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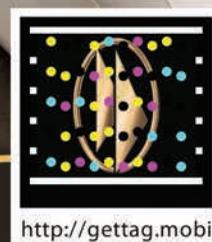
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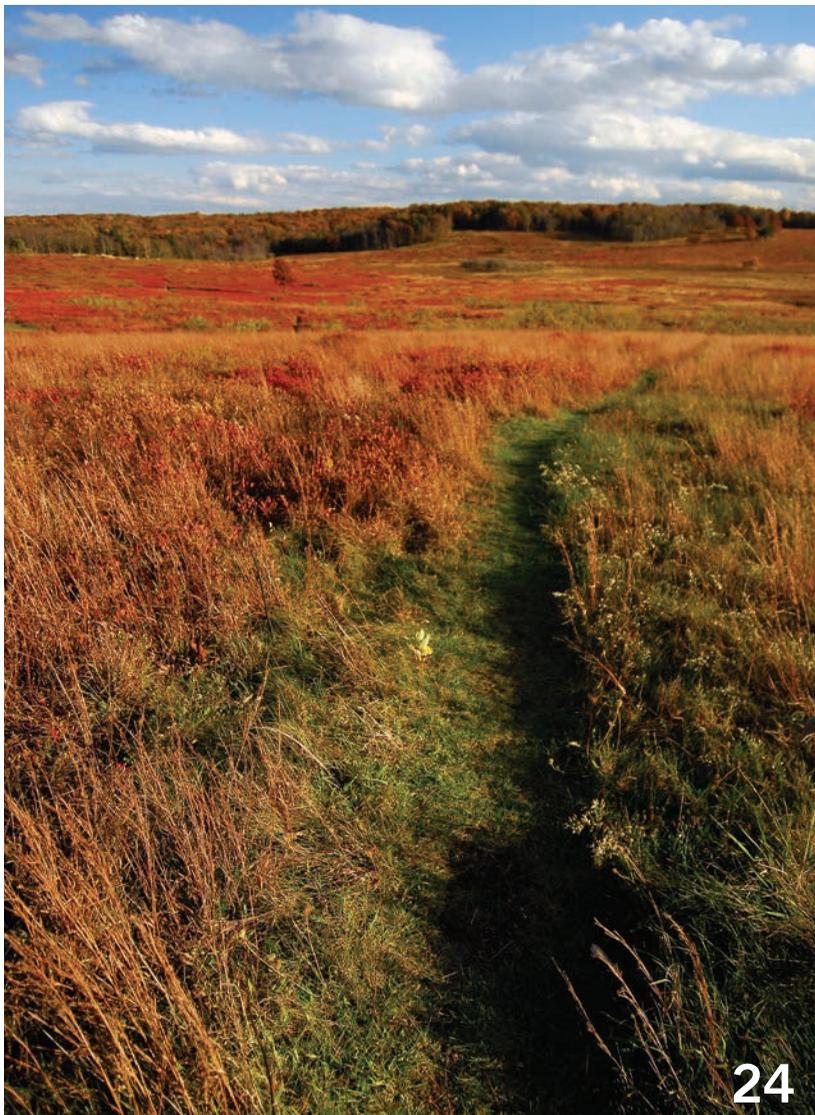
Go to **MOTORHOME**.com



User Guide

Contents





24

## FEATURES

### 20 | In Boron, Borax is Anything but Boring

Two museums, including one set in a working mine, detail the mining history of Boron, Calif.

### 24 | Autumn in Appalachia

Glowing gold and burgundy leaves greet visitors as they hike the trails of Shenandoah and Great Smoky Mountains national parks

### 30 | Coastal California Escape

South of San Francisco, Half Moon Bay and Moss Beach show off natural wonders and an exquisite landscape that are often overlooked

### 36 | Petroglyphs and Pictographs

Discover awe-inspiring rock art throughout the Southwest and learn about the ancient civilizations that called this region home

### 40 | Illinois' Mississippi River Valley Gem

Award-winning wineries and historic sites abound in and around the quaint riverside town of Galena

### 46 | RV Parks Scare Up Some Fun

Grab a costume, get the decorations ready and head to these campgrounds for some family friendly Halloween fright

### 50 | Phoenix Cruiser 2910T

With three slides, this coach isn't short on space or amenities, while its low profile makes it responsive on the road

### 56 | Corrosion Prevention

Check out these five products to protect the metal hardware on your motorhome, no matter the climate

### 62 | The Great Indoors

Sometimes an evening with your favorite TV show is the perfect getaway; find the satellite product to suit your needs in our roundup

### 68 | Tiffin Phaeton 42LH

Ideal for entertainers and extended-stay travelers, there's no shortage of living space in this Class A diesel-pusher with bath-and-a-half setup

**On The Cover:** We evaluated Phoenix Cruiser's 2910T model and found it complete with all the creature comforts in a road-friendly size (see the test on page 50). Photo by Bruce Hampson.

## DEPARTMENTS

- 4 | On Ramp
- 6 | P.O. Box
- 8 | Contact MotorHome
- 10 | Life on the Road
- 13 | Escapes
- 14 | Events
- 15 | Wheels & Gear
- 16 | Noteworthy/News Briefs
- 18 | Crossroads
- 70 | Quick Tips
- 71 | Hands-On
- 72 | Hot Line
- 73 | Coach & Powertrain
- 75 | Advertisers Index
- 98 | Off Ramp

36



46



# FAVORITES

**J**ust before this issue of *MotorHome* went to press my wife, Lynne, and I went on a car trip to participate in our son's wedding. I'm quick to admit that as RV enthusiasts, we are not big fans of car trips. But we had a great excuse for having to make the 1,200-mile round-trip journey by car: the wedding was held on a large ranch with cabins and I figured acquiescing to the family's plans was the right thing to do. In other words, knowing our infatuation with the RV lifestyle, our kids made it clear that we needed to leave the rig at home.

I can't remember the last time we took a road trip in an automobile, stayed in hotels and ate solely in restaurants. We've taken a few — very few — pleasure trips to places unsuitable for RVs, but we didn't have to spend long hours behind the wheel of a car. If I don't see couches, a galley and bedroom behind me, I'm a lost soul.

Traveling to our destination, we passed a number of places we normally like to visit while on RV trips. As a matter of fact, one of our very favorite campgrounds was along the route. Our plan was to spend one night on the road, since our cabin for the long weekend wouldn't be ready until the next morning. So we checked the Internet for hotels. I couldn't get my head wrapped around staying in a hotel; I do too much of that on business trips. Rejecting all the choices Lynne was reading to me as we rolled up the miles, I had what I thought was a brilliant idea: Why not stay in a campground, anyway? We ended up spending the night in a camping cabin. It wasn't quite the same as staying in a motorhome but we were close enough to RVs to stave off any withdrawals. It turned out to be a great decision.

Experience throughout the years has taught us where the best places to stay are located, where the food is good when we take a cooking respite and where we can find the best fuel stations without getting into a maneu-



verability quagmire. And although we were without the RV this time, we relied on our favorites to make the trip more successful. Knowing that everyone has favorites, we figured it would be great to survey our readers to find out just what makes their lives tick. So we've introduced the first Readers' Choice Awards that will be announced in the January 2013 issue of *MotorHome*.

In the world of super (wireless) connectivity and social media, people are sharing valuable information that is used to make good buying decisions. It's almost impossible to check out a product on the Internet without finding a list of customer reviews. If you're like me, you make many decisions on buying a particular product or locating service facilities based on what other people are communicating. It's the new normal way of doing business.

For example, if you've had exceptional reliability from a coach and chassis, you're bound to tell others. That recommendation helps build customer satisfaction and helps prevent mistakes. Same goes for favorite tow bars, cleaning products, tires, auxiliary braking device and engine oil, just to name a few. And we all have favorite restaurants, RV products and retailers. We invite you to let us know what your favorites are by logging on to [www.motorhomemagazine.com/readers-choice](http://www.motorhomemagazine.com/readers-choice) and casting votes in 24 categories of products and services. Your votes will count if they are made by September 14.

We look forward to sharing your favorites with fellow motorhome enthusiasts and those people looking to enter the lifestyle. Meanwhile, I'll be checking out many of your suggestions on future road trips — by motorhome, of course. ♦

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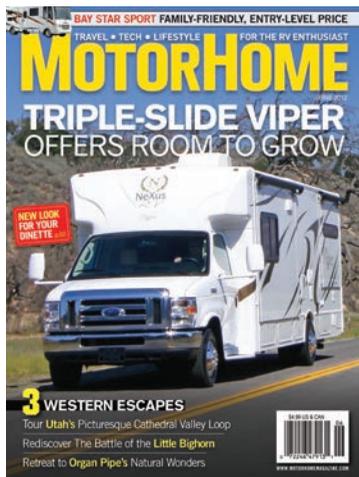
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**MORE.**





## WHAT IS ONE PIECE OF ADVICE YOU'D GIVE TO A MOTORHOMING NEWCOMER AND HOW DID YOU LEARN THIS HELPFUL TIP?

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

### PRACTICE MAKES PERFECT

Here is a backing recommendation for my fellow RVers: Buy five to seven small orange traffic cones, take your partner and a measuring tape, drive the motorhome to an empty parking lot and lay out a 12-by-40-foot parking area marked by the cones, then mark off a lane passing in front of the parking area by placing another cone in line with the center of the parking area and no more than 20 feet in front of it. With one person driving and the other directing, practice backing your motorhome into the parking area. Agree on a set of signals first. After several successful times, switch places with your partner. Do not skimp on this. After you're successful, reduce the 20-foot distance to 15 and try again. When you're done, have each partner park the motorhome within one foot of a stick (or lightpost, be careful) at the front, on each side and backing up to it. This practice will reduce stress and possible scratches on your motorhome when parking at the campground.

**EARL MCCLELLAND | VIA EMAIL**

### CHECK CAMPGROUNDS ONLINE

The school of hard knocks is the best, but after eight years I recommend that you start by using the Internet for reservations and if they don't have pictures, move on. Even then the pictures can be 10 years old. We keep a book on gas stops and how convenient it was, along with campgrounds — good or bad — with the city and state. You never know when you will travel that road again. We found one campground on the Internet that looked great, but when we arrived there was junk furniture everywhere, trailers that were living sites, barking dogs from the junkyard next door and a train that came by every hour. Stay and suffer or pack up and drive through the night. The website was not even close to what we saw.

**GARY LEWIS | BROOKLYN, WIS.**

### LAUNDRY HELPER

We are fairly new to RVing and I had been searching for a heavy-duty hamper that did not take up much room and was lightweight. When I found a collapsible/pop-up lawn and leaf bag at Target in the yard section, I had my "eureka" moment!

The bag folds down flat, and when it pops open it's a nice-size, heavy, round canvas tote with handles. It works great! I have purchased the flimsy pop-open hampers in the home section and they last about two trips to the laundromat. This thing is really sturdy. And it was on sale for 10 bucks!

**THE WOLTERS | CHARLESTOWN, IND.**

### LOVE THE HISTORY

Thank you, Ron Dalby, for a well-written story on Little Bighorn Battlefield National Monument ("Live the History of Little Bighorn") in the June issue. Rather than taking the traditional approach of what you did on your trip, you gave us an excellent synopsis of the battle. I was able to picture exactly what went on and, because of your article, Little Bighorn is now on my list of must-see places.

**ANN WINTER | VIA EMAIL**

### GREAT TRAVEL IDEAS

My husband and I are getting ready for a five-week RV trip through Tennessee, Oklahoma, New Mexico, Arizona, California, Utah, Colorado and Kansas then home to Kentucky. We have subscribed to your magazine for years. As each new issue arrives in the mail, we read, Post-it note and save every issue for travel ideas, campground information and then reread pertinent back issues when we are planning our trips. We have visited many locations we might have otherwise missed, if not for *MotorHome*. Thanks for continuing to make our travels enjoyable.

