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**On The Cover:** Three Sprinter-based motorhomes from Winnebago Industries go head-to-head: an Itasca Rey0 25R Class A, a Winnebago View 24M Class C and an ERA 70X Class B (see test on page 36). Photo by Rich Cox Photography.

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# THE SHOW GOES ON



**E**very year the RV industry gathers in Louisville, Ky., to show off its latest and greatest for the upcoming season. The late-fall event — one that's been going on for almost a half century — not only allows dealers to plan their inventory for the following year, but also gives the RVing world a glimpse into the future. This year there was a very interesting dichotomy: Much of the brouhaha was focused on luxury coaches of maximum lengths and Class B's with exceptional upgrades and ingenious use of space. But there was also a smattering of diesel coaches in the 32-foot range, a class of motorhomes that have slowly entered the market.

On the high-end of the spectrum, there were new coaches from Fleetwood, Entegra, Tiffin, Monaco and Winnebago that were eye-popping beautiful. Forty feet is the norm in this category, but an amazing number of coaches in the 42- to 45-foot range made their debut. It's hard to get all that luxury and second bathroom in those "short" 35- to 40-footers. There was even a 44-foot coach built on a Freightliner Cascadia truck chassis providing quarters for horses. Horses transported in this motorhome by Equine Motorcoach are treated better than most people!

Freightliner is betting that the luxury coach market will continue to grow by introducing a new chassis designed specifically for 40- to 45-foot motorhomes. The new chassis, dubbed the SL13, features a passive steer tag axle with independent suspension, and is powered by a 500-HP Detroit Diesel. Not to be outdone, Entegra builds its new Cornerstone 45-footer on a Spartan chassis powered by a 600-HP Cummins, while Tiffin puts 500 ponies in its highline Zephyr. Getting to the top of the grade first in pure opulence has never been more competitive.

Luxury is not exclusive to the biggies. Great strides have been made in the Class B segment of the industry. Enhancements in living space, with very creative floorplan management, led the charge in the diminutive motorhome arena. I got a real kick out of seeing Winnebago's concept

Era 70A with the Carefree Patio Room. I had one of those extra rooms attached to my first RV back in 1970 — a Dodge van that I converted to a fully outfitted "motorhome." We once slept 10 people in that old rig while we camped on the sand in Pismo Beach, Calif.

Of course, sleeping for two in the latest Class B's is more practical in offerings by Pleasure-Way, Roadtrek, Winnebago and Great West Van — products that stood out at the show. We saw lots of creature comforts in these Class B's that span up to 24 feet in length. The latest crop of Class B's appeal nicely to enthusiasts who are stepping down from larger coaches, but are unwilling to give up inherent amenities.

The excitement in the smaller-motorhome segment can be attributed to the Sprinter chassis. The Mercedes-built-and-powered chassis has made it possible for manufacturers to build quality Class A, B and C's without sacrificing livability and drivability. To show just how versatile this chassis is, we took a look at three motorhomes built by Winnebago on Sprinter chassis in all three configurations. While all three coaches were uniquely different, they were all powered by the same drivetrain, a Mercedes diesel designed for terrific fuel economy. You can see how they stacked up starting on page 36.

The bar was also raised for entry-level Class A's built on the Ford F53 chassis. Gassers in the 27- to 34-foot range by Newmar, Forest River, Thor Motor Coach, Tiffin and Winnebago all sport a new level of comfort and features. It's hard to call these coaches entry-level any longer, except that the prices are very appealing.

We'll also keep a close eye on the all-electric motorhomes by MVP. Timely concept, but probably relegated to close-to-home trips at the moment. Enjoy the show on page 56. ♦

# MOTORHOME

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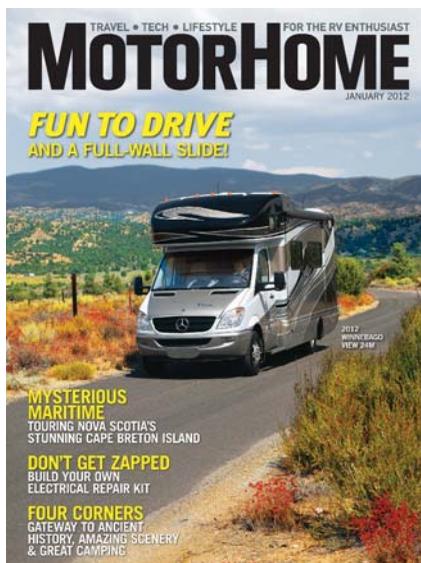
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## WHEN YOU'RE PLANNING A TRIP, DO YOU BOOK ALL OF YOUR OVERNIGHT SITES IN ADVANCE, LET CURIOSITY PLOT YOUR COURSE OR A COMBINATION OF THE TWO?

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

### CRACKER BARREL CAMPERS

Many times we plan our overnight stays. We start calling in the morning and estimate the time we should arrive at the RV park. On the other hand, depending how long I want to drive, we may just shut it down in a Cracker Barrel parking lot, wake up, have breakfast and hit the road.

**DOUG MOESTA | PENSACOLA, FLA.**

### ALASKA OR BUST

I've been RVing for two years and so far I have planned every trip with reservations at each campground. I hate surprises and feel more comfortable knowing I have a place to stop each night. On my next trip, I am heading across the Southwest, up the West Coast and then through Canada to Alaska. I know the route I will take, but I'll probably make reservations and final planning in stages. That may change with time and I may eventually fly by the seat of my pants.

**HERB BRUMBACH | DEWITTVILLE, N.Y.**

### PLANNING MORE THAN EVER

I have enjoyed camping all of my life, but nowadays you need to plan more than you had to 20 years ago — particularly if you are in a motorhome. Most of the state parks are booked well in advance, especially on weekends and during spring break. Thus, you need to have a plan and if not, reservations.

My husband and I enjoy the spontaneity of not planning more than a week in advance. We'll make a tentative plan the night prior to heading out, and decide the minimum and maximum amount of mileage we want to drive. Then we call the parks within that parameter to see if we can reserve a spot the next day or if we need advanced reservations. Sometimes we only plan to spend two nights at a site and end up staying a month. Everything depends on the area we are traveling to, local festivities and attractions, and particularly the time of year.

**SANDY NEWTON | LEAD, S.D.**

### JUST SAY NO TO PLANS

I just read the January issue of MotorHome. We have been members of the Good Sam Club since the 1970s and are now lifetime members. We retired in 1979, sold our home and started to full time for 18 years. We now live in Arizona and we call ourselves half-timers, as we still travel a lot. We have had five motorhomes and have driven more than 1 million miles. We have been in every state in America and every territory and province in Canada. We have been to Alaska and northern Canada for 18 summers now. So, after reading this magazine, I have some comments to make.

Bob Livingston's *On Ramp* column, "Touring Through History," about his travels to the northeastern part of Arizona and the Four Corners, is truly remarkable. We too have been there many times. It is a remarkable place for history, scenery and wonderful people. We have also been in all four of these states at the same time; like our feet in two states and our hands in two states all at the same time.

The Native Americans there were very good to us and they even took us on tours of the various parts of their reservation. We have done everything there that Livingston described and much more. We highly recommend this area as a must see. So, spend the summer there if you have time. If not, go anyway.

Another comment that I have is about planning your trip ahead of time as to where you want to go, and what to see and do. We very seldom planned our trips ahead of time primarily because we did not know how long we would be staying in any area. I don't remember ever having trouble finding a campsite. About the only planning we did was the general trip routing as to where we were going, like to Alaska, northern Canada, New England, Florida, etc. And we even made a lot of changes to that. By not having any definite plans we could change our places we wanted to see.

**WILLIAM F. MINER | SALOME, ARIZ.**

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# WOULD YOU LIKE LESS TIME FIGHTING THE STEERING WHEEL AND MORE TIME ENJOYING THE RIDE?

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## TRY A LITTLE KINDNESS

I would like to respond to the comments made in January's *P.O. Box* about people cutting through their site. In this day of our war fighters coming home with missing limbs and/or psychological injuries, the significant number of our fellow citizens who truly can't find work, those losing their homes and those unable to obtain health care, I think those who whine about people passing through their sacred site must have a darn good life. How shallow and selfish.

I would agree if you're outside eating it might not be the most mannerly thing to do, but then again you could say "hello." You might even develop a friendship if you could open your mind! I find full-timing a fulfilling lifestyle.

JUDY FOSTER | VIA E-MAIL

## CHEAPSKATES?

Am I the only one who finds it annoying that RVers who have paid \$50,000-\$100,000 or more for their RV find it necessary and acceptable to park for free at Wal-Mart or Cracker Barrel? I think we should all support the wonderful public and private campgrounds and their owners that cater to us. You can still support Cracker Barrel and Wal-Mart by eating and shopping there.

MARY JO WILLIAMS  
FARMINGTON HILLS, MICH.

## CORRECTION

*In our featured test for the February issue, "Winnebago Journey 36M," we mistakenly reported, "The only system that didn't work as well as we thought it should was the navigation. This was due mostly to the placement of its 7.3-inch screen, beneath the rearview monitor and lower down on the dash." The GPS monitor is actually part of the optional radio, which is located above the rearview monitor. MotorHome regrets the error.*



## OLD-WORLD NOVA SCOTIA

The Nova Scotia article ("Old-World Nova Scotia," January) has an "oops" in the Cape Breton Highlands map. The Alexander Graham Bell Museum is not on the east side near Louisbourg Fortress as noted. The museum lies on the eastern side of the western half of Cape Breton Highlands island, near Baddeck.

We toured the Maritime Provinces for one month three years ago — that's not nearly enough time, by the way — and really enjoyed all of the areas. We can't wait to go back in our Roadtrek motorhome.

CHARLES AND PAT WILKINSON  
GRAND RAPIDS, MICH.

## ENOUGH WITH THE SWIRLS!

We are on our sixth motorhome now and I need to rant about the trend of RV exterior paint and decal schemes. I hate the swirls! When I look at the vintage motorhomes I see nice balanced lines and colors. Our last motorhome, a 1989 model was very nice looking. But our latest one, a 2005 has a few swirls that, IMHO, detract from the overall beauty. Yuck. I'm too cheap to get it repainted. So, here is my suggestion: why not publish a poll asking your readers if they like swirls on the exterior paint schemes. If they answer "no," they don't like it, then what would they like to have? Maybe, just maybe, the RV industry might listen for a change.

We've had about 15 years of this childish look and I think it's about time we had some better, more adult-looking exteriors, and no more cheap decals on the sides and back.

BOB JONES | LOS ALTOS, CALIF.

*Great suggestion Bob! Indeed, swirly decal patterns have become the norm on modern motorhome exteriors.*

## QUESTION:

What do you think of modern motorhome exteriors — classy or over-the-top? If you don't like them, what would you like to see design-wise?

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

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## ARRIVAL ROUTINE

**J**oe: Do you have a campground arrival routine? Most motorhome owners have a leveling and hookup routine they follow once their coach is in a campsite. And we all know the importance of having an uninterrupted disconnect routine when preparing to leave a campsite. But we seldom hear anyone talking about what they do from the time they pull into the campground to the point where they finish getting into their campsite.

Our arrival routine consists of two phases: getting to the campsite and getting into the campsite.

Phase one begins as we approach the campground office. I try to park our motorhome and dinghy vehicle as straight and as level as possible. This makes it easier for me to disconnect the dinghy while Vicki goes inside to register. Our procedure is to disconnect the dinghy in front of the office if we plan to disconnect anyway or if we think there's a possibility we will encounter narrow roads, sharp turns or a campsite that requires us to disconnect our dinghy in order to get into it.

During the registration process, if we are being assigned a back-in site, Vicki will ask the host to route us into the campground so our campsite is on the left side as we approach it. This will allow me to back to my left going into the campsite. When backing to the left, I am primarily using the left mirror. The left mirror provides me with a closer and broader view than the mirror on the right side. I can also stick my head out the driver's side window and see where the left rear corner of our motorhome is going.

Vicki drives the dinghy vehicle and

follows me to the campsite, then she gets out and assists me with phase two — getting into the campsite.

Vicki: Our routine is to walk a campsite before driving or backing our motorhome into it. We look for any potential hazards, check the campsite's hookups and determine just where we want to park our motorhome's left rear tire.

Joe likes to tell people that I back up our motorhome; he just works the controls.

When it comes time for Joe to back up the coach, I position myself to the rear of the motorhome on the driver's side. That way, I can see what is hap-

pening behind the motorhome and direct the progress of the left rear tire. I also make sure I can see Joe's face in his side-view mirror. If I can see him, he can see me. Anytime Joe can not see me in his mirror, he stops the motorhome. I use hand signals to help guide the coach into the campsite. I simply point in the direction the rear of the motorhome should move. Joe operates the controls.

Over the years, we have seen a wide variety of backing procedures where one person operates the controls and the other guides the motorhome. Some use hand signals, others use hand-held radios. We can always spot the beginners: they try yelling. It's ineffective but frequently entertaining.

I think what makes our arrival routine work so well for us is that we are both involved; especially when backing the motorhome.

Joe: We have heard the unmistakable sound of fiberglass running into solid objects on two occasions. Not long ago we watched while a man backed his motorhome into a campsite. Suddenly the campsite water hookup seemingly jumped out of nowhere and tore into the rear corner of his motorhome. Fortunately, his wife had remained safe in the passenger seat. Had she been outside, she might have been attacked too.

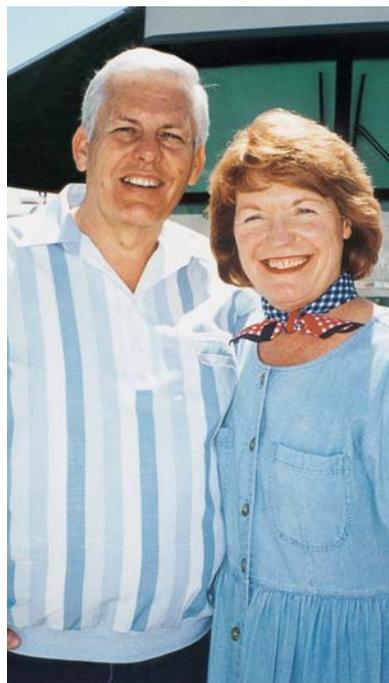
On another occasion, as a man backed his motorhome into a campsite, we witnessed an attack tree pummel its roof with a heavy branch. This man's wife, too, escaped serious injury only because she had already taken refuge in the dinghy vehicle he had disconnected and parked a short distance away.

Hello? Am I missing something?

Why were the co-pilots not outside and guiding those motorhomes into the campsites? I don't care how skilled a driver is, a second pair of eyes is a great asset when backing a motorhome. Besides, having someone assist in backing the coach gives the driver someone to blame when things go wrong (and when you are an RVer, things do go wrong).

Visit the Kievas' website at [www.rvknowhow.com](http://www.rvknowhow.com). ♦

**WHEN IT COMES TIME FOR JOE TO BACK UP THE COACH, I POSITION MYSELF TO THE REAR OF THE MOTORHOME ON THE DRIVER'S SIDE. THAT WAY, I CAN SEE WHAT IS HAPPENING BEHIND THE MOTORHOME AND DIRECT THE PROGRESS OF THE LEFT REAR TIRE. I ALSO MAKE SURE I CAN SEE JOE'S FACE IN HIS SIDE-VIEW MIRROR.**



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# escapes

by AMANDA LEPINSKI

EVENTS | NOTEWORTHY | CROSSROADS | WHEELS & GEAR

Route 66 is one of the most famous drives in the world. Some know it as America's Main Street. Millions of Americans travel Route 66 each year, enjoying the sites between Grant Park (Chicago, Ill.) and the Broadway Theater and Commercial District in Los Angeles, Calif. Points of interest include the Leaning Tower of Groom (Groom, Texas), Cozy Dog Drive-In (Springfield,

Ill.) and Meteor Crater (Meteor City, Ariz.). Not only does Route 66 stir up memories of a simpler time in American history with streets lined with mom-and-pop businesses, it also provides Americans today with a distinct look into the past. For a vacation that is sure not to disappoint, take the road most traveled and enjoy the sights along Route 66.

## GET YOUR KICKS ON ROUTE 66

THE MOTHER ROAD

**APRIL 13-15** For three days the city of Kemah, Texas, will offer the finest in Louisiana crawfish for the **2012 Kemah Crawfish Festival**. Held on the water, entertainment includes music from regional zydeco, country and classic rock. Among the music, Southern festivals wouldn't be complete without authentic Cajun dishes. Traditional festival food among crawfish are also available. Children are welcome with a special area featuring crafts and games. Special entertainment includes a mock pirate's cove with displays of pirate and nautical wares as well as voodoo-themed crafts, vendors and palm readers; [www.kemahcrawfishfestival.com](http://www.kemahcrawfishfestival.com).



**APRIL 14** A tradition dating back to 1934, the annual **Daffodil Festival** in Puyallup, Wash., marks a 78-year tradition in 2012. Initially the parade began as a celebration of the millions of daffodils, tulip and iris buds selling throughout the Pacific Northwest region of the U.S., and today, land and sea parades celebrate with daffodils strung along floats and boats; 253-840-4194, [www.daffodilfestival.net](http://www.daffodilfestival.net).

**APRIL 21-22** Come out to the Pearkes Recreation Center in Victoria, British Columbia, for the **3rd Annual Vancouver Island Outdoor Adventure Expo**. Those who enjoy adventures on land, sea or fresh water will certainly find something suitable. Exhibitors will showcase products and provide information about what's happening in your backyard and explain the newest products to enhance your next adventure; 250-923-0939, [www.ifmevents.com](http://www.ifmevents.com).

**APRIL 26-29** Celebrating maple syrup, one of the leading agricultural industries in northern Ohio, the **83rd Geauga County Maple Festival** in Chardon, Ohio, has a variety of entertainment, food and drinks lined up. With two grand parades, a maple syrup judging contest and auction, a queen's contest, photo contest, sap run, bathtub races, craft show, rides and grandstand entertainment, this year's festival is sure to draw large crowds; 440-286-3007, [www.maplefestival.com](http://www.maplefestival.com).

**APRIL 27- MAY 6** | Nearly 400,000 visitors will fill the streets of New Orleans for the **New Orleans Jazz & Heritage Festival**. Held for two weekends, the festival includes a wide variety of live music on multiple stages and southern craft artisans will showcase their works for sale. Be sure to come hungry, the festival promises delicious Louisiana cuisine at two large food areas; 504-410-4100, [www.nojazzfest.com](http://www.nojazzfest.com).

### APRIL 26-28

Sure to sweep you off your feet, the annual **U.S. Bank Kentucky Derby Festival Great BalloonFest** in Louisville, Ky., includes five sub-events: Great Balloon Rush Hour Race, Great Balloon Race, Great Balloon Glow, Great Balloon Tour and the Great Balloon Glimmer. Taking place the weekend before the Kentucky Derby, the event is sure to draw crowds by the tens of thousands; 800-928-3378, [www.hotairballoon.com](http://www.hotairballoon.com).

**APRIL 28** | Whether rain or shine, the Story Inn in Nashville, Ind., will be hosting the **10th Annual Indiana Wine Fair** featuring wines made throughout the state. Tents will be stocked with Indiana's finest vintners, 1-ounce pours

will be shared of their finest Rieslings, malbecs and cabernets. Each person will receive a Story Inn keepsake wine glass. The event also includes a variety of food and live music; 812-988-2273, [www.storyinn.com](http://www.storyinn.com).



PHOTO: DOUGLAS MASON



## MOTORHOME-FRIENDLY GPS

Magellan has released its latest version of the **RoadMate Pro 9165T GPS** that provides motorhome drivers even more flexibility and convenience as they travel. An in-vehicle GPS designed specifically for RVers, the RoadMate Pro 9165T features an extra-large 7-inch touchscreen display for easier, safer viewing. It also includes an integrated Good Sam/Trailer Life Directory with detailed information about Good Sam-certified campgrounds, RV service centers and RV park locations. Drivers can become familiar with their route before driving it, and customize routes based on the size and demands of their motorhome. Added features include additional information about Good Sam campgrounds, customization by RV vehicle type, performance enhancements to shorten route recalculation and an available rear backup camera, among others. Price is \$399.99.

**Magellan GPS, 800-707-9971, [www.magellangps.com](http://www.magellangps.com)**

## GAS-POWERED FIRE PIT

Being able to sit around a fire is an inseparable part of the camping experience, but sometimes the mess of cleanup and the hassle of finding or transporting firewood (let alone regulations prohibiting moving or burning firewood) may not be worth the trouble. Camp Chef's **Del Rio Gas Fire Pit** means you can instantly set up and light a fire using LP-gas cylinders. It includes decorative lava rock that helps diffuse the heat, an all-weather cover and a matchless ignition with safety shut off. Price is \$291.67.

**Camp Chef, 800-650-2433, [www.campchef.com](http://www.campchef.com)**



## EASIER DUMP SYSTEM

Barker Manufacturing has introduced a new **SwingFree Deluxe Dump** system designed to make hooking up and dumping black and gray water easier. According to the company, the SwingFree installs on most RVs and features a telescoping PVC drain that reaches up to 8 feet away; optional 24-inch extensions are available. The double-sealed swivel action allows for 360-degree motion and a leak-free hookup to a sewer riser at a campsite or at a dump station. After dumping, the SwingFree retracts to 29 inches with carrying handle, and two 3-inch bayonet caps keep the system sealed and clean when not in use. Price is \$198.

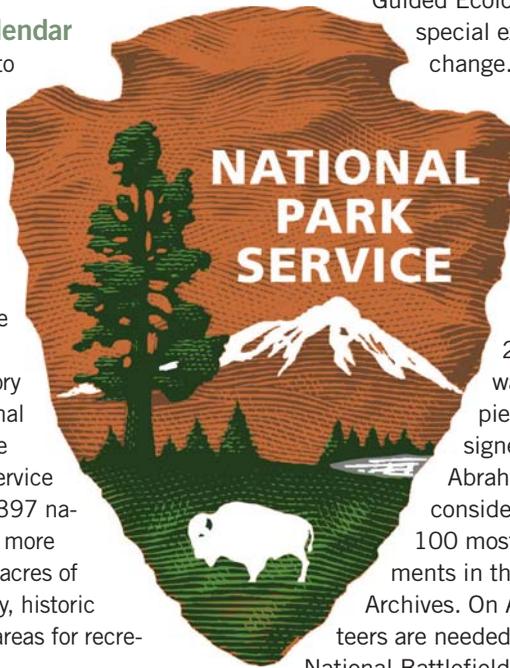
**Barker Manufacturing, 269-965-2371, [www.barkerimg.com](http://www.barkerimg.com)**

## FREE ADMISSION DURING NATIONAL PARK WEEK

### Mark your calendar

for April 21-29 to celebrate National Park Week. This presidentially declared week has been allotted for Americans to celebrate the diversity, beauty and history within our national park system. The National Park Service (NPS) oversees 397 national parks and more than 84 million acres of beautiful scenery, historic landmarks and areas for recreational activities.

Many parks around the country are celebrating National Park Week with special programs and events, and all national parks are offering fee-free admission



during the week. For example, New York's Saratoga National Park is hosting a Recycled Art Show, Electronics Recycling Day, Junior Ranger Day with Guided Ecology Walk and a special exhibit on climate change. Homestead National Monument in Nebraska will be displaying the original 1862 Homestead Act document from April 25 through May 28. The document was an influential piece of history signed by President Abraham Lincoln and is considered one of the 100 most important documents in the National Archives. On April 21 volunteers are needed at Stones River National Battlefield in Tennessee to lend a hand with removing invasive exotic plants and cleaning up the site.

**For more information about National Park Week,** go to [www.nps.gov/npweek](http://www.nps.gov/npweek).

## News Briefs

**Xantrex Technology**, a manufacturer of advanced power electronic products for motorhomes, has launched **TECH DOCTOR LIVE**. This new online video library, housed on the Xantrex YouTube channel, addresses some of the common questions that consumers have regarding their electronics and power systems. "We clearly understand that today's smart buyer is seeking to become as educated as possible and most turn to the Web for research," said Don Wilson, Xantrex sales application specialist, aka the Tech Doctor. To view **TECH DOCTOR LIVE**, go to [www.youtube.com/xantrexttechnology](http://www.youtube.com/xantrexttechnology).

**Automotive News** has reported that the **Chrysler Group** will soon sell a commercial van in North America based on the **Fiat Ducato** under the Ram brand. The Ducato shares its front-drive platform with the Peugeot Boxer, both of which are currently sold in Europe. According to the report, Sergio Marchionne, CEO of the Chrysler Group, said his company would expand its plant in Saltillo, Mexico, to build the Ram-branded Ducato in time for a 2013 sale date.

