fishing; long-horns grazing and mating; bison chewing their cud; and we listened to turkeys gobbling. We also saw collared lizards loung-

ing in the sun and chasing butterflies, a garter snake swimming, and we almost stepped on a millipede laying in the trail. In addition, turkey vultures soared, wild turkeys rested in the shade, coyotes howled and we marveled at all that is Wichita Mountains Wildlife Refuge.

There's no doubt that hiking is a popular pastime at the refuge. There are 15 miles of designated hiking trails winding through grassy prairie, scrub oak forest, and across jagged mountains that are more than 500 million years old. Amazingly, the Wichita Mountains are among the oldest ranges on the earth. You can enjoy some of the old rocks by hiking up the Elk Mountain Trail where there's a wonderful view of the surrounding refuge. The trail continues for more than a mile and goes 590 feet up Elk Mountain.

A key to viewing wildlife is to search early and late in the day when they are busy foraging. We highly recommend driving park roads during the wee hours of the morning and in the late afternoon prior to sunset.

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Black-tailed prairie dogs play in the Oklahoma sunshine. Bison were reintroduced to the area in 1907; now the herd numbers around 650 animals.

During the day it is possible to watch the antics of prairie dogs at the prairie dog town off the main road. Closer to dusk and dawn look for elk, white-tailed deer, longhorns and bison. Also, as you drive along a refuge fence that serves as a safe haven for wildlife that don't want to be around park visitors, check for singing dickcissels and scissor-tailed flycatchers sitting on it. Scissor-tailed flycatchers, Oklahoma's state bird, are hard to miss with their extremely long tails.

CAMPING TIPS


When you visit the refuge it's best to plan on camping at the Doris Campground. Better yet, get there early and you can choose a spot near Quannah Parker Lake. While exploring around the lake we saw a beaver swimming and we witnessed an osprey flying over with a fish in its talons.

The campground is open year-round with 70 sites for RVs and tents, some with electric hookups. Sites range in size, but there are many for big RVs. Sites are \$18 with electricity and \$10 without. There is no entrance fee. You'll find picnic tables, fire rings and fire grates at all sites. A central restroom/shower complex is closed in the winter. Drinking water, chemical toilets and trash dumpsters are located through the campground. A sanitary dump station is located at the entrance to the campground.

Camping is first come, first served. Limited group camping is available by reservation only; contact the refuge for more information. Those with an America The Beautiful Senior Pass (62 years and older) will receive a 50 percent camping discount.


From the campground you can enjoy a short hike up Little Baldy. A mere 200 feet to the summit, it's a good 360-degree view from there to Quannah Parker Lake and places beyond. You can also cross a bridge over the lake to visit the trails near the Environmental Education Center, in addition to hiking, boating and fishing.









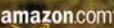
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In the 1930s the Civilian Conservation Corps constructed 15 concrete dams for permanent water areas. Today, fishing is permitted in all refuge lakes which are home to largemouth bass, sunfish, bluegill, crappie and catfish.

Mike and I had our mountain bikes with us, but found that bikes aren't permitted on most trails. But we had fun riding the paved roads and found a bike/hike trail with views of Mt. Scott and Lake Lawtonka on the east side of the refuge. The moderate trail offered up some challenging ruts and rocks to ride over, but it made for a fun 10.9-mile loop. We rode in a clockwise direction, starting at the unmarked trailhead about 1.2 miles north from the junction of Highways 49 and 115 off Highway 115, which leads to Meers. We rode the trail, connected with paved road Highway 49 and rode it back to the trailhead.



QUICK TRIPS

When you're at the junction of Highways 49 and 115, know that you can continue a short distance north on Highway 115, past



Medicine Creek flows through downtown Medicine Park, Oklahoma's first planned tourism resort. Bike trails offer views of Mt. Scott.

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the trailhead, to the small town of Meers. Once a booming town of 500, today there is one family of six, their pets and their restaurant and store. The Meers Restaurant is known to some for making the "Best Burger in Oklahoma" using beef from Texas Longhorns. We didn't eat there so I can't vouch for them, but we heard that the burgers are everything from great to just OK.

Another place just outside the park that you may find worth visiting is Medicine Park. Located at the main entry (east end) of the park on Highway 49, the picturesque town is known as America's cobblestone community. The Plains Indians were very familiar with this quiet oasis, but that was long before the town was originally founded on July 4, 1908, by Oklahoma Senator Elmer Thomas. It was Oklahoma's first planned tourism resort. Medicine Creek flows through the area with Medicine Park Trail, a solid surface pathway lined by cobblestones, paralleling the creek.

Most refuge visitors make it a point

to visit The Holy City of the Wichitas, located in the heart of the wildlife refuge. Open all year, it is the site of The Prince of Peace, the nation's longest running Easter passion play. Admission is free. There's a gift shop, restrooms and the World Chapel, which is available for weddings. The Wallock Memorial Museum displays the history of the play's 1926 beginning to the present.

You'll find plenty of information at the Quanah Parker Visitor Center, located near the campground and north of Cache, near a more southwesterly junction of State Highways 115 and 49. A wonderful visitor center with exhibits displaying the four major habitat types — rocklands, aquatic, mixed-grass prairie and cross timbers — a bookstore and restrooms are open seven days a week. You can call the visitor center at (580) 429-2197. 🚐

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Without question, when you are behind the wheel of your truck safety and stability are mandatory handling characteristics. Add a large fifth-wheel or a heavy camper to the rear and there are a few inherent risks that enter into the equation, especially while towing in strong winds or being overtaken by fast commercial trucks.

If you're looking for a quick and easy way to improve the handling and attitude of your truck while towing, the Stable Load suspension kit by Torklift International is a relatively simple solution.

Stable Load is an inexpensive upgrade suspension add-on that includes four unique rubber pads that replace the marginally efficient factory bump stop pads on your truck's factory overload springs. Handling can be improved with almost any

truck with factory overload leaf springs while improving the attitude of sagging rear ends with a heavy camper or a fifth-wheel attached. Torklift's no-drill design is so simple that even if you're not mechanically inclined you'll be able to complete the installation with success in 45 minutes or less.

We installed the Stable Load model A7200 kit on a 2011 Ford F-350 dually truck used to pull a heavy 36-foot fifth-wheel, loaded for full-time living.

To begin, it's important to spray the top of the factory contact pads with WD-40 prior to removal. Using a large screwdriver or a pry bar, remove all four of the contact pads from the frame brackets. Install the new Stable Load pads with the anti-rotational key facing outward and torque the nuts to 40 ft-lbs. That's it! On some model trucks, this will complete the install.

A) Before the new rubber pads were installed a baseline measurement of rear height was established. B) WD-40 is sprayed on the factory contact pads prior to removal.



Since the rear frame brackets and overload leaf springs on our truck were too close to insert the thick Stable Load rubber pad, the rear end of our truck needed to be lifted using a bottle jack under the hitch receiver. According to Torklift, the two rear Stable Load pads can be left off entirely, but the system will not be as effective overall. In these cases, Stable Load's installation manual allows the installer to cut off 3/8-inch from the rubber pad in order to gain more clearance between the frame brackets and the overload leaf springs. In selecting this option, we felt that it would offer the best performance in pulling the 36-foot fifth-wheel trailer.

After Stable Load was installed, we took it for a test drive without anything



C) A pry bar is used to remove the factory contact pads. **D)** Stable Load pads are installed in the frame bracket with the anti-rotational key facing outward.

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in tow and found the ride to be slightly more rigid. Once hooked up to the fifth-wheel, which added 3,500 pounds of pin weight to the rear, the truck rode about 2 inches higher. After completing a long road trip it was clear there was significantly less sway in high crosswinds.

This type of added stability from Stable Load comes with a lifetime warranty and a retail price of \$122.95 to \$152.95, depending on the kit for your truck. This quick, high-quality suspension upgrade is an easy install that provides peace of mind when out on the highway. 🚚

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E) A bottle jack is used to lift the rear of the truck prior to installing the new pads. F) In this application, it was necessary to trim the pad by three-eighths of an inch.



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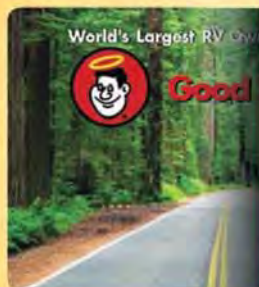
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SEAL IT UP!

REPLACE THE TOILET BALL SEAL NO LONGER HOLDING WATER AND FIX A SMELLY SITUATION

By **Bill and Jenn Gehr** Photos By **Bob Livingston**

RV enthusiasts get great satisfaction in having all the creature comforts of home — until something pops up, like a toilet that's no longer holding water and is creating unpleasant odors inside the trailer. Replacing the waste ball or blade seal will usually put that smile back on their faces.

Some toilet models have a blade and a seal while most later-model toilets have a ball and a seal. Over time, constant use, grit, friction, toilet paper and hard water deposits take their toll on the seal and the ball (or blade) in the toilet.

If your toilet has a blade and seal, it's common to struggle with toilet paper that becomes lodged in the groove where the blade closes. A simple solution that works most of the time is to use a flat-bladed screwdriver bent at a 90-degree angle 1 inch from the tip. While holding the foot pedal down (water off), insert the tip of the screwdriver into the groove and dislodge the toilet paper. If this trick doesn't solve the issue, the blade and/or seal will need to be replaced. Use caution here; sharp objects, like a screwdriver, can damage the seal. Experienced techs have no problem with this, but if it's your first attempt, you might want to opt for a similar tool that's made of plastic or nylon.

During the last several years, toilet manufacturers have been using the ball and seal to alleviate toilet paper buildup in the mechanism. And that's the type of seal we replaced in a Thetford Style II toilet that was no longer holding water between flushes.

The process takes about 45 minutes and you will need a half-inch wrench and a tool to remove the water line from the back of the toilet. We also recommend having several old towels on hand ... just in case!

Once the water line is disconnected and the toilet placed on the bench, the four 1/2-inch nuts are removed (two on each side) so the porcelain bowl can be separated from the plastic base. The old seal is then removed.





A) New waste ball seal is positioned with the flat side down. B) The bowl is then placed back on the plastic base and new washers are used before loosely tightening the nuts. C) New flange seal is positioned before the toilet is placed back on the floor.

GETTING DIRTY

After turning off the pump or closing the hookup faucet, release water pressure by holding down the foot pedal. Remove the decorative cover and disconnect the water line before using the half-inch wrench to remove the two nuts from the flange bolts that hold the toilet to the bathroom floor. Now would be a good time to place those old towels around the toilet to absorb the water that will inevitably escape from the water line once it's removed.

Lift the toilet from the floor and place it on a solid work surface that has been covered with a protective towel to guard against damage to the exterior of the toilet.

Remove the old closet flange seal.

Then remove the four half-inch nuts that hold the porcelain bowl to the plastic base. Discard the four plastic washers under each nut. Separate the bowl from the base and you will see the seal lying directly on top of the ball. Remove and discard the seal and inspect the ball for any obvious scratches or gouges. Replace the ball if it's damaged to keep it from compromising the new seal.

Install the new Thetford waste ball seal with the flat side down. Add supplied grease to the underside of the bowl where it meets the seal. Replace the bowl onto the base; loosely install the new plastic washers and half-inch nuts. Lift the toilet seat up and center the bowl onto the new seal. Finish by

carefully tightening the nuts until they are snug, making sure the seal does not move. Do not over tighten or you will be buying a new toilet!

Reinstall the toilet in the RV with the new flange seal in place, reattach the water line, check for leaks, replace the decorative cover and you're done. The bowl seal should now hold water and help ward off any nasty fumes.

The Thetford Style II Waste Ball Seal Replacement Kit (part no. 34120) retails for \$39.95 and includes everything you'll need. 🚽

Thetford Corporation, (734) 769-6000, www.thetford.com. Circle 202 on Reader Service Card.

D) Before final tightening of the bowl to the base, the waste ball seal here needs to be centered. E) This can be accomplished by opening the toilet seat and lifting the bowl from the base and gently centering the seal. The nuts are then tightened. F) Nuts holding toilet to the closet flange are tightened before the water line is reconnected.



2012 Trendsetters

Lightweight models, flexible floorplans take center stage in Louisville

If the RV industry's largest and most historic trade show is a sign of the times, it seems the future can be summed up in three words: lighter is better.

Toy haulers, along with smaller, more lightweight travel trailers and fifth-wheels intended to be towed by half-ton pickups – and some smaller SUVs, in the case of travel trailers – were prominent among the more than 1,000 RVs on display during the 49th Annual National RVIA Trade Show in Louisville, Kentucky.

"We've gone with lighter materials in the coach to take the weight down," said Randy Graber, president of Open

Range RV in Shipshewana, Indiana, which introduced the Light towable series at the annual Louisville Show. A 34-foot triple-slide Light floorplan, for instance, has a dry weight of 7,200 pounds.

Some toy hauler manufacturers have taken their units beyond just being functional as cargo carriers for motorcycles, four wheelers and other gear. The garage area in the Seismic fifth-wheel toy hauler from Jayco Inc., of Middlebury, Indiana, for instance, is climate-controlled and outfitted with espresso-finished wood cabinets and optional opposing sofas.

"The idea was to have broader appeal with features and focus on the cargo area so that it is more like a flex room that can be used for anything," said Troy James, Jayco product manager.

Andy Baer, vice president of sales and marketing for KZRV Inc., also based in Shipshewana, Indiana, said RV builders are cognizant of the impact more fuel-efficient tow vehicles are having on the RV lifestyle. At the show, KZ introduced a lightweight, hybrid Spree Escape travel trailer with three soft-sided tent extensions.

"As we get this new group of smaller tow vehicles, we've got to bring to



Born Free Trail-R Lodge

market trailers that can be towed safely,” Baer said.

As for innovation, CrossRoads RV of Topeka, Indiana, reintroduced the mid-profile Sunset Trail fifth-wheel with the industry’s first slideout extending from the front cap over the hitch. The 36-inch extension allows for a north-south queen-bed layout and two built-in wardrobes.

Also debuting at the show was a prototype of the first all-electric Class C motorhome – the E Tahoe from MVP RV of Riverside, California. The company expects to introduce an electric-powered, albeit expensive, Class A motorhome in the United States later this year.

“It may be next year, it may be five years down the road, but batteries will get all of these gas guzzlers off the road,” said Scott Degnan, MVP vice president of sales and marketing.

Here are 14 top trailers that caught our collective attention in Louisville.

i-GO LITE

EverGreen Recreational Vehicles for 2012 has introduced the more affordable i-Go Lite towable series with six travel trailer and two fifth-wheels floorplans, all designed to be towed by half-ton pickups. The 7 1/2-foot wide i-Go Lite series, available in 25- to 27-foot lengths, is built with a laminated reinforced fiberglass exterior on an aluminum superstructure and composite interior walls. Features include tinted



radius windows, solid wood cabinets, vinyl floors, composite sinks, queen bed with under-bed storage complete with lift struts, swiveling entertainment center, three-burner stove and a double-door refrigerator. Base MSRP: \$22,492.

Evergreen RV, (574) 825-4298, www.goevergreenrv.com. Circle 203 on Reader Service Card.

Trail-R Lodge

Belying its name, Born Free Motorcoach, of Humbolt, Iowa, has introduced the Trail-R Lodge, a 22-foot prototype travel trailer featuring many of the same characteristics of its high-end Class C motorhomes. “Our thoughts are to build a very high-quality trailer to

compete in the market with other high-end models,” said Dennis Day, vice president of commercial sales for the Dodgen Industries subsidiary. Designed to be towed by half-ton pickups, the Trail-R Lodge prototype features a 6,150-pound dry weight. “We’ve already found a number of ways to cut weight out and bring that down further,” Day said. MSRP: \$85,500.

Born Free Motorcoach, (800) 247-1835, www.bornfreemotorcoach.com. Circle 204 on Reader Service Card.

Aviator Travel Trailer

Besides being stylish, Forest River’s new Aviator travel trailer is about as smart as an RV can be with the inclusion of a Sony

EverGreen i-Go Lite



Forest River Aviator



tablet computer that replaces the remote control ordinarily used to operate a unit's electronics. In addition to controlling the fireplace and three Sony LED TVs, the tablet provides owners with an interactive guide of how-to videos, tutorials, manuals, and care and maintenance guides. Features in the wood-free Aviator include an aerodynamic front cap with a large, integrated windshield, contoured composite sidewalls and a maintenance-free fiberglass roof. MSRP: Upper-\$70,000s.

Forest River, (574) 389-4600, www.forestriverinc.com. Circle 205 on Reader Service Card.

Seismic Fifth-Wheel

Jayco has re-entered the toy hauler market with the Seismic fifth-wheel series with six full-profile and two mid-profile floorplans. The Seismic replaces the Indiana manufacturer's Recon line, which was discontinued last year. Available in 28- to 41 1/2-foot lengths with up to three sliderooms, the Seismic has a

Airstream International Sterling Edition



more user-friendly living area that incorporates the garage and is four-season rated with an enclosed and heated underbelly. "It's not just a garage with a metal utility cabinet," said Troy James, Seismic product manager. Built on a drop-frame to provide more storage, a painted fiberglass cap is standard while a molded gel-coat cap is optional. MSRP: \$45,000

Jayco Inc., (574) 825-5861, www.jayco.com. Circle 206 on Reader Service Card.