**REGINA HOLLIS | LOUISVILLE, KY.**

### MORE JAMMING

What a pleasant surprise to read Bob Livingston's June editorial, "Jamming at the Rally." I would like to see more information on RV-friendly music festivals and places where jamming is a priority. I would like to see campgrounds that jam like in Mountain View, Ark., where they jam on the square as well as back at the campground. I hope that Bob keeps on pickin' and grinnin'. As for me, I will keep my pick in my pocket and listen to good pickers.

**ROY LEE WHITE JR. | DEER PARK, TEXAS**





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User Guide

Contents



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P.O. BOX

### SATISFIED SERVICE CUSTOMER

We have been full-timers for 12 years and have had a lot of good luck with appliances. However, the Whirlpool washer Newmar put in under warranty in 2004 failed this past winter. After finding a replacement Whirlpool washer via RV Services Repair Center in Port St. Lucie, Fla., we ordered it and had them install it in the closet. As you can imagine, it was a chore getting the old machine out and the new machine in only to find that it was a defective machine. That meant ordering a new one and starting over again. Through the entire process, the service tech and assistant at RV Services were patient and accommodating. The labor charge was more than fair. We also had the seal replaced on our new Dometic toilet. When that failed to solve the problem, RV Services installed a spring cartridge that Dometic sent. I was only charged for one mobile service call, even though there were several trips to our rig to handle these situations.

We have been spending the past few winters in Port St. Lucie and wouldn't hesitate to contact RV Services (772-871-5544) again.

**RICH EMOND | VIA EMAIL**

### THANKS TO CONTINENTAL

While traveling home from Florida on Interstate 95 in our Bouncer 38F, we got a low voltage alarm on the dash screen. We got off at exit 305 and found Continental Auto/Truck Service Center. We spoke with Richard in the office and explained our problem. He said they would get to us as quickly as possible. Within a half hour, Justin checked our coach and determined the alternator was not functioning. Richard said they would have to order a replacement from Atlanta and that it could not be fixed until Monday. He also made the call to our extended warranty company to make sure it would be covered. Upon our return on Monday morning, Richard confirmed that the new alternator had arrived and that Justin would have the work done soon. Ninety minutes later, the work was done and we were back on the road. Many people write in about receiving bad service and it is a pleasure to write this letter about great service. Thank you Continental and Richard and Justin.

**KEVIN AND JUDY MCINERNEY  
HORSEHEADS, N.Y.**

### SAFETY FIRST

I have always been concerned about using the old-style burning road flairs. At that time they were the best we had. Then I found a safer product called Flare Alert. The company makes a tough, electronic flashing LED flair that can be seen for a distance and is perfect for alerting other drivers. They're fitted with magnets so you can stick them on the back of the vehicle or lay them on the ground. I purchased a set of three with a case from Amazon.com for \$25. Every vehicle needs a set of these.

**LLOYD KURTZ | ELLINWOOD, KAN.**

### QUESTION:

**What is one safety-related product you always make sure to pack in your motorhome and why do you carry it?**

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



### WHAT YOU ARE SAYING ON OUR FACEBOOK PAGE:

We asked readers to share their helpful tips for motorhome newcomers. Here's how some of our Facebook fans responded:

**Alan Wilson:** *By all means, have a competent electrician inspect all the connections inside your motorhome to ensure they are still secure at least once a year or so depending on how often you drive it. Bouncing down the road can loosen those connections and create heat in that connection, leading to a possible fire. I learned this the hard way with melted wiring that was very close to burning up our motorhome with my wife in it.*

**Geri Holmes:** *Always walk around the motorhome before you drive off. It's so easy to forget that a compartment is open, or the shorepower cord, sewer and/or water is still hooked up.*



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User Guide

Contents



## CB ENTERTAINMENT

**T**here are times when we consider the conversations of truckers on the CB radio prime time entertainment. Truckers in the West are not very talkative. You don't seem to hear from them unless they have something to say. East of the Mississippi, however, truckers get real chatty. They talk to one another about anything that comes to mind — sometimes without filtering it through their own mind. That's the entertaining part.

Truckers also use their CB radio to advise one another of road and traffic conditions, and these advisories can also be valuable to motorhome travelers. Truckers will radio which lanes are open if there is a traffic situation, allowing us to change lanes before traffic begins to back up. They will also broadcast directions to alternate routes when there is an unexpected road closure. We have avoided a number of time-consuming traffic jams by paying attention to the truckers.

Have you ever wondered what the truckers are talking about on the CB radio? They have developed their own descriptive road terminology. It took a while, but we have managed to decipher most of what we hear.

The term “smokey” or “bear” is used when talking about the state police and highway patrol officers who patrol the interstates. Why? Because the

hats they wear often resemble the one worn by Smokey Bear.

And did you know there are different types of bears? A “full-grown” bear is a state police officer or highway patrolman. Since one of their primary duties is to police the interstates, truckers are constantly updating one another about the location of full-growns. “County Mounties” are local deputy sheriffs. They may or may not be interested in truckers and don't seem to generate as much concern as the full-growns. A “local yokel” is a city police officer. Local yokels rarely enforce traffic laws on interstate highways but truckers keep a wary eye on them anyway. A “polar bear” refers to a white patrol car. “Plain-wrapper” is an unmarked patrol car. A “bear in the air” is a police helicopter or airplane. A “she bear” or “mama bear” is — you guessed it — a female police officer. And, one of our favorites, a “kojac with

a kodak,” refers to a police officer using a radar gun.

Those strips of tire tread lying on the road are called “alligators.” If your wheel rolls over an alligator, the alligator has a tendency to jump up and attack your vehicle. The highway department trucks that remove these and other road hazards are known as “alligator catchers.”

Truckers also apply their own terminology to the vehicles sharing the road with them. A “four-wheeler” is anything resembling a car; “stage-coach” is a bus; “bread truck” is a motorhome; and a “draggin' wagon” is a tow truck.

They have descriptive names for their own vehicles as well. A “covered wagon” is a flatbed or open trailer with a tarp cover. A “parking lot” is a car transporter. And we have heard truckers refer to their sleeper as a “condo.”

A weigh station is referred to as a “chicken coop” (a closed coop is cause for celebration). A “chicken inspector” is one who works in a chicken coop.

When a trucker warns of a “brake check,” he's talking about an unexpected slowdown in traffic causing brakelights to go on everywhere. Get ready to slow down or stop.

The far left or fast lane is the “hammer lane.” That's where you can put your “hammer” or accelerator pedal down — just make sure Smokey is not around.

The mile markers at the side of the road are called “yard lines” or “yard sticks.” If something is located at the “120-yard line,” it is near the 120-mile marker. If someone is “in the bushes,” they're off the side of the road and pretty much out of sight until you get close to them. Bears like to hide in the bushes.

Listening to the truckers on the CB radio isn't only entertaining; it can also keep you tuned into the road. And, every now and then, you may find yourself enjoying a conversation with a trucker who also happens to be an RVer.

Visit Joe and Vicki's website at [www.rvknowhow.com](http://www.rvknowhow.com). ♦

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User Guide

Contents



# escapes

by LAURA MICHAELS

EVENTS | NOTEWORTHY | WHEELS & GEAR | CROSSROADS

PHOTO: NHD/TT/ELLEN EDERS/HEIM

## MARVELOUS MOUNTAIN PASS

FIND NATURE HARD AT WORK WITHIN FRANCONIA NOTCH

### Franconia Notch State Park's Old Man of the

Mountain crumbled in 2003, but the rock formation also known as the Great Stone Face was just one of many natural wonders within this swath of New England greatness. Located in White Mountain National Forest in northern New Hampshire, Franconia Notch is a picturesque mountain pass extending from Flume Gorge at the south to Echo Lake at the north. Interstate 93 provides direct access, winding between the Kinsman and Franconia mountain ranges for eight miles.

The park's 6,692 acres are home to the famous

Flume Gorge, a natural gorge that extends 800 feet from the base of Mount Liberty. Its granite walls are just 12 to 20 feet apart, and a boardwalk gives visitors an up close look at the many fern and flower growths. A \$14 ride on the Cannon Mountain Aerial tramway brings visitors to the 4,180-foot summit of Cannon Mountain, affording them panoramic views that reach to Maine, Vermont and Canada. Cannon Mountain RV Park, a seven-site park on the north shore of Echo Lake, is open year-round.

To find out more, visit [www.nhstateparks.org](http://www.nhstateparks.org) and select Franconia Notch State Park from the drop-down menu.



## SEPT. 7-16

This year marks the **106th Tennessee State Fair**, which includes thrilling rides, exciting events like the ice cream eating contest, hula hoop contest, the 8th Annual Karaoke Shake-down and the Tennessee State Fairest of the Fair and Talent competition. Fairgoers will have plenty to eat



with a variety of fair food including cotton candy, corn dogs and snow cones. More than 230,000 visitors and participants are expected to attend the annual celebration; 615-852-8997, [www.tennesseestatefair.org](http://www.tennesseestatefair.org).

**SEPT. 15-16** | The **San Francisco Dragon Boat Festival** kicks off a weekend of dragon boat racing, cultural performances and activities for everyone. Billed as the largest competitive dragon boat festival in the United States, the festival includes more than 120 dragon boat teams and 3,500 dragon boat paddlers; 415-262-0155, [www.cdoba.org/sfdragonboat](http://www.cdoba.org/sfdragonboat).

**SEPT. 14-16** | Flagstaff, Ariz., is hosting the **Pickin' in the Pines Bluegrass & Acoustic Music Festival** with live entertainment featuring the sounds of Hot Rize, Blue Highway, The SteelDrivers, The Foghorn Stringband, Burnett Family Bluegrass and more. On-site camping is available; 928-525-1695, [www.pickininthepines.org](http://www.pickininthepines.org).

**SEPT. 14-16** | With mountains in the background, the **19th Annual Telluride Blues & Brews Festival** in Telluride, Colo., offers live music from the B-52s, Little Feat, The Chris Robinson Brotherhood and Phil Lesh & Friends, among others. On-site camping is available with reservations; 866-515-6166, [www.tellurideblues.com](http://www.tellurideblues.com).

**SEPT. 21-27** | The 14th annual **World Music Festival** in Chicago, Ill., is a multi-venue event with international musicians spanning across the Windy City. Performances and events based on traditional and contemporary music from diverse cultures are included in this low-cost ticketed event; [www.worldmusicfestivalchicago.org](http://www.worldmusicfestivalchicago.org).

## RV SHOWS

**SEPT. 7-9**  
**11th Annual North Carolina RV Show & Sale**  
Greensboro, N.C.; 336-373-7400

**SEPT. 7-9**  
**23rd Annual St. Louis Fall RV Show**  
Hazelwood, Mo.; 618-288-9952

**SEPT. 12-16**  
**America's Largest RV Show**  
Hershey, Pa.; 588-303-2887

**SEPT. 13-16**  
**Southwest RV Super Show**  
Dallas, Texas; 512-327-4514

**SEPT. 13-16**  
**Fall RV and Van Show**  
Portland, Ore.; 503-246-8291

**SEPT. 13-16**  
**Fall Maryland RV Show**  
Timonium, Md.; 410-564-7323

**SEPT. 28-30**  
**29th Annual Northeast RV Show's Fall RV Marketplace**  
Suffern, N.Y.; 845-343-2772

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## EXPLORE WITH EASE

Specifically designed for RVers, Magellan's new **RoadMate RV 9165T-LM** aims to make motorhome travel a breeze by providing information and features for a safe, easy and enjoyable ride. This GPS navigator is pre-loaded with the Good Sam Trailer Life Directory and Good Sam Club discount locations, and boasts comprehensive North American information to locate RV services, pet-friendly parks, Wi-Fi spots and more than 6 million points of interest. Out-of-date maps are a thing of the past thanks to the free lifetime online updates. The RoadMate RV 9165T-LM offers customizable large vehicle/RV programming and will automatically adjust the route based on the vehicle's height, width, length and weight. Heavy-duty extension mounts, designed for vehicles with deep dashboards, accompany the 7-inch touchscreen. The RV 9165T-LM also comes with built-in Bluetooth technology that turns the GPS device into a hands-free speakerphone, and free lifetime traffic alerts that notify drivers of incidents and suggest alternative routes.