**Winegard** has been recognized by **Stag-Parkway** with its 2011 Partnership award, which has become known throughout the RV industry as the "Peach." This is Winegard's fourth Peach award. Winegard was commended on its product quality and new technology, technical service and communications efforts.

**Newmar Corp.** has revealed the industry's first use of Sony 3D TV technology. The Sony 3D TVs will be available on Newmar's 2012 Essex and King Aire motorhomes. "Newmar's introduction of Sony 3D technology in its luxury motorhome lines is just another RV industry first brought to market by our company," said Kyle McCrary, Newmar's director of Luxury Motor Home Sales.



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As a charge card, the new Pilot Flying J RV Plus Card is different from a regular credit card. This card must be paid off each month unlike regular credit cards, which have revolving debt. Therefore, cardholders will be able to receive the fuel discounts without accruing interest charges on their purchases. Users only receive the fuel savings when using the RV Plus Card as cash payments are not eligible for the discount.

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## escapes | CROSSROADS

### A WORLDLY CELEBRATION

Each year, more than 1 billion people around the world participate in Earth Day activities to promote and encourage concern for the environment.

Earth Day has been observed every year on April 22 since 1970 when then Wisconsin senator, Gaylord Nelson, founded the day to create public awareness of water and air pollution. For the past 42 years, that awareness has helped create programs, laws and agencies such as the Clean Air, Clean Water and Endangered Species acts. The first Earth Day celebration prompted the creation of the Environmental Protection Agency (EPA) on Dec. 2, 1970.

The 1970s continued an era of collegiate protestors against war, oil spills, factory pollution and power plants, toxic dumps, pesticides and the extinction of wildlife. The EPA, largely influenced by the success of Earth Day, formed as a way to bridge together all of the environmental concerns with one agency working to facil-

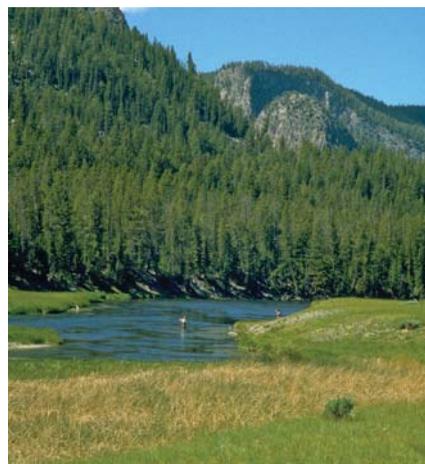


PHOTO: NATIONAL PARK SERVICE

itate and enact change for a healthier environment.

By 1990, Earth Day went global reaching 200 million people in 141 countries, putting environmental issues at the forefront of the world's agenda. Recycling programs in the 1990s also saw a dramatic boost as a result of global action and initiatives. And as recent as 2000, Earth Day activists pushed new items on the agenda: global warming and action for clean energy. **For information about Earth Day,** go to [www.earthday.org](http://www.earthday.org).

### A POLE LOT OF FUN

#### Ed Galloway's Totem Pole Park is

Oklahoma's oldest (and largest) example of folk art. Nathan Edward Galloway started construction on the tallest totem at the park – a statuesque 90 feet tall with a 9-foot diameter – between 1937 and 1948. Made of red sandstone and framed with steel and wood, the totem pole is painted with lake and mountain murals and sits on top of a large three-dimensional turtle.

Galloway was born in 1880 in Springfield, Mo., and spent his childhood perfecting the art of woodcarving. In 1937, he retired

from blacksmithing and woodworking but continued woodworking as a hobby, creating what is now known as Ed Galloway's Totem Pole Park.

The park features other Galloway pieces, arrowhead totem, birdbath totem and a tree

totem, all of which are crafted in stone or concrete and reinforced with steel rebar and wood. The totem poles feature different colors and pictures, each one painted with figurative birds or Native Americans. A destination fit for couples or friends and is grandchild-friendly; the park is an example of history and art not far off the beaten path.

**For more information,** visit [www.nps.gov](http://www.nps.gov) or call 918-342-9149. ♦



PHOTO: DAVID ANDERSON

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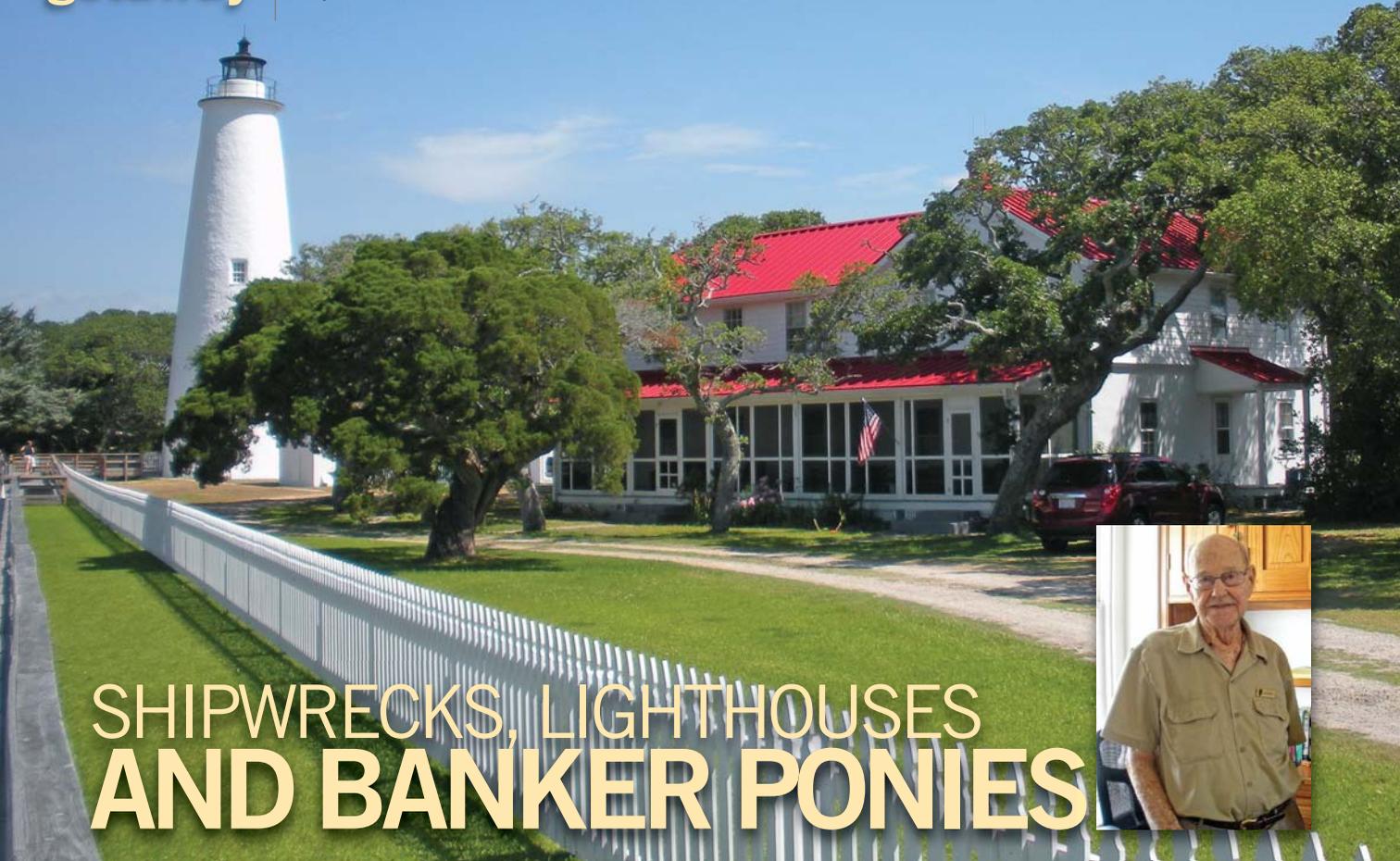
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# SHIPWRECKS, LIGHTHOUSES AND BANKER PONIES

RVERS CAN CAMP AMID THE SAND DUNES AND STROLL ATLANTIC OCEAN BEACHES WHEN THEY VISIT CAPE HATTERAS NATIONAL SEASHORE IN NORTH CAROLINA

**W**arm weather had arrived, my husband, Bob, announced he had four days off of work and I wanted to try dry camping without hookups. So we packed up our newly acquired 2006 Class B diesel Sprinter van, headed for North Carolina's Outer Banks and launched our plan to see three of our state's most historic lighthouses.

As the crow flies, Cape Hatteras is more than 30 miles offshore from the U.S. East Coast mainland across Pamlico Sound. We decided to start our trek at the north entrance to the Cape Hatteras National Seashore just below Nags Head, drift south down Highway 12 at our leisure, and return west across the big sound via ferry.

Our first stop was the National Park Service (NPS) Visitor Center at Bodie Island Lighthouse where a serendipitous encounter awaited with an occasional NPS



PHOTOS: ROBERT GOODIER

**Top:** Built in 1823, Ocracoke Light Station is the second oldest operating lighthouse in the nation. **Top inset:** John Gaskill, son of Bodie Island's last lighthouse keeper, occasionally greets visitors as an NPS volunteer. **Above:** The Graveyard of the Atlantic Museum on the tip of Hatteras Island holds fascinating maritime artifacts like a WWII Nazi Submarine Enigma machine.

volunteer, John Gaskill, 95, son of the last lighthouse keeper. I asked him about the 1921 wreck of the schooner Laura Barnes, since pre-trip research revealed that fragments of the vessel are still visible across the highway from the lighthouse.

"Here's a photo of the ship when she went aground," Gaskill said, opening the book he wrote about summers and holidays at the isolated lighthouse from 1919 to 1940. He told us that his father salvaged some of the ship's timbers to build the family's home up in Wanchese where the Gaskill children lived with their mother during the school year.

After saying goodbye to this kind living link to Bodie Island's past, we walked out on the Coquina Beach boardwalk. There they were — a few planks from the Laura Barnes' keel, now almost buried in the sand.

We traveled south across the tall bridge at Oregon Inlet, a jumping off point for deep-sea fishermen, through the tall dunes of the serene Pea Island National Wildlife Refuge. After driving through the town put on the map by the novel and



**Wild "Banker ponies" on Ocracoke, descendants from 18th century shipwrecked horses? No one knows for sure.**

movie, "Nights in Rodanthe," we opted for a night in Waves, a village further south where a reasonably priced RV park by the sea had showers and 30-amp hookups. After Bob leveled the motorhome with homemade wooden blocks, we climbed over the dunes for a walk on the hot sand.

Day two's destination was the landmark Cape Hatteras Lighthouse, completed in 1870 and the tallest brick lighthouse

in the United States. Visitors lined up to climb 248 cast-iron steps to the top, but on this steamy morning we ducked into the Visitor Center and museum to learn more about a monumental feat — engineers moved this lighthouse 2,900 feet southwest in 1999 when erosion threatened to topple it into the sea.

In Hatteras Village at the tip of the island, we made a beeline for the Graveyard

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**Left:** RVs of any size are accommodated on North Carolina DOT ferries. **Above:** A National Oceanic and Atmospheric Administration research ship is exploring sunken military vessels off the North Carolina coast.

of the Atlantic Museum. Packed with Outer Banks maritime goodies from pirate days to World War II, this collection of artifacts, like an Enigma code machine from the U-85 Nazi submarine sunk nearby in 1942, is a must-see.

After tearing ourselves away from the exhibits, we drove around the corner to the dock and lucked into the last spot on board the noon ferry boat before the crew closed the gates. The free, no-reservation, 40-minute trip from Hatteras to Ocracoke Is-

land was a scenic break for lunch in the motorhome. We noticed that large RVs would be right at home on board, too; according to the Department of Transportation, “any RV that can legally operate on the highway” can be accommodated on

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**WHEN YOU GO**

Ocracoke Campground is open April 1 to October 31 and has 136 sites that can be reserved up to six months in advance. The price in 2011 was \$23 per night. (Half price with a life time Senior Pass.) Sites have restrooms, unheated showers, potable water, grills and picnic tables. Reservations can be made at [www.recreation.gov](http://www.recreation.gov) or by calling 877-444-6777.

For ferry information and reservations go to [www.ncdot.org/ferry](http://www.ncdot.org/ferry) or call 800-293-3779.

Ferry reservations are strongly recommended for the Ocracoke/mainland routes, and you must arrive 30 minutes ahead or you lose your reservation.

**Vehicles and/or combination 20 feet up to 40 feet:** \$30

**Vehicle and/or combination more than 40 feet up to 65 feet:** \$45



**Pristine beaches directly behind the campsites draw return visitors to Ocracoke Island's National Park Service Campground.**

DOT ferries.

Before leaving home, we had reserved two nights online at the NPS Ocracoke Campground and upon arrival were invited by the campground host to select a spot and report back to him. All sites were on the ocean side of the highway with sand

dunes leading to a gloriously empty beach, so we picked a space surrounded by tall bushes to set up housekeeping. The NPS website offered pithy advice, "Mosquitoes may be a problem, netting and insect repellent are recommended," but a strong breeze from the Atlantic Ocean kept the

*"It's not the destination, it's the Journey"*



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rascals at bay.

We set off to visit a wooden corral where banker ponies live as pampered guests of the NPS. Though no one really knows, locals believe the stocky beasts are descendants of horses that swam ashore from shipwrecks in the 16th and 17th centuries. Signs explained that these small, shaggy horses are physically different than most breeds, with fewer ribs and vertebrae.

Ocracoke Village is just a few minutes drive from the campground, so we drove to the 65-foot white lighthouse to snap a few pictures. Bob had no trouble backing our motorhome into the tiny parking lot, but people in larger rigs could either leave their RV at the campground or park near the NPS Visitor Center in the heart of town. This compact island village of clapboard cottages tucked into narrow lanes, some paved with oyster shells, is ideal for exploring on foot or a rental bike.

Back at the campsite, we applied mosquito repellent, grilled a couple of steaks and congratulated ourselves on adapting so easily to dry camping. After searching the dark sky for shooting stars,

we drifted off to sleep to the sound of waves crashing on the beach behind the dunes.

Our trip's good fortune held the next day — after touring the Ocracoke Preservation Society museum, we learned that a National Oceanic and Atmospheric Administration research vessel was holding an open house that afternoon. We went aboard and chatted with the RV-8501's crew of marine archaeologists and biologists about their expedition to survey remains of sunken military vessels off the North Carolina coast.

Ocracoke provides a poignant reminder to visitors of how close World War II came to American soil. Its British Cemetery holds the remains of four English sailors whose bodies washed ashore after their trawler, the HMS Bedfordshire, was torpedoed and sunk by a German submarine in 1942 while on duty helping guard America's coast. The town buried the dead and deeded land to Great Britain for the cemetery, maintained to this day by Ocracoke Coast Guard Station personnel.

On our final morning, we packed up

## FOR MORE INFORMATION

### GRAVEYARD OF THE ATLANTIC MUSEUM

[www.graveyardoftheatlantic.com](http://www.graveyardoftheatlantic.com)

### NATIONAL PARK SERVICE CAPE HATTERAS NATIONAL SEASHORE

[www.nps.gov/caha/index.htm](http://www.nps.gov/caha/index.htm)

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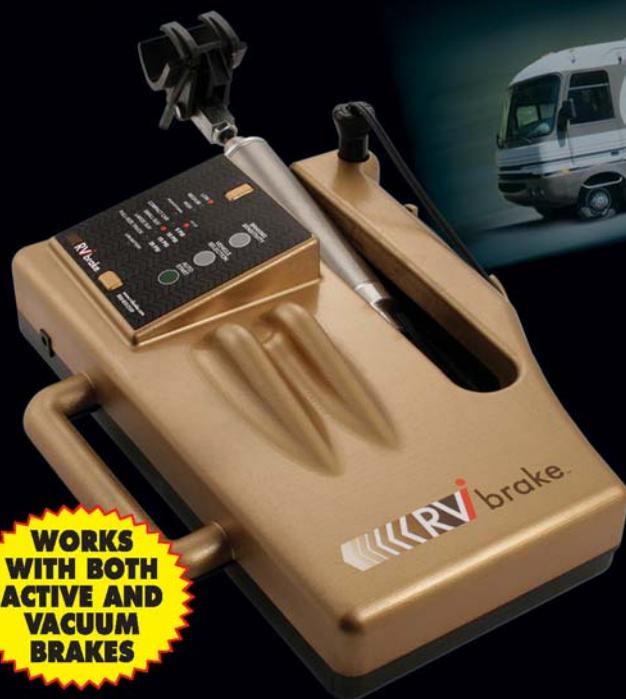
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brunch before heading for the ferry dock. The ride across Pamlico Sound back to Cedar Island on the mainland was a little over two hours, so we reviewed our digital photos, savored our memories and began listing all the things left to do on our next Outer Banks getaway. ♦

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# MOUNT HOOD, OREGON

5 FABULOUS DAY TRIPS

by KAREN LEE ENSLEY



The view of Mount Hood from the Timberline Lodge parking lot is spectacular.

**W**y'east and his brother, Klickitat, sent great clouds of black smoke and streams of liquid fire in a vicious rivalry over beautiful Squaw Mountain. According to Native American legend, the brother mountains growled and hurled hot rocks setting the forest on fire and sending the people into hiding. Klickitat won the battle but Squaw Mountain loved Wy'east and fell into a permanent sleep. Deeply saddened, Klickitat dropped his head, and the great mountain, now known as Mount Adams, never raised his head again. Wy'east lost the mighty battle, but he still holds his head proudly. At 11,239 feet, Wy'east is better known today as the highest peak in Oregon — Mount Hood.

Whether you like to ski, hike, climb, eat or sightsee, the Mount Hood region has so much to offer. Why not extend your stay and use the area as a home base, save gas and travel with your dinghy to enjoy these five fabulous day trips.

#### SMITH ROCK STATE PARK

With 300 days of sunshine, the scenery and climate here are drastically different from Mount Hood, though it is located a mere 90 minutes away. If you happen to have a rainy day at Mount Hood, drive to Smith Rock where you'll have a good chance of enjoying a sunny day in a completely different environment. While Mount Hood offers a rugged, snowy peak surrounded by forests, Smith Rock showcases a dramatic rock canyon and winding river. Appearing as though it is a scene from the American Southwest, the park is actually located in central Oregon's high-desert country. Enjoy the canyon view from above, or take a leisurely hike along the Crooked River for an up-close view of the spectacular rock formations. Want a little adventure? Smith Rock is an internationally renowned destination for rock climbing. Whether you like to climb or watch others conquer the cliffs, if you like rock climbing, you'll be fascinated with this park. With several thousand climbs, the park features gorgeous rugged cliffs made of welded tuff, a type of volcanic ash erupted under extreme heat and pressure. Be sure to look closely at the cliffs for golden eagles and their nests. Prairie falcons, mule deer, river otter, beaver and even cougar have been spotted in the park. Make cer-

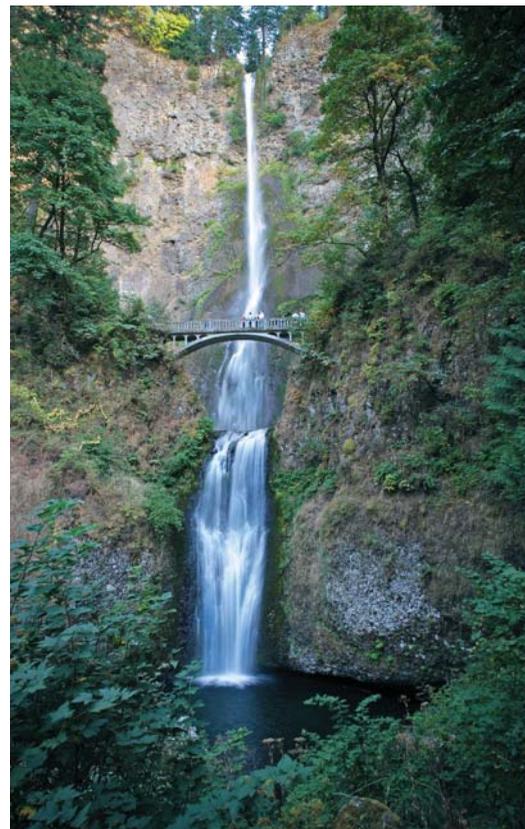
tain you have your camera and stay until sunset for some spectacular changing colors on the rocks and in the sky.

#### HOOD RIVER COUNTY FRUIT LOOP

Spend a day enjoying this 35-mile-long scenic drive through luscious orchards with impressive views of Mount Hood and you'll have a feast for your eyes and mouth. America is the third largest pear producer in the world; and the Pacific Northwest is the largest pear producing region with 80 percent of the nation's crop. The pear also happens to be Oregon's state fruit. But don't think it's all about pears here, because on this day trip you can tempt your tastebuds with such delights as home-grown cherries, peaches, apricots, plums and an assortment of common and not-so-familiar varieties of apples. Among the more than 30 stops on the Fruit Loop are several vineyards that offer award-winning wines. Pinot noir, pinot gris and Chardonnay grapes are nurtured at Wy'East Vineyard where they offer hand-crafted wines. Other wineries have some unusual offerings including an organically grown pear wine and an award-winning pear brandy. Visit the Gorge White House, which is listed in the National Registry of Historic Places, and you can taste wines from more than 30 local wineries, while enjoying picturesque views of Mount Hood. Another stop on the Loop produces 4 to 5 tons of blueberries annually on just 1 acre, due in part to the volcanic soil from Mount Hood; Nelson's Blueberry Farm also boasts the "best view of Mount Hood in Oregon." Whether you make a few stops or take the full tour, when you see signs indicating prices like 25 cents per pound for pears, you'll want to make sure you have plenty of room in your vehicle for your choice of tasty treats.

#### COLUMBIA RIVER GORGE

An Oregon must-see, this National Scenic Area features the second-largest river in North America and more than 75 stunning waterfalls including the 620-foot-high Multnomah Falls. A short trail leads you to the nearly 100-year-old Benson Footbridge where you can gaze at the picturesque upper falls from the bridge, and then turn around on the bridge and view the lower portion of the magnificent waterfall as it plummets to the base. Located near the base is the 1925 Multnomah Falls Lodge,



Top: Multnomah Falls, a 620-foot-high waterfall, offers a beautiful view and access to the nearly 100-year-old Benson Footbridge. Above: Smith Rock State Park displays natural beauty with views of majestic rock spires rising above the Crooked River.

**WHEN YOU GO**

**SMITH ROCK STATE PARK**

Located off U.S. 97, 9 miles NE of Redmond. Daily parking permits are \$5. If you plan to visit several Oregon parks, you may want to purchase a 12- or 24-month pass, (\$30 and \$50 respectively), which is transferable among vehicles; 800-551-6949, [www.oregonstateparks.org/park\\_51.php](http://www.oregonstateparks.org/park_51.php)

**HOOD RIVER COUNTY FRUIT LOOP**

Many locations on the Loop have a Hood River address. A map is available at the Hood River Visitor's Center off Exit 64 on I-84; 800-366-3530, [www.hoodriverfruitloop.com](http://www.hoodriverfruitloop.com)

**COLUMBIA RIVER GORGE**

Access points at Hood River, Troutdale, Cascade Locks and The Dalles. Multnomah Falls and Vista House are located between Troutdale and Cascade Locks on the Historic Columbia River Highway.