Sterling Edition

Noted architect Christopher C. Deam designed the interior of the new Airstream International Sterling Edition, a 27-foot concept travel trailer shown in Louisville by Airstream, of Jackson Center, Ohio. The modernistic Sterling, with anodized aluminum interior sidewalls accented by alu-

minum cabinets, LED lighting, white ultra-leather furniture and striking fabric-look yellow vinyl floors, is the third Deam interior commissioned by Airstream in the past decade. "He has a take on Airstream that nobody in Jackson Center can conceive of," said Airstream President Bob Wheeler. "He understands our processes and materials and we understand what he is after." Should the Sterling Edition go into production, Wheeler said, other interior palettes will likely be offered. No MSRP has been established.

Airstream, (877) 596-6111, www.airstream.com. Circle 207 on Reader Service Card.

Keystone Vantage

The vacuum-bonded contoured fiberglass sidewalls and vaulted ceiling on the new Vantage travel trailer from Keystone RV See page 46) allow wide-body interior living space with the towability of an 8-foot-wide frame. Uniform window lines also give the Vantage a streamlined look. "This bucks the current style trends and that's what we were after," said Troy Nusbaum, Vantage product manager. Available initially in three single-slide 29- to 32-foot floorplans, a second bunkhouse model is coming later this year. With molded high-gloss front and rear caps, distinctive LED rear lighting gives the appearance of a motorized coach. Amenities include stainless steel appliances and LED lighting throughout. MSRP for the 32-foot quad-bunk floorplan: \$37,000.

Keystone RV, (574) 535-2100, www.keystonerv.com. Circle 208 on Reader Service Card.

Jayco Seismic



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CrossRoads Sunset Trail



Sunset Trail

CrossRoads RV has introduced one of the more innovative features for 2012 with a 3-foot deep slideout that extends from the front cap of the redesigned CrossRoads Sunset Trail fifth-wheel series. The Topeka, Indiana-based Thor Industries subsidiary offers the Bilateral Operating Slide System (BOSS) from Lippert Components standard in three 30- to 38-foot Sunset Trail floorplans with up to three slideouts. "It saves on weight and extends from the cap allowing more walking room in the bedroom," said Dave Boggs, CrossRoads marketing

director. Amenities include two built-in wardrobes, solid surface countertops, outside shower, bumper-mounted grill, power awning and automotive-style windows. MSRP: \$38,900.

CrossRoads RV, (260) 593-3850, www.crossroadsrv.com. Circle 209 on Reader Service Card.

Class C E Tahoe

The industry's first all-electric motorhome – the Class C E Tahoe from California-based MVP RV Inc. – will hit the retail market later this year. The pre-production E Tahoe shown in Louisville was fitted with a drive train, charger and battery system developed by Balqon Corp. The E Tahoe has a range of 200 miles from a set of batteries installed along the undercarriage of the

Cruiser RV Enterra



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Illustration of Correct Track Laser Alignment System

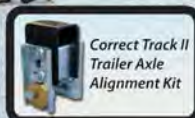
Through the Mobile Outfitters, dealers can take advantage of the Correct Track Laser Alignment Program. With this program, customers get a laser alignment inspection, tire tread wear measurements, air pressure check, suspension inspection and written report. All training and equipment is furnished by the Mobile Outfitters to certified Mobile Outfitters alignment dealers. Call the Mobile Outfitters today for more details at 574-312-6654.



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coach. MVP President Brad Williams said the E Tahoe will cost more than conventional Class C models but that no retail price has been established.

MVP RV, (951) 848-4288, www.mvprv.com. Circle 210 on Reader Service Card.

Enterra Travel Trailer

Indiana-based Cruiser RV, known for its small, lightweight RVs, has gone in a different direction for the 2013 model year with the new mid-priced Enterra travel trailer series. With four 35-foot floorplans equipped with two or three lightweight slideouts, Enterra is designed with barrel roofs that provide a 6-foot-11-inch interior ceiling and amenities that include solid surface countertops, standard fireplace, entertainment center with 32-inch HDTVs and a two-tone painted front cap to give the coach a higher-end look. MSRP: \$32,000.

Cruiser RV, (260) 562-3500, www.cruiserrv.com. Circle 211 on Reader Service Card.

Riverside 32LOFTRB

For 2012, Riverside Travel Trailers has introduced a double-slide, 36-foot drop-frame travel trailer floorplan (32LOFTRB) with a pair of stacked rear bedrooms – one for kids with 49-inch ceilings and an upper loft with a slideout that has 6 feet of headroom for adults. The wood-and-aluminum Riverside travel trailer floorplan features a larger front kitchen and larger living area because of the space saved by stacking the two bedrooms. “You’d have to have a 42-foot trailer to get all the stuff in it that you can by stacking the bedrooms,” said Riverside President Mark Gerber. MSRP: \$29,000.

Riverside Travel Trailers, (765) 472-3920, www.riversidetrailler.com. Circle 212 on Reader Service Card.

Tradition Fifth-Wheel

DRV Luxury Suites for 2012 has introduced the Tradition fifth-wheel, the new entry-level coach for this high-end manufacturer. “We’ve done away with most options and made them standard,” said DRV President Dave Fought. Standard features now in-



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DRV Tradition



clude a four-door refrigerator, dual-pane windows, a fireplace, vacuum and one-touch leveling system. The high-gloss, hung fiberglass-and-aluminum Tradition is available in five triple-slide 36- to 41-foot floorplans, all with island kitchens. Amenities include domed interior roof, walk-in front closet with built-in dresser, cherry cabinets, solid surface countertops, double-bowl stainless-steel sinks, pendant kitchen and dinette lighting, two LCD TVs, a leather sofa and wall-hugger recliners. MSRP: \$87,000.

DRV Luxury Suites, (260) 562-1075, www.drvsuites.com. Circle 213 on Reader Service Card.

Dutchmen Kodiak

**Kodiak Toy Hauler**

Dutchmen has added the first toy hauler floorplan to its popular Kodiak travel trailer lineup for 2012. Capable of being towed by a half-ton pickup, the Kodiak toy hauler features a sliding glass door from the living area leading into the 10-foot deep garage area, which is equipped with two drop-down queen beds to complement the front bedroom. Initially available in a 33-foot lay-out with an 8 1/2-foot long, 39-inch deep living room/dinette slideout, the Kodiak

toy hauler is equipped with solid surface countertops, stainless steel sinks, frameless windows and Beauflor tile-look floors. MSRP: \$35,000.

Dutchmen Manufacturing, (574) 537-0600, www.dutchmen.com. Circle 214 on Reader Service Card.

Light Fifth-Wheel

Open Range RV has extended the pin box and contoured the front cap on the all-new Light fifth-wheel series, allowing a 90-degree turn while it's being towed by a 5 1/2-foot shortbed pickup truck. The Light series is built with aluminum sidewalls bonded to composite SymaLITE. The Light lineup has two 29- and 34-foot travel trailer and three 30- to 34-foot fifth-wheel floorplans with dry weights from 5,435 to 7,940 pounds. Features include automotive-style windows, power awnings and interior hardwood cabinets. Base travel trailer MSRP, \$27,000; fifth-wheel, \$34,000.

Open Range RV, (260) 768-7771, www.openrangerv.com. Circle 215 on Reader Service Card.

SPREE ESCAPE

With tow vehicles getting smaller, Indiana-based KZRV LP has introduced a diminutive hybrid version of its popular Spree Escape travel trailer. The 22-foot Spree Escape E2oRBT floorplan has three tent extensions—one on each end and a third streetside. With a dry weight of 3,220 pounds, the E2oRBT can be towed by most SUVs. The hybrid trailer is equipped with an air conditioner, two-burner cooktop, microwave, small refrigerator, dinette, shower and toilet, awning and tinted windows. MSRP: \$15,000.

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Call of The _____ Wild Animals

Seeing Great Congregations Of Wild Critters Feeds Need To Travel

By **Donna Ikenberry**

Watching animal life in the wild is always amazing, but recently I realized that seeing large numbers of animals, great congregations of them, is even more of a thrill. Take, for instance, sandhill cranes. They migrate in the thousands and can be viewed in many places throughout the country, including Colorado's San Luis Valley where my husband, Mike, and I live.

Believe it or not, there are actual terms for great numbers of animals. For instance, the name for a group of elk is a gang. Giraffes form a tower, porcupines make a prickly, and seals form a pod or herd. Birds in general make a flight when they are in the air and a flock when they are on the ground. Some specific groups of birds have their own terms. For in-

stance, cranes make a sedge, eagles form a convocation and geese make a gaggle.

Regardless of what you call them, seeing large numbers of animals in any one place is an awesome experience, and it gives you a great excuse to choose a destination for your next RV adventure.

MIGRATE TO COLORADO, LIKE THE CRANES

One of my most beloved places is right here in the San Luis Valley in southern Colorado. We live on the western edge of a humongous valley with an average elevation of 7,500 feet. Every spring and fall more than 20,000 sandhill cranes visit the area around Monte Vista National Wildlife Refuge to feed and rest.



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Call of The Wild Animals



Snow geese number in the thousands within the Bosque del Apache National Wildlife Refuge.

In fact, there are so many sandhill cranes that the town of Monte Vista offers a festival in early March in celebration of the birds. (The 29th annual festival will be March 9-11, 2012; check out www.cranefest.com for more information.) In the spring, the cranes fly north to their breeding grounds in the greater Yellowstone area. In the winter they go south to New Mexico's Bosque del

Apache National Wildlife Refuge, where they join thousands of snow geese, making the Bosque another favorite place of mine.

Mobile Manor Overnite Park is the closest RV accommodation. Located on the west side of Monte Vista, the park has water and electricity, but no restrooms. Call (719) 852-5921 for more information. While in the region you may

American bald eagles perch in a tree near California's Klamath Basin.





want to camp at Great Sand Dunes National Park and Preserve: (719) 378-6300; www.nps.gov/grsa. A must-see, the park is located about 50 miles to the northeast.

CRANE YOUR NECK IN NEBRASKA

While on the subject of sandhill cranes, I have to mention the Platte River area near Kearney, Nebraska. One spring Mike and I traveled to the Platte and actually spent a night with thousands of sandhill cranes. We rented a photo blind from the Audubon Society, and while Mike slept I snuggled deep into my sleeping bag and listened to the cranes call and fly overhead.

Cranes are one of the planet's oldest living birds. Fossil records prove that cranes have been in what is now Nebraska for more than 9 million years. Spring brings 500,000 sandhill cranes to the Platte. They arrive every March and stay through early April. One of the most popular places to view them is the Iain Nicolson Audubon Center at Nebraska's Rowe Sanctuary. Visitors can sign up for

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Fort Kearney State Recreation Area is a wonderful place to camp. It's also a great place to watch for sandhill cranes at sunrise and sunset. Spacious camping pads are available with and without electricity; a modern shower house and bathrooms are provided. Call (402) 471-0641 or visit www.outdoornebraska.ne.gov and click on "state parks" for more information.

WEST COAST EAGLES

When I was traveling as a full-time RVer, I spent much of my time in the Klamath Basin of northern California and southern Oregon. I spent many winters there, too, and for good reason. I was there to see lots of American bald eagles.

I volunteered on several occasions to count the birds at the Tule Lake and Bear Valley national wildlife refuges. At Bear Valley the birds are counted as they leave their night roost. One day between 7 and 9 a.m. I counted 369 bald eagles. Another time while at Tule Lake I counted a total of 480 eagles — more than 400 from one point alone. Both were moments in time I will always remember.

The Klamath Basin is home to the largest wintering concentration of bald eagles in the Lower 48 states. In December, a steady stream of bald eagles begins migrating into the region in search of food and shelter; by mid-February there are up to 1,000 eagles present (though the average is about 500 birds). By March, all but the permanent residents have left, heading north. The Winter Wings Festival coincides with the eagles' peak. Visit www.winterwingsfest.org for more information.

The 43-site Indian Well Campground at Lava Beds National Monument is a nice place to stay in winter. You'll find water and modern restrooms, but no utility or sewage hookups. Call (530) 667-8113 or visit www.nps.gov/labe/index.htm. If you'd rather stay in Klamath Falls, check out Klamath Falls KOA at (541) 884-4644 or koa.com/campgrounds/klamath and/or Oregon 8 Motel & RV Park (541) 883-3431 or www.oregonmotel8rvpark.com. Both are open year-round.

SEAL THE DEAL

Although I love birds, I thoroughly enjoy seeing all kinds of animal life. I marvel at everything from tiny spiders to humongous snakes, comical penguins to soaring eagles, and hungry polar bears to enormous, slug-like elephant seals. In fact, one of my favorite places to see northern elephant seals is to spend time at California's Piedras Blancas.

Journey along the California coast in your RV and you're bound to see wildlife. On a recent trip, Mike and I saw



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Northern elephant seals cover the beach at Piedras Blancas. Sea otters play in the waters of Morro Bay.

an assortment of gulls, shorebirds, sea otters, sea lions, harbor seals and gray whales migrating south to Baja. But we were closest to a massive herd of elephant seals hauled out on the beaches near San Simeon.

There's nothing like observing a huge group of elephant seals. They are fun to watch whether they're sleeping, fighting, flipping sand up on their bodies to cool off, moving their huge blubbery bodies on shore or nursing their pups. The herd is a potpourri of sights and sounds. We visited in late December and saw pregnant cows, cows with newborn pups and bulls patrolling the beach, proclaiming dominance with booming threats and nips at each other.

One of the best things about the elephant seals at Piedras Blancas is that they are easy to view. Just drive up in your RV and you're there. Better yet, get out and walk the boardwalk that parallels the beach for safe and easy viewing.


Although you may see elephant seals at Piedras Blancas anytime of the year, the action really begins in November. Swimming in from the cold waters of Alaska, where they spend the summer, the enormous males are the first to come on shore, establishing territories. Adult males are humongous creatures with blubbery bodies stretching up to 16 feet long, rough crusty necks and floppy noses that give them their name. The big males fast while they are on the beach, so that means they are without food from November through February. Weighing as much as 5,000 pounds in November, the males may lose as much as 40 percent of their weight by February.


Females weigh from 900 to 1,800 pounds. As they come on shore the dominant males assemble harems of 30 to 40 females and wait for their chance to breed. The females arrive after an equally long migration, ready to fast, give birth, nurse their baby and mate. Raising a pup is hard work. The mother nurses the 60- to 80-pound (when it is




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born) pup for a month, supplying milk with a 50 percent fat content. The pup is weaned in four weeks and may weigh 300 pounds when its mother leaves it. The cows then mate and head back to Alaska to feed, leaving their pups on the beach. They have to learn to swim and eat on their own.

Hearst San Simeon and Morro Bay state parks are the best places to stay while you explore. You'll find developed sites at both parks. Call (800) 444-7275 for reservations or visit www.parks.ca.gov for information.

WYOMING BUGLING AND BEYOND

The National Elk Refuge in Wyoming is a more recent discovery for the two of us. Not long ago Mike and I visited Grand Teton National Park in winter and made several visits to the refuge.

Located just southeast of the park, the 24,700-acre refuge is a haven for animal life. Thousands of elk summer in the Greater Yellowstone Ecosystem, the



View sandhill cranes from a photo blind within the Rowe Sanctuary. Great Sand Dunes National Park is a must-see in Colorado.

largest essentially intact natural area in the contiguous United States. In the winter, anywhere from 5,000 to 8,000 elk gather at the refuge. Home to the largest elk herd in the world, the area also supports a large herd of bison, as well as deer, moose, bighorn sheep, pronghorn and coyote, plus many small mammals and a variety of birds.

Although you can often see elk from

the highway, your best bet for seeing them up close is to sign up for a sleigh ride. On a minus-17-degree morning we bundled up and joined some others for a ride; we all smiled when we were handed warm blankets to drape over our laps. Two draft horses pulled the sleigh out on the refuge. Our guide told stories as we made our way. It was an awesome experience to be so close to the elk — in



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our case, a herd of bull elk — with the magnificent Tetons in the background. Purchase tickets at the Jackson Hole Greater Yellowstone Visitor Center in Jackson. Open 9 a.m. to 5 p.m. daily, sleigh rides operate from 10 a.m. to 4 p.m. and are closed Christmas Day. For information call (800) 772-5386 or visit www.fws.gov/nationalelkrefuge

If you want to spend time in the area, please note that in winter all Grand Teton campgrounds are closed, but you can park your RV near the Colter Bay Visitor Center for a small fee. Primitive winter camping exists, which means you will be camping on the plowed but snow-covered parking lot. For full amenities, check out Grand Teton Park RV Resort, (800) 563-6469; www.yellowstonerv.com, which is open year-round and is located 6 miles east of Moran Junction. 🚐



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RV VANTAGE 32FLS

KEYSTONE RV'S ALL-NEW TRAILER HAS SOME DECIDEDLY RETRO ASPECTS — PLUS CUTTING-EDGE CONSTRUCTION TECHNOLOGY AND CONTEMPORARY INTERIORS

by **Bruce Hampson**

Resembling an industry icon sometimes isn't all it's cracked up to be. There are inevitable comparisons — and inevitable expectations. And when a company introduces a new product with styling cues that invite comparison to not one, but two storied profiles, those expectations tend to shoot right off the charts.