The RoadMate RV 9165T-LM, with an MSRP of \$429.99, is available at Camping World stores and online at [www.campingworld.com](http://www.campingworld.com).

**Magellan, 800-669-4477, [www.magellangps.com](http://www.magellangps.com)**

## KEEP AN EYE ON YOUR MOTORHOME

After making a sizeable investment to purchase a motorhome, many owners don't want to spend thousands more on a complex security camera setup. That's where Stem Innovation and its **iZON Remote Room Monitor** come in. An app-powered security camera, the iZON streams audio and video to your iPhone, iPad or iPod Touch and records directly to your private YouTube account. Using the free Stem: Connect downloadable app, the iZON can be installed in less than 10 minutes, the company claims, and doesn't require a computer. Place the iZON, which tilts and swivels on a magnetic base, on any horizontal surface or mount it to a ceiling. From its perch, the iZON will be your eyes and ears and will alert you via push notifications when there is motion or noise. The iZON connects to a 120-volt AC outlet using the included USB power supply and cord. A wireless network is required.

The iZON, priced at \$129.95, is available at Best Buy and Apple stores and online at [www.steminnovation.com](http://www.steminnovation.com).

**Stem Innovation,**  
800-704-7186,  
[www.steminnovation.com](http://www.steminnovation.com)



## FRAME YOUR FAMILY

Keep motorhome walls nail free — and skip the hassle of putting up and taking down framed photos when traveling — with a creative product from Fodeo. **RVFramz**, a line of peel-and-stick photo frames, lets motorhome owners display photos of their kids, grandkids, friends and favorite destinations just about anywhere. Made of high-quality polypropylene material, Fodeo claims its RVFramz will not stretch or lose their shape like vinyl frames and the lightweight adhesive won't leave behind residue. The clear film of RVFramz — they're not stickers with holes cut in the middle — also protects photos. The frames are available in a Classic and Designer series with different styles and colors to choose from. A five-pack of 4-by-6-inch frames is \$14.99; a single 5-by-7-inch frame is \$4.99.

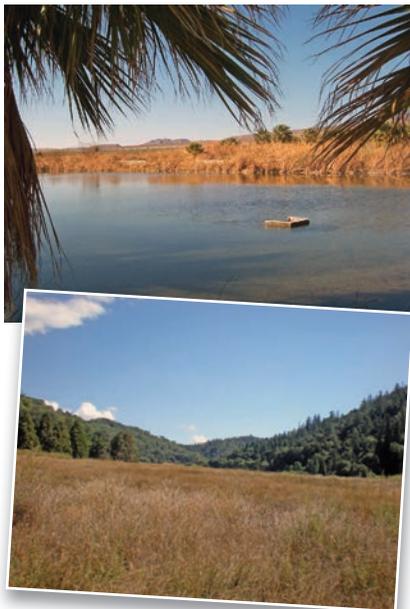
**Fodeo, 866-921-1112, [www.fodeo.net/rvframes/rv.asp](http://www.fodeo.net/rvframes/rv.asp)**



## FOUNDATION WORKS TO STOP CALIFORNIA PARK CLOSURES

**California State Parks Foundation** (CSPF) will award 13 grants totaling \$328,586 to organizations fighting to keep state parks off the closure list. The one-year commitment is one of several steps the 43-year-old foundation is taking in response to the crisis of park closures across the California State Park System, according to a news release.

Seventy state parks were originally slated for closure by July 1, 2012, in order to meet the \$22 million General Fund budget cuts required by Gov. Jerry Brown and California's legislature. Among the grant awardees are Salton Sea State Recreation Area, Palomar Mountain State Park and Greenwood State Beach. CSPF President Elizabeth Goldstein said the foundation hopes to assist as many parks as possible and is launching a major fundraising campaign, in addition to offering technical assistance to nonprofits also working to keep



PHOTOS: CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

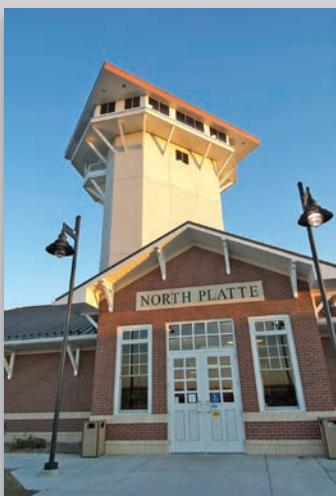
parks open.

Visit [www.calparks.org](http://www.calparks.org) to find out more about the park closures or make a donation.

## NEBRASKA HOME TO WORLD'S LARGEST RAIL YARD

Motorhome travelers crossing "the Cornhusker State" of Nebraska can take a break from their Interstate 80 drive with a stop in North Platte, a town that serves up a bird's-eye view of the world's largest rail yard. From the eight-story-high Golden Spike Tower, look out over Union Pacific Railroad's Bailey Yard, which handles 10,000 railcars and locomotives each day. Experience the sights and sounds from the seventh floor open-air platform or watch the action from the eighth story enclosed viewing deck. The Golden Spike Tower also offers historical displays and exhibits, including a new Hall of Fame with displays and artifacts from key players in the history of North Platte and the Union Pacific Railroad, which is celebrating its 150th anniversary.

For more information, call 308-532-9920 or visit [www.goldenspiketower.com](http://www.goldenspiketower.com).



PHOTOS: COURTESY OF GOLDEN SPIKE TOWER

## News Briefs

California and West Virginia are home to the newest sites to join the list of national natural landmarks. As part of the 50th anniversary of the **Natural Landmarks Program**, Lake Shasta Caverns in northern California and Ice Mountain, an unusual geological phenomenon called *glacière talus* in the central Appalachians, received the designation. Lake Shasta Caverns, a privately owned cave located in Lakehead, Calif., contains an especially diverse assemblage of calcite cave formations ranging from millimeters to tens of meters. The site includes many of the more scarce types of cave formations found in solution caves worldwide. The site is open to the public for educational tours. Ice Mountain gets its name from the refrigeration effect that takes place inside its talus — a sloping mass of boulders at the foot of a mountain. In cooler months, dense, cold air sinks deep into the talus, and ice masses form. As the weather warms, the cooler air flows out of vents among the rocks at the bottom of the slope. As a result, the site supports many species normally found in much colder regions. The site is owned by The Nature Conservancy and provides guided hiking opportunities for the public.

**Foretravel Motorcoach** now offers the Aqua-Hot 450 hydronic heating system on its Nimbus coach line. The Aqua-Hot 600 is already available on Foretravel's IH and Phenix models. The self-contained Aqua-Hot 450 is able to use power from three different sources: recycled heat from the engine while driving, shorepower when available and diesel fuel anytime. Providing an unlimited supply of on-demand hot water, the Aqua-Hot 450 eliminates the need for a storage tank and can generate up to 90 gallons of hot water an hour, according to the company.

**Winnebago Industries** has chosen Scott Degnan as vice president of sales and product management. In his new position with the Forest City, Iowa-based manufacturer, Degnan will be responsible for all sales, product direction, marketing and service for the company's Winnebago, Itasca and Era brand motorhome lines. Degnan brings almost 25 years of extensive RV sales and product management experience to his new role. Prior to joining Winnebago Industries, Degnan served as vice president of sales for Riverside, Calif.'s MVP RV.

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User Guide

Contents



## OLANA STATE HISTORIC SITE

**Stunning views of fall foliage can be** found all over the country, but the scenery is especially gorgeous in Hudson, N.Y., where a brightly colored landscape blankets the banks of the Hudson River and surrounds the Catskill Mountain range, opening up to a house on a hilltop called Olana. Today, Olana State Historic Site offers an introduction to what life was like more than a century ago.

In the 1860s, American landscape painter Frederic Edwin Church purchased 250 acres of land overlooking the Hudson River and the Catskill Mountains. A small home called Cosy Cottage was built on the land with the help of architect Richard Morris Hunt. With inspiration from his European travels, Church worked with architect Calvert Vaux to build another home for his family using design elements he saw abroad: towers, balconies, recessed porches and stenciling. An artist by trade, Church created the stencils himself and chose colors for the walls and ceiling to reflect an eclectic composition. International pieces decorate the interior, including rugs, bronzes, paintings, sculptures, tapestries and furniture. Church continued to work on Olana for the remainder of his



PHOTO: OLANA STATE HISTORIC SITE

life and even began a campaign to improve the home with additional rooms and structures, like a glassed-in observation room in the tower. By 1891, the house was nearly complete and today it looks much as it did more than a century ago.

Church's son Louis and his wife Sally inherited the house in 1900 and maintained it until 1964, when Sally passed away. In 1966, the home and land were purchased by the state of New York.

Visitors can take in the home's intricate details, as well as the beautiful landscape. Guided tours of the home are offered year-round. Reservations are recommended but not required.

**For more information**, call 518-828-0135 or go to [www.olana.org](http://www.olana.org).  
— *Amanda Lepinski*

## DESERT CANYON DELIGHT

### Nestled in the foothills of the

Santa Catalina Mountains, Sabino Canyon is a natural desert oasis. Located in Arizona's Coronado National Forest near Tucson, it offers a pleasant blend of intellectual stimulation, physical challenge and natural beauty. To learn about the history and geology, take a narrated and educational 45-minute, 3.8-mile tram tour. The tours are \$8 for adults, and trams run every 30 minutes with nine stops along the route. At any designated stop, visitors can hop off the tram to hike trails with a range of difficulty levels.

We rode to the top, and then hiked down the paved path, exploring several off-road trails along the way. Aside from other hikers, we had the road to ourselves since motorized vehicles, except



the trams, are not permitted on the road.

Sabino Creek flows through the canyon, providing ideal conditions for riparian and desert plants. Cottonwoods, willows and sycamores thrive near the creek. Saguaro, mesquite and palo verde cover the mountainsides. Note that RV parking is limited and the lot, which requires a \$5 fee or a National Park Pass, can be crowded on weekends from January through March.

**For more information**, visit [www.sabino-canyon.com](http://www.sabino-canyon.com). — *Mary Zalmanek* ♦

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- Rhode Island RV & Camping Show
- Virginia RV & Boat Show
- Summer Boat & RV Super Sale
- North Carolina Fall RV Show & Sale
- Big East Powersports Show
- Rocky Mountain Snowmobile Expo
- Fall Atlantic City RV Show
- St. Paul Ice Fishing & Winter Sports Show

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# IN BORON, BORAX IS ANYTHING BUT BORING

DIG DEEP AND DISCOVER THE MOJAVE  
DESERT'S MINING HISTORY



Traditionally the favorite event of the annual Death Valley 49ers Encampment, the Wagon Train, usually made up of a dozen or more wagon teams, undergoes a 100-mile desert trek, rolling into Furnace Creek about midday on Friday.

It's not often that a town of just 2,250 hardy inhabitants has two museums devoted to the same subject. The town is Boron, Calif., in the Mojave Desert, not far from Death Valley National Park, and the subject is boron, a mineral mined in an open pit just outside of town. What could be duller than that, one might wonder. Watching a cactus grow?

Downtown, at the Twenty Mule Team Museum, things actually get interesting as visitors encounter the history of transporting boron, the fifth element on the periodic table, which we eat and which is used in making glass and cleaning products. Anyone who watched the small-screen TV show "Death Valley Days," with Ronald Reagan, will remember commercials for borax that featured a team of 20 mules.