**SPRING CREEK**

**NATIONAL FISH HATCHERY**

On Highway 14 in Underwood. Open 7:30 am-4 pm daily, Sept. through May, weekdays from mid-May through Aug. Bridge of the Gods is located by the Port of Cascade Locks; toll bridge, cars \$1; 509-493-1730, [www.fws.gov/gorgefish/springcreek](http://www.fws.gov/gorgefish/springcreek)

**TIMBERLINE LODGE**

Skiing is open 12 months; closed for two weeks in September; 503-272-3311, [www.timberlinelodge.com](http://www.timberlinelodge.com)

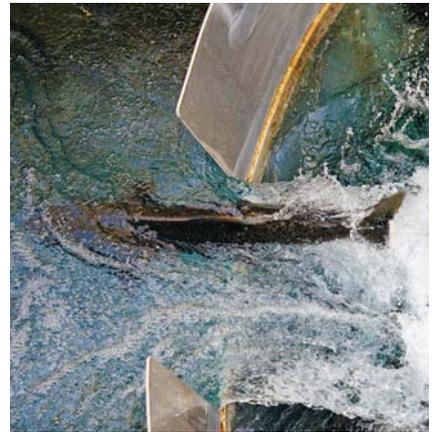
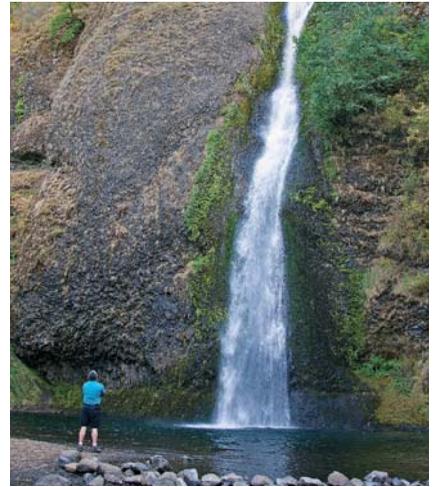
an architectural beauty in the Cascadian style built with native split fieldstone. As you drive on the Columbia River Highway through the Gorge, notice how the road showcases many of the waterfalls and beautiful views; this was by the design of the highway's engineer, Samuel C. Lancaster. The first paved road in the Northwestern U.S., the Columbia River Highway, is also the oldest scenic highway in the U.S. and the first to be designated a National Historic Landmark. Considered one of the greatest engineering feats at the time, the King of Roads is now a National Scenic Byway, making the road itself a destination. Take the road to Crown Point State Park for a stop at Vista House. Formally dedicated in 1918, the octagonal Vista



House was built by architect Edgar Lazarus. Located 733 feet above the Columbia River, Vista House lives up to its name, providing you with a fabulous panoramic view of the Gorge. Be sure to look for the 30-foot lone rock rising out of the river. This basalt formation was named Phoca Rock by Lewis and Clark, from the Greek word for seal. The great explorers saw sea lions here and knew they were close to the ocean.

**SPRING CREEK NATIONAL FISH HATCHERY**

Sea lions are just one of the many obstacles that the Tule Fall Chinook salmon must face as they swim upstream in the Columbia River to spawn. Fall Chinook are found from Alaska to California, however, only the Tule are adapted to spawn in the lower Columbia River. Since salmon return to their place of birth to spawn, it is as though each stream has its own type of salmon. If the Tules would disappear, they cannot be replaced with another type of salmon, even those who live in the upper Columbia River. If salmon cannot find a suitable area to spawn, they will die looking and never spawn. Since there is very little natural spawning habitat remaining in the river, the Spring Creek National Fish Hatchery is vital to the survival of the Tule Fall Chinook salmon. It's also a fascinating place for you to watch how nearly 15 million salmon are raised. Learn how the fish return to the hatchery from the ocean, climb fish ladders and why the U.S. Fish and Wildlife Service need to collect eggs



**Top:** Located 733 feet above the Columbia River, Vista House provides a panoramic view of the Gorge. **Center:** Horsetail Falls is one of many waterfalls in the Columbia River Gorge National Scenic Area. **Above:** The Spring Creek National Fish Hatchery is vital to the survival of the Tule Fall Chinook Salmon.

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User Guide

Contents

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and sperm to have the salmon reproduce. Depending upon your arrival date, you could see fish releases, marking of fry or you just might be fortunate to watch the salmon enter the fish ladder from the river and watch them jump level after level, until they reach the top holding area. The salmon return here in September every year after a grueling journey. Fortunately for you to travel to Spring Creek it's a lot easier, you simply need to cross over the river to the Washington side. An interesting route to take is via the Bridge of the Gods, built in 1926, it's called the modern bridge. The Native American legend about Wy'east and his brother claims that in their anger, the brothers destroyed the original natural stone Bridge of the Gods. Interestingly, scientists believe a giant landslide occurred in this region 1,000 years ago creating a natural dam and over time, water eroded the dam and created a natural stone bridge, which eventually fell causing the Cascades rapids.

**TIMBERLINE LODGE**

Though the last eruption of Mount Hood occurred shortly before the Lewis and Clark expedition ventured here in 1805, the



Historic Timberline Lodge offers panoramic views of the area around Mount Hood.

mountain is a Quaternary stratovolcano and Wy'east still demonstrates its anger with sporadic earthquakes and emitting steam and other gases through extensive fumaroles. Despite the thermal activity, Mount Hood has 12 glaciers and is the only ski area in North America that is open all year. Located at the 6,000-foot level of the snowcapped mountain is Timberline Lodge. Even though you may not need lodging, you'll want to make a stop at this Depression-era wonder. Built primarily by

hand, this National Historic Landmark is an impressive tribute to the craftsmanship of the time. Ninety percent of the workers were previously unemployed and hired to complete this project through the Works Progress Administration (WPA), a part of President Franklin Roosevelt's New Deal plan. Top pay for building trade laborers was 90 cents per hour. The original survey of the site was done in 14 feet of snow but due to the uncertainty of the future of the WPA and extreme weather on the mountain, the remarkable lodge was completed in an amazing 15 months. Dedicated by the President in 1937, you may take a free U.S. Forest Service guided tour of this exquisite lodge, which was constructed with massive native timber and stone from the wilderness. It's furnished with handmade original works in wood, wrought iron, mosaic, painting, carved linoleum, weaving and stained glass. If you visit during winter, be aware — the ground floor of the Lodge is typically buried with so much snow that the entrance is through a snow tunnel or directly to the second floor. Whenever you choose to visit, plan to savor a delicious meal or drink at the Lodge to celebrate its 75th anniversary this year, then step outside and enjoy the impressive view. Next to you is the peak of Mount Hood, rugged and magnificent. Then gaze at the land the great Wy'east looks upon — a land of rich volcanic soil and luscious orchards, a land of waterfalls, canyons and wildlife. The mountains in the distance stand like majestic invitations calling you to explore. You can almost hear the words of the Native American Proverb, "Listen to the voice of nature, for it holds treasures for you." ♦



Mount Hood is home to 12 glaciers and is the source of five significant rivers.

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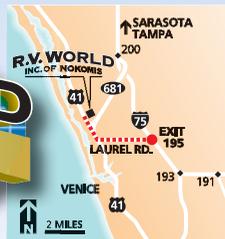
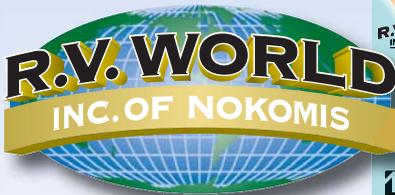


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# THESE SPRINTERS **THREE**

## COMPARING A SPRINTER-BASED CLASS A, CLASS B AND CLASS C FROM WINNEBAGO INDUSTRIES

by CHRIS HEMER

**W**e didn't know it at the time, but the new millennium would bring with it the biggest change the motorhome industry had seen in decades. As we rolled along contentedly in our Dodge, Ford or Chevy-based Class B's and C's, a new platform was preparing to make its debut on our shores. It was small, maneuverable and rugged, and perhaps best of all, diesel-powered. America was about to become acquainted with the Sprinter.

Looking back, the timing couldn't have been more perfect. The van platforms offered by the Big Three were aging, and their gasoline engines offered single-digit fuel economy figures at a time when developing countries were driving fuel costs ever higher. Daimler had taken control of Chrysler, and a few years earlier had intro-

duced the Sprinter in Europe to replace the Mercedes-Benz T1 van. When the Sprinter officially launched in the U.S. under the Freightliner and Dodge brands in 2001, the handwriting was already on the wall: DaimlerChrysler didn't need two vans, and after the 2003 model year, the Dodge Ram van would become part of history.

Naturally, many of us were saddened to see another American vehicle, particularly one that millions of families had grown up in, permanently discontinued. But it wasn't long before the Sprinter found its own place in our hearts — and in the hands of coachbuilders who almost immediately saw the platform's potential. The first Sprinters were Class B conversions, but in 2004 DaimlerChrysler introduced the cab chassis. Soon after, Class C's were popping up everywhere.

That's the way it remained until al-

most two years ago, when Winnebago pushed the Sprinter envelope yet again with the first Sprinter-based Class A motorhomes in the industry: the Winnebago Via and the Itasca Reyo. It was official, the Sprinter could serve virtually every niche in the motorhome market, ranging from family runabout to luxury motorhome, and do it with unrivaled fuel economy.

With so many variations on the same theme, you may have wondered which Sprinter style best suits your needs — or how the larger, heavier versions handle and perform. That's why we made special arrangements with Winnebago to test all three: The Itasca Reyo Class A, Winnebago ERA Class B and the Winnebago View Class C. We evaluated every aspect of drivability, livability and fuel economy. Here are our findings, going from smallest motorhome to largest.

# WINNEBAGO ERA 70X



The appeal of a Class B motorhome has always been that, unlike larger motorhomes, it can serve as the family runabout in between family vacations. Just imagine being able to take the kids to a soccer game, for example, and have both a full kitchen for snacks and a clean bathroom for them to use whenever they want. A Class B is also a lot less intimidating to drive, handling very much like what it is, a big van. The steering is light and the motorhome corners very easily without excessive lean or sway. The turning circle on the Sprinter chassis is also surprisingly tight, so U-turns on larger surface streets shouldn't pose a problem.

Whether or not the ERA can serve your needs depends on who you are and where you live. The ERA is big as Class B's go, measuring 24 feet long. From our testing around the suburbs of Los Angeles, that's about a parking space and a half — so you'll have to drive past those smallish spaces at the mini mall and find alternate parking. It's also tall, so parking structures are going to be out of the question in most instances. Just be careful parking at the curb, though, because tall curbs can scrape the integral running boards if you get too close.

As a motorhome, the ERA is about compromise. After all, you can't have everything in a van conversion with no slideouts. The galley is miniscule, but is well equipped with a genuine Corian solid-surface countertop, a two-burner range with glass cover, refrigerator, sink and microwave oven. There is an abundance of well-made cabinetry within reach, and 6 feet 3 inches of headroom, so no ducking is required for all but the tallest users.

Frankly, it is amazing that a motorhome this small has a bath-



The nimble Class B ERA has an attractive exterior, especially with the optional wheels. The cockpit is well equipped with ergonomically placed instrumentation and controls.

room and shower at all, but it does. Located amidships, the wet bath even includes a small stainless steel sink, and a handy three-compartment soap dispenser so you don't have to worry about stepping on soap or small shampoo bottles. The area is tall enough for most, but it is narrow so NFL linebackers need not apply. Our only complaint here is that there is no handle on the inside of the door, so we had to use the towel rack to pull it shut.

The three-place bench seat at the rear of the motorhome converts to a bed with the touch of a button, which is convenient, but it requires the tabletop to act as an extension so you can lay lengthwise. Not a big deal, except that the tabletop stows under the seat and is secured by two straps. So to retrieve it,



Top left: Rotating chairs help make the most of the living space. Top right: Shower is part of a wet bath, so space is at a premium. Above: Well-placed sink, stove and refrigerator make the galley a pleasant space to prepare a meal.

you either have to lay on your stomach inside the motorhome, or go outside and open the back doors. Once in place, the bed is surprisingly comfy, but being upholstered in Ultraleather means it's also cold to sleep on. Bring flannel sheets.

Bear in mind that this motorhome started its life as a van, so there's no insulation to speak of. That means the 16,000-Btu furnace clicked on almost constantly once the exterior temperature dropped to about 45 degrees Fahrenheit. As soon as it turned off, we could feel the cold creeping in again. The furnace is also right next to the bed and it's noisy, so we found it difficult to get a good night's sleep.

On the upside, the ERA comes very well equipped with features such as a 22-inch LED HDTV, AM/FM CD/DVD player, MCD American Solo blackout shades,

powered roof vent, TrueLevel holding tank monitoring system, exterior service center and more. Our motorhome was also equipped with some options, including an Infotainment System with GPS (\$1,190); Sirius satellite radio (\$336); water purifier (\$91); removable front storage cabinet (\$336); A/C heat pump (\$259); a 2,500-watt Cummins Onan MicroQuiet LP-gas generator (\$2,835); patio awning (\$1,085); stylized aluminum wheels (\$2,135); and an exterior accessory package (polished stainless steel grille bar covers and rocker panel trim) for \$1,645, which brought the as-tested price to \$104,005. That's a lot of green for a small motorhome, but if you've been looking for a family van that you can vacation in, the ERA is one of the best.

## SPECIFICATIONS

### PERFORMANCE

**FUEL ECONOMY:** 21.3 MPG

**ACCELERATION:**

0-60 MPH: 19 SEC

40-60 MPH: 11 SEC

### CHASSIS

**MODEL:** MERCEDES-BENZ SPRINTER

**ENGINE:** 3.0-L V-6 TURBODIESEL

**SAE HP:** 188 HP @ 3,800 RPM

**TORQUE:** 325 LB-FT @ 1,400-2,400 RPM

**TRANSMISSION:** 5-SPEED AUTOMATIC WITH MANUAL TIP-SHIFT

**AXLE RATIO:** 4.18:1

**TIRES:** LT215/85R16

**WHEELBASE:** 170"

**BRAKES:** 4-WHEEL HYDRAULIC DISC WITH ABS

**SUSPENSION, F/R:** INDEPENDENT WITH MONO-LEAF SPRING AND STABILIZER/LEAF SPRING WITH STABILIZER

**FUEL CAP:** 26.4 GAL

**WARRANTY:** 3 YRS/36,000 MILES

### COACH

**EXT LENGTH:** 24' 1"

**EXT WIDTH:** 6' 4"

**EXT HEIGHT:** 9' 11"

**INT WIDTH:** 5' 10"

**INT HEIGHT:** 6' 3"

**CONSTRUCTION:** STEEL FRAMING, STEEL SKIN AND ROOF

**FRESHWATER CAP:** 34 GAL

**BLACK-WATER CAP:** 10 GAL

**GRAY-WATER CAP:** 21 GAL

**WATER-HEATER CAP:** 6 GAL

**LP-GAS CAP:** 16 GAL

**AIR CONDITIONER:** 13,500 BTU

**FURNACE:** 16,000 BTU

**REFRIGERATOR:** 5 CU-FT

**CONVERTER/CHARGER:** 45 AMP

**BATTERY:** GROUP 31 DEEP CYCLE (AGM MAINTENANCE FREE)

**AC GENERATOR:** 2.5 KW LP-GAS

**MSRP:** \$94,093

**MSRP AS TESTED:** \$104,005

**WARRANTY:** 12 MONTHS/15,000 MILES

### WET WEIGHT

(WATER & HEATER, FUEL, LP-GAS TANKS FULL; NO SUPPLIES OR PASSENGERS)

**FRONT AXLE:** 3,600 LBS

**REAR AXLE:** 5,120 LBS

**TOTAL:** 8,720 LBS

### CHASSIS RATINGS

**GAWR, F/R:** 4,410/7,720 LBS

**GVWR/GCWR:** 11,030/15,250 LBS

**ROCC:** 2,310 LBS

(DEDUCT WEIGHT OF PASSENGERS FOR NET CARGO CAPACITY)

**GAWR:** GROSS AXLE WEIGHT RATING

**GVWR:** GROSS VEHICLE WEIGHT RATING

**GCWR:** GROSS COMBINATION WEIGHT RATING

**ROCC:** REALISTIC OCCUPANT AND CARGO CARRYING CAPACITY (FULL WATER, NO PASSENGERS)

### WINNEBAGO INDUSTRIES

641-585-3535, WWW.ERARV.COM

# WINNEBAGO VIEW 24M



The humble Class C has always been one of the best choices for family use, and the new Winnebago View 24M is no different. With an overhead bunk, Comfort Sofa/Sleeper and BenchMark dinette that converts to a bed, it can sleep up to six and has a total of five belted seats. Class C's also tend to be a bit on the plain side, however, and this is where the View is a pleasant surprise. The décor is contemporary and inviting, and the 24M floorplan features an almost full-wall slide on the curbside that really opens up the living area.

At 24 feet 6 inches, the View is just 5 inches longer than the ERA but its wider exterior, 7 feet 6 inches versus 6 feet 4 inches, means it's not quite as city friendly as the ERA, but still very maneuverable. Its exterior height of 11 feet 3 inches and a cabover bunk make it appear top-heavy, but we were pleasantly surprised to find that the View rode comfortably and handled corners without drama.

Overall, the 24M floorplan is very well conceived. The aforementioned sofa and dinette are positioned in the slideout directly across from the 26-inch LCD TV located on the opposing wall, and the galley is nicely equipped with abundant countertop space, a large, round stainless steel sink, two-burner stove, microwave/convection oven, large two-door refrigerator and slideout pantry. Indeed, there's very little a large Class C has that the View 24M doesn't.

This feeling even extends to the surprisingly roomy and nicely appointed rear bath area. It houses a large wardrobe, a porcelain toilet with sprayer and a generously proportioned shower that the average-size person can use. The stylish vanity has a round stain-



The View 24M is particularly stylish, with sporty exterior graphics. The cockpit sports Sprinter dash and instrumentation, and the front seats swivel during mealtime and social hour.



INTERIOR PHOTOS: CHUCK CAMPBELL



**Top left:** Quality materials finish a lav large enough for average-sized people. **Top right:** Entertainment and cooking functions share space, with plenty of counter space. **Bottom left:** The BenchMark dinette offers comfortable seating for four. **Bottom right:** A sofa sleeper provides additional sleeping accommodations.

less steel sink, great countertop space and plenty of storage underneath. There's even a nice medicine cabinet with mirror, and switches for the overhead light and water pump, which is something every motorhome should have.

We truly found very little about the View that we didn't like. The only thing that puzzled us was the cabover bed and sofa sleeper arrangement. The sofa bed requires you to bend and reach to pull it out causing back strain. A different handle location or some spring-assistance would definitely be appreciated here. And once the bed is deployed, it interferes with the ladder for the cabover bed. Simply moving the ladder anchor 1 foot to the curbside would solve this problem, so we can't see why it wasn't addressed at the factory level.

Exterior storage is adequate for most excursions, but most of the compartments are square rather than rectangular, so you'll have to stow longer items inside. There is, however, a rear compartment that houses the water pump and plumbing, which makes servicing and winterizing simple tasks.

We were surprised to find that the View's base price of \$98,696 was just shouting distance from the ERA's base price of \$94,093. Indeed, the as-tested price with full-body paint (\$6,006), stylized aluminum wheels (\$2,135), a 3.6 kW generator (\$3,143) and some other options brought the as-tested price of this motorhome to \$115,557 — but if your primary objective is family fun, the View Class C offers the best value of the three in our opinion.

## SPECIFICATIONS

### PERFORMANCE

**FUEL ECONOMY:** 16.9 MPG

### ACCELERATION

**0-60 MPH:** 23 SEC

**40-60 MPH:** 12 SEC

### CHASSIS

**MODEL:** MERCEDES-BENZ SPRINTER

**ENGINE:** 3.0-L V-6 TURBODIESEL

**SAE HP:** 188 HP @ 3,800 RPM

**TORQUE:** 325 LB-FT @ 1,400-2,400 RPM

**TRANSMISSION:** 5-SPEED AUTOMATIC WITH MANUAL TIP-SHIFT

**AXLE RATIO:** 4.18:1

**TIRES:** LT215/85R16

**WHEELBASE:** 170"

**BRAKES:** 4-WHEEL HYDRAULIC DISC WITH ABS

**SUSPENSION, F/R:** INDEPENDENT WITH MONO-LEAF SPRING AND STABILIZER/LEAF SPRING WITH STABILIZER BAR

**FUEL CAP:** 26.4 GAL

**WARRANTY:** 3 YRS/36,000 MILES

### COACH

**EXT LENGTH:** 24' 6"

**EXT WIDTH:** 7' 6"

**EXT HEIGHT:** 11' 3"

**INT WIDTH:** 7' 3"

**INT HEIGHT:** 6' 8"

**CONSTRUCTION:** ALUMINUM/STEEL FRAMING, FIBERGLASS SKIN AND ROOF, POLYSTYRENE BLOCK FOAM INSULATION

**FRESHWATER CAP:** 38 GAL

**BLACK-WATER CAP:** 32 GAL

**GRAY-WATER CAP:** 36 GAL

**WATER-HEATER CAP:** 6 GAL

**LP-GAS CAP:** 13 GAL

**AIR CONDITIONER:** 13,500 BTU

**FURNACE:** 20,000 BTU

**REFRIGERATOR:** 6 CU-FT.

**CONVERTER/CHARGER:** 45 AMP

**BATTERY:** (1) 12-VOLT CHASSIS,

(2) 12-VOLT COACH

**AC GENERATOR:** 3.6 KW

**MSRP:** \$98,696

**MSRP AS TESTED:** \$115,557

**WARRANTY:** 1 YEAR/15,000 MILES

### WET WEIGHT

(WATER & HEATER, FUEL, LP-GAS TANKS FULL; NO SUPPLIES OR PASSENGERS)

**FRONT AXLE:** 3,620 LBS

**REAR AXLE:** 6,260 LBS

**TOTAL:** 9,880 LBS

### CHASSIS RATINGS

**GAWR, F/R:** 4,410/7,720 LBS

**GVWR/GCWR:** 11,030/15,250 LBS

**ROCCC:** 1,150 LBS

(DEDUCT WEIGHT OF PASSENGERS FOR NET CARGO CAPACITY)

**GAWR:** GROSS AXLE WEIGHT RATING

**GVWR:** GROSS VEHICLE WEIGHT RATING

**GCWR:** GROSS COMBINATION WEIGHT RATING

**ROCC:** REALISTIC OCCUPANT AND CARGO CARRYING CAPACITY (FULL WATER, NO PASSENGERS)

### WINNEBAGO

641-585-3535, WWW.GOWINNEBAGO.COM

# ITASCA REYO 25R



The Itasca ReyO represents a remarkable achievement for Winnebago Industries, offering a very well-executed Class A silhouette and craftsmanship that you would expect from a small coach that costs more than \$120,000 in its base form.

Available in three floorplans, the 25Q, the 25T and the 25R — which we tested, the ReyO is a real head turner. The morning after we arrived at an RV park in Morro Bay, Calif., we were greeted almost immediately by RVers who were interested in the motorhome and wanted to learn more about it. Not surprising, considering the coach's sleek appearance and optional Pewter full-body paint (\$5,166) and stylized aluminum wheels.

And the ReyO drives as good as it looks. The ReyO is a tall Class A with large, flat sides and a fair amount of rear overhang, which is often a recipe for scary handling. Once on the road, however, all of those fears evaporated; the ReyO rode and handled just as well as its siblings in this test, making for a very pleasurable drive up California's Pacific Coast Highway.

Packing for the trip was easy, considering that the ReyO had the most and best exterior storage of the three motorhomes in this test, with one compartment on the

streetside that could easily swallow long items. We also liked the optional driver's door with power lock (\$1,400) that made it easy to enter and exit the coach — a real benefit when visiting fuel stations, since the fuel filler is on the streetside.

The 25R floorplan features a full-width slide on the streetside that houses a sofa and a comfortable 60-by-80-inch queen-size bed. Adjacent to the sofa is a storage cubby that contains a pull-out snack table; otherwise, meals are enjoyed on the moveable pedestal table (which stows in handy under-couch storage during the day) that can either be positioned in front of the couch, or just aft of the swiveling cabin seats. You can also opt for a 38-by-69-inch BenchMark dinette in place of the sofa, if mealtime takes precedence over lounging and/or entertaining.

During the day, the bed serves as an attractive lounge complete with removable arm pads and throw pillows, but it does compromise livability somewhat, making the living area feel smaller here than it does in the View. At the foot of the bed/lounge is a 32-inch LCD TV that is perfectly positioned for watching in bed, yet is still very visible from the couch (or dinette, if specified). What we did find

odd, however, is that the DVD player/receiver is located near the door, which was highly inconvenient and made for spotty operation from the remote. Placing the unit somewhere within reach of the TV would be a huge improvement.



Top: A typical Sprinter-style cockpit features quality materials and ample space. Bottom: Swiveling captain's chairs maximize the ReyO's flexible, compact floorplan.

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The galley is adequately sized and features a large stainless steel sink with folding faucet and glass cover, a two-burner range with glass cover and a convection/microwave oven. Countertop space is generous, as is the well-made cabinetry with room for a trash can underneath the sink — something many coach manufacturers don't consider. We also loved the valance lighting above the slideout and front cabinets — a small detail that adds a feeling of elegance. We were surprised to see laminate countertops, considering the much lower-priced ERA had genuine Corian. We were not big fans of the refrigerator's removable freezer. We understand the concept (you can remove the freezer when it's not needed for more refrigerator space)



Surprisingly rich materials, valance lighting and bold colors create a contemporary look throughout the interior.

but when the freezer is in use, the bottom of it interferes with the soda cans in the top shelf of the door.