Judging Keystone RV's all-new Vantage travel trailer simply by its silhouette, however, misses the mark entirely. Sure, if you squint at it you might find certain aspects of its design suggestive of an Airstream towable. And its curved fiberglass sidewalls and panoramic windows are, indeed, reminiscent of the fuselage-shaped GMC motorhomes of the mid-'70s.

That said, this sleek, grey-toned trailer is about as far from being a recycled classic as you can get. It's just the opposite, in fact. The trailer owes its existence to state-of-the-art construction technology, which allowed Keystone to utilize a vacuum-bonded laminating process to create the radius sidewalls inside and out. Wrapped around a six-sided aluminum cage and finished with uniform window lines, contoured and



molded front and rear caps, and a 7-inch rolled roof edge, the pronounced sidewall curvature adds 6 additional inches of exterior width — to 8 feet 6 inches — at its beltline. The roof, too, is arched, with headroom increasing from 6 feet 6 inches, at



The Vantage's front interior boasts an open floorplan with an airbed sofa and curbside dinette. A queen bed and large, lighted wardrobe closet add to the residential feel.

the sidewall/ceiling junction to 6 feet 10 inches, at its apex.

What that all adds up to is the kind of open environment you can only achieve with a wide-body RV.

We were able to spend some time in what may be the most traditional of the three floorplans in production, the rear-bedroom 32FLS. One of two models with 30-inch-wide front and rear entry/exit doors, the 32FLS features an impressive open floorplan. With an airbed sofa tucked into the nose, the 35-foot 10-inch long trailer places a curbside dinette just aft of the front door, backed by a well-designed wall divider that's home to a 32-inch LCD TV, 12-volt DC AM/FM/CD/DVD stereo with MP3 hookup, a small pullout pantry (with countertop) and lots of open storage. Both dinette seats also conceal pullout drawers, and the freestanding dinette table can be moved at will.

Opposite the dining/viewing area is the trailer's single slideout, stretching 10 feet 4 inches and home to a wealth of

cabinetry, single-bowl sink with pullout sprayer faucet, three-burner range, microwave and 6-cubic-foot refrigerator. While the slideout extends just 18 inches, when combined with the radius walls it opens up the interior dramatically. Just as noteworthy, though, is that it allows easy front-to-back access through the interior when it's retracted.

A fairly spacious curbside bathroom with sizable tub/shower enclosure, foot-flush porcelain toilet, mirrored medicine cabinet and sink/vanity separates the rear bedroom from the living quarters. In this floorplan, the street-side wall opposite the bath is fitted with cabinets, making access to towels, linens and even a change of clothes a snap. There is also a wealth of storage throughout the interior, which makes up for the single external storage bay (accessing space beneath the bed).

Since all Vantage floorplans include a single slideout in the main cabin, you might expect a 60-by-80-inch queen bed to make for tight quarters between

standard walls, especially when mounted transversely. This is where those six extra inches of width, courtesy of the radius walls, really make a difference. A large, lighted wardrobe closet boasting mirrored doors and contemporary multilions fills the rear cap. The windows on both sides open for cross-ventilation.

The interior "is a little more progressive," noted Joe Kalil, Keystone's director of interior design. "We added a vinyl floor that looks like stained concrete, all the hardware matches, we styled the furniture to be very comfortable but more clean-lined and contemporary, and we used LED lighting liberally inside — all the ceiling lights except for above the dinette are LED. It's nice, clean, color-temperature-correct lighting, and it takes a fraction of the power to use. You can easily light up this unit with a battery." 🚐

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EXT HEIGHT: 10'6"

INT HEIGHT: 6'10"

FRESHWATER CAP: 50 gal

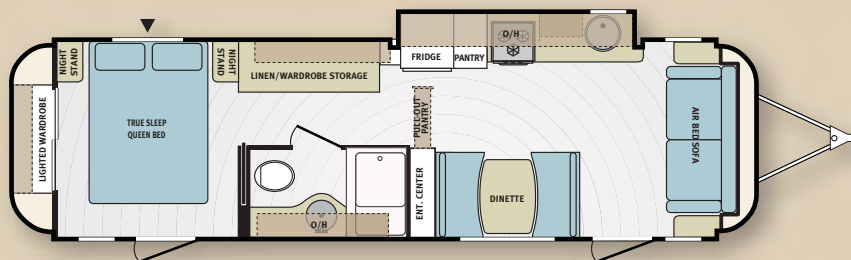
BLACK-/GRAY-WATER CAP: 30 gal/30 gal

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One Sweet Stop



PONCHATOULA HAS CLAIM TO FAME AS THE "STRAWBERRY CAPITAL OF THE WORLD"

By Pamela Selbert

Above: Strawberries are the signature fruit for Ponchatoula's annual festival.

Below: Revelers reach for beads as floats parade down Pine Street.

Today, walking or driving along the busy streets of Ponchatoula, Louisiana, where every storefront is filled with a shop or other thriving business, you might be surprised to learn that not long ago this town was primed for oblivion. You'll be even more amazed if you come in April, in time for the annual Strawberry Festival.

The hugely popular event, running April 13-15, features a family-friendly, Mardi Gras-style parade with a king and queen, carnival rides and game booths, music on two band stages, more than 100 food vendors, and much more. The festival attracts some 350,000 revelers to this town of 6,500, which only a few decades ago was all but down for the count.

You could have fooled us, too, if our recent visit had been our first. But we had been introduced to Ponchatoula—a Choctaw word for "hanging hair," referring to the gray beards of Spanish moss that hang thick in the trees—right around the time it was reinventing itself as "America's Antique City."

Founded as a railroad town, Ponchatoula was incorporated 150 years ago, just before the start of the Civil War, said

unofficial historian Jim Perrin, whose family in 1861 had already been farming here for half a century. Today Perrin, a retired history teacher and school principal, operates the Collinswood School Museum, where local history is displayed in a former schoolhouse.

He said the town became prosperous for its logging and lumber mills, cutting virgin pine, cypress and oak for pickets, barrel staves and ship masts, but that industry came to an end after the "last viable cypress tree in the nearby swamp was cut down." A brochure by the Louisiana Cypress Lumber Company noted that in 1955, when the last of the trees were being cut, most trees were between 800 and 2,000 years old.

Strawberries had also been important to the local economy, as hundreds of railroad cars packed with the red berries grown here pulled out of town each spring. But that, too, dwindled after World War II, when young men returning from the war no longer wanted to work at the labor-intensive business of raising and picking





Just about any food that will fit in a deep fryer is available in abundance at the Strawberry Festival. The town of about 6,500 swells to 350,000-plus during the three-day event. King Joe Perrin and Queen Brooke Perrin on their private float.

strawberries. The annual Strawberry Festival began in 1972, but even that couldn't stop the town's decline.

By the late 1980s Pine Street, Ponchatoula's main thoroughfare where most of the businesses were located, had seen many of its doors close. That's when a small group of concerned citizens, many of them left with empty buildings, came up with the idea of turning Ponchatoula into an antiques mecca.

The endeavor drew a profusion of antiques stores and related businesses to the downtown area. It was a success beyond their wildest dreams, Perrin said. By the time of our first visit to Ponchatoula in 1993, nearly two dozen antique shops occupied the false-front brick buildings on Pine Street.

We could hardly believe this town almost ceased to exist when now sidewalks, restaurants and shops were packed with visitors, and cars in the steady stream of traffic bore license plates from every state in the Union.

We've visited Ponchatoula several times since 1993, but our last trip was right around the three-day 2011 Strawberry Festival. Fewer farmers are growing strawberries these days—only about a dozen in the area—but the succulent red berries continue to be a mainstay of the local economy.

MORE TO LOVE

Strawberries and antiques might be excellent reasons to come to Ponchatoula, but the town and surrounding area offer more. This year we came for the Strawberry Festival but arrived three days early to revisit places we'd been in past years and to explore new ones.

Our first stop was the Collinswood Museum, moved here from its original site one mile west and opened as a museum on its centennial in 1976. Much is packed into this former one-room school: 10,000-year-old Native American relics; antique quilts, toys, clothing and others; Civil War, railroad and early farming artifacts; early photos of the town and more. Admission is free.

Across Pine Street the historic railroad depot, the third to stand on the site, has been transformed into Ponchatoula Country Market, where local artisans offer their wares. These include ceramics, photography, stained glass, handmade jewelry, elaborate towel cakes, jams and preserves, pickled quail eggs, and more. Just outside, in a large wire enclosure with a pond, is 9-foot long Old Blue Eyes, the town alligator who also "writes" a column for his local newspaper, the *Ponchatoula Times*.

We later spent an afternoon checking out the antiques stores, still numerous enough for Ponchatoula to keep its title. These include Boyer Antiques and Doll Shop, C.J.'s Antiques and Collectibles, Mary's Antiques, Oldies & Goodies, Roussel's Antique Shop, Acquisitions of the Bygone and Trails End Antiques, all on Pine Street (there are others elsewhere). Near closing time we spent an enjoyable hour chatting with C.J. Scandurro (of C.J.'s) in his cavernous 15,200-square-foot facility, which he purchased in 1993 and today features 40 booths brimming with

all sorts of intriguing collectibles.

Ponchatoula's surrounding area (within a 20-mile radius) also offers much to visitors. We particularly recommend the African-American Heritage Museum in Hammond (new since our last visit), Global Wildlife Center at Folsom, Kliebert's Turtle and Alligator Farm in Hammond, Amato's Winery at Independence and Lizza Produce Farm near Tickfaw.

The African-American Museum, with 8,500 square feet of exhibit space, displays a host of wood carvings from Africa, a magnificent mounted lion, 22 murals depicting African and African-American history, historic slave sale documents and more. Director George Perkins said the museum, which opened in 2007, "preserves and discovers our culture."

CRITTERS ARE EVERYWHERE

Global Wildlife Center is one of our favorite places. The preserve, the largest facility of its kind in the United States, was founded in 1991 on 900 grassy acres that look remarkably similar to the sparsely treed savannas of East Africa.

"Here visitors are confined [to safari wagons] and the animals roam free,"



said founder Ken Matherne. Global Wildlife Center is home to more than 4,000 animals of 30 species from four continents.

Open-sided safari wagons ferry visitors among the animals, including: fallow deer with palmated antlers; 2,000-pound Cape Eland antelopes; reticulated giraffes (the tallest, “Big John,” towers to 23 feet); Pere David’s deer from China (extinct in the wild); black bucks with odd spiral horns from India; American bison; llamas; Sika deer from Japan; rheas from South America; dromedary and Bactrian camels; zebras and many others, though no predators. The animals trot to the safari wagons, poking greedy faces inside to dine on the dry corn visitors offer them in plastic cups. Ninety-minute tours cost \$17 for adults, \$13 for seniors and \$10 for ages 2-11. There’s also an extensive gift shop.

Kliebert’s Turtle and Alligator Farm is another must-see. On this recent visit our guide was T-Mike Kliebert, grandson of Harvey Kliebert, who began the farm in 1957. In 1970, when the animals were placed on the endangered species list, he released thousands into the wild, helping preserve the American alligator.

The farm still releases gators into



Emily McNeely of Ponchatoula is greeted by a Cape Eland antelope during a safari at Global Wildlife Center, which is home to more than 4,000 animals.

the wild, but also harvests their meat and hides. All are the progeny of the 50 male and 200 female alligators Harvey Kliebert hatched out 55 years ago.

The gators live in a natural swamp setting in water crusted with duck weed, which is collected and fed to the 48,000 water turtles – red-eared sliders, yellow-bellied sliders and painted turtles – that are also raised here. Adjacent the gator lake (and close enough that the alligators can sometimes reach) is a bird sanctuary, thick with live oaks, their jade-green boughs

polka-dotted white with hundreds of egrets and herons.

Generally, however, the alligators are fed catfish parts, though on this occasion T-Mike tossed out (and even hand fed!) some pork steaks and cut up chicken – stinky with age – just the way the animals like them. Ninety-minute walking tours cost \$10 for adults and \$5 for ages 2-12. Kliebert’s also includes a gift shop where gator meat and souvenirs are available.

DON'T FORGET THE STRAWBERRIES

Amato’s Winery, opened by Henry and Jessie Amato in 1993, is another worthwhile stop. Jessie Amato explained even though the winery offers a variety of wines – peach, cranberry, blueberry, blackberry and orange – most of the 5,000 gallons they produce every year is semi-sweet or sweet wine made from local strawberries. We tasted several, and though all were good, our favorite was the delicately sweet orange wine. Amato’s wine is sold mainly within Louisiana, bottles cost about \$7, and are of course available at the annual Strawberry Festival.

The afternoon before the festival was to begin we visited one of the three Liuzza Produce Farms in the area. This one is run by Kevin, the fifth generation of Liuzzas to grow strawberries and other produce here, and his wife, Elizabeth. She explained that 100 acres of the 400-acre farm are devoted to growing five varieties of strawberries, and in 2010 the

Giraffes welcome visitors to Global Wildlife, a short drive from Ponchatoula.

Inset: This giant at Kliebert’s Alligator Farm is 17 feet long and weighs about 1,400 pounds.



farm produced 9.6 million pints.

On this occasion, dozens of workers were bent over in the long green rows picking berries to be sold at the festival; the farm also offers a “you pick” for visitors. More than 1,000 flats would be available fresh at the festival, but strawberries would also be sold as jam, in short cake and dipped in chocolate.

The Strawberry Festival opens with Family Night on Friday. Visitors enjoy rides at reduced rates, game booths, music and food – oh, the food! Every Southern dish you can think of and more is offered: funnel cakes, corn dogs, fried crawfish tails, shrimp-, chicken- or alligator-on-a-stick, pork cracklings, grilled lobster tails, fried pickles, gyros and strawberries in every configuration (strawberry daiquiris are especially popular). A dozen vendors display flats of gorgeous, freshly picked strawberries for sale.

Saturday morning carnival attractions open early, followed at 10 a.m. by an enormous parade – second only in

Louisiana to New Orleans’ Mardi Gras Parade. Spectators line up 10-deep along several miles of Pine Street to watch.

There are marching bands, gymnastics groups turning flips, baton twirlers, modern dance groups from area schools and elaborate floats, one carrying Strawberry Festival royalty. Walking or riding, everyone in the parade is tossing candy and colorful strands of beads. I caught more than 100.

A strawberry auction comes later, followed by strawberry-eating contests, a Strawberry Strut 10K and 1-mile fun run,

sack races, an egg toss, carnival rides and much more. The revelry continues throughout Saturday and all day Sunday. 📞

For information about Ponchatoula and area attractions, contact the Tangipahoa Convention and Visitors Bureau, 13143 Wardline Road, Hammond, LA 70401; (985) 542-7520 or (800) 542-7520; www.tangitourism.com; or the Ponchatoula Chamber of Commerce, P.O. Box 306, Ponchatoula, LA 70454; (985) 386-2536; www.ponchatoulachamber.com.

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Stromberg Carlson Products unveiled a new bike ladder for 2012 that will enhance your recreational lifestyle on the road. Billed as a “no rattle” rack, the Ladder Bike Rack secures to your RV’s ladder, ensuring a safe ride. The aluminum, no-rust rack supports two bikes, perfect for a couples bike ride around your favorite parks. Pins on the ladder can be adjusted after installation. Sidebars slide in place when positioning bikes for transit or come apart when removing bikes for use. Stromberg Carlson says the adjustable clamps secure to most bikes and are lightly padded to ensure no wear and tear on your bike’s paint job. The MSRP is \$74.95 **For more information**, visit www.strombergcarlson.com or call (231) 947-8600. Circle 218 on Reader Service Card.



PRODUCTS

WHAT'S NEW

TRIPMAKER RVND 5510

Rand McNally recently unveiled a GPS designed specifically for RVers. The TripMaker RVND 5510 includes navigation found in other GPS devices, but also includes RV routing customized from 11 RV classes to easily navigate the proper roads for your vehicle. With 14 million points of interest such as national and state parks, festivals and other Rand McNally-researched locations, the TripMaker is perfect for planning a family vacation, weekend getaway or just a long trip. The TripMaker also includes information about campgrounds, RV dealers, service locations, parking and rest areas, travel centers and a variety of pet-friendly locations. The MSRP is \$299.99. **For more information**, visit www.randmcnally.com or call (800) 275-7263. Circle 219 on Reader Service Card.