In 1881, borates were found near

Furnace Creek Ranch in Death Valley, and by 1884 borax was being processed at Harmony Borax Works. Some 40 men produced 3 tons of borax a day. Two enormous ore wagons, a water wagon of 1,200 gallons, two men and 20 mules crossed 165 miles of searing hot desert to get their load to the train depot near Mojave. The journey took 10 days. The mule train was guided by a muleskinner who sat atop the rearmost right mule and used a 120-foot rein to drive the team 16 to 18 miles each day. The wagons had 3.5-inch steel axles connecting 7-foot-high wheels that rode on 8-inch-wide steel tires.

Along with displaying mining gear and artwork, the Twenty Mule Team Museum has a kitchen and beauty shop typical of the

1930s. The museum is open seven days a week and there is no admission charge.

Just north of Boron is the Borax Visitor Center, set in a working mine. The facility is the largest open-pit mine in California and supplies nearly half of the world's demand for refined borates. The visitor center features a life-size sculpture of 20 mules pulling an original ore wagon and plenty of history about borax. Parking for

CONTINUED ON PAGE 22



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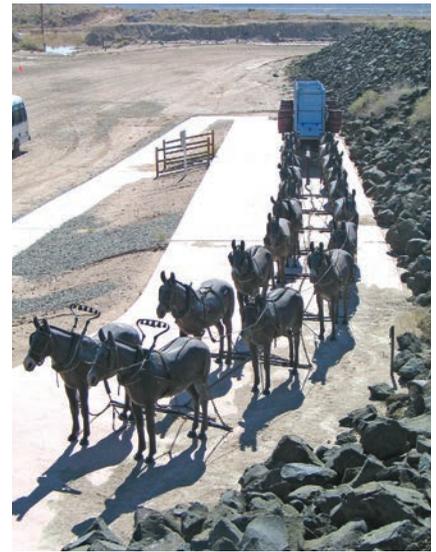
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User Guide

Contents





RVs is available on-site, but there is a \$3 parking fee for all vehicles.

If you're in the area during the first part of November, be sure to take in the Death Valley '49ers Encampment, a five-day event that celebrates the spirit of the 1849 gold rush wagon trains that crossed Death Valley. This year, the encampment runs Nov. 7-11 and features a wagon

**Above:** This wagon and cart setup was used to transport borax. **Top right:** This statue of a life-size mule team sits at the entrance to the Borax Visitor Center. **Bottom right:** Displays at Twenty Mule Team Museum start outside with this granite rock and drill

train, a chuck wagon lunch and Western fiddlers, a tall tales contest, wheelbarrow race, gold panning and more. ♦

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Jim Couper is the author of *Long And Winding Road: Discovering the Pleasures And Treasures of Highway 97* and has camped in 70 countries. Jim also drove a Class B to the ends of the Earth's most southerly and northerly roads.

**FOR MORE INFORMATION**

**BORAX VISITOR CENTER**  
760-762-7588,  
[www.borax.com/borax6.html](http://www.borax.com/borax6.html)

**DEATH VALLEY '49ERS ENCAMPMENT**  
[www.deathvalley49ers.org](http://www.deathvalley49ers.org)

**TWENTY MULE TEAM MUSEUM**  
760-762-5810,  
[www.20muleteammuseum.com](http://www.20muleteammuseum.com)

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User Guide

Contents



# AUTUMN IN APPALACHIA

SHENANDOAH AND THE SMOKIES DISPLAY FALL COLOR AT ITS FINEST

by PATRICIA KRASENICS



The author and her husband traveled through Shenandoah and Great Smoky Mountains national parks in their Roadtrek motorhome.

The Big Meadows area explodes with fall color in Shenandoah National Park.

PHOTOS: VICTOR KRASENICS



In this world, there are day-trippers, weekend warriors and long-distance rambler seeking outdoor activities to rejuvenate their lives. America's mountain roads and coastal highways are filled with travelers determined to exchange stress, problems and boredom for days immersed in fresh air, sunshine and exhilarating recreation.

After 40 years of an office calendar full of project deadlines and daily must-do lists, I moved from weekend warrior to long-distance rambler. It was the autumn of my life, and I felt it was time for a journey to reconnect with nature, family and friends. My first long-distance trip would take me through the mountains and shoreline of the eastern United States. My traveling companions were my recently retired husband and our 5-year-old Chihuahua.

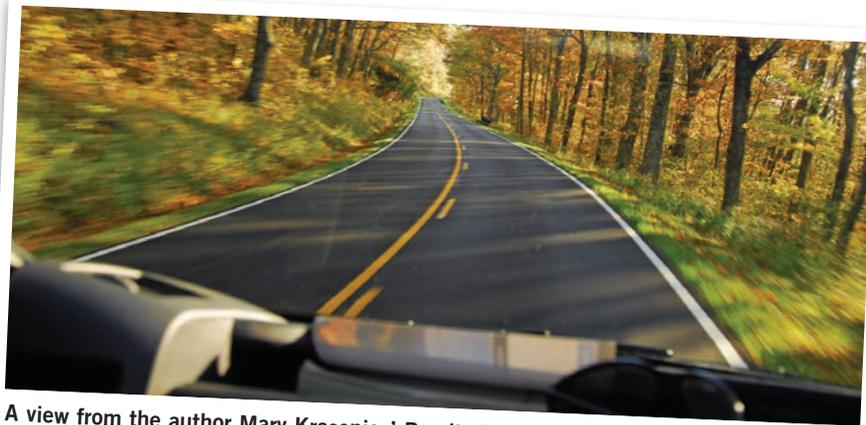
We headed out from Connecticut the first week of October. Winding mountain roads lined with glowing gold, auburn and burgundy leaves greeted our newly purchased Class B Roadtrek RS Adventurous. We chose the 22-foot motorhome because it's easy to park, it fits all campsites and city roads, it has a fuel-efficient diesel engine, and it has a separate bathroom, bedroom and kitchen area.

The first night, we dry camped at a lakeside site at Tobyhanna State Park in Tobyhanna, Pa. The following morning, we awoke to a golden sunrise that sent sparkles dancing through the mist across Tobyhanna Lake. A five-mile hike on the Lakeside Trail introduced us to turtles sunning on rocks, blue jays and crows announcing the day, a flock of geese landing on the water and a hairy woodpecker hard at work.

## Shenandoah National Park

After three days of camping, hiking and meeting people at the campground, we continued our trip to the Great Smoky Mountains. We drove through Virginia on Skyline Drive, winding along the crest of the central and southern Appalachian Mountains. (Caution: The clearance at Mary's Rock Tunnel at mile 32.2, just south of the Thornton Gap entrance from Route 211, is 12 feet 8 inches.)

Our first campsite was at Big Meadows in Shenandoah National Park. The park has three campgrounds — Mathews Arm, Big Meadows and Loft Mountain — with pull-through and back-in sites that can



A view from the author Mary Krasenics' Roadtrek motorhome as it travels along Skyline Drive through Shenandoah National Park.



Morning mist hangs over Tobyhanna Lake at Tobyhanna State Park in Pennsylvania.



The fields are rich with color around Shenandoah's Big Meadows Campground.

accommodate motorhomes. The campgrounds don't have hookups, but they do have potable water and dump stations.

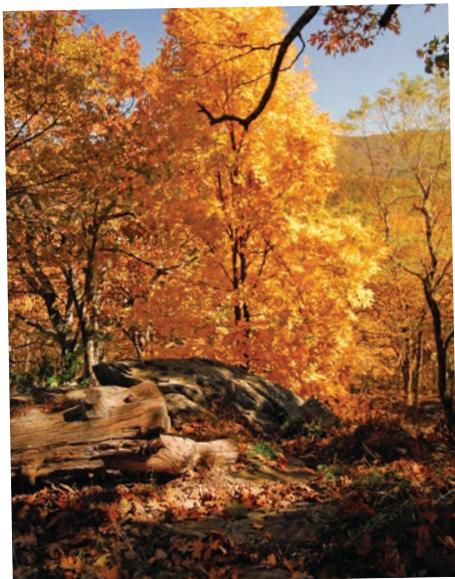
At Big Meadows, a 1.4-mile hiking trail carpeted in autumn leaves led us to Dark Hollow Falls, whose waters cascade down 70 feet of rocky ledges to the pool

below. The trail can be steep and rocky in spots, so watch your step. Shenandoah has more than 500 miles of trails — including the Appalachian Trail — that range from easy day hikes to overnight backpacking and lead to waterfalls and mountain vistas. Many are pet friendly.



A large population of black bears prompted us to carry bear spray as we hiked, and the National Park Service repeatedly reminds visitors through printed brochures and ranger programs never to feed or approach a bear. While hiking the Appalachian Trail to Fisher's Gap, we encountered bear scat consisting of brown fur, grass and pieces of acorns. When we reached Fishers Gap Overlook — at an elevation of 3,140 feet — we were treated to an expansive view of the valley below, blanketed in fall color.

During our visit it rained a couple of days, so we spent a few hours at Big Meadows Lodge, which offers access to the Internet, cellphone connections and



The hiking trails around Big Meadows Campground offer spectacular fall scenery.

ranger programs. There is a large meeting room where visitors can enjoy board games, friendly conversation and a panoramic view of the mountains. If you're hungry, try the local fare and blackberry ice cream pie.

From Big Meadows we headed south on Skyline Drive to our next campsite at Loft Mountain (milepost 79.5), which has outstanding views. While camped there, a moderate wind, sunny skies and a 75-degree Fahrenheit temperature inspired us to hike to the camp store. The neighboring mountainsides were ablaze with autumn color. After a scoop of homemade ice cream, we hiked to the top of the mountain to watch the sunset. Swirls of charcoal and smoky gray clouds danced



The sun tucks itself behind the mountains of Shenandoah National Park.

against the slate blue sky as a glowing orange ball lit the horizon and slipped behind the darkened distant mountain. As we walked back to our campsite, several whitetail deer crossed our path but, thankfully, no black bears.

### Blue Ridge Parkway

The following morning, we left Loft Mountain and drove 469 miles along the scenic Blue Ridge Parkway, stopping to camp in Virginia's Peaks of Otter Campground (milepost 86) and Julian Price Park Campground (milepost 297), which is in North Carolina. Both campgrounds are located near lakes, which offered multiple hiking trails, fishing and boating. Many of the hiking paths were lined with brown ferns, rhododendron, hemlocks and ground pine. While walking on Price Lake Trail, we crossed a broken beaver dam and found evidence of trees the beavers gnawed and felled. The elevation here is 3,400 feet and the temperature during our visit was a chilly 45 degrees Fahrenheit.

### Great Smoky Mountains

After a restful night, we continued our trip on the Blue Ridge Parkway to Smoke-mont Campground, which is strategically located on the Oconaluftee River at the base of the Smoky Mountains, approximately six miles north of Cherokee, N.C. Nine campgrounds in Great Smoky Mountains National Park can accommodate RVs (though the length limit at Abrams Creek Campground is only 12 feet), but they don't have hookups or showers. Restrooms are available. We stayed two nights at Smokemont, hiking on trails, horseback riding and relaxing.



Taking a walk along the Appalachian Trail within Shenandoah National Park.

A visit to the Oconaluftee Visitor Center, two miles south of Cherokee on Highway 441 adjacent to the Cherokee Indian Reservation, is certainly worthwhile. The center has an outdoor museum, the Mountain Farm Museum, where visitors can explore a log farmhouse, barn, apple house, springhouse and a working blacksmith shop to get a sense of how families may have lived 100 years ago. Bordering the Oconaluftee River is a pet- and bike-friendly trail for visitors to stretch their legs.