The rear bath offers plenty of room with a corner lav that features handy night lights on either side of the mirror, lots of countertop space and a nice-sized shower. The flexible showerhead was among the very best we've ever used, with great flow and a very convenient on-off button that allows you to save water while retaining your temperature settings. In all, this is a very pleasant bathroom.

The 25R's base price is \$122,137, but with the aforementioned options as well as additions such as an exterior protective mask (\$1,225) and entertainment system with GPS (\$1,386), the total as-tested cost swelled to \$134,499. That's a princely sum, and as we've pointed out, there are still some details that could use additional refinement. These facts notwithstanding, the Reyo is a great coach and could very well represent the future of Class A motorhomes.

## SPECIFICATIONS

### PERFORMANCE

**FUEL ECONOMY:** 17.3 MPG  
**ACCELERATION**  
**0-60 MPH:** 23 SEC  
**40-60 MPH:** 11 SEC

### CHASSIS

**MODEL:** MERCEDES-BENZ SPRINTER  
**ENGINE:** 3.0-L V-6 TURBODIESEL  
**SAE HP:** 188 HP @ 3,800 RPM  
**TORQUE:** 325 LB-FT @ 1,400-2,400 RPM  
**TRANSMISSION:** 5-SPEED AUTOMATIC WITH MANUAL TIP-SHIFT  
**AXLE RATIO:** 4.18:1  
**TIRES:** LT215/85R16  
**WHEELBASE:** 170"  
**BRAKES:** 4-WHEEL HYDRAULIC DISC WITH ABS  
**SUSPENSION, F/R:** INDEPENDENT WITH MONO-LEAF SPRING AND STABILIZER/LEAF SPRING WITH STABILIZER BAR  
**FUEL CAP:** 26.4 GAL  
**WARRANTY:** 3 YRS/36,000 MILES

### COACH

**EXT LENGTH:** 25' 5"  
**EXT WIDTH:** 7' 6"  
**EXT HEIGHT:** 11'  
**INT WIDTH:** 7' 3"  
**INT HEIGHT:** 6' 5"  
**CONSTRUCTION:** ALUMINUM/STEEL FRAMING, FIBERGLASS SKIN AND ROOF, POLYSTYRENE BLOCK FOAM INSULATION  
**FRESHWATER CAP:** 33 GAL  
**BLACK-WATER CAP:** 30 GAL  
**GRAY-WATER CAP:** 40 GAL  
**WATER-HEATER CAP:** 6 GAL  
**LP-GAS CAP:** 13 GAL  
**AIR CONDITIONER:** 13,500 BTU  
**FURNACE:** 20,000 BTU  
**REFRIGERATOR:** 6 CU-FT  
**CONVERTER/CHARGER:** 45 AMP  
**INVERTER:** 1,000 WATT  
**BATTERY:** (1) 12-VOLT CHASSIS, (2) 12-VOLT COACH  
**AC GENERATOR:** 3.6 KW LP  
**MSRP:** \$122,137  
**MSRP AS TESTED:** \$134,499  
**WARRANTY:** 1 YEAR/15,000 MILES

### WET WEIGHT

(WATER & HEATER, FUEL, LP-GAS TANKS FULL; NO SUPPLIES OR PASSENGERS)  
**FRONT AXLE:** 3,760 LBS  
**REAR AXLE:** 6,480 LBS  
**TOTAL:** 10,240 LBS

### CHASSIS RATINGS

**GAWR, F/R:** 4,410/7,720 LBS  
**GVWR/GCWR:** 11,030/15,250 LBS  
**ROCC:** 790 LBS  
(DEDUCT WEIGHT OF PASSENGERS FOR NET CARGO CAPACITY)

**GAWR:** GROSS AXLE WEIGHT RATING  
**GVWR:** GROSS VEHICLE WEIGHT RATING  
**GCWR:** GROSS COMBINATION WEIGHT RATING  
**ROCC:** REALISTIC OCCUPANT AND CARGO CARRYING CAPACITY (FULL WATER, NO PASSENGERS)

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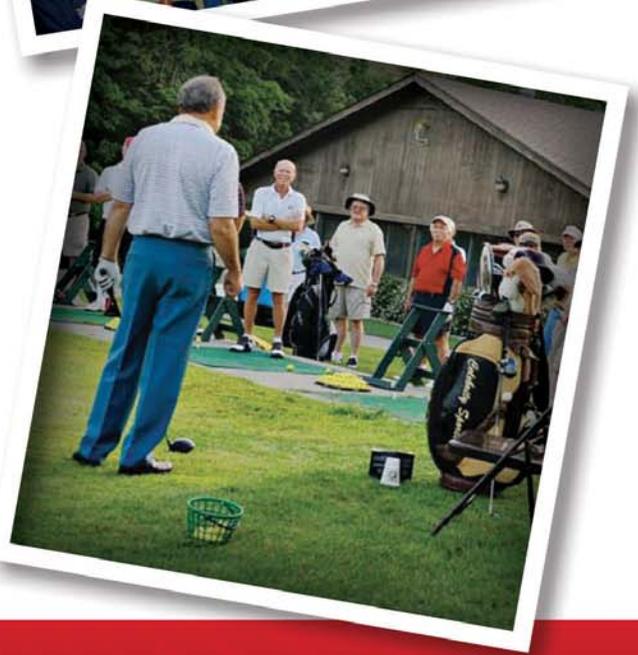
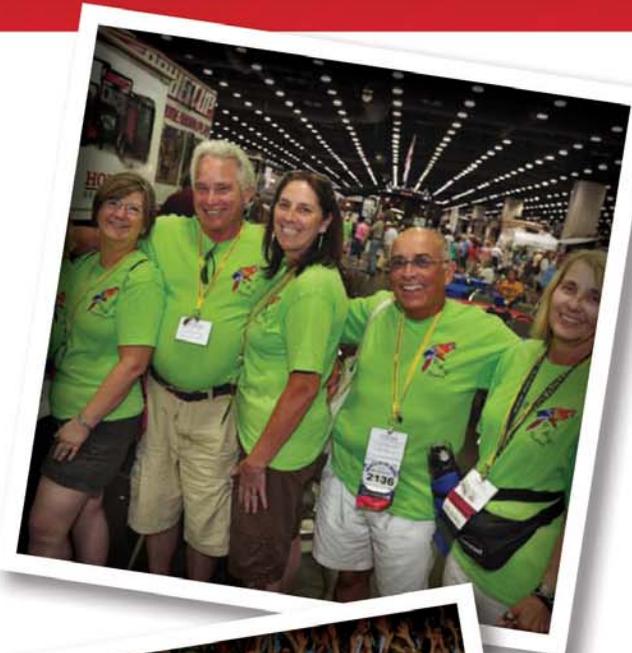
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## SPRINTER SIMILARITIES

All three of these motorhomes were built on the same chassis with the same cab, so rather than talk about the same points on each one, we have consolidated them here.

Built by Mercedes-Benz, the Sprinter is robust in construction and has an amazing turning circle. It also has very powerful anti-lock brakes, something we learned when two lanes suddenly turned into one in a construction zone, and we had to apply full braking power. The headlights create superb visibility, as do the windshield wipers, which we used briefly during a passing storm.

The biggest surprise of all, however, is the Sprinter's Mercedes-Benz V-6 engine. Measuring just 3 liters, it produces 188 HP and 325 LB-FT of torque, which doesn't seem like nearly enough for the larger View and Reyo. But with less than 11,000 pounds to contend with, the engine has no trouble at all hustling the coach up to speed and keeping it there. We were delighted to find that we could haul 6 percent grades at 65 MPH, something most motorhomes, gas or diesel, can't do. The engine is also very quiet, so even though it is located up front, it's never intrusive even under full-throttle.

But this is, first and foremost, a commercial chassis and that means that the cab has a few shortcomings. Most notably there is no storage between the seats, so small items have to be stored in recesses atop the dash. This is essentially useless, as you can neither see the things you've put there, nor reach them while driving. A center console that mimics a small engine doghouse would be a welcome addition.

The seats, regardless of the price point, use manual adjustment — and while they're OK for short trips, they lack bolstering and support. The seat cushion angle couldn't be adjusted either, so I felt as though I was sliding off the end of the seat sometimes.

Last but not least, the heater and A/C controls have symbols that are small and hard to read, especially while driving. This is in direct contrast to the cruise control, which is on a separate stalk and can be easily operated without having to look at it. The shifter is also within easy reach and can be manually down/upshifted if necessary.

All things considered, the complaints with the Sprinter platform are few. It remains a magnificent, versatile platform that will likely serve the motorhome industry for many years to come. ♦

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# SPRING CLEANING

MAKING A DIRTY JOB EASIER  
WITH BETTER RESULTS

by GARY WESCOTT

**S**pring is coming. Whether you have been traveling all winter, or just hibernating in the South with other snowbirds, road grime, dust, bird droppings and other acts of nature have no doubt accumulated on your motorhome and maybe even your dinghy vehicle. To preserve their value, and make them more fun to drive, like any quality piece of equipment, you need to give them a little routine care.

Sure, you can run through an automated commercial truck wash, but if you're even a little bit of a perfectionist like we are, you're much better off doing a thorough spring cleaning yourself. We take our motorhome into some very muddy places, and over the years we have found specialized products that make the job faster and easier.



Carrand's Deluxe 10-inch Flow-Thru brush has a huge soft head that carries loads of soap and water, and the click-lock handle is super easy to adjust with wet hands.

### WASHING

First, you need to rinse off the chunks. Soap comes later. For all the fancy gadgets out there, it's hard to beat the ordinary garden hose hand sprayer. Carrand makes the Water Snake that can redirect the adjustable spray in any direction, which is great for getting under the frame. The telescoping wand and three-position off-hi-low thumb switch make reaching the roof easy without a ladder.

With the big stuff rinsed off, it's time to move on to the fun part. A couple of years ago we found the Grit Guard bucket (the Grit Guard 3.5-Gallon System is \$34.95). It has a big grate in the bottom



Protect All Quick & Easy Wash, Meguiar's Ultimate Wash & Wax, Mothers Marine Wash'n Wax, Armor All Ultra Shine Wash & Wax, and Thetford Premium RV Wash & Wax are all excellent products.

that allows sand and grit to fall through instead of turning your wash mitt or brush into a piece of sandpaper. Great idea. Add soap and water. No worries.

We used Joy dishwashing detergent for years at the risk of stripping the wax off our paint. It works, but several companies have products specifically for washing vehicles. We have tried many of them, including Protect All Quick & Easy Wash, Meguiar's Ultimate Wash & Wax, Mothers Marine Wash'n Wax, Armor All Ultra Shine Wash & Wax, and Thetford Premium RV Wash & Wax. Some claim to be "rinse free" or "self-drying." Maybe, but we prefer to rinse and dry by hand. We're not in a hurry.

If your motorhome or dinghy is dirty, and I don't mean just a little dust, you can't clean it with a hose. You could use a rag, but there are special products that can vastly improve and speed up the job. Emgee/Clean Tools, Adjust-a-Brush and Carrand all offer great wash mitts made of some combination of natural wool, polyester and nylon. A bug sponge will help with the insect guts on your grille.

Wash mitts and gloves are important for details, but for big jobs like a full-size coach, a brush works wonders. Many companies make extendable brushes, including Adjust-a-Brush, Camco and Carrand. The Carrand Deluxe 10-inch Flow-Thru



Emgee/Clean Tools, Adjust-a-Brush, and Carrand all make great wash mitts.



Brushes like the ones from Carrand and Adjust-a-Brush speed things up.

PHOTOS: GARY WESCOTT



Thetford, Protect All and Rain-X make special bug and tar removers.

Wash Brush has a huge soft head that carries loads of soap and water, and the click-lock handle is super easy to adjust with wet hands. It has a long extension, and a three-position flow-through feature.

Carrand also offers a handy wash mitt that can be adapted to an extension pole. Trillium's WhirlyWash (\$29.95) is a water-powered, gear-driven soft bristle brush that attaches to any garden hose to wash anything, including RVs. It extends to more than 57 inches to reach sides of tall motorhomes, and includes a soap dispenser and an on/off/rinse valve.

When it comes time to deal with stuck-on bugs, Protect All, Thetford, and Rain-X make special bug and tar re-

movers, but they'll probably take off your last wax job, too. Got lovebugs? They're really nasty. We've heard folks in Florida spray cooking oil on their hoods and grilles to keep the little buggers from sticking when a hatch occurs, but an application of RejeX (\$14.95 for 12 oz.) is a much better method.

Using a selection of the products mentioned here can have you making 15 trips to the garage and back to your motorhome. A very cool tool is the Bucket Taxi (\$59.95). It has big wheels that even roll on gravel, and little pockets for stuff like a wheel brush and a Water Blade, or a cold beer, and the center will carry a full bucket of soapy water. We just load it up and pull it behind us. If you like need more space, Grit Guard's Universal Detailing Cart (\$169.95) also has a holder for a 5-gallon bucket. Both can save you a lot of walking.

## DRYING

Next, and perhaps one of the most important steps, is drying. If you've done a good job with good-quality soap followed by a thorough rinse, gravity will do some of the work. In any case, grab a squeegee. Shurhold offers an assortment of squeegees as well as its SHUR-Dry Flexible Water Blade (\$26.98), which molds to curved surfaces. The Water Blade can be used by hand, or inserted into an adapter for use with any Shurhold handle.



The California Water Blade has an extension adapter for drying motorhomes. Pilot Soft-N-Dry T-Bar Water Blade also has one.

The old bath towel still has a place, but for the 10 percent of water a squeegee leaves behind, The Absorber by Emgee/Clean Tools or a Carrand Drying Towel are next in line. The Absorber has replaced all our chamois and the Carrand Drying Towel sucks up water like magic. Both can be tossed in the washing machine and reused hundreds of times. Zero lint!

The Universal Detailing Cart by Grit Guard will save you time and energy.



Shurhold's SHUR-Dry Flexible Water Blade is great for a quick dry.

## CLEANING GLASS

Motorhomes have a lot of glass. For the outside, a good coat of Rain-X really does keep everything from sticking, even rain. If the glass is just a little dirty, one of the several spray cleaners will work. We especially like the Invisible Glass Cleaner by Stoner. The company now has an Invisible Glass with Rain Repellent. A great alternative is mixing 2 gallons of water, 1 cup of sudsy ammonia, 2 pints of rubbing alcohol and 2 tablespoons of dishwashing liquid. We use this with a 20-inch-long handle combination squeegee and scrubber. The mixture keeps for weeks. We carry the squeegee and scrubber on the road. It saves paper towels and having to use the greasy wash sticks often poking out of foul soups in service stations.



The Reach & Clean wand by Invisible Glass can clean where your hand has never gone.

We all know how difficult it is to get the inside of a windshield clean. Now there are two products that make that awkward job almost fun. The in-Shield Wiper slips on the back of your hand, making those hard to reach corners a breeze. The Reach & Clean wand by Invisible Glass can clean where your hand has never gone. Especially for the inside glass, Invisible Glass Cleaner is a winner.

## TIRES & WHEELS

Over the years, we have noticed an interesting phenomenon. If you can't clean your motorhome, at least clean the tires and wheels. For some reason, clean rubber makes everything look better. There are several spray-on tire and wheel cleaners on the market that will remove most of the brake dust and road grime from rims with just a hose. A product that specifies both tires and wheels will make the job easier, and a good brush and elbow grease always helps.

For getting into places where you may not want to stick your fingers, Carrand offers a selection of long round wheel brushes that are just right for cleaning around the spokes. If all else fails, our guaranteed tire cleaning method is a bead of Soft Scrub and/or a little Simple Green, with a stiff bristle brush and elbow grease. (Natural bristle is the best if you can find one.)



Our test between Soft Scrub with elbow grease and Mothers All Wheel & Tire Cleaner was nearly a draw.

Once your tires are clean and dry, there are many products that will put the "new" back on old rubber. On the backside of a Michelin XZL truck tire, we tested products from Slime, Armor All, Simonize, Mothers, Vinylex and Turtle Wax. Personally, we don't care for the shiny look produced by some, so Original Armor All, Armor All Gel, Vinylex by Lexol, Mothers Protectant, and Turtle Wax F21 gave us that "new tire" appearance. All require you to buff off the excess if you want that matte finish of new rubber. If you don't want to get your hands dirty, Carrand makes a tire dressing applicator that is convenient. The handy Wheel Shield keeps the spray off of the rims.



On the back of a Michelin XZL truck tire, we tested products from Slime, Armor All, Simonize, Mothers, Vinylex and Turtle Wax.

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If you've let your aluminum wheels become scratched or pitted, there are some great tools and products that will give them back a blinding shine: X-Treem, Flitz-Polish and Mothers, to name a few. Flitz and Mothers have drill-powered buffing wheels. We really like the Mothers Cone PowerBall for getting into hard-to-clean spokes. Choosing the right polishing product can make all the difference.

### SCRATCHES & HEADLIGHT LENSES

If you have a few miles on your motorhome, chances are it has some nicks, scratches and rock hickies. Mothers, Turtle Wax, Quixx and Meguiar's have kits that may help those ugly battle scars disappear. To avoid those problems in the first place, XPEL Paint Protection for grilles and hoods are custom-cut sections of special film that are easy to apply and they really work to keep bugs and gravel from nicking your paint. Many patterns are available for motorhomes.

Sunlight, UV rays, and the elements can degrade the plastic lenses of modern headlights just sitting in the campground,



Many companies offer headlight restoration kits.

reducing their output by 30 percent or more. Several companies offer restoration kits. Those kits that use drill-powered buffing pads, like Flitz-Polish, Mothers and 3M, work the best. Once the headlight lens is cleaned and restored to its original clarity, XPEL makes precision custom cut, optically clear PVC headlight protection kits.



If you're in a hurry, spray waxes from Protect All, Mothers, Rain-X, Turtle Wax and Meguiar's all bring back the shine.

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Above: Protect All is easy to apply and produces a nice shine. Below: You can feel the difference after a clay-bar treatment.



Cleaning messy wax and buffer pads is a breeze with the Grit Guard Pad Washer.

### WAXING

Now that everything is spiffed up, it's time for a good wax job. There are so many choices from companies like Mothers, Protect All, Griots Garage, Thetford, Turtle Wax and Meguiar's, it can boggle the mind.

Some products claim to do everything in one-step: wash, clean, wax and polish. Others may involve different products for each of those steps. Wax Shop Super Glaze

is still one of our favorites. It's fast, easy, and doesn't leave a white residue on black trim. If you're in a hurry, try one of the spray-on waxes from Meguiar's, Mothers, Rain-X, Thetford and Turtle Wax. They all seem to really do a good job but may not last as long as those that require more work.

Often waxing and polishing amounts to how much work you want, how long do you want it to last and what results you want. That doesn't mean you have to do the Mothers clay bar treatment, but if you do, you will be able to feel the difference.

With any wax, polish, cleaner or sealer, application is half the secret and often twice the work to do it right. Griot's Garage has 3-inch and 6-inch Random Orbital polishing and buffing tools. Carrand now offers an Auto Spa buffer. All produce professional results without damaging the paint. We like to finish up with microfiber cleaning, drying and polishing cloths. You should have a few of these around before you start a wax job. If you use any kind of power polishing and buffing tool, you know cleaning the pads is a messy job. Grit Guard's new Universal Pad Washer (\$134.95) does the job in seconds.

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## INTRODUCING THE 2013

# Excursion

## EXPERIENCE THE FREEDOM YOU'VE BEEN LOOKING FOR.

This new Class A diesel pusher is the shortest of Fleetwood's diesel offerings at just 33 feet long. With a lower profile design, the Excursion comfortably fits under a 12 foot garage door but still maintain the 7 foot interior height you've come to expect and pass-through storage.

Great for entertaining, Excursion features a spacious galley design with polished volcanic series solid-surface countertops, glass-tile backsplash and enough space for an impressive buffet spread. With contemporary interior décor throughout, this RV features a residential style sectional transformer sofa and dinette within a large 30" deep flush-floor slide. Fleetwood's innovative Hide-A-Loft option is also available, adding a second queen bed to this highly functional floor plan.

In the main cabin, an impressively engineered drop-down Sony 40" LCD TV lowers out of an overhead cabinet with the touch of a button. Meanwhile, the Excursion bedroom features a full-length mirrored wardrobe, an available washer/dryer, a walk-around island queen bed, craftsman style French doors and an optional 32" Sony® LCD TV.



## SEE AN EXCURSION AT A DEALER NEAR YOU!

### EXCURSION ADVANTAGES:

- 300HP Cummins® ISB 6.7L with Exhaust Brake
- 22.5" Aluminum Wheels
- Automatic 4-Point Hydraulic Leveling Jacks
- 90-Gallon Fuel Tank
- Washer/Dryer Available



- 174 cu. ft. of Exterior Storage
- Tile Flooring Throughout
- Hardwood Cabinetry
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Meguiar's Gold Class foam does a good job, but we prefer the two-step Lexol method.

### INTERIOR CLEANING

Turning our attention to the inside, if you have a real leather interior, it needs special care. There are two cleaning methods: the one-step and the two-step. If you're in a hurry, Meguiar's one-step Gold Class leather foam will get the job done. We prefer the two-step Lexol method. Lexol Cleaner is used first, followed by Lexol Leather Conditioner which works great and smells good.



Cyber Clean picks up dirt and dust like a magnet from impossible to reach places, like A/C vents and around radio buttons.

Cleaning the dash and instrument panel can be difficult with all its nooks and crannies. We recently discovered Cyber Clean, a weird kind of squishy synthetic membrane developed in Switzerland. When it is pressed on and into those impossible-to-reach places, like A/C vents and around radio buttons, it picks up dirt and dust like a magnet.

For the bigger areas our favorites are Lexol's Vinylex, Turtle Wax F21, Mothers

Vinyl & Rubber Care, and Armor All Gel Protectant. Vinylex seems to repel dust nicely and it's the least shiny. Armor All Gel is convenient because there is no overspray. For small glass and plastic surfaces like auxiliary gauges and GPS screens, Invisible Glass offers mini Lens Wipes that clean without scratching. We carry a few in the glove box.



Covercraft makes Sofa-Savers for your motorhome's couch.

If you have carpet or cloth seats, there are options. Mothers and Super Green Naturals work well on moderate stains. WD-40 has a new Spot Shot carpet stain and odor eliminator, and a product called Carpet Fresh that removes odors. Frankly, keeping your interior clean is easier than cleaning them. For that purpose, Covercraft makes SeatGloves, SeatSavers and Sofa-Savers. Their durable polycotton fabric is easy-on/easy-off, and can be cleaned in the washing machine when they're dirty.

### FINAL DETAILS

In between heavy cleanings, keep your motorhome spruced up with a super-size duster like The Original California Truck/RV Duster (\$39.99) that picks up dust like a magnet and has an extra-large dusting head. Bring back the shine with a spray-on detailer such as Meguiar's Quik Detailer, Shurhold Serious Shine or Mothers California Gold Instant Detailer, which can be used with a microfiber cloth to produce quick results.

Most of this information has been about dirt, and how to get it off your motorhome, but the real trick is to keep it off in the first place. Most of us don't have a garage big enough to store our coach, and even a garage has dust that paint attracts like flies on dead meat. The easy answer when you're not on the road is to use a good cover like those made by ADCO or Covercraft. Our motorhome can sit for

months under sun, rain, snow, tree pitch and bird droppings. When we pull back the cover, the most it might need is a quick pass with an Original California Car Duster.

So now you know a few of our spring cleaning secrets. It's time to get to work! The only product missing is one that hasn't hit the market yet: Instant Elbow Grease in a spray bottle! ♦

### FOR MORE INFORMATION

#### ADJUST-A-BRUSH

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#### CALIFORNIA CAR DUSTER

800-282-8828,  
www.calcarduster.com

#### CARRAND

310-761-8510,  
www.carrand.com

#### COVERCRAFT

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www.covercraft.com

#### FLITZ-POLISH

800-333-9325,  
www.flitz-polish.com

#### GRIOT'S GARAGE

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www.griotsgarage.com

#### GRIT GUARD

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www.gritguard.com

#### INVISIBLE GLASS/STONER

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#### MEGUIAR'S

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#### MOTHERS POLISH

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www.mothers.com

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www.protectall.com

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# IT'S SHOWTIME

THE ANNUAL NATIONAL RV TRADE SHOW OFFERS  
A LOOK AT WHAT'S NEW IN MOTORHOMES FOR 2012

by **BOB ASHLEY**

**P**eople looking to get into the RV lifestyle with a small motorhome or others who want luxury living and as much space as possible — and pretty much anybody in between — can have their pick from the array of 2012 and 2013 motorhomes that were on display during the 49th Annual National RV Trade Show, which was held last fall in Louisville, Ky.