MASSAGE AWAY FROM HOME

After a long day navigating the road or assisting with directions, your back will inevitably be sore. HoMedics provides a way to get a massage on the road while still getting to your destination in a timely manner. The Massaging Lumbar Support Rest includes an adjustable massaging pillow – perfect for reaching the groove of your back that needs the most attention. With adjustable height, the Support Rest fits just about anyone’s lumbar system. The Support Rest has a built-in chair strapping system so you can have massage almost anywhere – driving, at the breakfast table or even at the campfire while enjoying a quiet night. Operated by batteries, the Support Rest is ergonomic and provides comfort wherever you are – no need to worry about finding a hook-up or outlet. The MSRP is \$19.99. **For more information**, visit www.homedics.com or call (800) 466-3342. Circle 220 on Reader Service Card.



A KILLER KIT

Looking to tow a heavy load or gain more power with your Dodge diesel? BD Diesel Performance offers the Killer B Turbo Kit, featuring an Extended Tip HIP’d 63mm compressor outlet housing — a perfect fit to the stock turbocharger connection points. The pliable High Sil-Moly cast iron, dual-volute turbine housing handles peak engine gas temperatures without cracking, according to the manufacturer. The Killer B Turbo is a Borg Warner/BD engineered complement for engines developing power increases of up to 200 HP while not increasing the exhaust temperatures. BD’s largely sprung waste gate actuator prevents boost creep, according to the company, while BD’s Turn-buckle Boost Control allows for easy adjustment. MSRP: \$1,575. **For more information**, visit www.dieselperformance.com or call 800-887-5030. Circle 221 on the Reader Service Card.

THE LIGHT-EMITTING DIODES REVOLUTION

SHEDDING SOME LIGHT ON LEDs

Rvers put plenty of energy into their lifestyle, from planning the trip to readying their rig. What most RVers aren't aware of, however, is the amount of energy used by their fifth-wheel or travel trailer in just the flick of a light switch. That's why we put some light-emitting diodes (LEDs) to the test. Here's what you need to know before opening your wallet.

In 1962, when LEDs were introduced as a practical electronic component, most of us didn't know what they were. Early LEDs emitted low-intensity red light, but modern versions are available across the visible, ultraviolet and infrared wavelengths, with high brightness. Today, LEDs are flooding the RV market.

There are three types of lights traditionally used in RVs: incandescent, halogen and fluorescent.

Incandescent bulbs, normally used in brake and turn-signal lights and in many interior lights, have been around for more than 100 years. They produce reasonable light, but they also put out

considerable heat and use a lot of amps in the process, draining your batteries if you do a lot of dry camping. They have a long life and are cheap.

Halogens are popular. They also generate a lot of heat, give off a very bright light and are pricier.

Fluorescent tubes are common in overhead or over-the-countertop lighting. They run slightly cooler, consume less energy, put out a nice amount of light and don't cost too much. They are limited generally to 12-inch and 18-inch single or double fixtures, and they have a longer life than halogens. We have used Optronics' Pulsar 12-inch and 18-inch dual fluorescent lights for years.

LED lights, the newcomer, are extremely cool. Measuring a comparable normal dual-tube compact fluorescent left on for several hours and the same fixture with replacement Starlights Revolution T5-12 LED tubes, we found as much as a 20-degree Fahrenheit difference. Take that times four or five lights on a hot summer night and you may

need your air conditioner. Try to remove an incandescent or halogen bulb after less than a minute and you'll end up with blistered fingers. That heat is sucking amps from your batteries and significantly warming up your trailer.

LEDs have such a low output that Underwriters Laboratories (UL) has not certified them. The Recreation Vehicle Industry Association (RVIA) requires anything greater than 4 watts be listed.

In a recent interview, Mike Camarota, president of RV lighting manufacturer ITC Inc., said, "You can get similar light from a 3-watt LED as you can get from a 10-watt halogen." Multiply that difference in a fifth-wheel with a couple dozen halogens and incandescent bulbs and you have a remarkably huge difference in power consumption. (Did we mention heat?)

LEDs can be expensive; often two or three times the cost of a halogen bulb. Camarota said the average halogen bulb might last about 1,000 hours, while an LED can last up to 50,000 hours. In an

PHOTOS: GARY WESCOTT



From left: Installing the Optronics LED side markers required cutting off the OEM connections and splicing the wires with Quick Cable butt connectors. To eliminate any possible problems, all connections used Quick Cable butt connectors that have built-in heat shrink. Polarity can be checked with a simple multimeter.



From left: Optronics replacement side markers for both red and amber featured light-emitting diodes that were actually the correct color. The Jirah 1330 B45 R5 Extreme with 13 LEDs was a good fit and did produce more light than the original incandescent bulb. Some replacement bulbs were too big to fit the housings.

RV environment with variations of power that could fall to 35,000 hours, but it's still probably longer than the useful life of the RV.

So far, the switch to LEDs seems to be a no-brainer; less heat, lower amp draw and more light. Complicating matters are the many different applications to consider.

PUTTING LEDs TO THE TEST

For our test, we borrowed a 2005 35-foot Itasca Meridian to see just what the LED difference might be. Armed with a selection of lights and fixtures from Starlights, Jirah, Optronics, ITC and Grote, there was a lot to learn and some real surprises.

Starting on the outside, we replaced the side indicator lights, brake lights, turn signal lights and running lights, back up and docking lights. Optronics supplied exact replacements for red and amber side markers. The little light-emitting diodes are actually the correct color. Installation required cutting off the OEM connections and splicing the white and black wires with Quick Cable butt connectors that have built-in heat shrink. When heated with a flame or a heat gun, (a disposable cigarette lighter or a small chef's tool called a crème

brûlée torch works well), they shrink around the connection and seal themselves with glue, eliminating future corrosion. In a pinch, the wire nuts supplied will also work. This was the start of some interesting results when replacing incandescent bulbs with LEDs.

It should be noted that some but not all LED lights and bulbs are polarity sensitive. Polarity can be checked with a simple multimeter or just by touching the ground and positive to the corresponding wires on the light. No light? Reverse the wires. Wire colors can vary among white, black, yellow and red, depending on the manufacturer.

Since the Optronics side markers were a complete unit, designed to work with the Optronics lens supplied, the results were brilliant. On the other hand, when we just replaced the OEM incandescent bulbs in the turn, running lights and backup lights, the results were shockingly disappointing.

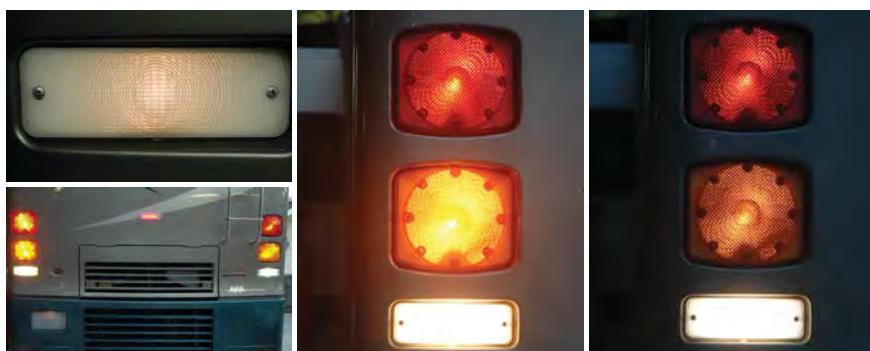
For the turn signals, we used a Jirah Extreme LED designated as the replacement for the 1156 incandescent. On the brake lights and taillights we used Starlights 1157. Both looked very bright, but checking their output at night compared to the OEM lights was a shock. It was obvious

that just replacing an incandescent bulb with an LED was not a good idea.

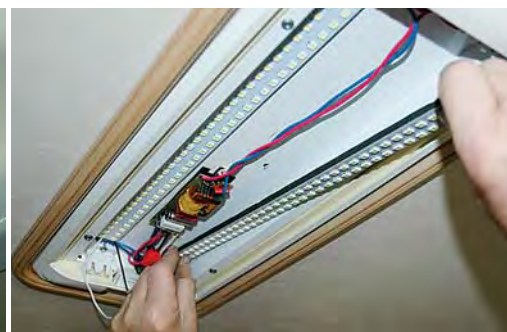
If you look at LEDs on a big semi truck, you will see the whole light is full of LEDs. The replacement bulbs, however bright they were, just created a hot spot in the middle of the lens that was specifically designed to work with an incandescent. The same was the case with the backup lights. Using the Jirah 1210 B45-L3 was similarly an ineffective choice.

In the docking light that used a wedge base bulb, we tried the Jirah 0930-B45 R3 but it was too big to fit through the housing. The Jirah 1330 B45 R5 Extreme with 13 LEDs was a good fit and did produce more light than the original, probably because of the design of the lens and reflector, and the number and placement of the LEDs on the bulb.

Both the front porch light and the similar driver's overhead sidelight were woefully inadequate. Like many owners do, the recommended 15-amp bulb in the porch light had been switched to a 21-amp incandescent to get more outside light. Often this light is left on all night. The result was actually melting the lens. A Starlights Revolution 220 bulb seemed to double the brilliance



Clockwise from left: Using a Jirah 1210 B45-L3 in the backup light proved an ineffective choice. OEM incandescent bulbs in turn-signal, brake, running and backup lights were significantly brighter. When we used LED replacement bulbs in the same applications they proved to be a huge disappointment. You can see the difference at the rear of the coach — on the left are OEM bulbs and on the right are LED replacement bulbs.



From left: True LED turn-signal, brake and running lights like these by Grote are packed with light-emitting diodes behind a specially engineered lens. The round Grote sealed fixture used in the shower had a built-in timer and motion sensor. The easy-to-install Jirah peel-and-press replacements for fluorescent tubes offered pleasing results.

with almost no heat.

The Optronics 22758-091 flush-mount dome light with 21 LEDs was too bright for a porch light, but perfect to replace the driver's side overhead outside hookup light.

Moving around the motorhome, we found several places where replacing the incandescent bulbs with an LED produced a significant improvement. The coach's owner thought the hot water and electrical compartment needed more

light during nighttime hooking up. A small Optronics flush-mount replaced the factory light above the water heater, and a Jirah Extreme 3630 V45 R1 flat peel-and-press light was mounted above the electrical compartment, both on the same switch.

In the front generator compartment and rear engine compartment, the Starlights Revolution 200 bulb made a big difference. The housings on the Revolution 200 rotate to direct the light

where you need it most. An Optronics ILL71CB flush-mount, 16-inch strip LED light worked perfectly in the side base-ment compartments, providing more light to the contents and the area in front of the compartment.

Moving inside, the weak wedge-base incandescent bulbs in the main dimmable overhead fixture over the bed were replaced with ITC 69912-3k warm white Wedge Base LED bulbs that draw only .12 amps. The bedside reading lamps were

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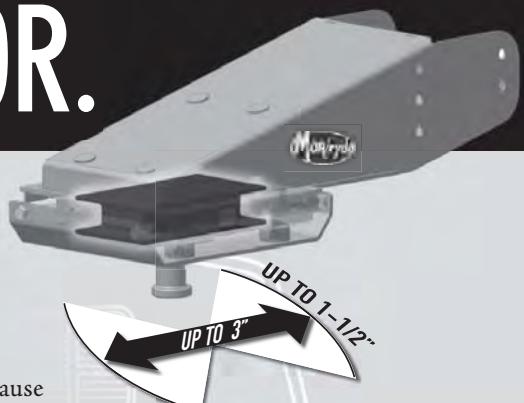
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THE LIGHT-EMITTING DIODES REVOLUTION

producing an uncomfortable amount of heat at night. A pair of Jirah 1530-S45-R3 flat wedge lights gave double the reading light and dramatically reduced the heat output. A weak light in the bedroom TV compartment was replaced with an ITC 69927-N13 LED Cluster Surface Mount Overhead Light fixture.

In the shower we used a round Grote sealed fixture that had a built-in timer and motion sensor. The hallway between the bathroom and the shower was improved with a pair of Jirah Extreme LED stick-on lights. The flexible 3M adhesive backing conformed nicely to the slightly curved surface.

In the main living and dining room, all of the heat-producing little spot reading lights were upgraded to Starlights 1383-220 Revolution bulbs, greatly reducing the heat in that area. When testing the three overhead double fluorescent lights, we first tried the Starlights replacement bulbs, but our test judges (our wives) agreed they were too harsh and bright. Switching to Jirah thin strip peel-and-stick lights designed to fit Thin Lights or Optronics housings, the result was judged more pleasing. Over the sink, the Starlights 12-inch replacement tubes gave a bright, clean light perfect for food preparation or washing dishes.

THINGS TO CONSIDER

The uses of LEDs are not limited to an RV. The owner of this coach often pulls a small, enclosed trailer for his motorcycle. Installing the Starlights LED tubes in the main overhead fixture really lit up the inside. Outside, where there was never a porch light, the owner installed a K-Four light with a built-in switch and changed the bulb to a Jirah Extreme flat light. K-Four also has a large selection of small toggle switches that can be adapted to LED lights.

While we did not use it here, the Starlights Brilliant Light fixture is a unique lighting product. By adding plug-in accessories, the LED Brilliant Light can be controlled by a dimmer, a day/night sensor or a motion sensor. There is also a night-light feature, and all of this in one unit (single or double), with three replaceable LED light strength options.



Clockwise from left: In the hallway, we tried a Starlights Revolution 1156 (170 lumens/6500K) on the left — the one on the right is an OEM incandescent bulb. Then we compared the Starlights Revolution with the Jirah JC-36-AB series neoprene-backed peel-and-press LED. In the engine compartment the Starlights Revolution 200 bulb made a big difference. A Starlights Revolution 200 bayonet mount was a good replacement for several weaker incandescent bulbs.

LED lights are bright and direct. Some people might even call them harsh. ITC's Camarota observed that the top issue facing the LED lighting industry is going to be consistency of color. If you have a dozen overhead lights in a room, you want them to all look the same. Pablo Gonzalez of Optronics said the company is developing lights that will have the options of cool white, neutral light — more daylight looking — and a warm light, so customers will have a choice.

The bottom line is every RV will be different. LEDs come in wedge base, double and single bayonet, peel-and-stick with both wedge or bayonet connections, and fully integrated replacement fixtures. Some are too bright. Others are too directional. When replacing incandescent bulbs with LED bulbs, the design of the lens and the reflector are critical if any improvement is to be obtained. They can be comparatively ex-

pensive, so careful selection is important.

Replacing incandescent bulbs on the outside just to lower amp draw and reduce heat may not make any sense for the investment, and in the case of our tail and brakelights test, offer no light output advantage at all. Life expectancy is moot. We have had incandescent 1157 bulbs in our travel vehicles for more than 10 years and they are still burning bright. Should they fail, replacements are available in every auto parts store. We even carry a few in our electrical repair kit.

For some outside applications and for many inside locations, LEDs, when properly selected, can dramatically lower amp draw and heat, and often provide more pleasing usable light. Those who are willing to pay the freight will experience a new level of brightness that may take some acclimation, but will no doubt increase longevity and energy efficiency. 📡

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BIG DOG SMALL TRAILER

HOW ONE
COUPLE TRAVELS
WITH THEIR
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We've always favored large dogs – setters, Labradors, Rottweilers and now a standard poodle. When we purchased our Airstream trailer, however, we didn't think too much about space for a dog. If we had, there might have been a few more feet added for their comfort. Instead, we're learning to live with a large dog in a small space normally occupied by two humans.

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BIG DOG SMALL TRAILER



When we bought the trailer we had a black Rottweiler. It was soon evident where he liked to lay – under the table – as the rug had a ring of black hair that resisted every removal effort by our vacuum cleaner. We soon realized the cream-colored rug, or the dog, had to go. We replaced the rug with some engineered wood flooring, which we wrote about in *Trailer Life* some years ago.

Now we have a standard poodle, a breed that is welcomed just about everywhere, and he does not shed. Realizing that our new puppy, Harper, was going to be a constant road companion, we started his training early.

We wanted Harper to have his space and go there when commanded to “find your bed.” We also placed some emphasis on making potty stops on command. The command, “Harper, go potty,” usually produces the desired results. Well, most of the time. As he ma-

tures the results are growing more consistent.

Traveling often brings many distractions, noises and unusual situations; the more your dog is exposed to these situations as a puppy the easier he'll adjust. We found that taking Harper with us on short trips in the truck has helped him adapt to new situations when we are on the road for a long RV trip.

Harper has two beds, one in the truck and one in the trailer. When it's not possible for him to be in the truck, such as when it's being repaired or serviced, we take his bed into the waiting room and he knows that is his space.

We are fortunate that the back seat in our crew cab pickup folds flat and makes a nice platform for Harper. He has a harness and we clip it to the hard points the manufacturer provides for baby seats. This keeps Harper safe in the back seat during hard stops yet al-

“One of the reasons so many families have RVs is because pets are part of the family and must be considered when traveling.”

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Author and his wife enjoying the morning sun, with Harper in his Coolaroo.



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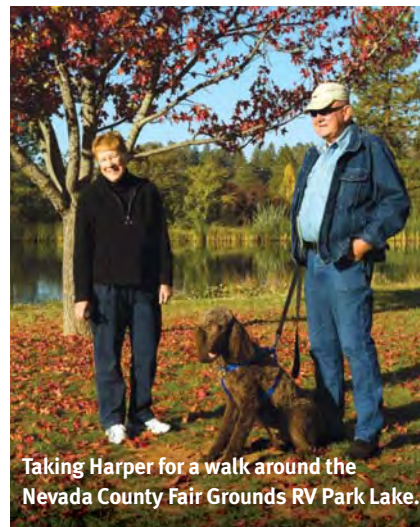
BIG DOG SMALL TRAILER

lows him to come forward for some love and attention.