Our last mountain campsite was at Cades Cove in Tennessee. The 18-mile route into Cades Cove begins on Little River Road, a slow and winding zigzag road. From their perch in a roadside tree, a mama black bear and her two cubs watched our approach.

It was late afternoon when we arrived. Our site was a pull-through with picnic table and fire pit. There are no electric hookups, cellphone service or Internet connections at Cades Cove. The campground was full of activity with children riding their bikes, people walking their

CONTINUED ON PAGE 28

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User Guide

Contents



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AUTUMN IN APPALACHIA

dogs and food cooking on campfires and grills. Several visitors were sitting outside the camp store enjoying ice cream cones. We were glad we made reservations in advance. After grilling hot dogs, we attended a presentation about the settlers of Cades Cove and then went to sleep, determined to rise early for a bike ride.

The following morning, a cool mountain mist encircled my face while statuesque shadows watched in quiet darkness as I cycled an uneven road illuminated by my LED headlight. My peripheral vision recorded a pair of antlers on the side of the road, and I pushed harder on the pedals, winding and rolling up and down the darkened Cades Cove Loop Road. A glimpse of my husband's bike reflector and then the beam from a ranger's truck lights guided me to turn off the main road to Sparks Lane.

We came to see a fireball emerge from the haze rising over the mountain ridge. As thin layers of fog melted away from the tree line, photographers and leaf peepers gathered alongside us. Meringue clouds of



Sparks Lane, one of several loops within Cades Cove, is dressed in its autumn finery.

pink and gray were lit by the sun as Mother Nature dressed her mountains in gilded splendor. We rode back to the campground through rows of maple and sweet gum trees and passed a field dotted with jellyrolls of hay aglow with the morning light.

According to the *Smokies Guide*, the official newspaper of Great Smoky Mountains National Park, "fall colors usually peak between October 15 and November 7." Cades Cove's 11-mile-long loop road

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User Guide

Contents



has extremely heavy traffic in late October, with people stopping to photograph meadows, mountains and wildlife. Frequent stops occur to visit log homes, cantilever barns, smokehouses, churches and a gristmill. Early settlers from Tennessee, North Carolina and Virginia, who came to raise families, farm and graze cattle, built most of the buildings.

For the establishment of Great Smoky Mountains National Park, the State of Tennessee bought the land in and around Cades Cove and gave it to the federal government for park use. The last school in the Cove closed in 1944 and the post office closed in 1947.

Shorter days, colder nights and an inner craving for warm ocean breezes and sandy marsh trails revealed it was time to leave the majestic mountains of Appalachia.

Our trip continued for another 45 days and satisfied our desire for sandy marsh trails as we stayed in oceanside campgrounds, visiting Savannah, Ga., and St. Augustine, Fla., climbing the stairs of four lighthouses and reconnecting with old friends. After traveling 4,854 miles, we arrived back in Connecticut in December ready for the holidays.

A quote from John Steinbeck's *Travels with Charley In Search of America* summed up our experience: "The journey had been like a full dinner of many courses, set before a starving man." Traveling by motorhome and camping in state, national and private campgrounds certainly satiated our appetites. ♦



Patricia Krasenics lives her life by the saying, "Enjoy life, this is not a dress rehearsal." As a motorhome owner, Patricia enjoys the freedom and adventure of camping.

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# COASTAL CALIFORNIA ESCAPE

ON A WINDSWEPT SECTION OF PACIFIC COASTLINE, HALF MOON BAY AND MOSS BEACH PROVIDE A NATURAL EXPERIENCE

by A.M. MURPHY



There are plenty of activities for visitors in Half Moon Bay, Calif. (PHOTOS: JAY GRAHAM)

**F**or many RVers, San Francisco is on the must-see list when touring the West Coast. After soaking in the excitement of the City by the Bay, many head north to Seattle or south to Los Angeles and miss the opportunity to enjoy the unique charms of the Half Moon Bay and Moss Beach area. At first glance, these two small cities appear to be another set

of sleepy beachside San Francisco communities, but in reality they are a nature lovers dream and a relaxing stop for RVers looking to unwind and enjoy a few natural wonders of coastal California that don't involve a bikini.

Spread up and down the valleys of Montara Mountain and a pristine Pacific coastline, the villages are a short 25 miles south of San Francisco on State Route 1, but a world away in most other respects.

Locals are known as "Coastsiders" and are renowned for their diligent protection of lands in the area through parks and open space preserves. Of course they do get some help from Montara Mountain, which forms a natural barrier to overdevelopment and helps keep the area rural. With a combined population of around 14,000, it is easy for visitors to claim wide expanses of beach or forest as their own.

The climate here is a phenomenon all

PHOTOS: A.M. MURPHY



The sun has almost set as the author heads into rural San Mateo County.

its own with coastal mists and fog throughout much of the year. Weather enthusiasts will enjoy experiencing this unique microclimate, which is much more like foggy London than sunny California. To be deterred by the lack of typical California climate would be to miss out on this marvelous landscape. Forests of eucalyptus, Monterey pine and cypress crowd the hills, while beaches teeming with rare plants and sea life slope down to the Pacific.

One of the outstanding features of the area is the Fitzgerald Marine Reserve, located just off of California Street in Moss Beach. Lively tide pools take center stage on this three-mile stretch of cliffside shoreline. The reserve is operated by San Mateo County and is revered by scientists for its significant biological treasures. Colorful starfish, urchins, crabs, sponges and anemones are just a few of the regular residents of these pools. Harbor seals

often lounge about on the rocks just off shore and sea lions can be spotted playing in the waves. Go at low tide and plan to spend at least a couple hours picking your way through the easily accessible and highly rewarding sea pools. The parking area includes a small information center, picnic area, restrooms and stairs leading down to the beach. The tide pools stretch to the right and left, so pick your direction,

CONTINUED ON PAGE 33

# A Real Story with a Real Happy Ending by Real RVers Just Like You.



We were 2500 miles away from our home in Indio, California and on the last leg of our trip, from Arizona through the Mojave Desert headed to a motorhome resort. The temperature was 113 degrees.



Upon arrival in the over-100 degree heat, I parked our Winnebago Journey. Now we could finally relax, or so I thought. Since I parked at an awkward angle, I decided to move and adjust the motorhome on our site.



To my dismay, the 330 Cat diesel engine would not start. I thought it was vapor lock. I tried again several times to restart the engine the next morning but to no avail. The nearest Cat service facility was 80 miles away in Riverside, California.



After a tow, the diagnosis: defective HEIU system fuel pump. Cost for replacement: \$2400.



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Tony and Nancy DeFurio with grandkids, Charleigh, Garrison and Shadow



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**Top: Towering redwood trees fill the Purisima Creek Preserve. Center: The moon casts its pale light over Half Moon Bay. Above: Anemone make their home in the tide pools of Fitzgerald Marine Reserve in Moss Beach.**

don't forget the camera, and please watch your step — the marine life is so abundant in the pools that care must be taken not to step on any of the fragile residents.

Wave watching takes on new meaning just north of Half Moon Bay in the Pillar Point Coastal area, where giant thundering waves aptly named “Mavericks” crash to shore. These anomalous and gargantuan waves are the result of some interesting geological formations on the ocean floor. The location is well known in the professional surfing world and home to some spectacular surfing competitions. Waves more than 80 feet high have been recorded and on a routine day reach 25 feet. This means California surfers can conveniently experience Hawaiian-style waves on their own shoreline, but the Pillar Point area may not be the place for the average swimmer to take a dip.

For beach walking and swimming, try any of the Half Moon Bay State Beaches: Francis Beach, Venice Beach or Dunes Beach. Although the area's climate keeps things too cool for swimming on most days, the year-round mild weather means that both summer and winter months provide a great atmosphere for walks on the beach. The Coastside Trail that runs from the state beaches all the way to Pillar Point is a great place for a stroll or bike ride. A visitor center is open on Saturdays and Sundays and provides fascinating local history on everything from Spanish settlers to Prohibition speakeasies.

When you've had your fill of beach ex-

ploits, head to Purisima Creek Redwoods Open Space Preserve off of CA 92 for a relaxing stroll through the local redwood forest. Car parking is ample but note that there is not enough room on the curvy approach roads or the parking area for an RV. The Purisima Creek trail is flat and shady, perfect for an afternoon ramble. It is tempting to keep your eyes fixed upward on the giant redwoods surrounding you but take a moment to look down and notice the wildflowers, the delicious and edible thimbleberries, and the bright yellow banana slugs that call this trail home.

The prime shopping area is located in Half Moon Bay and includes all the basics of grocery and drug stores plus a nice collection of specialty shops, including an adorable pet store that has everything you need to pamper your favorite RV companion. The ultimate shopping gem in the area is the Senior Coastsiders Thrift Store at 515 Kelly Ave. in Half Moon Bay. The hard working director hand selects the merchandise from local donations and only stocks the prime morsels of fashion and décor. You might walk out with a designer handbag, a Dior suit, a pair of diamond earrings or a gorgeous vase, all for a steal. Even better, you'll avoid the pangs of shopping guilt as all the profits go to support the Senior Coastsiders organization, which provides services to area senior citizens and adults with disabilities.

Dining options in the area are diverse, plentiful and relaxed. The mornings will all be good when you start them with a custom-made omelet at Half Moon Bay Joes on Cabrillo Highway, a traditional American restaurant filled with old school vinyl booths and simple décor. Seafood lovers may want to visit Barbara's Fish Trap on Capistrano Road for a bowl of chowder or the Miramar Beach Restaurant for an elegant meal with stunning sunset views of the Pacific. The coastside area also boasts a number of wineries with tasting rooms, fresh seafood markets and a fantastic farmers market at Kelly Avenue and State Route 1. The region is known for its thriving agriculture, and from artichokes to brussel sprouts you will find plenty of fresh produce being grown and sold at markets and roadside stands.

There are several options for camping in the area, including the Half Moon Bay State Beach Campground, which has no





Signage at the Purisima Creek Redwoods Preserve warns of mountain lions.

hookups but does have a great beach location and site selection can be accessed through the online Reserve America system. Pillar Point RV Park on Cabrillo Highway has full hookups and although it is definitely a no frills RV park, it has the distinct advantage of beach frontage and gorgeous ocean views.

If you prefer full hookups in a quieter setting, try the Pelican Point RV Park on Miramontes Road near the Ritz Carlton. Tucked inconspicuously among the upscale homes and a golf course, it boasts easy access to the relaxed Pelican Point

Beach area and a nice walking trail. Make sure to call and confirm your plans with the campground managers; RV parks in the area are very specific about check-in times and late arrivals may be totally prohibited.

A visit to this area will take you back to a time before boogie boards and bathing beauties, when the coast was wild and moody, and flora and fauna ruled the seas and sands of the Pacific. For a taste of the natural California coast, leave the megacities behind and relax a while in Moss Beach and Half Moon Bay. ♦



Alisa Murphy has been an avid camper since childhood. She lives and writes in the Great Smoky Mountains and loves motorhome traveling with her husband.