New from manufacturers displaying motorhomes in the sprawling Kentucky Exposition Center were diesel-pushers with supersized bathrooms and coaches with higher horsepower engines. One of which, Fleetwood RV's American Coach Heritage, includes an Apple iPad to control most of the motorhome's electronic features.

At the same time, Newmar and Fleetwood introduced compact, entry-level gas motorhomes — the Bay Star Sport and Excursion — designed to be more fuel efficient, while Thor Motor Coach introduced the entry-level Palazzo diesel-pusher.

Also at the show, MVP RV showed the prototype of the first all-electric Class C — the eTahoe — and said it will introduce an electric-powered Class A later this year, a prototype of which has been on the road in China for nearly a year.

Meanwhile, chassis manufacturers were also showcasing an array of new products.

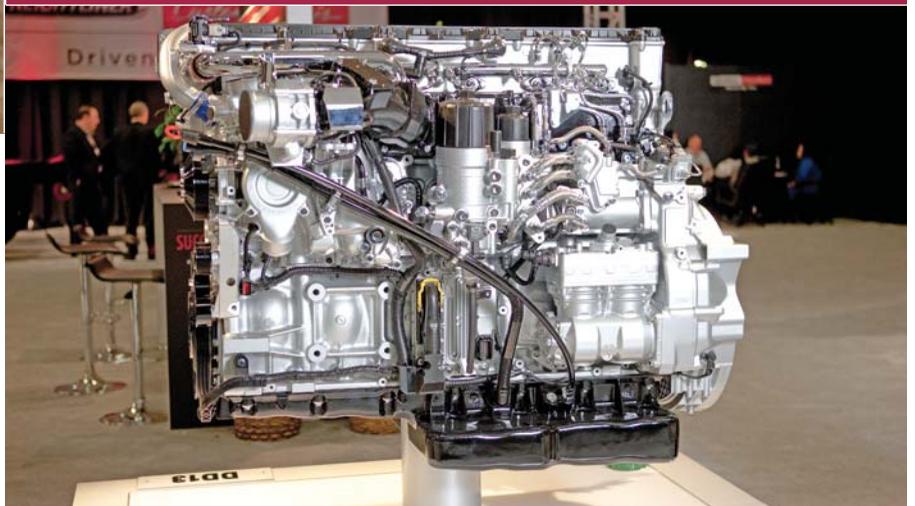
Freightliner Custom Chassis Corp., the motorhome



Newmar Bay Star



Above: Freightliner Custom Chassis introduced its SL13 platform at the Louisville show. The tag-axle SL13 chassis boasts a DD13 Detroit Diesel engine and is designed for motorhomes in the 40- to 45-foot range. Below right: The 13-L, 500-HP DD13 engine features BlueTec Selective Catalytic Reduction emissions technology and a Virtual Technician, which links to the Detroit Diesel Customer Support Center.



industry's leading diesel chassis builder with headquarters in Gaffney, S.C., showcased its new SL13 platform. The tag-axle SL13 chassis has been designed as a platform for 40- to 45-foot motorhomes and is equipped with a 500-HP Detroit Diesel DD13 13-L engine. The DD13 also offers Virtual Technician, which integrates GPS technology with engine diagnostics and automatically reports problems to a Detroit Diesel call center where the issue can be analyzed and the motorhome owner advised of the action that needs to be taken.

The SL13 features an optional ZF ITAG rail assembly with "passive steer" tag axles with independent suspension that allow each wheel to move up and down independent of the other.

Spartan Chassis, Charlotte, Mich., introduced two concept chassis at the Louisville Show: one is a small Class A diesel-pusher platform and the other is the company's first Class C motorhome chassis designed for people who have restricted mobility.

Spartan's 32-foot entry-level concept Class A chassis is powered by a 215-HP

Navistar MaxxForce 7 engine.

Spartan's first Class C concept platform, which can be equipped with a gas or diesel engine, involves lowering the frame and installing a "kneeling" function to provide easier access for those people with limited mobility.

Here are some of the highlights from the Louisville show:

## American Coach Heritage 45T



slide 45-foot bath-and-a-half Heritage 45T, as are other Heritage floorplans, is equipped with an iPad that controls most of the coach's electronic systems including lights, shades, audio-video equipment, water pump, ceiling vents and fans. The Heritage is assembled on Fleetwood's Liberty modular chassis, which has a GVWR of 50,600 pounds, and is built by Spartan Chassis. The coach is powered by a 600-HP Cummins ISX15 engine — the heftiest engine available in the RV market. MSRP: \$803,517.



Above: The American Coach Heritage 45T has polished quartz countertops in the galley and a residential refrigerator with icemaker. Inset: A workstation in the dinette area offers cabinet storage for files and a keyboard tray.

## INTEGRA COACH CORNERSTONE

Entegra Coach, Middlebury, Ind., has changed the exterior look and interior feel of its top-of-the-line 45-foot Cornerstone diesel-pusher with new exterior chrome accents and interior modifications for its 2013 model. Available in two quad-slide floorplans — including the 45RBQ bath-and-a-half with an amidships king-size bedroom — Cornerstone is assembled on a Spartan K3 tag-axle chassis and is equipped with a Cummins ISX 600-HP turbocharged engine that features an Allison 4000MH six-speed transmission and electronic shifter. The 45DLQ layout is designed with a rear king bedroom and Select Comfort air mattress. Amenities include leather furniture, raised-panel hardwood cabinets, an entertainment center with electric fireplace, a stackable washer/dryer,

its luxury American Coach Heritage lineup. The 45T features a bedroom slideout that extends into an expansive spa bath with heated tile floors, double solid-surface sinks and a walk-in wardrobe. The triple-

## AMERICAN COACH HERITAGE

Decatur, Ind.-based Fleetwood RV has added a fourth floorplan — the 45T — to



Entegra Coach Cornerstone



Equine Motorcoach



Equine Motorcoach builds diesel-pusher Class A's capable of transporting two, four or six horses.

central vacuum system and a hidden safe. MSRP: \$557,721.

### EQUINE MOTORCOACH

Making its Louisville debut, Equine Motorcoach, Clarksville, Ind., introduced a redesigned, American-made second generation version of its Class A diesel-pusher configured to transport horses. The Equine previously had been assembled in Hungary by a company based in England. Now built in a private-label venture by Kibbi Inc., Bristol, Ind., the 44-foot Equine Motorcoach mounted on a Freightliner Cascadia truck chassis with a GVWR of 56,000 pounds is capable of transporting four horses. Two- and six-horse floorplans also are available. Base MSRP: \$499,000.

### ERA 70A CONCEPT VEHICLE

On the concept front, Winnebago Industries showed a new floorplan in the Era Class B

motorhome featuring a soft-sided Carefree Patio Room — intended to increase living space — that extends from the passenger side of the motorhome. The 24-foot 70A Concept Vehicle would be the second floorplan in the Mercedes-Benz Sprinter chassis-based Era lineup. Besides providing high mileage, the Era 70A is designed with enhanced interior storage space, an exte-



Era 70A with a Carefree Patio Room.

rior Class A-style slideout storage tray and a bed system that can be switched between twin and double. MSRP: N/A.

### FLEETWOOD RV

Fleetwood RV has reinvented its Excursion Class A motorhome for the 2013 model year that — at 33 feet 11 inches long — is the shortest diesel-pusher in the manufacturer's lineup. The new Excursion is mounted on Fleetwood's Power Bridge chassis with a GVWR of 26,000 pounds and powered by a 300-HP Cummins 6.7-L ISB engine with an Allison 2100MH transmission. Excursion features solid-surface countertops, a 40-inch drop-down Sony LCD TV and walk-around queen-size bed. Sleeping capacity can be augmented by a sectional transformer couch housed in a



Fleetwood Excursion



## Forest River Georgetown XL



30-inch-deep slideout along with the dinette. The Excursion sleeps six adults with the addition of the optional queen-size Hide-A-Loft bed. MSRP: \$179,465.

### FOREST RIVER GEORGETOWN XL

Forest River has introduced the Georgetown XL, an upgraded version of its popular Georgetown gas-powered motorhome series. The Georgetown XL, which is available in five floorplans with up to three slideouts, is built on the Ford F53 chassis with a GVWR of 22,000 pounds and is equipped with a 362-HP Triton V-10 engine. On the exterior, the coach has been designed with a new front cap with a large one-piece windshield and LED clearance lights. Inside, the ceiling height has been increased to 84 inches and interior features include solid-surface countertops and kitchen backsplashes, a vessel bathroom sink, porcelain toilets, a new convertible sofa system and an 80-inch bed with residential style headboard. MSRP: \$115,590.

### GREAT WEST VAN LEGEND E

Great West Van, of St. Andrews, Manitoba,



Above left: The living area of the Forest River Georgetown XL 378TS is roomy and features a free-standing dinette, fireplace and 40-inch LCD TV. Above right: The 360DS floorplan has a guest bath and a large master bathroom with his-and-hers sinks.

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Great West Van Legend E

Canada, has introduced an extended version of its Class B Legend series built on the Mercedes-Benz Sprinter 3500 chassis equipped with a six-cylinder, 3.0-L turbo-charged Mercedes-Benz front-diesel engine estimated to get 20-to-22 MPG. The new 24½-foot Legend E provides an additional 16 inches of rear space that can be used for cargo or to install a 7-foot bed with an included extension panel and cushion designed to be stowed under an electric tri-fold sofa. The Legend E is equipped with solid wood cabinets, 5-cubic-foot three-way auto-switching refrigerator and two-burner stove. MSRP: \$105,900.

**HOLIDAY RAMBLER  
AMBASSADOR/MONACO KNIGHT**

The 36- to 40-foot diesel-powered mid-line Holiday Rambler Ambassador and Monaco Knight, companion coaches manufactured by Monaco RV, have been significantly upgraded for the 2012 model year with new front and rear styling that gives them a more aerodynamic, fuel-efficient shape. "It's got a new look for our family DNA, and it's something you're going to see come across on all of our products going forward," said Mike Snell, vice president of sales for the Navistar subsidiary. The 36-foot triple-slide



Holiday Rambler Ambassador

Holiday Rambler Ambassador unveiled at the show is built on Monaco's proprietary Roadmaster RR8RR chassis powered by a 350-HP International MaxxForce 10 engine. MSRP: \$260,000.

**MVP RV E TAHOE**

The industry's first all-electric motorhome — the Class C E Tahoe from MVP RV — will hit the market later this year. The show's pre-production E Tahoe 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 rig. MVP President Brad Williams said the E Tahoe will cost more than conventional Class C's but that no retail price has yet been established.

**NEWMAR BAY STAR SPORT**

Seeking to appeal to fuel-conscious, entry-level motorhome buyers, Newmar introduced the Bay Star Sport. Built on the Ford F53 chassis with a GVWR of 18,000 or

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## Newmar Bay Star Sport



20,500 pounds and powered by a 362-hp Triton gasoline engine, the gelcoat fiberglass-and-aluminum Bay Star Sport is offered in four compact 27- to 33-foot floorplans with up to two slideouts. Standard features include 32-inch LCD TVs, Dometic patio awnings, raised-panel maple Flexsteel Delux leather sofas, laminate countertops and stainless steel sinks, ABS shower surrounds, porcelain toilets and one-piece tinted windshields. Partial paint is available as an option. Base MSRP: \$93,450.

## PLEASURE-WAY PLATEAU RB

Pleasure-Way Industries of Saskatoon, Saskatchewan, Canada, has added a third

floorplan for 2012 to its Plateau Class B series — a two-person motorhome with a permanent rear bed that has 22 cubic-feet of underbed storage accessed with a hydraulic lift through the motorhome's rear barn doors. The 22-foot Plateau RB also features sliding maple doors with frosted inlays that close off the bedroom area from the rest of the motorhome for privacy. Built on the Sprinter chassis with a GVWR of 11,050 pounds, the Plateau is equipped with a high-mileage 6-cylinder turbocharged diesel engine. The motorhome also includes swivel captain's chairs, Corian countertops, maple cabinets, Ultraleather furniture, TV center and a workdesk. MSRP: \$113,670.



Pleasure-Way Plateau RB



Above left: The Plateau RB features a 76-by-70-inch rear bed with memory foam mattress and sliding doors for privacy. Above right: At the front of the motorhome is the dining area with swiveling captain's seats.

## ROADTREK N6-ACTIVE

Roadtrek Motorhomes, of Kitchener, Ontario, Canada, weighed in for 2012 with the N6-Active, a new 20-foot Class B motorhome with a pop-up top built on a Nissan NV 2500 fullsize van chassis. According to Roadtrek, the N6-Active gets up to 18 mpg. Designed for families moving into an RV from an SUV, the N6-Active, equipped with three rows of seats, a refrigerator, microwave, hot/cold sink and exterior shower, will be sold through Nissan automobile dealers with an MSRP in the high \$60,000s and through RV dealerships with an MSRP in the low \$70,000s.



## THOR MOTOR COACH PALAZZO

Aimed at entry-level diesel motorhome buyers, Thor Motor Coach of Elkhart, Ind., has introduced the Palazzo Class A built on a Freightliner XC Straight-Rail chassis with a GVWR of 26,000 pounds and equipped with a 300-hp Cummins ISB engine. With a mid-coach entry door, those entering the 35-foot double-slideout Palazzo don't have to navigate through the cockpit to get into the living area. Features include one-piece fiberglass front and rear caps, dual 13,500-Btu air conditioners,





Tiffin Zephyr

barn-door style insulated baggage doors, dual-pane windows, electric patio awning, solid surface countertops, pantry, counter-top pullout, 18-cubic-foot Whirlpool residential refrigerator, flat floor throughout, an oversized shower, Beauflor residential tile-look flooring and a computer workstation in the cockpit. MSRP: \$175,000.

#### TIFFIN MOTORHOMES

Tiffin Motorhomes, of Red Bay, Ala., has added an 11.9-L 500-HP Cummins ISX engine to its top-of-the-line Zephyr diesel-pusher motorhome series for 2013. The quad-slide Zephyr, built on a Spartan K2 chassis with a GVWR of 46,000 pounds, is available in two 45-foot floorplans. The Zephyr steering wheel in the redesigned cockpit has been pushed 10½ inches forward to remove some of the dashboard depth and to make it easier to see over the new front cap. Designed with a large rear walk-in bedroom closet, the Zephyr includes a full-height bath and an L-shaped convertible sofa with the option of locating the dinette on either side of the coach. MSRP: \$575,000.

#### Thor Motor Coach Palazzo



Winnebago Journey



#### WINNEBAGO JOURNEY/ITASCA MERIDIAN

Winnebago Industries, Forest City, Iowa, introduced the first 42-foot tag-axle floorplan in the Winnebago Journey and its sister Itasca Meridian Class A diesel-pusher series. The triple-slideout bath-and-a-half Journey/Meridian 42E floorplan has a large bedroom wardrobe contained in a passenger-side full-wall slideout. Assembled on Winnebago's Maxum chassis custom designed by Freightliner and boasting a GVWR of 44,320 pounds, the coach is outfitted with a 400-HP Cummins ISL turbocharged diesel engine. The 42E features an extendible sectional sofa and extendible dining table with buffet, a private master bath, a large shower, Corian countertops, porcelain tile floors and hardwood cabinet facing throughout. MSRP: Winnebago Journey 42E, \$299,638; Itasca Meridian 42E, \$301,174. ♦

#### FOR MORE INFORMATION

##### AMERICAN COACH

800-435-7345,  
www.americancoach.com

##### ENTEGRACOACH

800-945-4787,  
www.entegracoach.com

##### EQUINE MOTORCOACH

812-282-7718,  
www.equinemotorcoach.com

##### ERA

641-585-3535,  
www.erarv.com

##### FLEETWOOD RV

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www.fleetwoodrv.com

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www.greatwestvans.com

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www.holidayrambler.com

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www.mvprv.com

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www.newmarcorp.com

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##### ROADTREK

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www.roadtrek.com

##### THOR MOTOR COACH

800-860-5658,  
www.thormotorcoach.com

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256-356-8661,  
www.tiffinmotorhomes.com

##### WINNEBAGO INDUSTRIES

641-585-3535,  
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# THOR MOTOR COACH SERRANO 34M

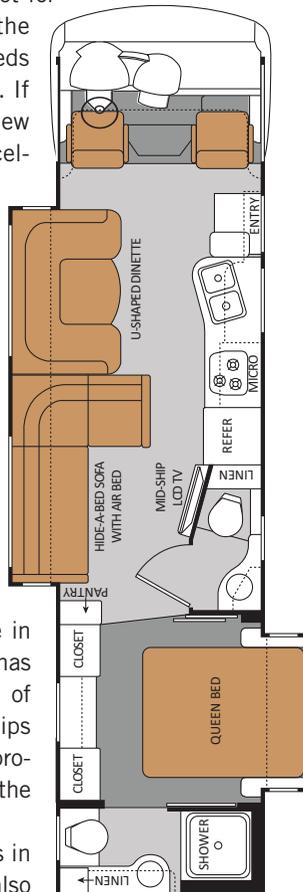
A DIESEL PUSHER WITH PLENTY OF SPACE  
FOR OWNERS WHO LIKE TO ENTERTAIN



Looking back, the motorhomes of yesteryear were really meant to be all things to all people, rather than a perfect solution for a specific requirement. With features that often pitted price against panache and sensibility against style, they were adequate for most buyers, but likely perfect for none. Today, focus groups, the Internet and the ever-shifting needs of RVers has changed all of that. If you're in the market for a new motorhome, the chances are excellent that someone has built the ideal coach for you.

If your priorities happen to center around entertaining, then you should definitely give the Serrano 34M by Thor Motor Coach some serious consideration. Unlike most diesel motorhomes, which are built with traveling couples in mind, the 34M seems perfectly poised to engage your social network. Boasting both an expandable L-shaped hide-a-bed sofa with air mattress and a U-shaped dinette in the large streetside slideout, it has the accommodations for a crew of revelers. But with an amidships half-bath and full rear bath, it provides the privacy you want when the party is over.

The largest of five floorplans in the Serrano lineup, the 34M also



## SPECIFICATIONS

<b>CHASSIS:</b> WORKHORSE W20D	<b>EXTERIOR HEIGHT:</b> 11' 5"
<b>ENGINE:</b> MAXXFORCE, 6.4-L DIESEL 230 HP	<b>WHEELBASE:</b> 218"
<b>FUEL:</b> 40 GAL	<b>FRESHWATER CAP:</b> 50 GAL
<b>GVWR:</b> 22,000 LBS	<b>GRAY-WATER CAP:</b> 26 GAL
<b>EXTERIOR LENGTH:</b> 35' 2"	<b>BLACK-WATER CAP:</b> 69 GAL
<b>EXTERIOR WIDTH:</b> 8' 5.75"	<b>LP-GAS CAP:</b> 22.7 GAL
	<b>BASE MSRP:</b> \$168,000

THOR MOTOR COACH  
800-860-5658, WWW.THORMOTORCOACH.COM



offers the amenities you would expect in a diesel- pusher. Starting with the cockpit, you'll find standard Leatherette driver and front passenger captain's chairs, a six-way power driver's seat, a Sirius Satellite Radio-ready audio system with CD player, and a backup camera with audio and side vision cameras.

Across from the large slideout is a galley outfitted for the traveling chef, with an 8-cubic-foot double-door refrigerator, recessed three-burner high-output gas cooktop, convection microwave oven and residential double-bowl sink. A pressed composite countertop is standard, but a solid surface is available.

The amidships half-bath offers a porcelain toilet, lav with sink and a small linen closet. And on the outside wall is a 32-inch LCD TV that is easily viewable from almost everywhere in the living area. If that's not enough for you, a home theater system with DVD player is optional, as is an outside entertainment center with 26-inch LCD TV, AM/FM stereo, CD/DVD player, iPod-ready jack and speakers.

When it's time to retire for the evening, the Serrano offers a comfortable place to relax, with a walk-around queen-size bed in a curbside slideout, plus dual closets and a full bath featuring a shower with glass door, porcelain toilet, lav with sink and a linen closet.

Beyond eye candy like European-style curved cherry cabinetry lays real substance, both inside and out. Dual 13,500-Btu low-profile ducted air conditioners are standard, as are dual-pane windows, a one-piece windshield, fully automatic hydraulic leveling jacks and an outside shower. Other notables include a 6.0 kW Onan Quiet Diesel generator, dual 6-volt batteries, 50-amp service and heated/ enclosed holding tanks.

OK, so maybe it's still a challenge to find the perfect motorhome, the one you see in your mind's eye, but it appears as though manufacturers such as Thor Motor Coach are getting closer to providing what buyers really want with each passing year. ♦

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## KEEPING THINGS COOL ▲

In our motorhome, we have a cabinet where we keep all of the electronics for our three TVs. Each shelf is filled with receivers, a DVD player and such. Keeping down the accumulation of heat is an issue, so we use a battery-operated refrigerator fan to help circulate the air while we are traveling. When we are camped, we keep the cabinet open for good airflow, making the fan unnecessary.

**BONNIE AND VANCE CLEGG**  
GREEN COVE SPRINGS, FLA.



## SIMPLE SOLUTION ▲

For those of us who own an RV with the gray- and black-water trap valve under the RV and find it hard to reach without getting on your knees, I came up with a solution. I went to Home Depot, and for \$3.50, I purchased a 30-inch sprinkler valve key and bent the fork end in a 90-degree angle to the handle. Now I use the fork end to pull the slide valve open to dump and also use the fork end to push the valves closed — all without getting on my knees! I hope this little hint helps others.

**BRUCE ANTHONY | SAN DIEGO**

## A TRIO OF TIPS

When returning to our coach late in the evening, the two lower foldout steps are illuminated by the amber light that comes on when the entry door is open. The top three steps inside the entry are not lit. I bought a small amber marker light at an auto-parts store and installed it on the second step inside and connected the wires to the light behind the lower two steps. Now all five steps are illuminated when the entry door is open.



When I adjust my motorhome's steering wheel to a comfortable position, the wheel blocks the view of the turn-signal lights in the dashboard.



I purchased two small lights at an auto-parts store and installed them in the upper corners of the dash and connected them to the existing turn-signal wires.

After buying a cover for our motorhome, and hearing lots of stories about how covers get destroyed on various sharp parts of a motorhome, I started looking for something that would help keep the cover from tearing. I found some inexpensive foam kneepads with elastic straps at a home-improvement store. I use them on areas like the awning ends, wiper blade arms, generator and the engine exhaust pipe.



**DONALD SCHULTZ | NORTH ROYALTON, OHIO ◆**

## WE WANT TO HEAR FROM YOU!

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

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— C. Irvin and M. Swain  
Tiffin Phaeton owners



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# techsavvy

HANDS-ON | HOT LINE | COACH & POWERTRAIN

HANDS-ON | by KEVIN LIVINGSTON

## FRIDGE GUARD

Stop messy accidents and keep food in its place

**We've all been there:** You arrive at your campsite, set up the motorhome, open the refrigerator for a cool drink and splat! There goes the contents.

Food and drinks placed inside a motorhome's refrigerator are subject to rigorous and continual movement, so it's not unusual to see shifting, which can lead to items falling out of the fridge when its door is opened — this is especially true when it comes to eggs and milk cartons.

Some gimmicky devices targeted to solve this problem have been developed over the years, but none provide overall coverage and protection.

The makers of RV Fridge Guard have come up with a simple solution that eliminates the unplanned emptying of the refrigerator. The RV Fridge Guard is a full-length cover made up of heavy-duty clear and white vinyl sewn together, working in combination with tension rods and hook-and-loop fasteners. With the included mounting pieces, RV Fridge Guard sticks to the inner edges of the refrigerator interior while allowing easy visible and physical access to food through hook-and-loop operated windows. The company, Charstar's Net, specializes in products that compartmentalize ice chests, so the RV Fridge Guard is a natural expansion of its offerings.

Kits are available in three sizes, covering small (6-7 cubic feet), medium (8 cubic feet) and large (10-12 cubic feet) refrigerators. To be sure, it's best to measure the interior of your refrigerator and call in the dimensions to the manufacturer to verify the correct size.