After a long day on the road, Harper looks forward to some exercise. While a walk around the RV park is good for both dogs and owners, we are finding RV parks with dog runs a most welcome addition to the parks' amenities. The opportunity to run off-leash is a big benefit for large dogs in need of exercise. On a recent trip across the country, we discovered one of the nationally

known RV parks to have recognized the need for fenced-in dog runs.

Heat can be an issue for dogs when traveling, especially when a 30-amp power source is not available for the RV air conditioner, or the tow vehicle engine breaks down. We have a small Stanley shop fan that can be directed toward the dog's bed in the trailer. We also discovered a raised bed called a Coolaroo, which allows airflow under Harper, keeping him much cooler. In



Taking Harper for a walk around the Nevada County Fair Grounds RV Park Lake.

damp and muddy campsites it also gives him a dry place to lie. This is a real blessing for the dog, especially when the only other place to lie is on the blacktop or concrete in some campsites in the summer.

Organization is another essential element of living comfortably in small spaces with a large dog. Harper has his own monogrammed canvas tote bag, which includes a collapsible water dish, a bottle of water, small towel, brush, spare leash, bags for potty stops, treats, a 25-foot plastic covered cable with snaps on both ends and, if need be, a screw-in auger for anchoring him on a grassy spot while we picnic. During cold and rainy weather we include his raincoat in the tote bag, along with several days' supply of food in resealable plastic bags in case we get stuck somewhere.

One concern we had was the availability of restaurants that accept dogs. Everyone likes to eat out occasionally, and we hoped traveling with a large dog would not preclude that enjoyment. We were pleasantly surprised to find a number of eateries with decks and patios that welcomed our dog. We recently ate dinner on the deck of the Boat-house Cantina in Salida, Colorado, overlooking the Arkansas River, where four dogs lay quietly while their owners enjoyed a meal al fresco.

Many families travel with their dogs, and restaurants and hotels are becoming more accepting of pets. One of the reasons so many families have RVs is because pets are part of the family and must be considered when traveling. 🐕

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PERFORMANCE CORNER

by Ken Freund

BULLY DOG TUNERS FOR GAS ENGINES

Many RVers have recently purchased tow vehicles with smaller, lighter gasoline engines because of the high fuel costs. After they actually try towing with these vehicles, however, many wish for more power and torque. They may also find there are many aftermarket tuning devices for turbo-diesel engines, but far fewer for gas engines in the SUVs and light trucks popular with trailerists.

Ford's F-150 EcoBoost 3.5L V-6 was one such model introduced for people looking for better mileage than a V-8 typically delivers. The EcoBoost V-6, when paired with a trailer that matches Ford's established tow rating, does a terrific towing job that would put many V-8s to shame. Naturally, some drivers never believe a stock truck can be good enough and will always want more than already-terrific performance. To meet the perceived needs of those drivers, Bully Dog Technologies has successfully tuned the 3.5L EcoBoost with horsepower and torque gains of 42.9 and 55.4, respectively – the best gas tuner results they've ever had. Of equal importance for towing, there are gains across the entire powerband, with average increases of around 33 HP and 41 lb-ft of torque.

Bully Dog's GT (or Gauge Tuner) is a plug-in downloader device that, besides adding power, allows multiple drivetrain adjustments and monitoring. Its customizable gauge setup allows users to choose any four from 15 different vehicle parameters to monitor simultaneously. The GT can also read (and erase) diagnostic trouble codes, calibrate speedometers (for larger tires or gearing changes) and reset speed limiters. Also included is a performance testing feature to measure acceleration.

Choose between regular and premium tuning and couple the added power with shift-point modifications, rev-limiter changes and other download features. If economy is your primary motivator, the GT's Driving Coach feature teaches users to maximize their vehicle's fuel economy potential. The GT also has a vehicle safety warnings feature.

In addition to the 2011-2012 Ford F-150 3.5L EcoBoost, Bully Dog is also releasing new tuning kits for several other new Ford 2011-2012 truck applica-



tions. Included are: F-150 5.0L, F-150 6.2L, Raptor 6.2L and F-250-F-350 6.2L. Kits are already offered for many popular SUV and pickup applications, including Chrysler/Dodge/Jeep/Ram, Chevrolet/Cadillac/GMC and Ford/Lincoln. For vehicles subject to emissions testing, check with Bully Dog about the product's current California Air Resource Board (CARB) status, as some approvals are pending. Bully Dog Technologies, (866) 285-5936, www.bullydog.com

HIGHER-TECH VEHICLES COMING

In 2011, Nevada passed a law authorizing the use of driverless vehicles. This may be a bellwether of things to come, as high-technology systems that are being tested or implemented now give us a glimpse of the future.

Volkswagen has developed a system which allows a driverless vehicle to navigate through a parking lot or structure, park, and then return later at the entrance when requested by the owner. Lexus is working on its Driver Monitoring Systems, which employ devices such as infrared sensors to track eye movements to reduce crashes caused by tired or distracted drivers. Ford is working out how its SYNC system can incorporate services such as WellDoc (a cloud-based patient monitoring system) to monitor drivers' current health and ability to drive safely.

ICOM DEVELOPS FORD BI-FUEL ENGINES

As gasoline prices rise, propane becomes an interesting option. Plus, more than 95 percent of the United States' propane is domestically produced, further reducing dependence on foreign oil.

Icom North America of New Hudson, Michigan, a developer and manufacturer of liquid injection propane systems for vehicles, has earned eight additional U.S. Environmental Protection Agency (EPA) certifications for its patented JTG II Propane Liquid Injection bi-fuel systems.

With these certifications Icom can convert Ford 4.6- and 5.4-liter gasoline vehicles on E-150, E-250 and E-350 chassis plus Expedition and Lincoln Navigator SUVs for 2009-12 model years to propane bi-fuel systems. Icom's patented JTG liquid-injection propane mono-fuel systems already achieved two EPA certifications for Ford 6.8-liter, bi-fuel E-250, E-350 and E-450 chassis.

Icom JTG II bi-fuel systems allow converted vehicles to run on propane, with gasoline as a backup for extended range. The 10 EPA certifications Icom has covered almost 50 popular Ford light-truck platforms and Icom is working on additional certifications for other popular models. For more information visit www.icomnorthamerica.com. 🚚



INFLATION AWARENESS

HOPKINS NVISION WIRELESS MONITORING SYSTEM KEEPS TABS ON TIRE PRESSURE



One of the most important topics for RV safety relates directly to our tires. Without good tires, we're likely to experience failures on the road that not only keep us waiting for roadside assistance but also possibly causing expensive collateral damage in the process. Hopkins created the nVision Tire Pressure Monitoring System (TPMS) a few years back and has improved the product so it's even better at informing the driver of low tire pressure, which can lead to hazardous driving conditions.

vance to the next sensor location. Repeat the same steps for all of the tires. Once you have installed each of the sensors, scroll to save the information and again press OK.

The system can be used to monitor as many as 24 tires simultaneously and programmed for up to four different vehicle combinations for true portability. The monitor reads real-time tire pressure and has warning lights that activate when pressure is 12.5 and 25 percent below normal.

HANDS ON

text and photos by **Dave Riggs**

Installation is so simple that anyone can do the job. The manufacturer's instruction manual is straightforward and easy to understand.

Before starting the installation, be certain that all of your tires, including the spare, are inflated to the required pressure. It's best to check inflation and install the nVision TPMS in the morning. The most accurate pressure information is established when tires are cold.

To begin activating the TPMS, the pivoting antenna is installed on the receiver that will eventually be mounted in the cab of the tow vehicle. For this project, we plugged the Quick-Set installation cord with the 9-volt battery attached into the base unit. This unique feature allows portability of the unit so the user can quickly and effectively install each individual tire pressure sensor. The unit is later plugged into the 12-volt DC accessory port in the dash.

Programming the system is simple. The first step is to turn on the base unit with all the sensors in your hand. The screen will show "Define Mode" which allows you to select wheel configuration. Press the arrow keys to scroll through the tire options to find and select the proper application for your tow vehicle and/or trailer and press OK. The front left tire readout will begin flashing; install the first sensor on that tire. Wait for the correct pressure to appear and press OK. The monitor will ad-

The nVision TPMS comes with the monitor, pivoting antenna, nonskid pad, 12-volt-DC power cord, Quick-Set cord and four tire sensors. Retail price is \$300, but check the Internet for better deals.

It's best to order an additional wheel sensor for use on the spare tire. Too often the spare is out of sight and out of mind, and ends up inflated improperly when needed. Two additional sensors retail for \$100.

With tire pressure awareness and security comes peace of mind, which in turn allows us to drive safely. Hopkins nVision TPMS uses the most sophisticated and advanced TPMS technology on the market and is designed to provide years of dependable performance. 

Hopkins nVision,
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 SAVE \$9,901 (866) 289-0113 Chattanooga,
 TN STK# CH6845



NEW 2011 Dutchmen FOUR WINDS 191RD
 WAS \$16,090 **NOW \$10,488**
 SAVE \$5,602 (888) 903-6787 Harrisburg,
 PA STK# HAR67601



USED 2007 K-Z SPREE 240 WAS \$15,995
NOW \$10,495 SAVE \$5,500 (888) 819-
 7952 Longmont, CO STK# KC111216B



USED 2005 Gulf Stream GULF BREEZE 23TRS
 WAS \$20,000 **NOW \$10,985** SAVE
 \$9,015 (888) 242-
 0293 Madison, WI STK#
 MAD15088



USED 2006 Keystone ZEPPELIN Z303
 WAS \$19,995 **NOW \$10,985** SAVE \$9,010
 (888) 484-3906 Spartanburg, SC STK#
 GR125651



NEW 2011 Coleman COLEMAN CTS-198DB WAS \$16,452 **NOW \$10,998** SAVE \$5,454 (888) 450-7060 Dothan, AL STK# DOT38823



USED 2003 Fleetwood PROWLER 31G WAS \$16,999 **NOW \$10,999** SAVE \$6,000 (877) 554-3516 Lakewood, NJ STK# LAK8700



USED 2001 Skyline NOMAD 255 **NOW \$11,495** (888) 641-0925 Kaysville, UT STK# KY40043



USED 2004 Fleetwood TERRY QUANTUM 300FQS WAS \$21,995 **NOW \$11,897** SAVE \$10,098 (888) 903-6787 Harrisburg, PA STK# HAR69003



NEW 2011 Coleman COLEMAN CTS274BH WAS \$19,052 **NOW \$11,988** SAVE \$7,064 (888) 386-5187 Houghton Lake, MI STK# HL5874



USED 2005 Coachmen CASCADE 30TBS WAS \$17,994 **NOW \$11,991** SAVE \$6,003 (877) 450-7415 Island Lake, IL STK# CRV5547



USED 2008 Dutchmen FREEDOM SPIRIT FS260 WAS \$22,998 **NOW \$11,995** SAVE \$11,003 (888) 484-3906 Spartanburg, SC STK# GR125833



USED 2006 Keystone SPRINGDALE 291 WAS \$21,233 **NOW \$11,995** SAVE \$9,238 (888) 860-8684 Strafford, MO STK# STR12769B



USED 2007 Coachmen CAPRI 300QBS **NOW \$11,998** (888) 696-2165 Savannah, GA STK# SAV15688



USED 2005 K-Z DURANGO 280FL WAS \$21,514 **NOW \$11,998** SAVE \$9,516 (888) 457-4801 Colfax, NC STK# CFX4099



USED 2004 Gulf Stream AMERICAMP T260FBS WAS \$17,469 **NOW \$11,998** SAVE \$5,471 (877) 450-7415 Island Lake, IL STK# CRV5766A



USED 2009 K-Z SPREE 240BHS WAS \$24,328 **NOW \$12,885** SAVE \$11,443 (888) 457-4801 Colfax, NC STK# CFX4060



USED 2006 Jayco JAY FLIGHT 318HS WAS \$25,641 **NOW \$12,900** SAVE \$12,741 (866) 996-3140 Calera, AL STK# CLE19282



USED 2007 Forest River WILDWOOD 282RLSS **NOW \$12,995** (888) 905-0490 Anthony, TX STK# LC15375C



USED 2003 Forest River CARDINAL 36RLE WAS \$31,995 **NOW \$12,995** SAVE \$19,000 (888) 903-6787 Harrisburg, PA STK# HAR66181



USED 2006 Palomino THOROUGHBREDED 829RL WAS \$30,000 **NOW \$12,995** SAVE \$17,005 (866) 775-0682 Roanoke, VA STK# ROA13381



USED 2005 Coachmen SPIRIT OF AMERICA 300TBS WAS \$26,874 **NOW \$12,995** SAVE \$13,879 (888) 242-0293 Madison, WI STK# MAD15072



NEW 2011 Keystone PASSPORT 199ML
 WAS \$24,545 **NOW \$12,995** SAVE
 \$11,550 (866) 610-5049 Akron, OH STK#
 SRV18048



USED 2007 Fleetwood MALLARD 31BDS
 WAS \$23,995 **NOW \$12,995** SAVE
 \$11,000 (866) 754-7302 Greenwood, IN
 STK# GRW325839



USED 2004 Fleetwood WILDERNESS 255BHS
 WAS \$22,855 **NOW \$12,995**
 SAVE \$9,860 (877) 289-0812 Las Vegas,
 NV STK# LVN37000A



NEW 2011 Jayco JAY FLIGHT 19BH WAS
 \$21,572 **NOW \$12,995** SAVE \$8,577 (888)
 819-7952 Longmont, CO STK# KC111487



USED 2008 Keystone OUTBACK 21RSL PT WAS
 \$19,995 **NOW \$12,995** SAVE \$7,000 (866) 502-
 8238 Bath, NY STK# BAT66442



USED 2008 Recreation By Design LUXURY 35
 WAS \$19,690 **NOW \$12,995** SAVE \$6,695 (866)
 610-5049 Akron, OH STK# SRV18340



NEW 2011 Heartland MPG T185 WAS
 \$22,467 **NOW \$13,250** SAVE \$9,217
 (866) 820-0335 Council Bluffs, IA STK#
 CBI14235



NEW 2011 Heartland MPG 183 WAS
 \$20,440 **NOW \$13,499** SAVE \$6,941
 (866) 820-0335 Council Bluffs, IA STK#
 CBI14234



NEW 2011 Jayco JAY FEATHER SPORT 199
 MSRP \$23,338 **NOW**
\$13,872 SAVE \$9,466
 (888) 614-5201 Draper,
 UT STK# ABRV36213



USED 2011 Coleman COLEMAN CTS192RD
NOW \$13,900 (888) 844-
 1758 New Braunfels, TX STK# SWC10006



USED 2008 Starcraft ANTIGUA 215SSO
NOW \$13,977 (888) 801-3226 Byron,
 GA STK# MAC15898



USED 2002 Keystone COUGAR 276EFS
 WAS \$19,995 **NOW \$13,985** SAVE \$6,010
 (888) 457-4801 Colfax, NC STK# CFX4215



NEW 2011 Keystone PASSPORT 199ML
 WAS \$23,186 **NOW \$13,988** SAVE \$9,198
 (888) 386-5187 Houghton Lake, MI STK#
 HL5850



USED 2007 K-Z SPORTSMAN FRONTIER 2901
NOW \$13,995 (888) 801-3226
 Byron, GA STK# MAC16172



USED 2006 Wildcat WILDCAT 27RL **NOW**
\$13,995 (888) 815-
 7523 Woodstock, GA
 STK# WDS17079



USED 2004 Fleetwood TERRY QUANTUM 2952BS
NOW \$13,995 (888) 815-7523
 Woodstock, GA STK# WDS15796



USED 2008 Crossroads ZINGER 26BH
NOW \$13,995 (888) 668-6715 Katy, TX
 STK# KAT9874



USED 2007 Coachmen SPIRIT OF AMERICA
26 DBD WAS \$29,899
NOW \$13,995 SAVE
 \$15,904 (866) 755-
 9604 Charleston, SC
 STK# CHN125767



USED 2009 Forest River SURVEYOR
SV264 WAS \$25,995 **NOW \$13,995** SAVE
 \$12,000 (888) 903-6787 Harrisburg, PA
 STK# HAR68628



USED 2007 Heartland TRAILRUNNER 3200 QB
 WAS \$24,995 **NOW \$13,995** SAVE \$11,000 (866)
 754-7302 Greenwood, IN STK# GRW325484



USED 2007 Forest River FLAGSTAFF
8526RLS WAS \$24,995 **NOW \$13,995**
 SAVE \$11,000 (888) 848-7312 Columbia,
 SC STK# COL15478



USED 2009 Dutchmen ARISTOCRAT 268-
DSL WAS \$24,988 **NOW \$13,995** SAVE
 \$10,993 (888) 475-5918 Robertsdale, AL
 STK# RD39053