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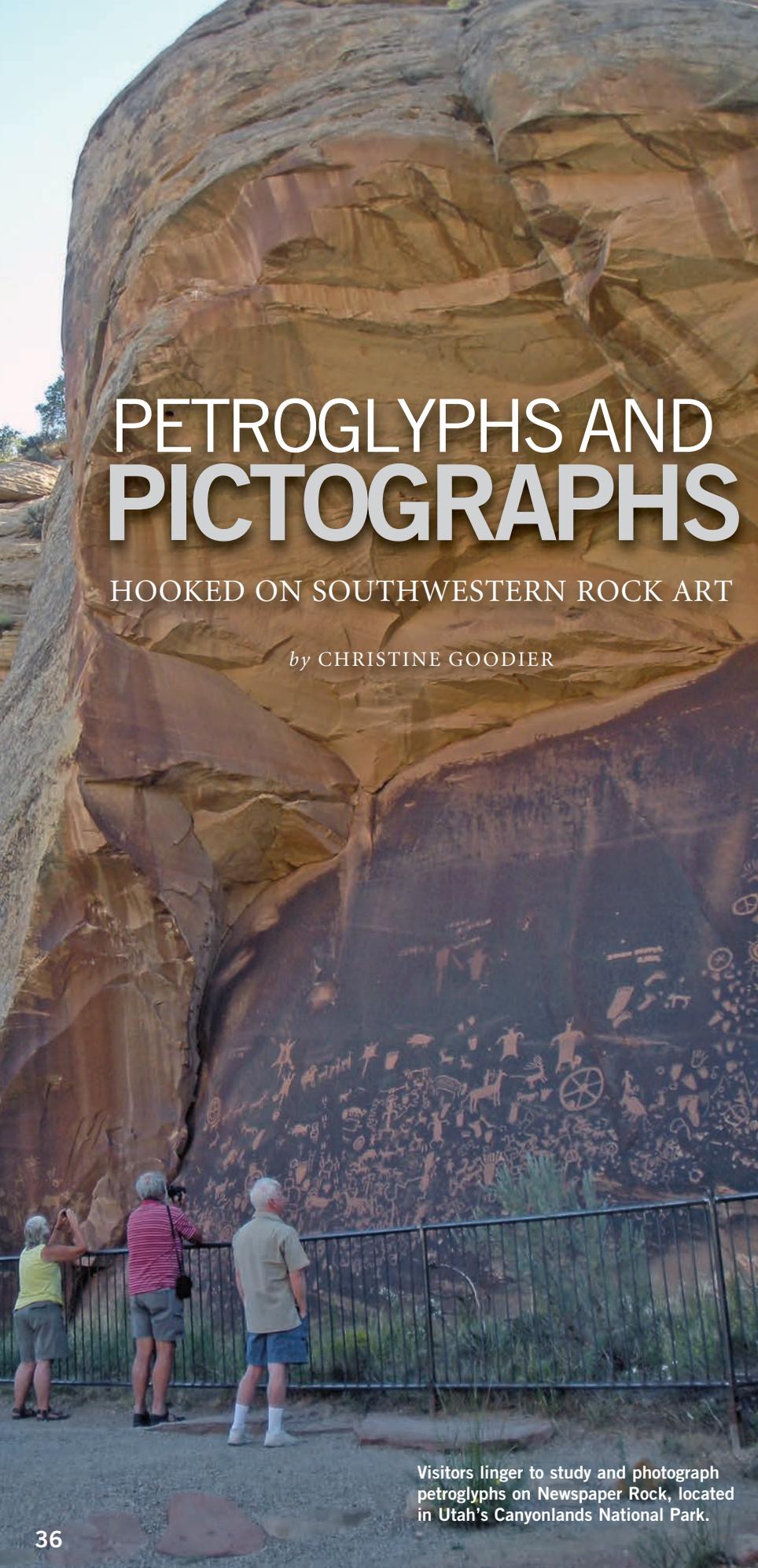
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User Guide

Contents





# PETROGLYPHS AND PICTOGRAPHS

HOOKED ON SOUTHWESTERN ROCK ART

by CHRISTINE GOODIER

Visitors linger to study and photograph petroglyphs on Newspaper Rock, located in Utah's Canyonlands National Park.

“We love the Southwest,” my brother said when I told him over lunch that my husband, Bob, and I were planning our first cross-country motorhome trip to the Four Corners region. “You should visit the Crow Canyon Archaeological Center near Cortez, Colo. We’ve gone on digs there,” he said. “Be on the lookout for petroglyphs as you travel,” my sister-in-law added.

We already planned a month’s worth of RV sites in private and National Park Service (NPS) campgrounds, but were intrigued enough to register for Crow Canyon’s Archaeological Day Tour and add a day to our itinerary. I was woefully ignorant about a region I knew only from reading novels like Nevada Barr’s *Ill Wind* and Tony Hillerman’s *A Thief of Time*.

After a 2,200-mile drive from the East Coast, we pulled into Sundance RV Park in Cortez, Colo. It is close to Crow Canyon and Mesa Verde, and offers full hookups, a laundry room and shady sites suitable for motorhomes much larger than our Class B Leisure Travel Vans Free Spirit.

The next morning, we set off for Crow Canyon’s 170-acre campus and met educator Josie Chang-Order in a classroom where she introduced our group of four to the basics of Southwestern archaeology. Josie invited us to hold and identify potsherds, tools and other artifacts left behind by the ancestral Pueblo Indians, sometimes called the Anasazi. After a tour of the lab, we hopped in her van to visit an excavation in progress a few miles away where archaeologists and volunteers were digging at a site dating from the Basketmaker III period (A.D. 500-750), one of six Pueblo periods we studied that morning.

At the end of our one-day immersion, I was hooked, fascinated by the ancestral Puebloans and their mysteries. After toiling to build complex cliff dwellings, why did they decide to leave this area in the 13th century? We headed to Mesa Verde National Park to see their magnificent construction projects up close.

After arranging for a tour through NPS concessionaire Aramark, we spent the night at Morefield Campground and met our driver-guide the next morning at the campground store. As he navigated the park’s winding roads in a minivan for the next six hours, Mike gave us insight into the lives of the Pueblo people who lived in

PHOTOS: ROBERT GOODIER

September 2012 | **MOTORHOME**



Archaeologists and team members excavate at a site near Crow Canyon Center.

Mesa Verde (Spanish for green table) from A.D. 600 to 1300. We hiked along dirt trails to mesa-top village sites and paused to see a spiral petroglyph, perhaps a solar calendar, inscribed into the masonry at Pipe Shrine House. Mike explained the difference between petroglyphs (images pecked or incised on rock surfaces) and pictographs (images painted on the rocks).

After a look at the Chapin Mesa Museum's artifacts, we descended 100 feet via a footpath to Mesa Verde's best-preserved cliff dwelling, Spruce Tree House, where 60 to 80 people once lived. Was it drought, crop failure or warfare that led these Puebloans to abandon their homes and migrate to today's Arizona and New Mexico? Even archaeologists continue to ponder these mysteries.

Eager to learn more, we set out the next day for Blanding, Utah, and the Edge of the Cedars State Park, known to contain one of the most extensive collections of ancestral Puebloan pottery in the Southwest. I was thrilled by the museum's cases filled with baskets, pots, tools and personal objects like gambling dice, sandals, ornaments and feather blankets — even a rare, bright red and blue sash made from macaw feathers in A.D. 1150.

Out the back door of the museum, I walked through the partially excavated ruins of a Pueblo and great kiva that were abandoned around A.D. 1225. Returning inside, I noticed the “Spirit Window” panels painted on walls throughout the museum that represent actual petroglyph and pictograph sites, many that were submerged when Lake Powell was created by construction of Glen Canyon Dam in the 1950s.

The next morning's agenda again included rock art as we drove north on U.S. Highway 191 and turned west on state Highway 211 into Indian Creek Canyon.

We parked at Newspaper Rock, a national and state historical site, and joined others gazing up at the rock face coated with “desert varnish,” the red-brown layer made of clay minerals and oxides of manganese and iron. We walked closer to admire petroglyphs, some believed to be 2,000 years old. Images of people, birds, animals, snakes and human footprint patterns filled the 24-foot-long panel.

We continued west to enter the Needles district of Canyonlands National Park and found a campsite open at the small but scenic Squaw Flat Campground. Squaw Flat does not have hookups, but bathrooms and water are available. A park ranger stopped by to invite us to a talk that evening about cowboys who settled this area. Ranger Alice told us that a short hike on the Cave Spring Trail would lead us to a 19th century cowboy camp and prehistoric rock art. As we walked the next morning into the cave with its seeping spring, we spotted our first pictograph: a red image of a standing figure on the rock wall.

Bob drove us north to Moab, where we spent five days exploring Arches National Park, Dead Horse Point State Park and the Island in the Sky district of Canyonlands. Below Arches on Highway 191, we turned left onto Route 279, the Potash-Lower Colorado River Scenic Byway Colorado River

Scenic Byway, and followed the road along the river. At small “Indian Writing” signs, we parked and craned our necks to see petroglyphs scratched high into the cliff walls.

Back on the road, while visiting Capitol Reef National Park, we again encountered rock art unexpectedly amid the sandstone domes and orchards of state Highway 24 along the Fremont River. We used park service-provided viewing scopes to study petroglyphs left on the canyon walls by Fremont Indians, the earliest inhabitants of this lovely valley. I realized again how easy it could be for anyone to enjoy examples of rock art along well-paved roads that any motorhome could navigate.

For the next 10 days, we gloried in the scenery of Bryce Canyon, Zion and Grand Canyon national parks before turning back north to Page, Ariz. We settled in at Wahweap, a campground on the shore of Lake Powell with facilities for motorhomes of all sizes. While cruising through the lake's red rock canyons on a half-day boat tour, I thought about the petroglyph treasures now hidden forever beneath the still waters.

After touring the Glen Canyon Dam inside and out, we decided to view it from below, too, on a guided raft tour down the Colorado River 15 miles from the dam to Lees Ferry. We rode a bus to the base of the dam through a two-mile access tunnel and boarded our motorized pontoon rafts. The highlight of an afternoon spent floating on calm waters through towering canyons came when the guide pulled over to a beach. We walked up to the cliff face to see petroglyphs carved by Puebloan or Fremont Indians who had lived in Glen Canyon.

Our guide explained that the “Descending Sheep” panel we were viewing had been defaced recently by a fisherman who, when caught, told a ranger that he



A half-day raft trip on the Colorado River leads to petroglyphs on the bank beneath the massive walls of Glen Canyon.





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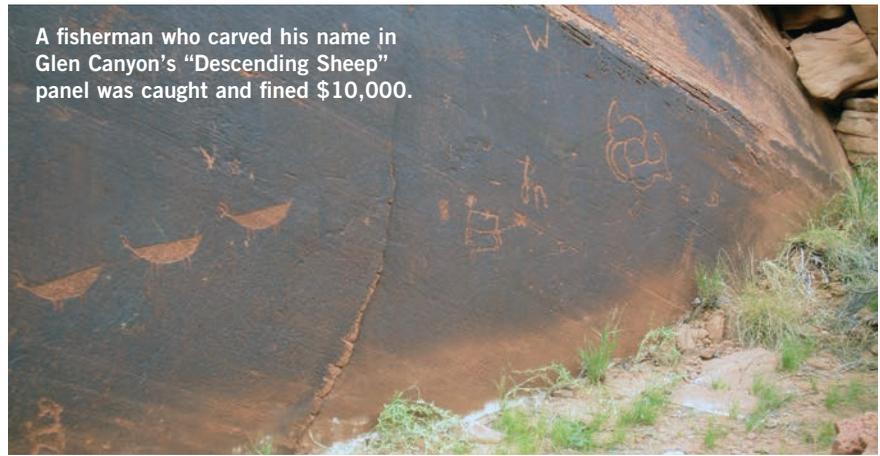


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A fisherman who carved his name in Glen Canyon's "Descending Sheep" panel was caught and fined \$10,000.

thought it would be "cool" to carve his name there. After pleading guilty to one felony violation of the Archaeological Resources Protection Act, he was fined \$10,000 in restitution to cover repairs. Vandalism like this has been all too common throughout the Southwest, our guide said. Park rangers also must contend with people who ignore the rules and proceed to touch, trace or make rubbings of rock art, discoloring and wearing it away.

We drove south, turned east on Interstate 40 and stopped at Homolovi State Park in Winslow, Ariz., for the night. This park has a modern campground and most sites (back-in and pull-through) have electric hookups and water. The park's easy trails led us through archaeological sites scattered with pottery shards, 14th century pueblos that were once home to ancestors of the present-day Hopi people. The next morning, we hiked the half-mile Tsu' Vo Loop Trail between twin buttes to see the park's ancient milling stone areas and petroglyphs.