Installation of the Fridge Guard begins with the two tension rods. It's easiest

to first take a base measurement of the inside width of the refrigerator, and then add at least an additional  $\frac{1}{8}$ -inch to that figure. That will be the final width of the tension rods. Doing this before tightening the set screw will allow extra room for the spring to compress and supply the necessary tension. Once that's done, the longer strip of the hook-and-loop fastener is attached to the bare spot on the tension rod. Next, put the upper tension rod in place and attach the vinyl. It's recommended to use the supplied tie wraps at the top corners to secure the vinyl and fasteners to the tension rod so the corners are prevented from peeling back over time while opening the top doors. This is an optional step, but one worth taking. Next, locate the best position for the lower rod and leave it there. Then attach the pull cords and locks to the nearest wire shelf and load with food.

Operating the RV Fridge Guard is intuitive and works even better than its simplistic design suggests. A side benefit of the vinyl is containment of cold air within the interior of the refrigerator, while allowing enough circulation to keep items in the door shelves cold. The small kit sells for \$39.95, medium is \$45.95 and large is \$49.95 — all available through the company. The RV Fridge Guard is a certain way to keep items inside the refrigerator, where they belong. Once in place, there will be no more crying over spilled milk.

**RV Fridge Guard, 562-477-4210, [www.rvfridgeguard.com](http://www.rvfridgeguard.com).** ♦



PHOTOS: KEVIN LIVINGSTON

## Gotcha Covered

UNABLE TO WORK OUT A RESOLUTION WITH A MANUFACTURER CONCERNING THE FAILURE OF ITS MOTORHOME COVERS, TWO READERS TURNED TO HOT LINE FOR HELP. THEY EXPLAINED:

In September 2008 we bought an ADCO Class A Tyvek polypropylene cover for our motorhome. The cover disintegrated after being used from the middle of September 2008 to May 2009 and from October 2009 until January 2010. Note that the weather in the Phoenix area during this time period is extremely mild.

The cover had a 2-year warranty and ADCO sent us a replacement cover, which we received in February 2010. We put the replacement cover on in September 2010, and removed it in April 2011. At that time, we saw that it had once again begun to disintegrate.

When we called ADCO this time, we were told that only one replacement cover is given under its warranty. We were offered a discount on a more expensive cover with a longer warranty, but we did not think that was an equitable solution as it was still quite expensive. Is there anything that Hot Line can do to help us resolve this situation?

**JOHN AND MARY STOKES**  
PEORIA, ARIZ.

*Hot Line contacted ADCO Products and requested a review of the Stokeses' claim. Shortly thereafter, we received a follow-up letter from the Stokeses, which put their case to rest. It read:*

We just received a phone call from a representative at ADCO who told us that they are sending us a new replacement cover for our motorhome — one from their designer series! They were extremely nice and said they sincerely hoped we have better luck with this one. I am very impressed with ADCO's response as a result of Hot Line's intervention. Thanks.

**J. AND M. S.**

### BUSTED JACK

*Frustrated with the multiple failures of his motorhome's leveling jacks, a read-*

*er sought Hot Line's help. He wrote:*

I have a 2006 Monaco Diplomat motorhome with a three-point Power Gear leveling system. While on a trip in August, I needed to extend the jacks to level the coach. I set up the motorhome, placed 2-by-8 boards under the jacks, turned the leveling system on and pressed the AUTO DOWN button. The coach reached a point where it was almost level then suddenly the right rear jack fully extended and would not retract. The motorhome was sitting with the right wheels off the ground and listing severely to the left. AUTO RETRACT retracted the front and left rear jacks but not the right rear jack. Disconnecting the hydraulic line did not help. Reinflating the air bags corrected the wheels' off-ground problem. A call to Coach Net brought me two technicians who were able to force the jack up with a 10-foot pry bar.

Upon return to Georgia, I called Monaco, and was told to take the coach to Apalachee RV in Auburn. I left the motorhome at Apalachee for them to diagnose. Four weeks later, they called to say the jack had to be replaced, but it would take three weeks to get one from Power Gear. My extended warranty paid \$1,000 toward the repair leaving me to pay \$515. When I picked up the coach, I made a mistake and did not test the jacks before I left.

On my next trip out, I extended the jacks and the nightmare of August was repeated. When I called Apalachee RV, they asked me to find a mobile tech to get the jack up and they would pay the service charge.

When I returned home, I took the coach back to Apalachee RV. They removed the jack and determined that the jack had overextended, breaking the retraction spring, which gouged the shaft

and rendered the jack inoperable. They suggested putting another jack on the coach to see what happens, but I would be responsible for the repairs. Can Hot Line please help?

**STEVE STARK**  
HOGANSVILLE, GA.

*We forwarded Stark's complaint to Apalachee RV, with a request for re-evaluation. Some time later, Stark filled us in on the outcome of his case. He wrote:*

Thank you for your assistance. Apalachee RV contacted me after you wrote to them and they have been superb in resolving the problem. Not only did they cover the cost of the replacement jack, they covered the deductible on the extended warranty for the final resolution of the problem. At no cost to me, they put my leveling system in good working order. Kudos to Apalachee RV.  
**S. S.**

### SUCCESSFUL COMPLAINT RESOLUTION

*Periodically, we like to remind readers of a few things that may be helpful in securing a positive resolution to their Hot Line complaints.*

*The most important element in the process is a well-written letter, which should spell out the issues in simple terms and include what you would consider a fair resolution. Always include all receipts and documents related to your complaint. Failure to do so can result in prolonging the process, or even an unfavorable resolution. The tone of your complaint can be crucial, as many resolutions from the business world are made on a goodwill basis.*

*Letters must be typed and should only include points relevant to your case. This way it's easier for Hot Line, and the company, to identify the problem.*

*Finally, we'd appreciate a follow-up letter from you if you've received a resolution from a company and it appears Hot Line was not notified. ♦*

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



## Cranks But Won't Start, Intermittently

We have a 2001 Jayco built on a Ford E-450 Super Duty platform and are delighted with our motorhome. We stored the coach by removing the deep-cycle battery and disconnecting the engine-starting battery. Five weeks later when trying to start the V-10 for off-season running/upkeep, all I could get was a great cranking cycle but no start — even with up to 30 seconds of cranking. I checked the impact fuel-cutoff switch and it was not tripped. The 55-gallon tank was full. This problem has not happened in the past two off seasons.

I had it towed to a local Ford dealer to have it checked out and was told that the battery was low, but it passed the load test — and it started on the first time after the tow. There were no error messages or anything. Later we replaced the battery with a new Delco designed for the E-450 SD.

We winterized it and had the oil and filter changed for the season at the end of October, topped the tank, drove to the storage lot, disconnected all batteries and retired it for the season. About four weeks later I returned to fire up the engine/generator and was back to the same issue: It cranked but did not start.

A mechanic suggested the prob-

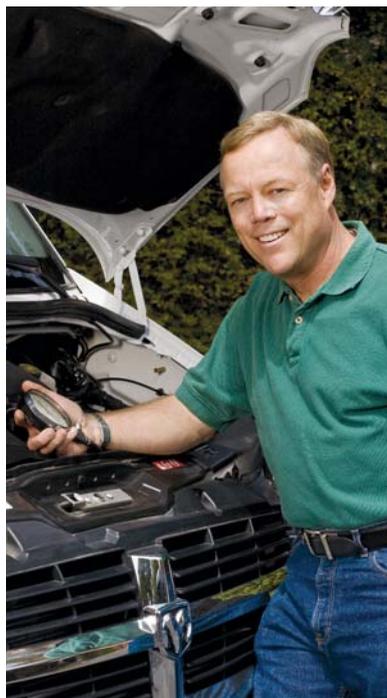
lem might be a fuel pump issue that gets masked by the physical motion of towing. Do you have any ideas where to look? As I recall from past reads there are two pumps, one in the fuel tank and one up front. Is this a clue? If so, what are my options? Losing 55 gallons of gasoline would be a steep price.

**MICHAEL R. MIZEN**  
RIVER FOREST, ILL.

*Modern reformulated gasoline deteriorates quickly and it is often the culprit when engines have been stored. Fuel-stabilizer products should be added before storage. However, if the engine started right up later on after towing, that should eliminate stale gas as a cause. There are only two things that would cause this otherwise, (assuming the engine was cranking fast enough):*

### **BRAKE LINING LIFE IS DETERMINED ALMOST EXCLUSIVELY BY HOW AND WHERE A VEHICLE IS DRIVEN.**

**DIESEL CHASSIS TYPICALLY HAVE HEAVY-DUTY BRAKES THAT LAST MANY YEARS AND TENS OF THOUSANDS OF MILES.**



*lack of usable spark or lack of usable air/fuel mixture. I assume that you didn't flood the engine by pumping the accelerator pedal. If you did, that would explain this problem clearing later.*

*You could verify spark by using a test spark plug, reconnecting the ignition coil/wire to it and cranking the engine while the plug body is touching ground. If there's no spark, you'll have to troubleshoot the ignition system.*

*You should buy or borrow a fuel-pressure test gauge and measure pressure at the Schrader test fitting on the engine while cranking. If there is little or no pressure you'll have to troubleshoot the pump system. It's quite possible that a fuel pump or relay is sticking and begins to work after towing shakes it around. If you have to lower the fuel tank you could siphon gas out into your car or a 50-gallon drum beforehand.*

### **DIY DILEMMA**

I own a 2005 Holiday Rambler Imperial with a 400-HP Cummins engine. I changed the oil and did not put oil in the filter. When I cranked it, the CHECK ENGINE light came on. I was told at an RV dealer to disconnect the battery for an hour or two and it would erase it. Now that I have done that and reconnected the batteries I have two lights on: the CHECK ENGINE and the STOP ENGINE warning. I have checked all fluid levels and everything is good. Before I disconnected the batteries I went on a 500-mile trip and had no problems. My question is: How do I get these lights to turn off? Is there a code for turning the switch on and off?

**MARK RICHARDSON | VIA EMAIL**

*With older models, disconnecting the batteries would erase codes but the newer engine computers have a small internal battery that keeps the memory alive. According to Cummins, you have to take it to an authorized dealer or other shop with an Insite scan tool, which can erase the codes and shut off the lights. Cummins recommends that the oil filter be primed with oil before initial startup. Running it long enough*

to fill the several quarts needed in the dry filter housing before the engine gets oil pressure and circulation not only trips warning lights, it could also damage expensive components. You can reach Cummins at 800-343-7357 or online at [www.cummins.com](http://www.cummins.com).

### FUSES KEEP POPPING — FEEDBACK

The problems with the Workhorse chassis brakelight circuit on a 2001 Newmar Mountain Aire and a 2003 Winnebago Brave in past issues could be the same problem I had on my 2007 Newmar Canyon Star. An intermittent fuse problem turned out to be caused by an unsecured wiring harness falling against the exhaust manifold on the 8.1-L engine. The insulation on the backup light wiring (and some others) melted and would allow contact with the manifold at times. Only when I shifted to PARK through REVERSE while the reverse light wire was in contact with the manifold, would the fuse blow. It took a while to find this.

**VIRGIL SUTHERLAND | LLANO, TEXAS**

*Thanks for writing, Virgil. I've heard of another one doing this and will pass it on as a possible cause.*

### TOW-DOLLY LIGHTS

We have a 2003 Four Winds 28A Class C motorhome on a Ford E-450 chassis. I pull a tow dolly and have magnetic lights on the roof of the dinghy vehicle. My problem is, you can hardly tell if the turn signals are working. I went to a Ford dealer and they didn't have a heavy-duty flasher. I tried several aftermarket flashers, but all they do is blow fuses. I thought about placing a separate flasher back by the tow dolly. I would appreciate any suggestion you have.

**GERALD FRITZ | VIA EMAIL**

*If you're blowing fuses there may be a short in the wiring to the towing lights or in their housings. Carefully inspect the wiring to see if it's rubbed through, etc. If the lights work, but the problem is they're just dim, it could indicate low voltage at the lights and this could be caused by corroded connections or a bad ground, so inspecting for those conditions*

*may help. Next, replace the tow light bulbs with LED bulbs that fit the sockets and which draw almost no current. Then use the stock flasher.*

### BUYER BEWARE

I just bought my first motorhome, a 2005 Country Coach Inspire with about 35,000 miles on it. I took it for a test drive and it seemed to be OK, but I also purchased an extended warranty just in case. As I understand it, in general, the extended warranty is supposed to cover things that aren't normal wear and tear (like brakes and things of that nature). A few months after purchase, I took the motorhome on a 5,000-mile trip and a couple of things cropped up. First, when going over some freeway bridges there are road dips. When my motorhome hits some of these dips, the front suspension bottoms out with a loud bang. I tried to watch for those dips and slow down before going over them but the suspension just didn't seem quite right.

Second, one evening in Montana it rained all night. During the night my hand touched the floor near the bed and it was very wet. Apparently the bedroom slideout (on the driver's side) was leaking because the bedspread on that side was also wet. It turned out that the front driver's side slideout also leaked, but that one leaked after I closed up and was driving through the rain. When I closed the slideouts, I made sure to close them slowly to keep from pushing water through the seals. I'm not talking about a little water; it was running across the floor and required many towels to dry it.

During the trip I let the dealership know that these problems were occurring. When I got home, I took the motorhome back to the dealer for inspection and repair. At that point there was a mini-standoff because they said the extended warranty doesn't cover those items. Now I'm wondering why I purchased the warranty in the first place. I also think that

even though I bought the motorhome as-is, there should be some acknowledgment on the dealer's part that they should pay for these items because I was never told these problems existed. When I buy a

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of potential problems with the house so I know what I am getting myself into.

Another much smaller problem that I had is with the clean-out valve for the black-water tank. When I first hooked up a hose to it and turned the water on, the valve leaked enough that I could have taken a shower in the spraying water. I told the dealer and he said I needed to attach a pressure reducer. I did that the next time I turned on the water but got the same result. How can they sell a coach with this problem when supposedly the motorhome was checked out beforehand?

Basically my questions are: What is the proper procedure when buying used? How much responsibility does the dealership have regarding what they have to tell me about the coach? And what should the extended warranty cover? The dealership is now saying that an extended warranty rarely covers slideouts, but I do not remember being told that when I purchased it. I'm at the point where I want to get a refund on the extended warranty because it just seems like a waste of money.

**AMY HOLLAND**  
**MOUNTAIN CENTER, CALIF.**

*Regarding the front end bottoming, I suggest you have the shocks checked for condition first; they may be worn out. If they are OK, contact Sumo Springs (800-898-0705), which makes devices that cushion bottoming impacts.*

*For the rain leak, your best bet is to have a helper use a garden hose to spray water on the suspect area, while you look for leaks inside. Where the leak is determines how it needs to be fixed. Often it is cracked seals.*

*Consumer protection laws don't apply to motorhomes. Therefore you should have them carefully checked out by a third party expert before you buy. If they have materially misrepresented the coach, you can also file a small claims action, however, it will be difficult if you signed that it was sold as-is.*

### LEVELING JACK AND ENGINE BRAKE TROUBLES

I am having trouble with the leveling-jack-warning signal on my 1998 Fleetwood 34-foot Discovery diesel-pusher. It comes on

in the motorhome with an audible tone and flashing light. This signal warns that the coach is not to be moved as the jacks are not secured. I have gotten out and checked the jacks and they are all up as required. This happens when I am turning right while the motorhome is moving. Can you help as to what is wrong or where to look for the problem?

Also, ever since I have had the motorhome the Jake brake has not worked. There is a single-pull toggle switch to turn it on or off. Where should I look to find out what may be wrong?

**LARRY KUHN** | **DAUPHIN, PA.**

*The fact that the warning happens when turning right indicates it has something to do with either the front wheels turning, or the vehicle leaning one way. It could be a wire that is getting pinched or pulled, or perhaps one of the sensors that detect if a jack is extended or retracted may be faulty. The wires need to be traced from the jacks to the control unit. You didn't mention what brand or model jacks you have. They are probably HWH; the company can be reached at 800-321-3494 or online at [www.hwhcorp.com](http://www.hwhcorp.com) for parts or assistance.*

*Since the Jake brake never worked, the problem could be with any part of the system. If after checking for simple stuff like broken wires, fuses, etc., you don't find the problem, you might want to take it to a diesel truck shop.*

### BRAKE LINING LONGEVITY

I have a 2006 Class A 40-foot diesel-pusher motorhome. I am planning a 3,000-mile trip and I am wondering just how long the brake linings normally last, and should I have them checked before the trip as I do not want to have a problem while I'm on the road.

**THOMAS WILLIAMS JR.** | **HOUSTON**

*Brake lining life is determined almost exclusively by how and where a vehicle is driven. Diesel chassis typically have heavy-duty brakes that last many years and tens of thousands of miles. Having said that, the brakes and other chassis items should be checked at the beginning of your camping season and before any long trip.*

CONTINUED ON PAGE 96

April 2012 | **MOTORHOME**

# BACK TO BASICS Preparing for Spring Travel

For those of us who have put our motorhomes into hibernation during the winter months, spring is a great time because it means we will soon be hitting the road. First, however, is the job of waking up the motorhome.

Ideally, you did such a great job of winterizing that all systems will be in good shape and the de-winterization process will be simple. If you just parked your coach without any storage prep, more work may be involved, possibly along with a repair or two.

## FIRST LOOK

Initial inspection should include a close look inside the motorhome for evidence of water leaks (staining of ceiling or paneling around windows) and mice or insect infestation. Even if no water leakage is evident, the roof should be inspected for sealant that may have shrunk around vents and other seams. And the motorhome should be washed, waxed and a petroleum distillate-free protectant applied in areas such as rubber roofs, tires, moldings and plastics.

## FRESHWATER SYSTEM

If you used non-toxic RV antifreeze for freeze protection, drain it as thoroughly as possible via low-point drains, the water heater drain and tank drains. Return the water-heater bypass to the operational position and flush the system thoroughly with fresh water via the water pump and the city water connection. If the coach has been parked for several months without storage procedures, you'll need to sanitize the water system.

## ELECTRICAL SYSTEMS AND APPLIANCES

If the batteries have been on a converter or trickle charger during the storage period, they should be ready for the road after a check of electrolyte levels (if applicable) and an inspection for corrosion on battery connectors.

Connect the shorepower cord and operate all appliances except the air conditioner, unless you have 30-amp (or higher) service. Test the A/C when such a hookup becomes available. Plug a polarity checker (available in RV-supply stores) in each wall outlet to make sure all are functional. Also, test all GFCI wall outlets.

## LP-GAS

After prolonged storage with the LP-gas supply turned off, the gas lines will be full of air. To purge, open the LP-gas tank service valve. Then light a stove burner, which may require 20 to 30 seconds of holding a flame next to the burner as air escapes ahead of the flow of gas. With the burner flame continuing, turn the refrigerator to gas and check to make sure the flame is lit. If a check-light appears, turn it off and try again. Use the same procedure with the water heater and furnace.

Your motorhome dealer or LP-gas professional should perform a pressure-drop test each year. If you suspect a leak, and can't get to a dealer, confirm the breach by using a commercial solution or soap and water. Bubbles will appear at any leaking point in the system.

## RUNNING GEAR

Tires gradually lose inflation pressure during storage. Re-inflation to prescribed levels is essential to safe travel. Motorhome tires may be inflated according to load/inflation tables, which may call for a pressure value lower than that listed on the tire sidewall. Add 10 PSI for a margin of safety. This approach may improve ride quality, but use it only with accurate weight figures. In the absence of such figures, inflate to the value listed on the tire sidewall.

## ADDITIONAL TIPS

Check tires for abnormal wear patterns and cracking, and consider replacing tires that are more than 7 years old.

Engine oil in a motorhome or AC generator should have been changed prior to storage. Check oil fill level for the engine(s) and for the transmission. Likewise, chassis lube should have occurred prior to storage. Check coolant, power steering fluid and windshield washer fluid.

With these few procedures — and continual attention paid to the various systems while you travel — odds are good that you'll have a great travel season. ♦



Left: A close inspection should be made of all areas susceptible to water leaks; stains on the ceiling are usually your first indication of leaks. Center: An LP-gas pressure-drop test should be performed every year. Your RV dealer can use a dial manometer to check for leaks. Right: All the vents and components on the roof should be inspected for seal integrity, even if you have no signs of water leakage. It's best to remove the old sealant before reapplying the appropriate sealing product, depending on the type of roof.

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**NOW \$79,995\***

**SAVE \$27,402**



NEW 2012 Thor Motorcoach  
**CHATEAU 31A**  
STK# GRW326378 MSRP \$107,397  
**NOW \$79,995\***

**SAVE \$36,373**



NEW 2012 Thor Motorcoach  
**DAYBREAK 34SS**  
STK# GRV507410 MSRP \$119,250  
**NOW \$82,877\***

**SAVE \$39,684**



NEW 2012 Thor Motorcoach  
**WINDSPORT 31J**  
STK# SRV19294 MSRP \$124,679  
**NOW \$84,995\***

**SAVE \$43,931**



NEW 2012 Thor Motorcoach  
**WINDSPORT 34T**  
STK# KC511617 MSRP \$128,926  
**NOW \$84,995\***

**SAVE \$20,096**



NEW 2012 Thor Motorcoach  
**DAYBREAK 27PD**  
STK# KATI0119 MSRP \$110,086  
**NOW \$89,990\***

MAKE/MODEL	STOCK #	TYPE	MSRP	SAVE	NOW*
CHATEAU 23U	KC111957	C	\$82,185	<b>\$27,190</b>	\$54,995
FOUR WINDS 31A	ARV15956	C	\$99,310	<b>\$33,312</b>	\$65,998
CHATEAU 31K	ARV16195	C	\$99,268	<b>\$29,273</b>	\$69,995
DAYBREAK 34SS	CH6728	A	\$128,346	<b>\$38,347</b>	\$89,999

MAKE/MODEL	STOCK #	TYPE	MSRP	SAVE	NOW*
CHALLENGER 32VS	SW9965	A	\$142,380	<b>\$42,480</b>	\$99,900
SERRANO 31V	WDS16343	AD	\$164,520	<b>\$49,525</b>	\$114,995
SERRANO 31X	SRV19295	AD	\$171,321	<b>\$51,326</b>	\$119,995
ASTORIA 36MQ	GR127621	AD	\$268,343	<b>\$88,348</b>	\$179,995

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**SAVE \$18,867**



NEW 2012 Thor Motorcoach  
**DAYBREAK 30FS**  
STK# CB118367 MSRP \$117,866  
**NOW \$98,999\***

**SAVE \$47,414**



NEW 2012 Thor Motorcoach  
**OUTLAW 3611**  
STK# SW9969 MSRP \$147,314  
**NOW \$99,900\***

**SAVE \$47,179**



NEW 2012 Thor Motorcoach  
**CHALLENGER 37DT**  
STK# GR127631 MSRP \$152,174  
**NOW \$104,995\***

**SAVE \$31,248**



NEW 2012 Thor Motorcoach  
**CHALLENGER 32VS**  
STK# SYU70618 MSRP \$141,157  
**NOW \$109,909\***

**SAVE \$42,503**



NEW 2012 Thor Motorcoach  
**CHALLENGER 36FD**  
STK# CH7017 MSRP \$152,502  
**NOW \$109,999\***

**SAVE \$56,346**



NEW 2012 Thor Motorcoach  
**SERRANO 33A**  
STK# WDS16344 MSRP \$176,341  
**NOW \$119,995\***

**SAVE \$50,482**



NEW 2012 Thor Motorcoach  
**SERRANO 31X**  
STK# ORV16586 MSRP \$170,477  
**NOW \$119,995\***

**SAVE \$31,757**



NEW 2012 Thor Motorcoach  
**CHALLENGER 37KT**  
STK# FTM20023 MSRP \$156,752  
**NOW \$124,995\***

**SAVE \$88,348**



NEW 2012 Thor Motorcoach  
**ASTORIA 36MQ**  
STK# GR127497 MSRP \$286,343  
**NOW \$179,995\***

**SAVE \$77,904**



NEW 2012 Thor Motorcoach  
**TUSCANY 36UF**  
STK# ORV16637 MSRP \$277,899  
**NOW \$199,995\***

**SAVE \$81,843**



NEW 2012 Thor Motorcoach  
**TUSCANY 42RQ**  
STK# POR38462 MSRP \$321,793  
**NOW \$239,950\***

**SAVE \$81,402**



NEW 2012 Thor Motorcoach  
**TUSCANY 42FK**  
STK# MAC16347 MSRP \$322,320  
**NOW \$240,918\***

\*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. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 4/1/12. FR016557-0112

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STK #SYU70485

NEW 2012 WINNEBAGO

**ACCESS 26Q**

MSRP \$97,248 - SAVE \$17,259

ONLY **\$79,989\***



STK #KCI11597

NEW 2012 WINNEBAGO

**ASPECT 30C**

MSRP \$110,601 - SAVE \$25,606

ONLY **\$84,995\***



STK #ROA19060

NEW 2012 WINNEBAGO

**SIGHTSEER 30A**

MSRP \$151,860 - SAVE \$30,580

ONLY **\$121,280\***



STK #MER18339

NEW 2012 WINNEBAGO

**ADVENTURER 32H**

MSRP \$165,698 - SAVE \$37,721

ONLY **\$127,977\***



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## NEW 2011 WINNEBAGO CLOSE-OUTS! SAVE THOUSANDS!