USED 2004 Fleetwood PROWLER
295RLTS
 WAS \$23,995 **NOW**
\$13,995 SAVE \$10,000
 (866) 502-8238 Bath, NY
 STK# BAT66399



NEW 2011 Keystone BULLET 188EXP WAS
 \$21,947 **NOW \$13,995**
 SAVE \$7,952 (888) 682-
 3036 Churchville, NY
 STK# CHU64919



USED 2007 Fleetwood WILDERNESS
270FQ WAS \$21,997 **NOW \$13,998** SAVE
 \$7,999 (888) 457-4801 Colfax, NC STK#
 CFX3688



USED 2006 Fleetwood PROWLER
300FQS WAS \$26,565 **NOW \$13,999**
 SAVE \$12,566 (888) 315-7967 Tucson, AZ
 STK# TUC13728



NEW 2010 Dutchmen FREEDOM SPIRIT
FSU240 WAS \$23,171 **NOW \$13,999**
 SAVE \$9,172 (866) 289-0113 Chattanooga,
 TN STK# CH6197



NEW 2011 Coleman COLEMAN CTS274BH
 WAS \$23,995 **NOW**
\$14,588 SAVE \$9,407
 (866) 755-9604
 Charleston, SC STK#
 CHN125242



NEW 2011 Forest River WILDWOOD
23FD WAS \$22,995 **NOW \$14,858** SAVE
 \$8,137 (888) 254-9145 Meridian, ID STK#
 MER13998



USED 2008 Keystone OUTBACK 26KBR5
NOW \$14,900 (888) 727-2952 North Little
 Rock, AR STK# LIT16893



USED 2003 Gulf Stream SEAHAWK 29
NOW \$14,937 (888) 614-5201 Draper,
 UT STK# ABRV38536



USED 2007 Keystone HORNET 295BH
 WAS \$25,000 **NOW \$14,984** SAVE
 \$10,016 (888) 242-0293 Madison, WI
 STK# MAD15019A



USED 2007 Coachmen SPIRIT OF AMER-
ICA 27RB **NOW \$14,995** (888) 801-
 3226 Byron, GA STK# MAC16192



USED 2009 Palomino THOROUGHbred 26FBS W/SLIDE! NOW \$14,995 (888) 617-5406 Oakwood, GA STK# ORV15887



USED 2005 Four Winds FOUR WINDS 38KE WAS \$25,000 NOW \$14,995 SAVE \$10,005 (888) 848-7312 Columbia, SC STK# COL15139



USED 2008 Dutchmen FREEDOM SPIRIT FS260F-DSL WAS \$22,900 NOW \$14,999 SAVE \$7,901 (888) 489-5784 Knoxville, TN STK# KNOX19695



USED 2007 Keystone COPPER CANYON 3121SLs WAS \$25,900 NOW \$14,999 SAVE \$10,901 (888) 489-5784 Knoxville, TN STK# KNOX19658



USED 2008 Dutchmen FREEDOM SPIRIT 260B-DSL WAS \$23,900 NOW \$14,999 SAVE \$8,901 (888) 489-5784 Knoxville, TN STK# KNOX19644



USED 2010 National QUICKSILVER M-8.5X16 LQ NOW \$15,500 (888) 727-2952 North Little Rock, AR STK# LIT14952



USED 2007 Keystone OUTBACK 26RLS WAS \$24,668 NOW \$15,877 SAVE \$8,791 (866) 996-3140 Calera, AL STK# CLE19285



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



USED 2007 Cruiser Rv LAND ROAMER 295RL WAS \$29,995 NOW \$15,995 SAVE \$14,000 (888) 682-3036 Churchville, NY STK# CHU69751



USED 2004 K-Z VISION ULTRA WAS \$28,690 NOW \$15,995 SAVE \$12,695 (866) 610-5049 Akron, OH STK# SRV18138



USED 2003 Jayco EAGLE 325BHS WAS \$18,140 NOW \$14,995 SAVE \$3,145 (888) 692-9016 Myrtle Beach, SC STK# MB127026



NEW 2011 Keystone BULLET 188EXP MSRP \$23,348 NOW \$15,995 SAVE \$7,353 (888) 617-5406 Oakwood, GA STK# ORV15779



USED 2011 Keystone HIDEOUT 21FQS WAS \$23,104 NOW \$15,995 SAVE \$7,109 (888) 542-3819 Mesa, AZ STK# MES14817



USED 2007 Gulf Stream MAKO 27FRBW WAS \$30,595 NOW \$15,999 SAVE \$14,596 (888) 489-5784 Knoxville, TN STK# KNOX19645



NEW 2011 Crossroads SLINGSHOT 23CK WAS \$28,871 NOW \$15,999 SAVE \$12,872 (888) 471-3546 Chichester, NH STK# GRV507131



NEW 2011 Jayco OCTANE SUPER LITE 161 WAS \$26,765 NOW \$16,495 SAVE \$10,270 (888) 819-7952 Longmont, CO STK# KC111208



NEW 2012 Coleman COLEMAN CTU183QB LIST PRICE \$24,922 **NOW \$16,850** SAVE \$8,072 (888) 480-3175 Sacramento, CA STK# SAC14272 VIN# CK130134



NEW 2010 Coleman COLEMAN CT250 MSRP \$26,548 **NOW \$16,888** SAVE \$9,660 (888) 348-5909 Avondale, AZ STK# AV014816



USED 2008 Keystone COUGAR 29RLS **NOW \$16,977** SAVE (888) 801-3226 Byron, GA STK# MAC15412



NEW 2011 Crossroads SLINGSHOT 24RL WAS \$29,483 **NOW \$16,977** SAVE \$12,506 (888) 471-3546 Chichester, NH STK# GRV507048



NEW 2011 Jayco OCTANE SUPER LITE 161 WAS \$28,955 **NOW \$16,980** SAVE \$11,975 (888) 896-2801 Albuquerque, NM STK# ARV15608



NEW 2011 Crossroads SLINGSHOT 27RB WAS \$30,663 **NOW \$16,985** SAVE \$13,678 (888) 242-0293 Madison, WI STK# MAD15063



NEW 2011 Coleman COLEMAN CTS264RL WAS \$25,927 **NOW \$16,988** SAVE \$8,939 (888) 386-5187 Houghton Lake, MI STK# HL6011



USED 2007 Dutchmen FREEDOM SPIRIT 310B-DSL **NOW \$16,995** (888) 668-6715 Katy, TX STK# KAT8961A



NEW 2010 Dutchmen AEROLITE 30BH-SL WAS \$31,114 **NOW \$16,999** SAVE \$14,115 (866) 289-0113 Chattanooga, TN STK# CH6206



USED 2009 Dutchmen DUTCHMEN 28LGS **NOW \$17,495** SAVE (888) 696-2165 Savannah, GA STK# SAV16309



USED 2011 Crossroads SLINGSHOT 23CK **NOW \$17,495** (888) 696-2165 Savannah, GA STK# SAV16858



NEW 2011 Starcraft TRAVEL STAR 285RLSA WAS \$28,000 **NOW \$17,495** SAVE \$10,505 (866) 502-8238 Bath, NY STK# BAT66797



USED 2010 Dutchmen KODIAK 235 WAS \$25,877 **NOW \$17,755** SAVE \$8,122 (888) 471-3546 Chichester, NH STK# GRV507523



USED 2007 Keystone MONTANA MOUNTAINEER 32PHD WAS \$30,995 **NOW \$17,858** SAVE \$13,137 (888) 254-9145 Meridian, ID STK# MER15610



USED 2008 Pilgrim PILGRIM 31PFBS WAS \$31,689 **NOW \$17,944** SAVE \$13,745 (866) 755-9604 Charleston, SC STK# CHN125932



USED 2005 Keystone MONTANA 3255 RL **NOW \$17,995** (888) 815-7523 Woodstock, GA STK# WDS15972



USED 2010 Keystone SPRINTER 276RLS **NOW \$17,995** (888) 815-7523 Woodstock, GA STK# WDS16040



NEW 2010 Coleman COLEMAN CT225
 WAS \$30,806 **NOW \$17,995** SAVE
 \$12,811 (888) 484-3906 Spartanburg, SC
 STK# GR122980



NEW 2011 Starcraft TRAVEL STAR 245RBS WAS \$29,309 **NOW \$17,998**
 SAVE \$11,311 (888) 457-4801 Colfax, NC
 STK# CFX4097



USED 2009 Keystone SPRINTER 250RBS
 WAS \$28,900 **NOW \$17,999** SAVE
 \$10,901 (888) 489-5784 Knoxville, TN
 STK# KNOX19536



USED 2007 Keystone COUGAR 29BHS
 WAS \$27,989 **NOW \$17,999** SAVE \$9,990
 (877) 554-3516 Lakewood, NJ STK#
 LAK8618



NEW 2011 Crossroads SLINGSHOT 23CK WAS
 \$27,695 **NOW \$17,999** SAVE \$9,696 (866) 648-
 5288 St. Augustine, FL STK# JAC37710



USED 2008 Crossroads ZINGER 30QB **NOW**
\$18,960 (888) 696-2165 Savannah, GA STK#
 SAV16298



NEW 2011 Keystone HORNET 28BHS
 WAS \$31,590 **NOW \$18,995** SAVE
 \$12,595 (888) 860-8684 Strafford, MO
 STK# STR14172



NEW 2011 Keystone PASSPORT 2850RL
 WAS \$29,278 **NOW \$18,995** SAVE
 \$10,283 (888) 682-3036 Churchville, NY
 STK# CHU65553



NEW 2011 Keystone HIDEOUT 27BHS MSRP
 \$27,778 **NOW \$18,995**
 SAVE \$8,783 (888) 542-
 3819 Mesa, AZ STK#
 MES14826



USED 2007 Keystone OUTBACK SYDNEY 30RLS **NOW \$18,996** (888) 815-7523
 Woodstock, GA STK# WDS16084



NEW 2010 Dutchmen AEROLITE 27QSTH-SL WAS \$34,035 **NOW \$18,999**
 SAVE \$15,036 (866) 289-0113 Chattanooga,
 TN STK# CH6205



NEW 2011 Keystone HIDEOUT 38BHDS
 WAS \$33,887 **NOW \$18,999** SAVE
 \$14,888 (888) 860-8684 Strafford, MO
 STK# STR14173



NEW 2012 Coleman COLEMAN CT265BHS WAS \$28,074 **NOW \$18,999** SAVE
 \$9,075 (877) 458-3214 Jacksonville, FL
 STK# JAX19787



USED 2008 Keystone COUGAR 29 **NOW**
\$19,487 (888) 641-0925 Kaysville, UT
 STK# KY37660



USED 2006 Thor JAZZ 2760RL **NOW**
\$19,779 (888) 480-
 3175 Sacramento, CA
 STK# SAC18459 VIN#
 6C465435



USED 2001 Forest River CARDINAL 28RKB LX **NOW \$19,784** (888) 480-
 3175 Sacramento, CA STK# SAC10924B
 VIN# 1G075785



USED 1998 Nu Wa SNOWBIRD RLGBW 36.2 WAS \$31,999 **NOW \$19,858** SAVE \$12,141 (888) 254-9145 Meridian, ID STK# MER15253



USED 2007 Jayco EAGLE 32 **NOW \$19,950** (888) 479-3568 Vacaville, CA STK# VAC17589 VIN# 71CA0096



NEW 2011 Coleman COLEMAN CTS264RL WAS \$28,654 **NOW \$19,950** SAVE \$8,704 (888) 859-6653 Hillsboro, OR STK# HIL37478



NEW 2011 Jayco JAY FLIGHT G2 29RLS WAS \$35,878 **NOW \$19,980** SAVE \$15,898 (888) 896-2801 Albuquerque, NM STK# ARV15591



NEW 2011 Dutchmen KODIAK 280BHS MSRP \$30,208 **NOW \$19,995** SAVE \$10,213 (888) 542-3819 Mesa, AZ STK# MES12206



NEW 2012 Coleman COLEMAN CT317BHS WAS \$31,028 **NOW \$19,999** SAVE \$11,029 (877) 458-3214 Jacksonville, FL STK# JAX19788



USED 2007 Keystone SYDNEY OUTBACK 31FRKS WAS \$29,998 **NOW \$19,999** SAVE \$9,999 (877) 554-3516 Lakewood, NJ STK# LAK8509



NEW 2012 Forest River MAVERICK 2902 WAS \$28,977 **NOW \$19,999** SAVE \$8,978 (866) 415-9726 Wheat Ridge, CO STK# KC511708



NEW 2011 Starcraft LEXION S-LITE 314RE WAS \$37,207 **NOW \$20,995** SAVE \$16,212 (866) 502-8238 Bath, NY STK# BAT66818



USED 2009 Keystone SYDNEY 29RLS WAS \$34,900 **NOW \$20,999** SAVE \$13,901 (888) 489-5784 Knoxville, TN STK# KNOX19537



NEW 2011 Coleman COLEMAN CT225KS WAS \$30,806 **NOW \$21,457** SAVE \$9,349 (888) 474-1330 Bartow, FL STK# DCW7799



NEW 2011 Keystone SPRINTER 264BHS WAS \$32,777 **NOW \$21,680** SAVE \$11,097 (866) 648-5288 St. Augustine, FL STK# JAC41386



NEW 2012 Dutchmen RUBICON 2100 WAS \$32,448 **NOW \$21,975** SAVE \$10,473 (888) 471-3546 Chichester, NH STK# GRV507372



NEW 2011 Starcraft LEXION S-LITE 256RKU WAS \$42,125 **NOW \$21,996** SAVE \$20,129 (877) 450-7415 Island Lake, IL STK# CRV5676



USED 2007 Gulf Stream SEDONA 29RKFW WAS \$46,999 **NOW \$22,995** SAVE \$24,004 (866) 648-5288 St. Augustine, FL STK# JAC38696



NEW 2011 Coleman COLEMAN CT275REX WAS \$41,873 **NOW \$22,999** SAVE \$18,874 (877) 289-0812 Las Vegas, NV STK# LVN37006



NEW 2011 Starcraft LEXION S-LITE 314RE WAS \$35,355 **NOW \$23,895** SAVE \$11,460 (888) 474-1330 Bartow, FL STK# DCW7903



USED 2008 Forest River SANDPIPER 305RLW NOW \$23,900 (888) 668-6715 Katy, TX STK# KAT9876



NEW 2011 Keystone LAREDO 297RL LIST PRICE \$36,170 **NOW \$24,082** SAVE \$12,088 (888) 479-3568 Vacaville, CA STK# VAC12635 VIN# BV601337



NEW 2011 Keystone OUTBACK 230RS LIST PRICE \$35,499 **NOW \$23,995** SAVE \$11,504 (888) 331-1595 Santa Clarita, CA STK# AMRV22157 VIN# BB451822



USED 2011 Keystone OUTBACK 230RS NOW \$24,960 (888) 696-2165 Savannah, GA STK# SAV16218



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



NEW 2011 Keystone COUGAR 27RKS WAS \$39,121 **NOW \$24,995** SAVE \$14,126 (888) 860-8684 Stratford, MO STK# STR13231



NEW 2011 Keystone FUZION 230 MSRP \$43,647 **NOW \$24,975** SAVE \$18,672 (888) 614-5201 Draper, UT STK# ABRV37054



NEW 2012 Crossroads CRUISER 27RLX WAS \$39,879 **NOW \$24,988** SAVE \$14,891 (888) 386-5187 Houghton Lake, MI STK# HL6017



NEW 2011 Dutchmen RUBICON 2100 LIST PRICE \$37,782 **NOW \$24,995** SAVE \$12,787 (888) 331-1595 Santa Clarita, CA STK# AMRV22598 VIN# BT207377



NEW 2011 Coleman COLEMAN CT-F267BH WAS \$39,656 **NOW \$24,999** SAVE \$14,657 (877) 289-0812 Las Vegas, NV STK# LVN37022



NEW 2011 Keystone OUTBACK 285FL WAS \$37,128 **NOW \$24,999** SAVE \$12,129 (877) 554-3516 Lakewood, NJ STK# LAK8189



NEW 2011 Keystone FUZION 230 WAS \$41,680 **NOW \$25,567** SAVE \$16,113 (866) 673-0250 Statesville, NC STK# STA125714



NEW 2011 Starcraft LEXION S-LITE 256RKU WAS \$44,084 **NOW \$25,775** SAVE \$18,309 (866) 775-0682 Roanoke, VA STK# ROA12129



USED 2008 Jayco OCTANE 26Y NOW \$25,995 (888) 614-5201 Draper, UT STK# ABRV37425



NEW 2011 Keystone COUGAR 27SAB WAS \$38,059 **NOW \$25,999** SAVE \$12,060 (888) 672-5049 Syracuse, NY STK# SYU64684



USED 2005 Potomac POTOMAC 5436REQS NOW \$26,771 (888) 480-3175 Sacramento, CA STK# SAC18579 VIN# 51469579



USED 2007 Gulf Stream SEDONA 34FBRW WAS \$43,524 **NOW \$26,877** SAVE \$16,647 (866) 996-3140 Calera, AL STK# CLE19279