The final entry on our itinerary brought back childhood memories; we both remembered touring Petrified Forest National Park with our parents. On this trip, after pausing to revisit the giant logs and the Painted Desert Inn historic landmark, we pulled over at this park's version of "Newspaper Rock" to view petroglyphs below through spotting scopes on an overlook. We drove to nearby Puerco Pueblo, a 100-room pueblo built around A.D. 1250, and walked a short trail to see our last petroglyphs of the summer. The pecks and scratches, one of a long-legged bird with a creature in its beak, fascinated me again as they had throughout our wonderful journey.

As we climbed back in the motorhome to head home, I began making a list of must-see places for our next trip west — Canyon

de Chelly National Monument, Chaco Culture National Historical Park, Hovenweep National Monument and so many more — to satisfy our new-found interest. We had barely scratched the surface of archaeological wonders the Four Corners holds. ♦



Christine Goodier is a freelance writer and editor who lives on the North Carolina coast and travels with her husband, photographer Bob Goodier, in a Class B Sprinter motorhome.

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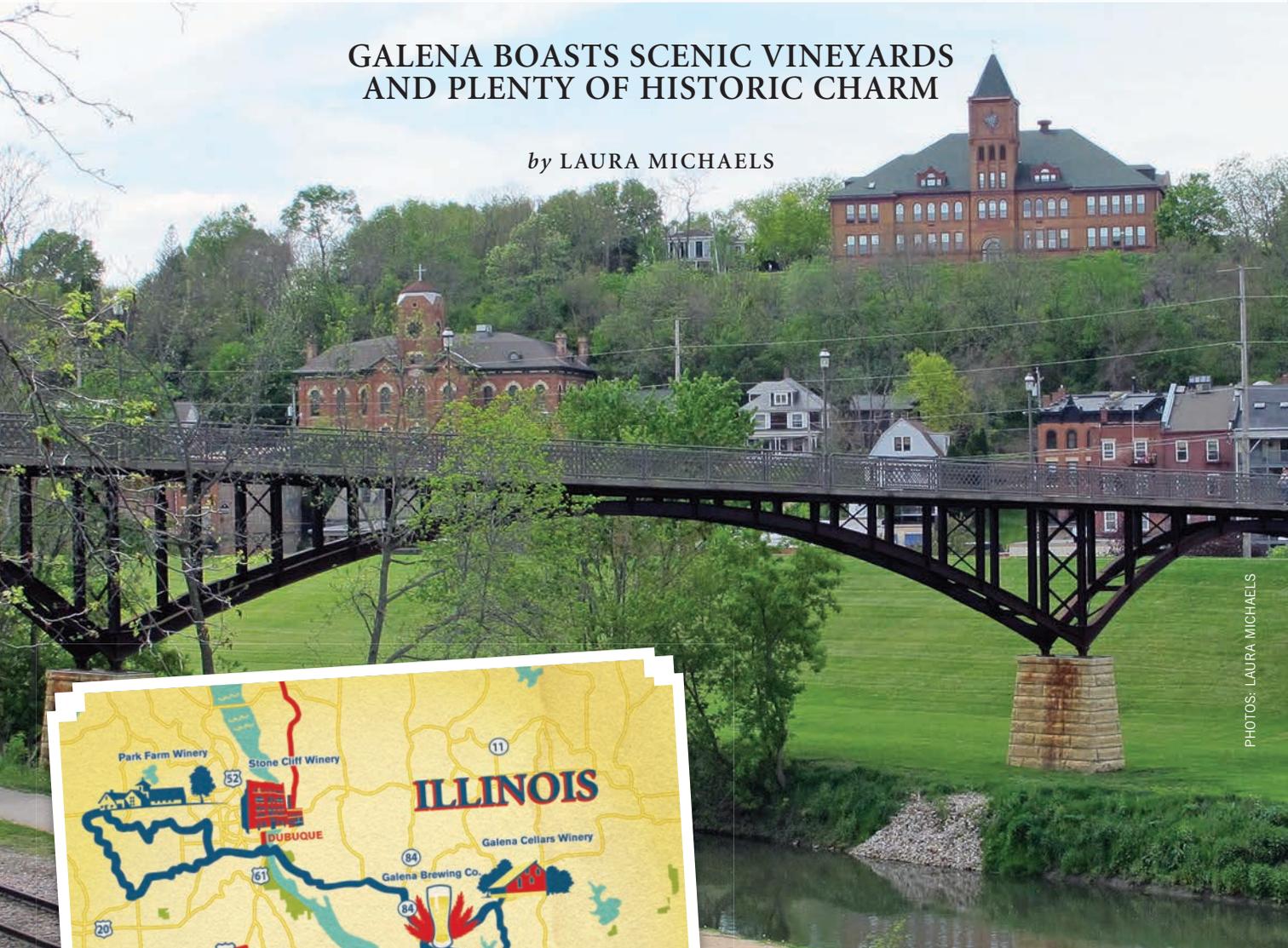
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# ILLINOIS' MISSISSIPPI RIVER VALLEY GEM

GALENA BOASTS SCENIC VINEYARDS AND PLENTY OF HISTORIC CHARM

by LAURA MICHAELS



PHOTOS: LAURA MICHAELS



ILLUSTRATION BY BRENT SCHOONOVER



Above left: The vineyard of Galena Cellars stretches for 25 acres and produces grapes for the winery's 40 wine varieties. Above right: Housed in historic pre-Civil War buildings, Galena's Main Street boasts dozens of boutiques and restaurants.

**P**owered by lead mines, Galena, Ill., was once a boomtown, the busiest Mississippi River port between St. Louis, Mo., and St. Paul, Minn. By the late 1850s, the northwestern Illinois town boasted a population of 14,000. In 1860, Ulysses S. Grant made Galena his home, moving there to work in the leather goods store owned by his father. But then severe erosion and siltation closed the Galena River to shipping, the Civil War broke out and Galena began its reluctant decline.

Galena never regained its industrial impact, but has since found salvation in a Main Street lined with boutique shops, art galleries and gourmet food stores. These treasures are housed in the restored pre-Civil War buildings the town was once too poor to tear down. Tourism is now Galena's chief commodity, one aided by a burgeoning wine industry and the recent resurrection of the town's beer brewing roots.

It was the many opportunities to swirl, smell, sip and savor that first drew us to Galena, but upon arrival it was impossible to ignore the wealth of history and architectural treasures contained in this small riverside town.

The hard-surfacing of U.S. Highway 20 (originally named U.S. Grant Highway) in the mid 1920s made Galena accessible to visitors, and it's still a main road for more than 1 million tourists who travel to Galena each year. We made our temporary home at Palace Campgrounds, a 50-acre wooded campground set back off Highway 20, just two miles northwest of downtown. Founded in 1848, Palace is the oldest campground in Illinois but it's been continually updated to offer plenty of modern comforts. Reservations are recommended to snag one of 74 RV sites — 22 with full hookups — and Palace can accommodate big rigs up to 45 feet in length. A heated swimming pool, 18-hole mini-golf course and playground with basketball court add to the fun. Palace also offers a dump station and coin laundry facilities, and is a stone's throw from Walmart.

## Taste and See

Latin for lead sulfide, Galena was once part of a region producing more than 80 percent of the nation's lead. The early 1800s brought another type of production to the



**Above:** Relax on the porch with a glass of wine from Galena Cellars' country tasting room. **Right:** Galena Brewing Company owner Warren Bell explains the beer-making process during a brewery tour.

town, this one in liquid form. With nine breweries, Galena quickly became a prominent brewing town until Prohibition did its work and left just one brewery in its wake. Galena Brewing Company closed its doors in 1938 but its spirit — and name — lives on.

When Warren and Kathy Bell decided to open their own downtown brewery on Main Street they chose to pay homage by giving it the same name as the last brewery in Galena. The reincarnated Galena Brewing Company celebrated its second anniversary earlier this summer, and its beers are already winning World Beer Cup awards.

Warren spoke of Miner's Treasure (an amber ale) and Uly's Dark (an oatmeal stout) with affection as he gave a tour of the brewery, which boasts six flagship beers and an additional seasonal offering (an Oktoberfest brew is coming). Grain, hops, water and yeast are the only ingredients, and the brewery doesn't pasteurize or filter its beers, a move that helps give these small batches their big flavor. Tours are offered every day for \$5, a cost that includes your choice of a 16-ounce beer; the Uptown Brown and Fever River ales get two thumbs up. Don't forget to try something off this brew pub's full menu. We loved the goat cheese puffs and delectable stuffed mushrooms.

The next two days brought the tasting of more than 30 locally produced wines as we wound our way through the rolling hills of the Mississippi River valley, uncovering an unexpectedly scenic landscape along the way.



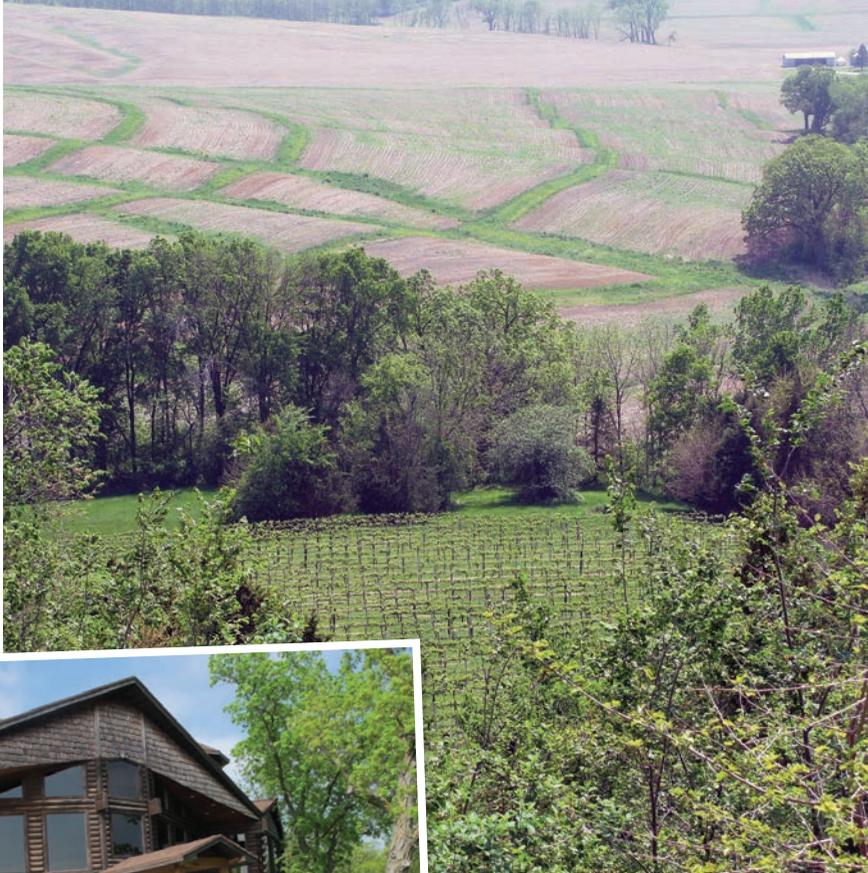
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**Smell:** Stick your nose into the glass and inhale deeply. Do you smell oak, berry, citrus, vanilla or floral notes? Gently swirl the wine and sniff again.

**Taste:** Start with a sip, letting the wine roll around your tongue. Take in a wisp of air through your lips, letting it mingle with the wine to bring out the full flavors.



**Above:** A view of Rocky Waters' vineyard from the winery's second story wraparound porch shows rows of grape vines nestled among the trees. **Left:** The home of Rocky Waters owners Jared and Phyllis Spahn also houses the winery's tasting room.