MAKE/MODEL	STOCK #	TYPE	MSRP	SAVE	NOW*
ACCESS 24V	SLV22544	C	\$73,825	<b>\$13,830</b>	\$59,995
ACCESS 31N	HIL35768	C	\$100,524	<b>\$21,574</b>	\$78,950
ACCESS 26Q	KS8768	C	\$103,743	<b>\$18,748</b>	\$84,995
ASPECT 30C	CRV5935	B	\$110,011	<b>\$25,014</b>	\$84,997
VISTA 26P	GB40783	A	\$111,083	<b>\$25,088</b>	\$85,995
ASPECT 30C	SLV22547	B	\$108,407	<b>\$20,409</b>	\$87,998
VISTA 32K	POR37723	A	\$124,631	<b>\$29,681</b>	\$94,950
VIA 25Q	SYU66160	AD	\$142,453	<b>\$45,454</b>	\$96,999
SIGHTSEER 31E	KC211063	A	\$126,542	<b>\$28,545</b>	\$97,997
SIGHTSEER 33C	DOT40738	A	\$141,047	<b>\$41,052</b>	\$99,995

MAKE/MODEL	STOCK #	TYPE	MSRP	SAVE	NOW*
VIA 25Q	CH6072	AD	\$143,280	<b>\$33,281</b>	\$109,999
SIGHTSEER 36V	DOT40944	A	\$152,611	<b>\$37,726</b>	\$114,885
SIGHTSEER 33C	FTM19070	A	\$148,576	<b>\$28,581</b>	\$119,995
ADVENTURER 32H	FTM20448	A	\$155,655	<b>\$25,660</b>	\$129,995
ADVENTURER 32H	KS8771	A	\$186,776	<b>\$51,781</b>	\$134,995
ADVENTURER 35P	FTM19109	A	\$167,257	<b>\$27,262</b>	\$139,995
JOURNEY 40U	SYU71671	AD	\$306,854	<b>\$77,965</b>	\$228,889
JOURNEY 40L	LIT14119	AD	\$295,070	<b>\$65,293</b>	\$229,777
JOURNEY 40L	JAX19937	AD	\$314,411	<b>\$78,412</b>	\$235,999
TOUR 40CD	FTM12478	AD	\$331,829	<b>\$91,834</b>	\$239,995

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\*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. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 4/1/12. FR016557-0112

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**USED 1975 Winnebago MINNIE DODGE** WAS \$6,995 **NOW \$5,858** SAVE \$1,137 (888) 254-9145 Meridian, ID STK# MER19691



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**USED 1991 Holiday Rambler HOLIDAY RAMBLER 31WBXS** WAS \$19,995 **NOW \$9,995** SAVE \$10,000 (888) 450-7060 Dothan, AL STK# DOT39063



**USED 1990 Fleetwood FLAIR 22** WAS \$19,995 **NOW \$12,858** SAVE \$7,137 (888) 254-9145 Meridian, ID STK# MER14794A



**USED 1993 Coachmen COACHMEN 19RD** **NOW \$12,995** (888) 617-5406 Oakwood, GA STK# ORV16706



**USED 1994 Itasca SUNOVA 315** WAS \$23,999 **NOW \$12,995** SAVE \$11,004 (866) 502-8238 Bath, NY STK# BAT70565



**USED 1993 Newmar DUTCHSTAR 35** WAS \$30,790 **NOW \$13,995** SAVE \$16,795 (866) 610-5049 Akron, OH STK# SRV18174



**USED 2000 Four Winds HURRICANE 30** WAS \$28,999 **NOW \$17,995** SAVE \$11,004 (866) 502-8238 Bath, NY STK# BAT72449



**USED 1998 Georgie Boy CRUISE MASTER 3410** **NOW \$19,900** (888) 844-1758 New Braunfels, TX STK# SW-C9635A



**USED 2001 Winnebago BRAVE 36** WAS \$49,995 **NOW \$23,995** SAVE \$26,000 (866) 754-7302 Greenwood, IN STK# GRW326358



**USED 1998 Newmar MOUNTAINEER 3758** WAS \$39,999 **NOW \$24,995** SAVE \$15,004 (877) 554-3516 Lakewood, NJ STK# LAK8802



**USED 2001 Damon INTRUDER 359** WAS \$57,995 **NOW \$25,995** SAVE \$32,000 (888) 682-3036 Churchville, NY STK# CHU69243



**USED 1999 Itasca SUN CRUISER 35** WAS \$41,568 **NOW \$26,994** SAVE \$14,574 (877) 450-7415 Island Lake, IL STK# CRV5762A



**USED 1998 Fleetwood PACE ARROW 36** WAS \$47,894 **NOW \$27,991** SAVE \$19,903 (877) 450-7415 Island Lake, IL STK# CRV5706



**USED 1999 Winnebago CHIEFTAIN 35C** WAS \$49,995 **NOW \$27,995** SAVE \$22,000 (888) 682-3036 Churchville, NY STK# CHU69392



**USED 1999 Safari TREK 2830** **NOW \$28,671** (888) 479-3568 Vacaville, CA STK# VAC20291A VIN# 3312875



**USED 2003 R Vision CONDOR 31SS W/SLIDE** **NOW \$29,995** (888) 617-5406 Oakwood, GA STK# ORV16800



**USED 1999 National DOLPHIN 5370 W/SLIDE** **NOW \$28,700** (888) 815-7523 Woodstock, GA STK# WDS16622



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



**USED 2003 R-Vision CONDOR 1281** WAS \$59,995 **NOW \$29,995** SAVE \$30,000 (888) 903-6787 Harrisburg, PA STK# HAR72373



**USED 2009 Winnebago CHALET 24VR** WAS \$58,950 **NOW \$29,995** SAVE \$28,955 (888) 542-3819 Mesa, AZ STK# MES14358



**USED 2002 Tiffin ALLEGRO 30DA** WAS \$42,995 **NOW \$29,995** SAVE \$13,000 (888) 903-6787 Harrisburg, PA STK# HAR71629



**USED 2000 Georgie Boy CRUISE-MASTER 3515 SLD** WAS \$39,997 **NOW \$29,997** SAVE \$10,000 (888) 463-3995 Colorado Springs, CO STK# KC2CS2637



**USED 2005 Coachmen FREELANDER 2600SO** WAS \$46,871 **NOW \$31,985** SAVE \$14,886 (888) 692-9016 Myrtle Beach, SC STK# MB125392



**USED 2009 Winnebago CHALET 24VR** WAS \$58,950 **NOW \$34,995** SAVE \$23,955 (888) 315-7967 Tucson, AZ STK# TUC14331



**USED 2009 Winnebago CHALET 24V** WAS \$58,530 **NOW \$34,995** SAVE \$23,535 (888) 315-7967 Tucson, AZ STK# TUC14367



**USED 2009 Winnebago ACCESS 29T** WAS \$49,988 **NOW \$34,995** SAVE \$14,993 (888) 475-5918 Robertsdale, AL STK# RD39289



**USED 2009 Winnebago CHALET 24VR** WAS \$58,950 **NOW \$34,998** SAVE \$23,952 (888) 542-3819 Mesa, AZ STK# MES14340



**USED 2008 Winnebago CHALET 30BR** WAS \$69,900 **NOW \$34,999** SAVE \$34,901 (866) 289-0113 Chattanooga, TN STK# CH6846



**USED 2008 Winnebago CHALET 30BR** WAS \$69,900 **NOW \$34,999** SAVE \$34,901 (866) 289-0113 Chattanooga, TN STK# CH5995



**USED 2008 Winnebago CHALET 30BR**  
 WAS \$69,900 **NOW \$34,999** SAVE  
 \$34,901 (866) 289-0113 Chattanooga, TN  
 STK# CH6027



**USED 2004 Itasca SPIRIT 331T** WAS  
 \$54,995 **NOW \$35,995**  
 SAVE \$19,000 (866)  
 754-7302 Greenwood,  
 IN STK# GRW326464



**USED 2001 Itasca SUNFLYER M-35U**  
**NOW \$36,900** (888) 668-6715 Katy, TX  
 STK# KATC9339D



**USED 2004 Coachmen CONCORD 235SO** **NOW**  
**\$39,875** (888) 641-0925 Kaysville, UT STK#  
 KY38486



**USED 2000 Pace Arrow VISION 36B**  
**NOW \$36,900** (888) 668-6715 Katy, TX  
 STK# KATC9410A



**USED 2009 Winnebago CHALET 29T**  
 WAS \$49,815 **NOW \$36,950** SAVE  
 \$12,865 (888) 859-6653 Hillsboro, OR  
 STK# HIL37471



**USED 1999 Fleetwood PACE ARROW 37 VI-**  
**SION** WAS \$54,999  
**NOW \$39,895** SAVE  
 \$15,104 (866) 502-8238  
 Bath, NY STK# BAT72202



**USED 2000 Winnebago CHIEFTAN 34Y** **NOW**  
**\$39,900** (888) 614-  
 5201 Draper, UT STK#  
 ABRV39382



**USED 2010 Four Winds CHATEAU 21C**  
**NOW \$39,943** (888) 480-3175 Sacra-  
 mento, CA STK# SAC13506 VIN# DA58699



**USED 2004 Itasca SUNOVA 35N** WAS  
 \$59,950 **NOW \$39,950** SAVE \$20,000  
 (888) 850-5575 Wood Village, OR STK#  
 POR37746



**USED 2008 Winnebago CHALET 30BR**  
 WAS \$56,814 **NOW \$39,950** SAVE  
 \$16,864 (888) 850-5575 Wood Village, OR  
 STK# POR36785



**USED 2001 Fleetwood EXPEDITION 36T** **NOW**  
**\$39,995** (888) 727-  
 2952 North Little Rock,  
 AR STK# LIT16863



**USED 2010 Four Winds CHATEAU**  
**31R** WAS \$69,998 **NOW \$39,995** SAVE  
 \$30,003 (888) 484-3906 Spartanburg, SC  
 STK# GR125576



**USED 2009 Winnebago CHALET 29T**  
 WAS \$54,995 **NOW \$39,995** SAVE  
 \$15,000 (866) 415-9726 Wheat Ridge, CO  
 STK# KC511425



**USED 2008 Winnebago CHALET 30BR**  
 WAS \$69,900 **NOW \$39,999** SAVE  
 \$29,901 (888) 489-5784 Knoxville, TN  
 STK# KNOX19649



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



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



**USED 1998 Monaco DYNASTY SLIDE OUT** WAS \$79,995 **NOW \$40,858** SAVE \$39,137 (888) 254-9145 Meridian, ID STK# MER18056



**USED 2010 Four Winds CHATEAU 28A** WAS \$54,888 **NOW \$41,500** SAVE \$13,388 (888) 568-2177 Burlington, WA STK# FRV10276



**USED 2006 Four Winds FOUR WINDS 31P W/SLIDE** **NOW \$43,995** (888) 617-5406 Oakwood, GA STK# ORV17089



**USED 2003 Fleetwood TIOGA 23E** **NOW \$41,892** (888) 480-3175 Sacramento, CA STK# SAC15474A VIN# HB00867



**USED 2010 Four Winds CHATEAU 28A** WAS \$59,900 **NOW \$43,985** SAVE \$15,915 (866) 673-0250 Statesville, NC STK# STA125543



**USED 2010 Four Winds CHATEAU 31R** WAS \$79,855 **NOW \$44,777** SAVE \$35,078 (877) 289-0812 Las Vegas, NV STK# LVN37073



**USED 2009 Winnebago VISTA 30BR** WAS \$78,855 **NOW \$44,777** SAVE \$34,078 (877) 289-0812 Las Vegas, NV STK# LVN36786



**USED 2010 Four Winds CHATEAU 31P** WAS \$72,450 **NOW \$44,805** SAVE \$27,645 (866) 820-0335 Council Bluffs, IA STK# CBI14805



**USED 2009 Winnebago CHALET 31C** WAS \$69,900 **NOW \$44,995** SAVE \$24,905 (888) 315-7967 Tucson, AZ STK# TUC16216



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



**USED 2005 Coachmen LEPRECHAUN 307KS** WAS \$64,245 **NOW \$45,995** SAVE \$18,250 (888) 454-1707 Kissimmee, FL STK# KS8114B



**USED 2009 Winnebago CHALET 231CR** WAS \$72,900 **NOW \$45,997** SAVE \$26,903 (866) 289-0113 Chattanooga, TN STK# CH6028



**USED 2008 Gulf Stream YELLOWSTONE 6237Y** WAS \$64,900 **NOW \$46,777** SAVE \$18,123 (888) 489-5784 Knoxville, TN STK# KNOX19659



**USED 2008 Dutchmen DUTCHMEN 31F** **NOW \$46,978** (888) 641-0925 Kaysville, UT STK# KY37985



**USED 2009 Winnebago CHALET 30B** **NOW \$47,995** (888) 479-3568 Vacaville, CA STK# VAC13158 VIN# OA02623



**USED 1998 Holiday Rambler IMPERIAL 40WDS** WAS \$84,995 **NOW \$49,858** SAVE \$35,137 (866) 648-5288 St. Augustine, FL STK# JAC38679



**USED 2010 Four Winds FREEDOM ELITE 21C** WAS \$72,075 **NOW \$49,988** SAVE \$22,087 (888) 386-5187 Houghton Lake, MI STK# HL6171



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



**USED 1999 Tiffin ALLEGRO BUS 37DSL** **NOW \$49,990** (888) 668-6715 Katy, TX STK# KAT9307A



**NEW 2011 Four Winds FREEDOM ELITE 21C** WAS \$73,794 **NOW \$49,995** SAVE \$23,799 (888) 692-9016 Myrtle Beach, SC STK# MB125102



**USED 2005 National DOLPHIN 6320LX** WAS \$72,358 **NOW \$49,995** SAVE \$22,363 (888) 625-5187 Fort Myers, FL STK# FTM11997A



**USED 2009 Coachmen FREEDOM EXPRESS 2650** WAS \$72,900 **NOW \$49,997** SAVE \$22,903 (888) 489-5784 Knoxville, TN STK# KNOX19643



**NEW 2011 Four Winds FREEDOM ELITE 21C** WAS \$77,539 **NOW \$52,995** SAVE \$24,544 (888) 896-2801 Albuquerque, NM STK# ARV15943



**USED 2009 Winnebago CHALET 30B** **NOW \$53,981** (888) 480-3175 Sacramento, CA STK# SAC14088 VIN# OA02636



**USED 2007 Itasca NAVION 23H** **NOW \$54,960** (888) 696-2165 Savannah, GA STK# SAV16413



**USED 2010 Four Winds HURRICANE 31D 2/SLIDES** **NOW \$54,995** (888) 617-5406 Oakwood, GA STK# ORV16676



**USED 2005 Fleetwood FLAIR 33R** **NOW \$54,995** (888) 480-3175 Sacramento, CA STK# SAC13303 VIN# 3399521



**NEW 2011 Four Winds CHATEAU 23U** WAS \$78,123 **NOW \$54,995** SAVE \$23,128 (888) 682-3036 Churchville, NY STK# CHU72383



**USED 2005 National SEA BREEZE 8311 WORKHORSE** WAS \$85,000 **NOW \$54,999** SAVE \$30,001 (866) 820-0335 Council Bluffs, IA STK# CBI16602



**USED 2007 Forest River LEXINGTON 300SS** WAS \$74,950 **NOW \$56,950** SAVE \$18,000 (888) 850-5575 Wood Village, OR STK# POR37422



**NEW 2011 Four Winds CHATEAU 28A** WAS \$85,779 **NOW \$57,998** SAVE \$27,781 (888) 457-4801 Colfax, NC STK# CFX4062



**USED 2007 Four Winds HURRICANE 33H** WAS \$79,995 **NOW \$59,860** SAVE \$20,135 (866) 648-5288 St. Augustine, FL STK# JAC38620



**USED 2007 Coachmen MIRADA 350DS** WAS \$78,000 **NOW \$59,950** SAVE \$18,050 (888) 860-8684 Strafford, MO STK# STR17436



**USED 2007 Winnebago VISTA 33T NOW \$59,995** (888) 801-3226 Byron, GA STK# MAC17086



**USED 2001 Fleetwood BOUNDER 39Z NOW \$59,995** (888) 641-0925 Kaysville, UT STK# KY39366



**USED 2008 Winnebago SIGHTSEER 30B WAS \$81,676 NOW \$59,995 SAVE \$21,681** (866) 673-0250 Statesville, NC STK# STA125977



**NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$89,657 NOW \$59,995 SAVE \$29,662** (866) 754-7302 Greenwood, IN STK# GRW325876



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



**USED 1999 Winnebago ULTIMATE FREEDOM 38KD WAS \$80,990 NOW \$59,995 SAVE \$20,995** (866) 610-5049 Akron, OH STK# SRV19507



**USED 2004 Winnebago ADVENTURER 38R WAS \$80,790 NOW \$59,995 SAVE \$20,795** (866) 610-5049 Akron, OH STK# SRV19382



**NEW 2012 Thor Motorcoach CHATEAU 28Z WAS \$80,398 NOW \$59,995 SAVE \$20,403** (866) 754-7302 Greenwood, IN STK# GRW326503



**NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$91,107 NOW \$59,998 SAVE \$31,109** (877) 450-7415 Island Lake, IL STK# CRV5800



**USED 2008 Gulf Stream ULTRA 6319 WAS \$79,998 NOW \$59,999 SAVE \$19,999** (888) 672-5049 Syracuse, NY STK# SYU66720



**USED 2007 Winnebago VIEW 23H WAS \$78,599 NOW \$59,999 SAVE \$18,600** (877) 554-3516 Lakewood, NJ STK# LAK8817



**NEW 2011 Four Winds CHATEAU CITATION 26BE WAS \$101,021 NOW \$62,995 SAVE \$38,026** (866) 610-5049 Akron, OH STK# SRV18002



**NEW 2011 Four Winds FREEDOM ELITE 28U WAS \$92,024 NOW \$62,999 SAVE \$29,025** (877) 554-3516 Lakewood, NJ STK# LAK8580



**USED 2008 Gulf Stream BT CRUISER 5272 NOW \$63,850** (888) 815-7523 Woodstock, GA STK# WDS16274



**USED 2007 Winnebago SIGHTSEER 35J WAS \$145,098 NOW \$63,858 SAVE \$81,240** (866) 755-9604 Charleston, SC STK# CHN125872



**NEW 2011 Four Winds FREEDOM ELITE 28U MSRP \$93,025 NOW \$64,880 SAVE \$28,145** (888) 641-0925 Kaysville, UT STK# KY37157



**NEW 2011 Four Winds FREEDOM ELITE 28U** MSRP \$91,750 **NOW \$64,892** SAVE \$26,858 (888) 614-5201 Draper, UT STK# ABRV37156



**NEW 2011 Four Winds FREEDOM ELITE 28U** WAS \$86,286 **NOW \$64,988** SAVE \$21,298 (888) 386-5187 Houghton Lake, MI STK# HL5796



**NEW 2011 Jayco GREYHAWK 31SS** WAS \$103,756 **NOW \$64,995** SAVE \$38,761 (877) 554-3516 Lakewood, NJ STK# LAK8764



**NEW 2011 Four Winds FREEDOM ELITE 28U** WAS \$91,613 **NOW \$64,995** SAVE \$26,618 (888) 242-0293 Madison, WI STK# MAD15124



**USED 2001 Monaco DIPLOMAT LE 40PBD** WAS \$89,995 **NOW \$64,995** SAVE \$25,000 (888) 902-8565 Tallahassee, FL STK# TAL40279



**USED 2004 Winnebago ADVENTURER 33V** **NOW \$65,861** (888) 480-3175 Sacramento, CA STK# SAC13301 VIN# 3390253



**NEW 2011 Four Winds FREEDOM ELITE 28U** MSRP \$91,099 **NOW \$65,877** SAVE \$25,222 (888) 801-3226 Byron, GA STK# MAC15569



**NEW 2011 Four Winds FREEDOM ELITE 28U** WAS \$91,148 **NOW \$65,985** SAVE \$25,163 (888) 471-3546 Chichester, NH STK# GRV507595



**NEW 2011 Jayco GREYHAWK 31DS** MSRP \$104,110 **NOW \$66,458** SAVE \$37,652 (888) 614-5201 Draper, UT STK# ABRV37272



**USED 2008 Winnebago VIEW 24H** **NOW \$66,696** (888) 479-3568 Vacaville, CA STK# VAC15403A VIN# 9319700



**NEW 2011 Four Winds FREEDOM ELITE 31R** WAS \$95,939 **NOW \$66,713** SAVE \$29,226 (888) 568-2177 Burlington, WA STK# FRV9978



**NEW 2011 Four Winds FOUR WINDS 25C** MSRP \$95,139 **NOW \$66,995** SAVE \$28,144 (888) 542-3819 Mesa, AZ STK# MES12640



**USED 2009 Forest River GEORGETOWN GTX 3600** WAS \$119,877 **NOW \$67,995** SAVE \$51,882 (888) 860-8684 Strafford, MO STK# STR15316A



**NEW 2011 Four Winds FREEDOM ELITE 31R** WAS \$95,202 **NOW \$67,998** SAVE \$27,204 (888) 457-4801 Colfax, NC STK# CFX4165



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



**NEW 2010 Itasca IMPULSE 31N** WAS \$94,193 **NOW \$69,525** SAVE \$24,668 (866) 996-3140 Calera, AL STK# CLE18938



**NEW 2011 Four Winds FREEDOM ELITE 31R** WAS \$96,413 **NOW \$69,654** SAVE \$26,759 (888) 242-0293 Madison, WI STK# MAD15123



**NEW 2011 Four Winds CHATEAU CITATION 26BE** WAS \$99,995 **NOW \$69,771** SAVE \$30,224 (866) 673-0250 Statesville, NC STK# STA123853



**NEW 2011 Four Winds FREEDOM ELITE 26BE** MSRP \$98,624 **NOW \$69,900** SAVE \$28,724 (888) 844-1758 New Braunfels, TX STK# SW10009



**NEW 2011 Four Winds HURRICANE 31J** WAS \$116,611 **NOW \$69,995** SAVE \$46,616 (888) 860-8684 Strafford, MO STK# STR13222



**NEW 2011 Four Winds HURRICANE 30Q** MSRP \$97,947 **NOW \$69,900** SAVE \$28,047 (888) 844-1758 New Braunfels, TX STK# SW9708



**NEW 2011 Four Winds FREEDOM ELITE 28U** MSRP \$91,265 **NOW \$69,987** SAVE \$21,278 (888) 815-7523 Woodstock, GA STK# WDS16971



**NEW 2011 Four Winds FREEDOM ELITE 23S** LIST PRICE \$105,495 **NOW \$69,995** SAVE \$35,500 (888) 331-1595 Santa Clarita, CA STK# AMRV21301 VIN# A9449747



**USED 2000 Safari CONTINENTAL PANTHER 425** WAS \$109,995 **NOW \$69,995** SAVE \$40,000 (888) 474-1330 Bartow, FL STK# DCW8442B



**NEW 2011 Four Winds FREEDOM ELITE 23S** WAS \$103,498 **NOW \$69,995** SAVE \$33,503 (888) 727-2952 North Little Rock, AR STK# LIT13830



**NEW 2011 Four Winds FREEDOM ELITE 23S** WAS \$103,406 **NOW \$69,995** SAVE \$33,411 (888) 484-3906 Spartanburg, SC STK# GR125132



**NEW 2011 Four Winds FOUR WINDS SIESTA 26BE** WAS \$102,715 **NOW \$69,995** SAVE \$32,720 (888) 625-5187 Fort Myers, FL STK# FTM12433



**NEW 2012 Thor Motorcoach ACE EVO29.1** WAS \$94,056 **NOW \$69,995** SAVE \$24,061 (877) 450-7415 Island Lake, IL STK# CRV5938