USED 2011 Coachmen CATALINA 38 BHDS WAS \$49,589 **NOW \$26,988** SAVE \$22,601 (866) 755-9604 Charleston, SC STK# CHN125655



NEW 2011 Keystone PREMIER 27RB WAS \$38,995 **NOW \$26,995** SAVE \$12,000 (888) 902-8565 Tallahassee, FL STK# TAL39428



USED 2011 Keystone COPPER CANYON 292BH WAS \$41,339 **NOW \$27,877** SAVE \$13,462 (866) 996-3140 Calera, AL STK# CLE19284



USED 2005 Fleetwood TRIUMPH 395RL WAS \$47,695 **NOW \$27,985** SAVE \$19,710 (888) 692-9016 Myrtle Beach, SC STK# MB125365



USED 2008 Heartland BIG COUNTRY 3250TS 3/SLIDES **NOW \$27,995** (888) 617-5406 Oakwood, GA STK# ORV15957



USED 2009 Keystone COUGAR 276RLS WAS \$54,289 **NOW \$27,995** SAVE \$26,294 (866) 820-0335 Council Bluffs, IA STK# CBI18632



NEW 2011 Keystone FUZION 230 WAS \$45,424 **NOW \$27,995** SAVE \$17,429 (866) 820-0335 Council Bluffs, IA STK# CBI13613



NEW 2011 Coleman COLEMAN CT-F325RL WAS \$43,759 **NOW \$27,999** SAVE \$15,760 (877) 554-3516 Lakewood, NJ STK# LAK608563



USED 2003 K-Z NEW VISION 3450 **NOW \$28,900** (888) 844-1758 New Braunfels, TX STK# SWC9599



NEW 2011 Jayco OCTANE ZX T24Z WAS \$41,402 **NOW \$28,980** SAVE \$12,422 (888) 896-2801 Albuquerque, NM STK# ARV15609



USED 2007 Alpenlite VOYAGER 31CK WAS \$49,900 **NOW \$28,999** SAVE \$20,901 (866) 289-0113 Chattanooga, TN STK# CH6868



USED 2006 Keystone MONTANA 3600RE **NOW \$29,995** (888) 801-3226 Byron, GA STK# MAC16137



NEW 2011 Keystone FUZION 230 MSRP \$43,065 **NOW \$29,995** SAVE \$13,070 (888) 542-3819 Mesa, AZ STK# MES16789



USED 2008 Dutchmen GRAND JUNCTION 31TKS **NOW \$30,995** (888) 815-7523 Woodstock, GA STK# WDS17078



NEW 2011 Coleman COLEMAN CT-F325RL WAS \$44,970 **NOW \$31,188** SAVE \$13,782 (888) 568-2177 Burlington, WA STK# FRV9441



USED 2011 Keystone FUZION 230 LIST PRICE **NOW \$32,753** (877) 834-0429 Bakersfield, CA STK# SLV21363 VIN# BF810503



USED 2008 Keystone MONTANA 3465SA
 WAS \$49,988 **NOW \$32,995** SAVE
 \$16,993 (888) 475-5918 Robertsdale, AL
 STK# RD39027



USED 2006 Carriage CAMEO 35KS3
NOW \$33,779 (888) 801-3226 Byron,
 GA STK# MAC16043



NEW 2011 Jayco EAGLE 321RLTS MSRP \$53,665
NOW \$34,995 SAVE \$18,670 (888) 617-5406 Oak-
 wood, GA STK# ORV15226



USED 2007 Doubletree SELECT SUITES
31RLS3 **NOW \$34,900** (888) 844-1758
 New Braunfels, TX STK# SW9798A



USED 2007 Keystone EVEREST 345S
NOW \$34,995 (888) 905-0490 Anthony,
 TX STK# LC15973C



NEW 2011 Heartland ELKRIDGE 29BHCK WAS
 \$50,996 **NOW \$34,995** SAVE \$16,001 (888) 896-
 2801 Albuquerque, NM STK# ARV15889



NEW 2011 Keystone MOUNTAINEER
335RET WAS \$58,262 **NOW \$34,997**
 SAVE \$23,265 (888) 903-6787 Harrisburg,
 PA STK# HAR67896



NEW 2011 Keystone LAREDO 310RE
 WAS \$50,390 **NOW \$34,999** SAVE
 \$15,391 (888) 471-3546 Chichester, NH
 STK# GRV507252



USED 2008 Forest
River CEDAR CREEK
35L4QB WAS \$75,970
NOW \$35,858 SAVE
 \$40,112 (888) 692-9016
 Myrtle Beach, SC STK#
 MB125557



USED 2007 Keystone MONTANA 3295
NOW \$36,717 (888) 480-3175 Sac-
 ramento, CA STK# SAC12783B VIN#
 74702833



NEW 2010 Dutchmen GRAND JUNCTION
350RE WAS \$71,301 **NOW \$36,995** SAVE
 \$34,306 (866) 754-7302 Greenwood, IN
 STK# GRW325291



NEW 2011 Forest River SANDSTORM
3215SRS MSRP \$55,114 **NOW \$36,995**
 SAVE \$18,119 (888) 905-0490 Anthony, TX
 STK# LC15520



NEW 2011 Crossroads HAMPTON 38CK
 WAS \$55,195 **NOW \$37,800** SAVE
 \$17,395 (866) 648-5288 St. Augustine, FL
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CAMEO 35FD3 **NOW**
\$39,900 (888) 844-
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USED 2009 Keystone MONTANA 2955RL
NOW \$39,900 (888) 844-1758 New
 Braunfels, TX STK# SW9934A



NEW 2011 Keystone MONTANA HIGH COUNTRY 343RL WAS \$64,388 **NOW \$39,965** SAVE \$24,423 (888) 242-0293 Madison, WI STK# MAD18832



USED 2010 Keystone MONTANA 3150 WAS \$69,989 **NOW \$39,985** SAVE \$30,004 (866) 755-9604 Charleston, SC STK# CHN125677



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



USED 2010 Dutchmen GRAND JUNCTION 355 RL WAS \$72,895 **NOW \$39,995** SAVE \$32,900 (888) 450-7060 Dothan, AL STK# DOT39487



NEW 2011 Forest River CEDAR CREEK 30RL WAS \$65,374 **NOW \$39,995** SAVE \$25,379 (888) 903-6787 Harrisburg, PA STK# HAR68359



NEW 2011 Keystone RAPTOR 400RBG WAS \$80,169 **NOW \$43,995** SAVE \$36,174 (866) 502-8238 Bath, NY STK# BAT65845



USED 2010 Keystone ALPINE 3640RL WAS \$63,883 **NOW \$44,657** SAVE \$19,226 (866) 996-3140 Calera, AL STK# CLE19287



NEW 2011 Coleman COLEMAN CT-F340RL WAS \$65,070 **NOW \$44,789** SAVE \$20,281 (866) 673-0250 Statesville, NC STK# STA125756



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



NEW 2011 Coleman COLEMAN CT-F340RL MSRP \$68,653 **NOW \$46,995** SAVE \$21,658 (888) 905-0490 Anthony, TX STK# LC15697



NEW 2011 Jayco PINNACLE 34RLTS WAS \$72,278 **NOW \$48,999** SAVE \$23,279 (866) 415-9726 Wheat Ridge, CO STK# KC511165



NEW 2011 Keystone MONTANA 3100RL WAS \$71,176 **NOW \$49,777** SAVE \$21,399 (877) 289-0812 Las Vegas, NV STK# LVN39163



NEW 2011 Jayco PINNACLE 35LKTS WAS \$77,706 **NOW \$49,995** SAVE \$27,711 (888) 819-7952 Longmont, CO STK# KC111168



NEW 2011 Keystone RAPTOR 4014LEV WAS \$76,404 **NOW \$49,995** SAVE \$26,409 (888) 682-3036 Churchville, NY STK# CHU69198



NEW 2011 Coleman COLEMAN CT-F340RL WAS \$76,135 **NOW \$51,950** SAVE \$24,185 (888) 850-5575 Wood Village, OR STK# POR37616



NEW 2011 Keystone FUZION 360 WAS \$90,513 **NOW \$58,885** SAVE \$31,628 (888) 450-7060 Dothan, AL STK# DOT40786



NEW 2011 Dutchmen VOLTAGE 3900 WAS \$95,288 **NOW \$65,995** SAVE \$29,293 (888) 674-0275 Gulf Breeze, FL STK# GB38203

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USED TRAVEL TRAILER TOWABLES

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2005 Keystone ZEPPELIN 281	JAC38673	\$13,999	\$11,900	(866) 648-5288
2002 Crossroads ALL AMERICAN 27FK	CRV5536A	\$16,984	\$11,997	(877) 450-7415
2006 Gulf Stream AMERI LITE 25	COL18891	\$15,300	\$12,995	(888) 848-7312
2006 Coachmen CAPTIVA 32	CRV5685	\$18,497	\$13,995	(877) 450-7415
2008 Keystone SPRINGDALE 252RD	MER15868	\$19,995	\$14,858	(888) 254-9145
2007 Sunnybrook SUNSET CREEK 269BH	LAK8692	\$19,999	\$15,295	(877) 554-3516
2008 Dutchmen FREEDOM SPIRIT 26F-DSL	HIL37045	\$17,950	\$15,950	(888) 859-6653
2006 Coachmen CAPTIVA 265	KC5CG1047A	\$21,995	\$15,995	(866) 415-9726
2007 Dutchmen DUTCHMEN LS729G	KC210924B	\$21,997	\$15,997	(888) 463-3995
2008 Keystone COUGAR 29RSL	SRV18236	\$23,690	\$16,995	(866) 610-5049
2006 Coachmen CAPTIVA 280	TAL39726	\$20,995	\$16,995	(888) 902-8565
2011 Keystone HIDEOUT 21FQS	LVN40035	\$24,355	\$19,995	(877) 289-0812
2006 Americamp AMERICAMP 315QBS	GB39075C	\$25,563	\$20,403	(888) 674-0275
2007 Keystone COUGAR 302RLBS	JAX19858	\$26,985	\$24,319	(877) 458-3214
2007 Keystone COUGAR 306BHS	CB18631	\$30,450	\$25,999	(866) 820-0335

NEW TRAVEL TRAILER TOWABLES

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2011 Starcraft AR-ONE 14RB	SAC16356	\$12,927	\$10,450	(888) 480-3175
2011 Jayco JAY FLIGHT SWIFT 198RD	ARV15708	\$19,216	\$13,980	(888) 896-2801
2011 Keystone HIDEOUT 22FQS	FRV9848	\$21,133	\$14,995	(888) 568-2177
2011 Keystone HIDEOUT 19FLB	MES14824	\$21,089	\$14,995	(888) 542-3819
2011 Coleman COLEMAN CTS198DB	LC15899	\$19,429	\$14,995	(888) 905-0490
2011 Jayco JAY FEATHER SPORT X20E	LC16012	\$23,019	\$17,995	(888) 905-0490
2011 Crossroads ZINGER 27BH	GR124407	\$25,998	\$18,985	(888) 484-3906
2011 Dutchmen DUTCHMEN 295BHGS	GR123696	\$26,995	\$18,995	(888) 484-3906
2011 Dutchmen DUTCHMEN 265BHS	RD39785	\$25,180	\$18,995	(888) 475-5918
2011 Keystone HIDEOUT 27B	SLV21673	\$24,400	\$18,995	(877) 834-0429
2011 Dutchmen KODIAK 250BHSL	MES12205	\$28,208	\$19,995	(888) 542-3819
2011 Keystone HIDEOUT 30FKDS	DCW7876	\$27,083	\$19,995	(888) 474-1330
2012 Dutchmen AEROLITE 189QBSL	TAL39405	\$24,995	\$19,995	(888) 902-8565
2011 Keystone PASSPORT 245RB	OCA19099	\$26,614	\$20,888	(877) 774-0328
2010 Palomino THOROUGHbred 282RLSS	OCA20150	\$27,209	\$21,888	(877) 774-0328
2011 Coleman COLEMAN CTS264RL	VAC17492	\$27,815	\$21,970	(888) 479-3568
2011 Jayco EAGLE SUPER LITE 284BHS	TUC13926	\$31,411	\$21,995	(888) 315-7967
2011 Crossroads SLINGSHOT 29BH	CFX4011	\$29,299	\$21,998	(888) 457-4801
2011 Keystone PASSPORT 2590BH	OCA19176	\$28,357	\$22,888	(877) 774-0328
2011 Keystone BULLET 246RBS	KC211431	\$29,593	\$22,997	(888) 463-3995
2011 MVP RV IMPACT 21FS	ABRV37741	\$29,543	\$23,976	(888) 614-5201
2011 Keystone SPRINTER 255RKS	AMRV21977	\$35,385	\$24,995	(888) 331-1595
2011 Keystone SPRINTER 277RLS	FRV9809	\$34,431	\$24,995	(888) 568-2177
2011 Starcraft AUTUMN RIDGE 336RESA	MB124350	\$33,908	\$24,995	(888) 692-9016
2011 Keystone HIDEOUT 26RLS	SLV21675	\$31,138	\$24,995	(877) 834-0429
2011 Keystone SPRINTER 308BHS	FRV9814	\$34,011	\$25,585	(888) 568-2177
2011 Keystone BULLET 200EXP	KY37365	\$28,508	\$25,658	(888) 641-0925
2011 Dutchmen DUTCHMEN 405FLDS	DCW7960	\$35,454	\$25,673	(888) 474-1330
2012 MVP RV IMPACT 22SS	KC211644	\$28,627	\$26,997	(888) 463-3995
2011 Dutchmen COLORADO 290BH	OCA19154	\$34,853	\$27,889	(877) 774-0328
2011 Keystone SPRINTER 277RLS	HIL36969	\$35,759	\$27,950	(888) 859-6653
2011 Keystone OUTBACK 301BQ	TAL39634	\$36,995	\$27,995	(888) 902-8565
2011 Keystone SPRINTER 308BHS	FRV9814	\$38,995	\$28,995	(888) 902-8565
2011 Keystone SPRINTER 264BHS	SLV21517	\$33,913	\$28,995	(877) 834-0429
2011 Keystone OUTBACK 230RS	SLV22212	\$36,680	\$29,995	(877) 834-0429
2011 Keystone HORNET RETREAT 39FDEN	GB38635	\$42,599	\$30,995	(888) 674-0275
2011 Keystone HORNET RETREAT 39FDEN	FTM13742	\$42,888	\$31,764	(888) 625-5187
2011 Keystone COUGAR 29FKS	KY38127	\$34,477	\$31,865	(888) 641-0925
2011 Keystone PREMIER 28RL	DCW8109	\$38,620	\$32,995	(888) 474-1330
2011 Keystone HORNET RETREAT 39FDEN	RD38632	\$42,516	\$33,995	(888) 475-5918

USED FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2000 Jayco QWEST 237A	FRV10474	\$8,995	\$7,295	(888) 568-2177
2000 Forest River CEDAR CREEK 30	JAX20091	\$14,662	\$12,899	(877) 458-3214
2000 Fleetwood SAVANNA FW	CRV5713B	\$19,995	\$13,997	(877) 450-7415
2001 Keystone BOBCAT 282	JAX19857	\$18,400	\$14,860	(877) 458-3214
2000 Sunnybrook SUNNYBROOK 33RL	KS8463B	\$19,600	\$14,995	(888) 454-1707
2005 Forest River WILDCAT 285	SVU68884	\$22,697	\$15,999	(888) 672-5049
2007 Forest River WILDCAT 29RLBS	OCA19191	\$19,995	\$16,888	(877) 774-0328
2003 Keystone MONTANA 2880	SVU73044	\$21,504	\$16,979	(888) 672-5049
2002 Fleetwood TRIUMPH 31.5G	POR37939	\$22,950	\$17,500	(888) 850-5575
2008 Pacific Coachworks TANGO 2760	MER16226	\$23,999	\$17,858	(888) 254-9145
2004 Keystone SPRINTER 327FWRLS	SVU73043	\$22,354	\$17,889	(888) 672-5049
2006 Fleetwood ADVANTAGE 295RLS	POR36739	\$24,950	\$18,900	(888) 850-5575
2007 Crossroads CRUISER LAND ROAMER 285RK	SVU73051	\$27,758	\$21,889	(888) 672-5049
2007 Forest River WILDCAT 28 RKBS	MB125999	\$28,140	\$21,995	(888) 692-9016
2005 Glendale TITANIUM 2934TS	OCA19198	\$27,995	\$23,888	(877) 774-0328
2003 Nu Wa HITCHHIKER II DELUX 32RLBG	TUC17025	\$27,995	\$23,995	(888) 315-7967
2009 Keystone COUGAR 26RLS	JAX19859	\$25,785	\$23,995	(877) 458-3214
2006 Sunnybrook MOBILE SCOUT 31BWFS	AVO14593	\$35,444	\$24,999	(888) 348-5909
2006 Keystone CHALLENGER 34TBH	TUC13516	\$34,685	\$25,995	(888) 315-7967
2008 Forest River CARDINAL 36LE	SRV18321	\$35,790	\$27,995	(866) 610-5049
2006 Glendale TITANIUM 28E33DS	GB37139	\$34,874	\$28,995	(888) 674-0275
2007 Keystone MONTANA 3000RK	HL6141	\$40,690	\$29,988	(888) 386-5187
2007 Fleetwood ADVANTAGE M-345BHTS	AVO14590	\$36,990	\$29,998	(888) 348-5909
2006 Jayco TALON ZX 36W	KS7471B	\$35,475	\$31,949	(888) 454-1707
2008 Dutchmen MONTE VISTA 35RB	GB38892	\$45,600	\$31,995	(888) 674-0275
2007 Keystone EVEREST 29ST	KC5CG1031A	\$34,995	\$31,995	(866) 415-9726
2009 Heartland BIG COUNTRY 325TSL	POR37152	\$44,950	\$32,900	(888) 850-5575
2006 Forest River CEDAR CREEK 362 BTS	HIL36768	\$39,950	\$32,950	(888) 859-6653
2008 Heartland BIG COUNTRY 3250TS	AVO14594	\$44,888	\$33,444	(888) 348-5909
2006 Coachmen SOMERSET 358RLTS	AVO14591	\$41,585	\$34,888	(888) 348-5909
2007 Heartland LANDMARK SHENANDOAH	AVO13837	\$49,888	\$34,988	(888) 348-5909
2006 Heartland BIG HORN 3655RD	KS8463A	\$42,900	\$34,995	(888) 454-1707
2007 Alpenlite VOYAGER 34RLR	FTM9740A	\$51,365	\$36,995	(888) 625-5187
2006 Nu Wa HITCHHIKER 35LKRSB PREMIER	KC2CS960B	\$48,997	\$36,997	(888) 463-3995
2006 Keystone CAMBRIDGE 358RLS	LIT16974	\$56,580	\$39,900	(888) 727-2952
2008 Heartland CYCLONE 4012	POR37758	\$54,950	\$43,988	(888) 850-5575
2006 Carriage CARRI LITE 36XTRM5	ROA13811	\$62,995	\$45,995	(866) 775-0682

NEW FIFTH WHEEL TOWABLES

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2011 Keystone SYDNEY 329FBH	ORV15032	\$29,999	\$25,995	(888) 617-5406
2012 Keystone COUGAR 27SAB	HL5927	\$35,071	\$26,945	(888) 386-5187
2011 Keystone COUGAR 276RLS	TUC18088	\$36,762	\$29,995	(888) 315-7967
2011 Jayco EAGLE SUPER LITE 31.5RLTS	TUC13944	\$45,576	\$32,997	(888) 315-7967
2011 Keystone LAREDO 324RL	GRV507260	\$50,646	\$35,995	(888) 471-3546
2011 Heartland GREYSTONE 32RL	KC112177	\$49,123	\$36,995	(888) 819-7952
2011 Keystone MONTANA HIGH COUNTRY 323RL	GR124836	\$59,995	\$42,995	(888) 484-3906
2011 Keystone RAPTOR 300MP	KS8764	\$68,581	\$52,995	(888) 454-1707
2012 Dutchmen INFINITY 3850RL	SW9797	\$74,482	\$54,900	(888) 844-1758
2011 Keystone ALPINE 3640RL	DOT39274	\$74,995	\$56,995	(888) 450-7060
2011 Keystone MONTANA 3400RL	KC115515	\$72,645	\$59,858	(888) 848-7312
2011 Coleman COLEMAN CTF340RL	AMRV22005	\$76,481	\$59,984	(888) 331-1595
2011 Keystone MONTANA 3455SA	LVN38432	\$80,429	\$59,995	(877) 289-0812
2011 Keystone ALPINE 3450RL	FTM15421	\$73,669	\$59,995	(888) 625-5187
2011 Keystone MONTANA 3665RE	SLV22117	\$85,289	\$66,743	(877) 834-0429
2011 Dutchmen VOLTAGE 3900	MER14015	\$89,995	\$69,858	(888) 254-9145
2011 Keystone MONTANA 3665RE	ABRV37200	\$83,146	\$69,983	(888) 614-5201
2011 Heartland LANDMARK GRAND CANYON	CLE19288	\$99,098	\$79,995	(866) 996-3140

*Government fees, state taxes, title, license and dealer fees as applicable will be added to comply with state vehicle codes. Sales tax not applicable in OR. In Arizona, prices plus doc. fee of \$369 and pre-delivery inspection. In California, prices not inclusive of government fees and prep charge, finance charge, or emissions testing charge. Freight costs vary by state. Not applicable in CA, OH, AR, TX or OR. In Texas and Arkansas, 'List Price' is equal to 'MSRP'. Inventory and floorplans vary by location. VIN numbers posted at dealership. Advertised inventory available at time of printing. Void where prohibited by law. May not be combined with any other offer and not applicable to prior sales. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 2/29/12. FR016437-1211

Advice from our **Tech Team**

SLIDE LUBRICATION

We have a 2003 Cougar fifth-wheel trailer with a 12-foot slideout. Some of my friends have said that the slide needs regular lubrication. Others say not to lube it. What's the scoop on this? My slide mechanism is not the notched rail type. It is the smooth round rail type. Can you please help me solve this dilemma?

Ron Barillaro
Penticton, British Columbia

Generally, the argument to not lubricate slideouts is based on the fact that lubricants tend to catch and hold dirt and grit. However, proper maintenance is needed to ensure reliable operation. Slideouts need two kinds of lubrication. The tracks and sliding mechanism should be lubricated with a product like Protect-All Slide-Out Dry Lube. This dries, leaving a lubricant that will not attract dust and dirt. It also serves as a rust inhibitor to protect the tracks. All slideouts should also receive regular treatment of the rubber sealing gaskets and wipers, such as Protect-All Slide-Out Rubber Seal Treatment, or equivalent. Do this every two months during use and again before you store it, and after you prep your rig for the spring. This helps keep the rubber flexible. — Ken Freund

WINTERIZING WOES

I have a 34-foot Jayco Designer that works great except for the water system. I am not a big fan of the new control boards for directing water inflow and winterizing. The problems I have are that I can't get to the water to bypass the water heater, and the pump will not pick up the antifreeze to clean out the pipes. I bypass the antifreeze method by blowing out the lines but I have a real concern on sanitizing the unit in the spring since I can't pump a cleaner into the lines.

All slideouts should also receive regular treatment of the rubber sealing gaskets and wipers, such as Protect-All Slide-Out Rubber Seal Treatment, or the equivalent.

I spoke to the dealer and he advised me to flip the intake washer since the pump was not strong enough to pull the antifreeze. I did this and it still will not pump the antifreeze. Would it help to take the intake washer completely out? Any suggestions would be appreciated. Like others, it's hard to find the time and it's a lot of trouble to take a unit back to the dealer (the dealer is 100 miles away).

Bill McCraw, via email

Is your control board manual or automatic? If it has a series of valves that you need to adjust for a given water flow setup — i.e., filling with fresh water, running on city water, winterizing, etc. — the valve labels may not be right. A trip to your Jayco dealership service department could verify this problem and produce a solution. If the system is automated and controlled by switches, the same solution applies. You didn't say what year your trailer was built, but we've seen mislabeled and misaligned



Ken Freund

Jeff Johnston

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



water flow valves on all kinds of RVs so this would be a likely place to start looking.

When you say "pull the antifreeze," do you mean you use the RV's short, separate "winterizing" hose and a specific valve setting to draw antifreeze from the gallon jug and then pump it through the system? Antifreeze is a low-viscosity fluid and draws easily using the RV's pump. If the valving is correct, the pump would have zero problems with the antifreeze, although a loose fitting would produce an air leak that would reduce the pump's ability to pull the liquid. If the pump operates fine otherwise and you have no water system problems, I'd look at the valves as the cause and the solution. — Jeff Johnston

TILTING SLIDEOUTS

I have been reading your column for a while and appreciate the time you guys take to give people the right answers to their questions. Now I have one for you; hopefully it will be easy. I have a 2009 Fleetwood Formula fifth-wheel with two slideouts. The slides seem to be tilted inward from the top too much, in my opinion. As the top of the slide touches the side of the trailer there are about 2.5 inches at the bottom that need to be drawn in yet. The floor of the slide inside the trailer kicks up about 2 inches as the bottom is drawn in. I looked to see if there is an adjustment but all I can see is a control to adjust alignment up and down but nothing to adjust the tilt. I called a few of the local Milwaukee, Wisconsin-area RV dealers about my concern and I was basically told they don't handle Fleetwood anymore. I would think the

manufacturer would not make a difference, because a slide is a slide. How much tilt should there be? Is there an adjustment I can make to reduce the tilt or is the tilt correct?

John Pauley, Milwaukee, Wisconsin

Most slideout rooms are designed so they contact the top edge first when being drawn into the travel position. That's because the top edge is the first line of defense against leaks. As the room comes closed the rest of the way with the top edge in place, the top is really tight. This helps ensure the rest of the seal will come tight as the bottom is drawn in. And it's perfectly normal for the inside edge of the room to kick up a bit as this happens. There are many different slideout room mechanisms, and this is how some of them work.

Incidentally, the dealer who passed on working on your trailer must have been having a really good year and didn't need any more business. Your trailer is out of warranty anyway, and any qualified RV service center should be able to address your concerns about your slideout or any

other mechanical problem. I'd suggest you look around for a dealership that takes a somewhat more professional approach to customer service. — J.J.

WATER PUMP CYCLING

When dry camping, my 12-volt DC water pump cycles about every 10 minutes. I've checked every inch of the water lines twice and cannot find a leak. I assume there is some sort of pressure regulator. Could that be the problem, and where is it located?

Steve Rammler, Sandpoint, Idaho

A one-way valve is part of the pump's internal mechanism, Steve. You didn't say how old your RV is, but if the valve components are damaged because of age or are simply worn out, or the housing screws are loose, the valve will allow the downstream pressure that's built up to slowly bleed off upstream of the pump. That could readily account for the 10-minute pump cycling process you've observed. Note the brand and model of your water pump and check with your local RV

parts store for a pump repair kit. Most are pretty easy to install and doing so, provided the rest of the system is leak-free, will probably cure your cycling problem. — J.J.

50-AMP OR 30-AMP?

A friend of mine has a 38-foot Grand Junction that's equipped with a 50-amp service cord and plug. She has the opportunity to work at a park that only has 30-amp service. Is there a workaround for this?

Rocky Malone, Conway, Arkansas

By "workaround" I'm guessing you mean a way to use her 50-amp-wired RV in a park with 30-amp hookups. Connecting to shore power is no problem; you just use a 50-to-30 amp adapter available at most RV accessory and hardware stores. However, that doesn't mean she has a full 50 amps of power available. She just has 30 amps of power when using such an adapter. If "workaround" in this case means getting 50 amps of power from the 30-amp service, then no, it can't be done. There's a limited amount of blood in that tomato. — J.J.

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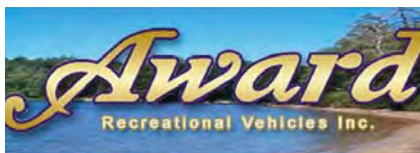
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10-MINUTE TECH

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



LEASH TENDER ↑

With proper use of bungee cords, a little rope and a retractable dog leash, you can create a leash tender that hangs from your RV's awning. Hook short bungee cords into the hole on the end of each side of the awning tube. Next, stretch a rope between the bungee cords to determine the proper length for an appropriate level of tension, then attach the rope by creating looped ends. Now hang a third bungee – this one with d-ring ends – from the rope. Attach a retractable leash to the other end of that bungee. Now attach the pooch to the retractable leash. This gets the leash off the ground and the rope and bungee cords can remain in place when the awning is retracted, though the contraption should be removed for travel.

Greg Izor, Escondido, California



BUILD A STOP ↑

The drawers in our trailer had poor stops, so we made our own. Make a wood stop that's a little smaller than an Oreo cookie – big enough to secure the upper and lower drawers when in place, but small enough where it can be rotated out of the way. Drill a small hole through the face of the frame between the drawers. Then, from the inside, push a 2-inch screw through the hole, and secure it with a nut on the outside. Next, thread the wood stop onto the screw. Once in place, you can place the stop in the open or locked position by rotating it at 90-degree angles.

Pat Elliot, Vacaville, California



← MAKE YOUR MARK

Many RVs have limited space around the bed, which can make changing sheets or adding blankets time consuming. To get it right the first time, place a small mark with a permanent marker or a couple of stitches of contrasting thread at the center-top and center-bottom of your sheets or blankets. This will help you position your bedding in the center of the bed and lessen multiple trips around the bed to get the sheets or blankets on straight.

Jo-Ann Soden, Pahrump, Nevada

INSTANT TUB ↗

Here's a tip on what to do if the toddler-aged grandkids are coming to camp for a couple of weeks. Many times kids that age don't like the shower, but most trailers don't have a tub – so how do you keep them clean? Take the drain stopper from the kitchen sink and use it in the shower to create a shallow tub. The kids will love it.

Sue McGartland, Livingston, Texas



Illustrations by Bill Tipton

To send your submission, write to 3300 Fernbrook Lane N, Suite 200, Minneapolis, MN 55447. Please include an illustration if applicable.

AMERICA'S OUTBACK

by Bill Graves

DOOR PENINSULA, WISCONSIN

"YOU'VE GOT TO ADMIRE PEOPLE WHO MARCH TO THE DRUMMER THEY HEAR."

Middle America is normally not a place where some people think to look for lighthouses. But with coastlines on both Lake Superior and Lake Michigan, Wisconsin has more than 50 of them; at least 33 are still operating.

The first lighthouses were built on the Great Lakes in the 1820s. By 1900 there were 344 of them. New technology has greatly lessened their importance for ship captains now navigating the Lakes. But on a black and stormy night, when on-board electronics fail, those shore-based lights may be the only aids left for a skipper to find his way.

In northeastern Wisconsin, the 300-mile shoreline of the Door Peninsula once had 13 lighthouses. For many early mariners, the lighthouses did not come soon enough, as this 80-mile-long peninsula is skirted by rocky shoals draped with the remains of many a wooden-hulled ship.

Ten lighthouses are still operating. One, open to the public, is on Cana Island, joined to the mainland by a causeway. Built in 1869, it has a circular staircase that every lightkeeper here – or maybe his wife – surely cursed at one time or another. Twice a day somebody had to climb its 102 steps. The light was originally fueled by lard or whale oil, then kerosene and then acetylene. It was finally lit by electricity in 1945.

Dwight Zeller, the assistant site manager, explained that most coastal lights are now beacons like they use at airports. But here they still use the original Fresnel lens that was made in France. It has circular prisms that gather and bend the light, causing it to converge into a powerful beam. At 85 feet above water level, it can be seen as far away as 18 miles.

"How do ya' clean it?" I asked.

"We use a one-to-one mix of distilled water and alcohol with a few drops of Woolite," he said, then looked at me curiously. "That's a rare question."

"What's a common one?"

"Let's see ... probably about ghosts in the lighthouse," he said. "I tell them no ghosts yet, but we have some on back order."



Lighthouses and rustic camping define Door Peninsula for some. For others, it's enjoying a summer breeze off the lake and a root beer float at Wilson's Ice Cream Parlor – a staple for more than 100 years.

Dwight showed me the light source – a 200-watt bulb that's mounted on a rack of four bulbs.

"If one goes out, the rack automatically rolls and a new bulb slips in to replace the bad one," he said.

Driving across the peninsula to the bay side, I passed a drive-in theater that dates to 1950. It's still showing movies every night in the summer. And there's an undisturbed osprey's nest spreading over the top of a cellphone tower, and a restaurant with a sod roof. You've got to admire people who march to the drummer they hear. One more thing: no fast-food restaurants here – Door County has worked hard to keep the chains out.

The place survives on tourists and summer residents. Before roads were built in the 1930s, steamships made overnight trips here in the summer carrying vacationers from Chicago.

I stopped in Ephraim, the only "dry" town in Wisconsin. Some residents have twice tried to change that. The last time was in 1991. They voted to keep the no-alcohol ordinance by a 75 percent plurality – again, that drummer. Not only can you not buy booze here, I discovered that you can't buy milk or eggs either. No law against it, just geography. There's no grocery store in town.

But you can get world-class root beer floats at Wilson's Ice Cream Parlor. Roy and Diane Elquist run it, helped by their children and other kids. Roy makes fresh root beer every other day.

"The secret is in the serving of it," Roy said. "Our root beer comes out of the tap at 32 degrees."

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Bill's email address: roadscribe@aol.com.

Next month Bill will be in Knoxville, Tennessee.

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
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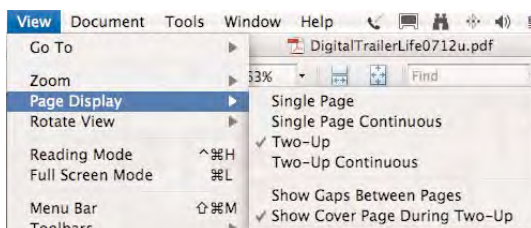


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