**NEW 2011 Four Winds WINDSPORT 30Q** WAS \$91,903 **NOW \$69,995** SAVE \$21,908 (888) 454-1707 Kissimmee, FL STK# KS8459



**NEW 2011 Four Winds FREEDOM ELITE 28U** WAS \$91,810 **NOW \$69,995** SAVE \$21,815 (888) 692-9016 Myrtle Beach, SC STK# MB125107



**NEW 2011 Four Winds FREEDOM ELITE 31R** MSRP \$91,408 **NOW \$69,995** SAVE \$21,413 (888) 905-0490 Anthony, TX STK# LC15714



**NEW 2011 Jayco GREYHAWK 31DS** MSRP \$96,963 **NOW \$71,995** SAVE \$24,968 (888) 315-7967 Tucson, AZ STK# TUC16147



**NEW 2012 Thor Motorcoach FOUR WINDS 31A** WAS \$107,954 **NOW \$72,995** SAVE \$34,959 (888) 903-6787 Harrisburg, PA STK# HAR70170



**NEW 2011 Four Winds FREEDOM ELITE 23S** WAS \$104,970 **NOW \$72,995** SAVE \$31,975 (888) 454-1707 Kissimmee, FL STK# KS8201



**NEW 2011 Four Winds CHATEAU CITATION 29BG** WAS \$98,155 **NOW \$72,995** SAVE \$25,160 (888) 475-5918 Robertsdale, AL STK# RD40681



**NEW 2011 Jayco MELBOURNE 29D** LIST PRICE \$109,417 **NOW \$74,297** SAVE \$35,120 (877) 834-0429 Bakersfield, CA STK# SLV21558 VIN# BDA04668



**NEW 2011 Itasca IMPULSE 31N** LIST PRICE \$100,905 **NOW \$74,995** SAVE \$25,910 (888) 331-1595 Santa Clarita, CA STK# AMRV21226 VIN# ADA97249



**USED 2002 Itasca HORIZON 36LD** **NOW \$74,990** (888) 641-0925 Kaysville, UT STK# KY39872



**NEW 2011 Four Winds FREEDOM ELITE 23S** WAS \$105,693 **NOW \$75,489** SAVE \$30,204 (877) 468-3214 Jacksonville, FL STK# JAX19785



**USED 2009 Coachmen FREEDOM VISION 3540DS** **NOW \$75,988** (888) 801-3226 Byron, GA STK# MAC16618



**USED 2008 Coachmen CONCORD 275DS** WAS \$125,881 **NOW \$75,995** SAVE \$49,886 (866) 755-9604 Charleston, SC STK# CHN124687



**NEW 2011 Four Winds HURRICANE 32D** WAS \$109,032 **NOW \$75,995** SAVE \$33,037 (888) 674-0275 Gulf Breeze, FL STK# GB39167



**USED 1999 Gulf Stream TOURMASTER 8405** **NOW \$76,987** (888) 479-3568 Vacaville, CA STK# VAC18841 VIN# C031388



**NEW 2011 Jayco GREYHAWK 31FS** WAS \$100,445 **NOW \$76,995** SAVE \$23,450 (888) 463-3995 Colorado Springs, CO STK# KC211858



**NEW 2011 Four Winds FREEDOM ELITE 23S** WAS \$106,129 **NOW \$78,295** SAVE \$27,834 (866) 775-0682 Roanoke, VA STK# ROA13831



**NEW 2011 Four Winds CHATEAU CITATION 24SA** WAS \$103,912 **NOW \$78,495** SAVE \$25,417 (888) 474-1330 Bartow, FL STK# DCW8281



**NEW 2011 Damon DAYBREAK 3211** MSRP \$113,757 **NOW \$78,995** SAVE \$34,762 (888) 617-5406 Oakwood, GA STK# ORV16163



**USED 2007 Dynamax ISATA 254SL** **NOW \$79,858** (888) 696-2165 Savannah, GA STK# SAV16409



**NEW 2011 Four Winds HURRICANE 31D** WAS \$104,811 **NOW \$79,950** SAVE \$24,861 (888) 859-6653 Hillsboro, OR STK# HIL36319



**NEW 2011 Damon DAYBREAK 27PD** WAS \$111,160 **NOW \$79,995** SAVE \$31,165 (888) 819-7952 Longmont, CO STK# KC111577



**USED 2011 Coachmen LEPRECHAUN 311** WAS \$105,000 **NOW \$79,995** SAVE \$25,005 (866) 755-9604 Charleston, SC STK# CHN126216



**NEW 2011 Winnebago VISTA 26P** WAS \$114,557 **NOW \$84,777** SAVE \$29,780 (888) 727-2952 North Little Rock, AR STK# LIT14140



**USED 2004 Winnebago VECTRA 40QD** WAS \$129,895 **NOW \$89,985** SAVE \$39,910 (888) 692-9016 Myrtle Beach, SC STK# MB124731



**NEW 2011 Four Winds WINDSPORT 32V** WAS \$129,734 **NOW \$88,888** SAVE \$40,846 (866) 820-0335 Council Bluffs, IA STK# CBI11291



**USED 2005 Newmar MOUNTAIN AIRE 3505** WAS \$129,850 **NOW \$89,877** SAVE \$39,973 (866) 996-3140 Calera, AL STK# CLE18967



**USED 2002 Beaver PATRIOT THUNDER 92408** WAS \$187,500 **NOW \$89,995** SAVE \$97,505 (888) 860-8684 Strafford, MO STK# STR12689



**USED 2006 Newmar VENTANA 3631** WAS \$131,078 **NOW \$89,995** SAVE \$41,083 (888) 896-2801 Albuquerque, NM STK# ARV15853



**NEW 2012 Thor Motorcoach WINDSPORT 32A** WAS \$121,004 **NOW \$92,995** SAVE \$28,009 (866) 820-0335 Council Bluffs, IA STK# CBI16838



**NEW 2011 Itasca REYO 25R** WAS \$135,047 **NOW \$93,999** SAVE \$41,048 (877) 289-0812 Las Vegas, NV STK# LVN36782



**NEW 2012 Thor Motorcoach WINDSPORT 34T** MSRP \$127,100 **NOW \$95,330** SAVE \$31,770 (888) 801-3226 Byron, GA STK# MAC16228



**NEW 2011 Itasca REYO 25Q** MSRP \$138,827 **NOW \$95,983** SAVE \$42,844 (888) 614-5201 Draper, UT STK# ABRV36387



**NEW 2011 Itasca REYO 25T** WAS \$138,516 **NOW \$95,999** SAVE \$42,517 (877) 289-0812 Las Vegas, NV STK# LVN36670



**NEW 2011 Itasca REYO 25Q** LIST PRICE \$149,190 **NOW \$98,995** SAVE \$50,195 (888) 331-1595 Santa Clarita, CA STK# AMRV22456 VIN# A9453033



**NEW 2011 Winnebago VIA 25R** MSRP \$139,518 **NOW \$105,995** SAVE \$33,523 (888) 696-2165 Savannah, GA STK# SAV14765



**NEW 2011 Four Winds SERRANO 31Z** LIST PRICE \$157,005 **NOW \$99,995** SAVE \$57,010 (888) 331-1595 Santa Clarita, CA STK# AMRV21125 VIN# A3440281



**NEW 2011 Itasca REYO 25Q** LIST PRICE \$165,288 **NOW \$107,224** SAVE \$58,064 (888) 479-3568 Vacaville, CA STK# VAC12728 VIN# 9454891



**NEW 2011 Winnebago VIA 25Q** MSRP \$142,956 **NOW \$107,860** SAVE \$35,096 (888) 696-2165 Savannah, GA STK# SAV15877



**NEW 2011 Four Winds SERRANO 31Z** MSRP \$149,141 **NOW \$109,888** SAVE \$39,253 (888) 348-5909 Avondale, AZ STK# AVO10470



**NEW 2011 Four Winds SERRANO 31V** MSRP \$157,821 **NOW \$109,900** SAVE \$47,921 (888) 844-1758 New Braunfels, TX STK# SW9713



**USED 2008 Winnebago ADVENTURER 38J** WAS \$195,550 **NOW \$118,598** SAVE \$76,952 (866) 755-9604 Charleston, SC STK# CHN126309



**USED 2007 Fleetwood DISCOVERY 39V** WAS \$176,310 **NOW \$119,858** SAVE \$56,452 (866) 673-0250 Statesville, NC STK# STA125979



**USED 2008 Winnebago DESTINATION 39W** WAS \$159,995 **NOW \$119,995** SAVE \$40,000 (888) 568-2177 Burlington, WA STK# FRV10268



**USED 2003 Fleetwood AMERICAN EAGLE 40T** WAS \$159,988 **NOW \$119,995** SAVE \$39,993 (888) 475-5918 Robertsdale, AL STK# RD40282



**NEW 2011 Four Winds SERRANO 31X** MSRP \$185,238 **NOW \$124,900** SAVE \$60,338 (888) 668-6715 Katy, TX STK# KAT9806



**USED 2006 Holiday Rambler SCEPTER 40PDQ** WAS \$194,155 **NOW \$129,995** SAVE \$64,160 (888) 896-2801 Albuquerque, NM STK# ARV15579



**USED 2007 Damon TUSCANY 4072** WAS \$189,998 **NOW \$129,995** SAVE \$60,003 (888) 450-7060 Dothan, AL STK# DOT39994



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



**USED 2007 Fleetwood REVOLUTION 40V** WAS \$199,999 **NOW \$145,858** SAVE \$54,141 (866) 648-5288 St. Augustine, FL STK# JAC38934



**USED 2008 Gulf Stream YELLOW STONE 40UL** **NOW \$149,995** (888) 696-2165 Savannah, GA STK# SAV16479



**NEW 2011 Damon TUSCANY 3680** WAS \$247,870 **NOW \$159,874** SAVE \$87,996 (888) 450-7060 Dothan, AL STK# DOT40838



**USED 2008 Holiday Rambler ENDEAVOR 40SKQ** WAS \$211,528 **NOW \$159,895** SAVE \$51,633 (888) 848-7312 Columbia, SC STK# COL18320



**NEW 2011 Damon ASTORIA 40KT** MSRP \$253,021 **NOW \$159,900** SAVE \$93,121 (888) 844-1758 New Braunfels, TX STK# SW9691



**USED 2009 Safari SAFARI CHEETAH 42PAQ** WAS \$230,990 **NOW \$159,995** SAVE \$70,995 (866) 610-5049 Akron, OH STK# SRV19512



**NEW 2011 Damon ASTORIA 40KT** WAS \$233,084 **NOW \$159,998** SAVE \$73,086  
(888) 457-4801 Colfax, NC STK# CFX3813



**NEW 2011 Damon ASTORIA 40KT** WAS \$257,248 **NOW \$164,995** SAVE \$92,253  
(888) 819-7952 Longmont, CO STK# KC111630



**NEW 2011 Damon ASTORIA 40KT** WAS \$256,879 **NOW \$174,900** SAVE \$81,979 (888) 896-2801 Albuquerque, NM STK# ARV15953



**NEW 2011 Damon ASTORIA 40BQ** WAS \$243,600 **NOW \$168,879** SAVE \$74,721 (888) 450-7060 Dothan, AL STK# DOT40836



**NEW 2011 Damon TUSCANY 4078** WAS \$249,627 **NOW \$169,867** SAVE \$79,760 (888) 450-7060 Dothan, AL STK# DOT40837



**NEW 2011 Damon TUSCANY 4051** WAS \$251,859 **NOW \$174,999** SAVE \$76,860 (866) 415-9726 Wheat Ridge, CO STK# KC511239



**NEW 2011 Damon ASTORIA 40KT** MSRP \$259,982 **NOW \$179,995** SAVE \$79,987 (888) 905-0490 Anthony, TX STK# LC15757



**NEW 2011 Damon ASTORIA 40BQ** WAS \$245,878 **NOW \$179,999** SAVE \$65,879 (866) 648-5288 St. Augustine, FL STK# JAC39714



**NEW 2011 Winnebago JOURNEY EXPRESS 39N** WAS \$244,564 **NOW \$182,995** SAVE \$61,569 (888) 819-7952 Longmont, CO STK# KC111443



**NEW 2011 Damon TUSCANY 4051** WAS \$258,982 **NOW \$182,998** SAVE \$75,984 (888) 457-4801 Colfax, NC STK# CFX4150



**NEW 2011 Damon TUSCANY 4051** WAS \$265,180 **NOW \$199,995** SAVE \$65,185 (888) 692-9016 Myrtle Beach, SC STK# MB125175



**NEW 2011 Damon TUSCANY 42FK** WAS \$315,937 **NOW \$212,995** SAVE \$102,942 (866) 415-9726 Wheat Ridge, CO STK# KC511531



**NEW 2011 Damon TUSCANY 42RQ** WAS \$307,453 **NOW \$212,995** SAVE \$94,458 (888) 819-7952 Longmont, CO STK# KC111333



**NEW 2011 Winnebago JOURNEY 40L** WAS \$299,059 **NOW \$215,580** SAVE \$83,479 (866) 775-0682 Roanoke, VA STK# ROA13987



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



**NEW 2011 Damon TUSCANY 42FK** WAS \$317,552 **NOW \$219,900** SAVE \$97,652 (888) 896-2801 Albuquerque, NM STK# ARV15739

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## USED CLASS B & C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2004 Fleetwood JAMBOREE 26Q	POR39145	\$34,950	<b>\$29,988</b>	(888) 850-5575
2000 Georgie Boy MAVERICK 26FB SLD	CHU72624	\$37,995	<b>\$29,999</b>	(888) 682-3036
2005 Coachmen CONCORD 30FT	GR126206	\$53,988	<b>\$42,995</b>	(888) 484-3906
2004 Winnebago MINNIE WINNIE 27P	JAX19975	\$49,699	<b>\$43,889</b>	(877) 468-3214
2009 Fleetwood JAMBOREE 23B	LAK8830	\$59,057	<b>\$47,999</b>	(877) 554-3516
2007 Winnebago ACCESS 29T	CHN126255	\$56,995	<b>\$49,995</b>	(866) 755-9604
2010 Winnebago CHALET 31CR	TUC17979	\$53,999	<b>\$49,995</b>	(888) 315-7967
2006 Winnebago VIEW 23	FRV10156	\$68,888	<b>\$52,995</b>	(888) 568-2177
2007 Forest River LEXINGTON 283 GTS	HAR72575	\$61,995	<b>\$54,995</b>	(888) 903-6787
2008 Fleetwood TIOGA RANGER 31	CFX4240	\$75,999	<b>\$59,998</b>	(888) 457-4801
2010 Four Winds CHATEAU 31B	GRV507549	\$68,955	<b>\$64,999</b>	(888) 471-3546
2008 Gulf Stream BT CRUISER 5291	SYU68548	\$89,888	<b>\$69,995</b>	(888) 672-5049

## NEW CLASS B & C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Four Winds FREEDOM ELITE 21C	LVN40261	\$73,346	<b>\$59,995</b>	(877) 289-0812
2012 Thor Motorcoach FOUR WINDS 23U	SYU70569	\$77,105	<b>\$59,998</b>	(888) 672-5049
2011 Four Winds FREEDOM ELITE 28U	LC15642	\$88,713	<b>\$69,995</b>	(888) 905-0490
2011 Four Winds FREEDOM ELITE 28U	GRV507597	\$92,697	<b>\$72,985</b>	(888) 471-3546
2011 Itasca IMPULSE SILVER 26QP	LC15674	\$94,601	<b>\$74,995</b>	(888) 905-0490
2011 Four Winds FREEDOM ELITE 28U	GR125106	\$90,790	<b>\$74,995</b>	(888) 484-3906
2011 Winnebago ACCESS 26Q	MAC16867	\$90,224	<b>\$75,900</b>	(888) 801-3226
2011 Winnebago ACCESS 31N	SLV21219	\$99,636	<b>\$79,381</b>	(877) 834-0429
2011 Four Winds CHATEAU CITATION 28BK	GR125448	\$103,549	<b>\$79,887</b>	(888) 484-3906
2011 Itasca IMPULSE SILVER 31CP	LC15673	\$98,873	<b>\$79,995</b>	(888) 905-0490
2011 Four Winds FREEDOM ELITE 23S	COL15148	\$97,691	<b>\$79,995</b>	(888) 848-7312
2011 Itasca IMPULSE 26Q	GRV507420	\$90,325	<b>\$79,999</b>	(888) 471-3546
2012 Itasca IMPULSE SILVER 31CP	SYU70483	\$107,595	<b>\$84,879</b>	(888) 672-5049
2011 Four Winds FREEDOM ELITE 28U	SLV21830	\$93,985	<b>\$84,995</b>	(877) 834-0429
2011 Itasca NAVION 24K	GRV507423	\$107,209	<b>\$86,955</b>	(888) 471-3546

## USED CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1989 Georgie Boy CRUISE MASTER 28	MER19497	\$10,995	<b>\$8,858</b>	(888) 254-9145
1995 Fleetwood FLAIR 32	HIL39985	\$12,995	<b>\$10,990</b>	(888) 859-6653
1991 Holiday Rambler ALUMA LITE XL	MAD17311B	\$15,000	<b>\$12,964</b>	(888) 242-0293
1997 Newmar MOUNTAIN AIRE 3780	BAT72453	\$34,999	<b>\$26,995</b>	(866) 502-8238
2005 Fleetwood TERRA 31H	OCA20820	\$34,995	<b>\$29,888</b>	(877) 774-0328
2001 Fleetwood SOUTHWIND 32V	FTM1101D	\$39,995	<b>\$34,995</b>	(888) 625-5187
1999 Fleetwood PACE ARROW VISION 36Z	HL6217A	\$45,790	<b>\$39,988</b>	(888) 386-5187
2005 Damon CHALLENGER 335	KC2P10793	\$49,997	<b>\$39,997</b>	(888) 463-3995
2003 Holiday Rambler TRAVELER 29RBD	KNOX19688	\$49,900	<b>\$42,756</b>	(888) 489-5784
2009 Damon DAYBREAK SPORT 3211	KC511791	\$62,995	<b>\$48,999</b>	(866) 415-9726
2003 Fleetwood BOUNDER 35R	CHU72670	\$55,996	<b>\$49,895</b>	(888) 682-3036
2009 Winnebago CHALET 30B	AVO14362	\$64,888	<b>\$49,995</b>	(888) 348-5909
2008 Winnebago CHALET 30BR	SLV21887	\$64,540	<b>\$49,995</b>	(877) 834-0429
2003 Fleetwood PACE ARROW 37A	AMRV22305	\$61,570	<b>\$49,995</b>	(888) 331-1595
2005 Four Winds WINDSPORT 35D	OCA20813	\$59,995	<b>\$49,999</b>	(877) 774-0328
2010 Four Winds HURRICANE 30Q	JAX20217	\$69,669	<b>\$59,999</b>	(877) 468-3214
2009 Damon DAYBREAK SPORT 3204	AVO14351	\$79,888	<b>\$69,888</b>	(888) 348-5909
2006 Monaco MONARCH 36PBD	AVO15225	\$79,888	<b>\$69,888</b>	(888) 348-5909
2007 Forest River GEORGETOWN 370TS	BAT70988	\$89,999	<b>\$69,995</b>	(866) 502-8238
2007 Damon CHALLENGER 37TS	MES17992	\$84,555	<b>\$69,995</b>	(888) 542-3819

## NEW CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Itasca SUNSTAR 26P	ABRV37590	\$104,378	<b>\$84,572</b>	(888) 614-5201
2011 Itasca SUNSTAR 30W	WDS16017	\$112,989	<b>\$88,998</b>	(888) 815-7523
2011 Itasca SUNSTAR 30W	TAL39252	\$107,567	<b>\$89,995</b>	(888) 902-8565
2012 Thor Motorcoach ACE EVO29.2	GB40601	\$107,317	<b>\$89,995</b>	(888) 674-0275
2012 Thor Motorcoach ACE EVO29.1	TAL40580	\$103,671	<b>\$89,995</b>	(888) 902-8565
2010 Damon DAYBREAK 34SS	COL18597	\$101,115	<b>\$89,995</b>	(888) 848-7312
2012 Thor Motorcoach HURRICANE 31J	TAL41186	\$114,987	<b>\$92,995</b>	(888) 902-8565
2012 Thor Motorcoach DAYBREAK 34SS	GRW326126	\$121,970	<b>\$104,995</b>	(866) 754-7302
2011 Damon CHALLENGER 35SD	JAX19855	\$148,989	<b>\$114,999</b>	(877) 468-3214
2011 Itasca SUNCRUISER 37F	WDS15854	\$180,400	<b>\$139,995</b>	(888) 815-7523
2011 Itasca SUNCRUISER 35P	CLE18941	\$167,920	<b>\$144,995</b>	(866) 996-3140
2011 Winnebago ADVENTURER 35P	ROA13990	\$180,805	<b>\$146,250</b>	(866) 775-0682

## USED CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1997 Fleetwood AMERICAN DREAM 39DAF	GB40228C	\$53,988	<b>\$42,995</b>	(888) 674-0275
2000 Itasca HORIZON 36	HL6163A	\$60,790	<b>\$55,988</b>	(888) 386-5187
1998 Newmar MOUNTAIN AIRE M-4059	GB39629C	\$69,190	<b>\$57,995</b>	(888) 674-0275
2000 Newmar DUTCH STAR 3858	FTM1248C	\$61,748	<b>\$59,995</b>	(888) 625-5187
1996 Country Coach INTRIGUE 36	FRV10200	\$69,995	<b>\$59,999</b>	(888) 568-2177
2004 Alfa SEE YA 36FD	STR17909A	\$84,650	<b>\$69,995</b>	(888) 860-8684
2000 Winnebago ULTIMATE ADVANTAGE 36C	MER20552	\$81,995	<b>\$76,858</b>	(888) 254-9145
2005 Coachmen CROSS COUNTRY 376DS	POR37151	\$89,950	<b>\$79,950</b>	(888) 850-5575
2002 National RV TRADE WINDS 7390	DCW8905	\$89,995	<b>\$79,995</b>	(888) 474-1330
2003 Winnebago JOURNEY DL 39WD	TAL40278	\$89,995	<b>\$79,995</b>	(888) 902-8565
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**FLICKERING LIGHTS**

I have a 2002 Travel Supreme and from 2008 to 2010 I had the same symptoms as John Tracy ("Flickering Lights," December 2011) has been experiencing. Last year I was troubleshooting the problem and had my voltmeter connected on the battery side and the coach side of the master solenoid relay for the DC power to the coach. I had a large voltage drop and then an increase. Then I experienced a small voltage drop for a while. I replaced the solenoid relay and haven't had any problems with flickering lights since.

**WILLIAM JONES | MARICOPA, ARIZ.**

*Thanks for writing, William. Yes, these solenoid relays carry a lot of current and as a result their internal contacts can become burned and pitted. If this occurs they may cause an intermittent voltage drop that could cause the 12-volt-DC lights to flicker. You can determine if your relay is faulty by temporarily bypassing it with a heavy jumper wire. If the jumper stops the flickering, replace the relay.*

**TIRE PRESSURE TIP**

We have a 2002 Shasta Class C 29-foot motorhome built on a Ford E-450 chassis. I have always read that tires should be inflated to 80 PSI, but the sticker on the Ford chassis says the front tires should be 65 PSI (only the rear should be 80 PSI according to the sticker). Which is correct?

**DAVID HOLTER | MIAMI**

*Not all tires should be inflated to the same pressure. The factory recommendations are OK if you don't know how much weight is being carried. Ideally the tires should be inflated according to the actual weight carried. If you can't find individual wheel scales, weigh each axle on a truck scale and divide the weight by the number of tires on that axle. Then look up the correct pressure on a load-inflation table, which can be found on the tire manufacturer's website or at tire stores. ♦*

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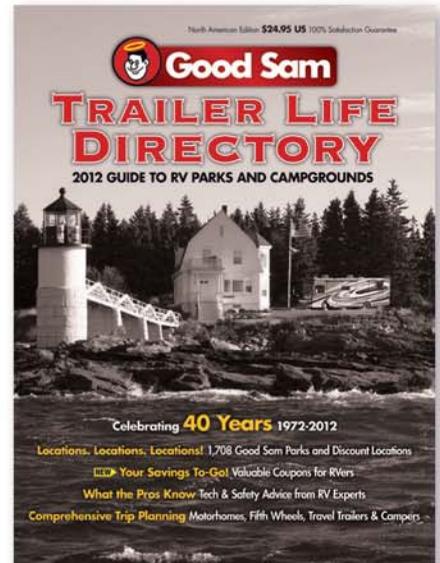
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