Waters, as both are located southeast of Galena. Gravel back roads are part of the journey, and while smaller motorhomes should be able to navigate the twists, turns and occasional hills, we recommend taking your dinghy vehicle. Galena Cellars and Massbach Ridge each have a convenient Main Street tasting room if you prefer to do your sampling downtown, but all the wineries have ample parking space for those who decide to pilot their RV.

It was at Massbach Ridge that we discovered Daffodil White, a smooth and sweet wine with a light peach finish. One sip was all it took to discover why the Daffodil is Massbach's most popular wine. Seven grape varieties are grown on Peggy Harmston's 18 acres, and after tasting five wines for \$3 I left with a bottle of Daffodil White (\$17) and Massbach Stomp (\$10), a semi-sweet Concord wine. Massbach will host its own grape stomping event Saturday, Sept. 29.

Massbach, like each winery we visited, invites you to bring your own food and enjoy a meal on its outdoor patio. We did exactly that, lingering over our lunch as we gazed across the succession of sun-soaked vine rows that seemed to converge in the distance.

The views of Illinois wine country reached their peak at Rocky Waters, where an impressive log cabin-style home with attached tasting room rests high above Jared and Phyllis Spahn's sweeping 25-acre vineyard. A wraparound porch overlooks miles of undulating farmland and row after row of grape vines, which Phyllis said provide all the fruit for Rocky Waters' 14 wines. You'll find that vineyard owners often run their tasting rooms, and Phyllis insisted we try all 14 varieties.

The Highland Blush with its soft finish and hint of pear earned a 10 from me, and as we sipped Phyllis regaled us with stories, like how cows trampled more than 3,000 new vines one year while a fence was down. Vineyard owners are talkative — and supremely knowledgeable — and happy to share their expertise with visitors.

To get the most out of your Galena area visit, a trip across the Mississippi River to Dubuque, Iowa, is well worth it. There you'll find Park Farm and Stone Cliff wineries, along with stunning views courtesy of Eagle Point State Park. The park's 164 acres overlook the mighty Mis-

Nestled among the river bluffs are acre after acre of twisting grape vines, providing fruit for the labor of Massbach Ridge, Rocky Waters, Galena Cellars, Stone Cliff and Park Farm wineries. The oldest of these, Galena Cellars, was founded in 1985 by the Lawlor family and today produces 40 wine varieties from 22 different specialty grapes. Following an informative tour (\$5) of the wine cellar, barrel room and bottling room, during which we learned that the area's rocky, not-too-fertile soil is ideal for growing grapes, we hit the tasting room.

After tickling our palates with six wine samples for \$3, we called it a tie between the luscious Muscat Canelli white and semi-dry Illinois Traminette, then took a seat on the wraparound porch and relaxed with an expansive view of the lush, 25-acre country vineyard.

While Galena Cellars is located just seven miles north of downtown, visits to Massbach Ridge and Rocky Waters require about 30 minutes of drive time, something we didn't mind as we enjoyed the incredible scenery. We recommend visiting Massbach Ridge first, then hitting Rocky

## NEVER A DULL MOMENT

Annual events heat up fall in Galena

**Sept. 22:**

### Galena Oktoberfest

Riverfront German celebration with live music, wiener dog races, polka dancing, German-style faire and more; 815-331-0180, [www.galenalions.com](http://www.galenalions.com)

**Sept. 29-30:**

### 45th Annual Tour of Historic Homes

Guided tour of private historic homes like the Telford House (1845) and Horton-Eustice House (1870), plus the 1858 Barrows mansion, home to the Galena History Museum; 815-777-9129, [www.galenahistorymuseum.org](http://www.galenahistorymuseum.org)

**Oct. 6-7:**

### Galena Country Fair

Discover original, handmade items from more than 150 artisans and craftspeople, and enjoy live entertainment, fair food and games; 815-777-0817, [www.galenacountryfair.org](http://www.galenacountryfair.org)



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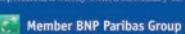
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User Guide

Contents





Mississippi, and it lived up to its name during our visit as several eagles circled overhead, hanging in the sky like winged kites.

But before you cross the river, make time for a walk through Gramercy Park in East Dubuque, where you'll encounter the Dunleith Mounds built by Hopewell Native Americans around A.D. 350 and discovered in 1857. One of the mounds, excavated in 1885, contained 11 human skeletons, while others held pipes, pots, tools and weapons. A wooded trail winds through the park, affording views of the mounds and the Mississippi with the Dubuque skyline on the other side.

Upon arrival at Park Farm Winery, located 15 miles west of Dubuque, we were transported to Italy courtesy of owners Dave and Elizabeth Cushman's hilltop chateau and tasting room. The winery opened in 2001 and has since become known for Picket Fence, its Vidal Blanc white wine, a Mid-American Wine Competition gold medal winner. After our tasting (\$3 for five wines), we took advantage of Park Farm's wood-fired pizza oven and savored tasty slices while sitting outside on the raised deck, a picturesque countryside view in front of us.

Our wine trail ended at Stone Cliff Winery, housed within the Dubuque Star Brewery building, whose history dates back to 1898. Situated along the Mississippi Riverwalk, Stone Cliff boasts 11 wines, our favorite being Red Fox, a semi-sweet offering perfectly smooth for the sipping. All the wineries we visited are open year-round; check their websites for fall and winter hours.

### Past Still Part of Present

Long before the emergence of its vineyards, Galena's identity hinged on one man: Gen. Ulysses S. Grant. Just one year after set-

ting in Galena with his wife, Julia, and four children, the Civil War broke out and Grant left to join the Army. Four years later, after engineering the Union victory at Vicksburg and after Confederate Gen. Robert E. Lee's surrender to Grant's troops at Ap-

tomattox, he came home a war hero.

The Grant home, an Italianate-style brick house resting atop the Bouthillier Street summit, was purchased by 13 local Republicans and presented to the general upon his triumphant return in August 1865. Following his 1868 election as the 18th U.S. president, Grant visited his Galena home occasionally, and in 1904 his children gave the house to the City of Galena; it was deeded to the State of Illinois in 1931.

Open for public tours since 1905, the Grant home underwent a thorough restoration in 1955. Ninety percent of its furnishings are original. Guided tours, available Wednesday through Sunday, take guests through the parlor (notice Julia's sizeable Bible), formal living room with gifts from Grant's 1877 world tour, dining room, kitchen and upstairs through the five bedrooms. See treasured family portraits, the 1868 Chickering piano and handcrafted toys belonging to Jesse, Frederick, Ellen and Ulysses Jr.

After touring the grounds, head downhill to the Old Train Depot (also home to the visitor center), which offers all-day RV parking. Then stroll through Grant Park before trekking across the pedestrian bridge



and back in time to downtown Galena. Main Street weaves a web of history intertwined with tourist favorites like Galena River Wine and Cheese (stop in for a taste of the aged balsamic vinegars), Galena's Kandy Kitchen, Poopsie's boutique and Red's Antiques.

Once you've sampled the dozens of sauces, dips, spreads, jellies and jams at Galena Canning Company, climb the 251 steps leading to Bench Street and the old Galena high school for a top-notch, tree-fringed view of the town. Historic and architecturally alluring buildings, including the 1843 Jo Daviess County Courthouse, 1855 William Ryan House and 1894 Galena Public Library, dominate Bench Street and are worth the climb.

Galena is a Mississippi River valley gem, one that will envelop you in the swells of its landscape and surprise your senses with myriad delights. Whether you come for the wine, the shopping, the history or all three, this Midwest riverside town is here to satisfy. ♦



Laura Michaels is the managing editor of *MotorHome* and loves spending time outdoors — particularly at Iowa Hawkeye football games. In her free time she enjoys exploring her new home of Minneapolis, Minn.

### FOR MORE INFORMATION

#### GALENA BREWING COMPANY

815-776-9917,  
www.galenabrewery.com

#### GALENA CELLARS VINEYARD

815-777-3235,  
www.galenacellars.com

#### MASSBACH RIDGE WINERY

815-291-6700,  
www.massbachridge.com

#### PALACE CAMPGROUNDS

815-777-2466,  
www.palacecampground.com

#### PARK FARM WINERY

563-557-3727,  
www.parkfarmwinery.com

#### ROCKY WATERS VINEYARD

815-591-9706,  
www.rockywaters.net

#### STONE CLIFF WINERY

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User Guide

Contents





PHOTO: PERK HULL

# RV PARKS SCARE UP SOME FUN

ACTIVITIES ABOUND AS CAMPGROUNDS GET READY FOR HALLOWEEN

by JEFF CRIDER

Main: RVers show off their Halloween spirit by decorating their campsites at Jellystone Park Camping Resort in Estes Park, Colo. Right: Air-driven animatronics add ghostly images to the haunted house at the Creekside Manor KOA in Hagerstown, Md.



**W**hen LaVeta Shinkle started talking about the motorhome trips she would take this year with her daughter and granddaughter, one of the first that came to mind was their annual visit to Jellystone Park Camp-Resort in Estes Park, Colo.

Shinkle, her daughter, April Milne, and her granddaughter, Lacey Milne, have taken part in Jellystone's Halloween-themed activities every fall for the past 18 years.

"We haven't missed one yet," Shinkle said, adding that her family loves Jellystone's costume and campsite decorating contests, as well as the park's monster ball and the trick-or-treating that takes place throughout the park.

But while there weren't many campgrounds that offered Halloween-themed activities when Shinkle and her family first started their Jellystone tradition nearly two decades ago, the concept has since spread across the country, even to places where one would least expect to find anyone celebrating Halloween.

"It's the most popular thing we do," said Dave Lovell, director of marketing for Lake Rudolph Campground & RV Resort in Santa Claus, Ind., which is planning seven consecutive Halloween-themed activities this fall.

Weekend activities include Friday night ghost stories told by professional storytellers, Saturday children's carnivals, as well as Halloween costume and campsite decorating contests. Guests also enjoy haunted hayrides and trick-or-treating throughout the park.

The Halloween-themed events are so popular that Lake Rudolph now takes reservations more than a year in advance.

"It's pretty amazing," Lovell said, adding that Halloween-themed events have transformed the traditionally quiet fall shoulder season into the busiest time of year at the park. It's a phenomenon that's happening at many campgrounds across the country, particularly at those that have developed interesting and entertaining activities for their guests.



**Left to right: LaVeta Shinkle, April Milne and Lacy Milne have taken part in Jellystone's Halloween-themed activities for 18 years.**

Far Horizons 49er Village in Plymouth, Calif., complements its costume and campsite decorating contests with a "best scream" contest, which attracts participants of every age. Judges are selected from among the campers and prizes are awarded for the best screams. The 329-site park scheduled two Halloween-themed weekends this fall, and both were already sold out by late May.

Those with a competitive spirit may also be drawn to Land-O-Pines Family Campground in Covington, La., which broadens its campsite decorating contests by encouraging guests

to create their own haunted houses using tents, sheets of plastic and even their RVs. The park was planning three consecutive Halloween-themed weekends this year with a variety of other activities, including hayrides, apple bobbing, jack-o'-lantern contests and dancing to live music.

Some parks are also organizing Halloween-themed activities in which pets can participate.

Four Paws Kingdom in Rutherfordton, N.C., not only offers campsite decorating and a pet costume contest, but "bark-or-treat" activities for RVers to enjoy with their pets.

Growing numbers of park operators are also creating their own haunted attractions.

Scenic Ridge Campground in White-water, Wis., has a 15-minute haunted trail that includes a cemetery and a black maze, while the Winston-Salem KOA in Statesville, N.C., has developed a haunted walk next door to the campground, which it calls "Midway Wicked Woods." The haunted walk is open to campers as well as the general public.

Meanwhile, the KOA in Hagerstown, Md., routinely draws as many as 300 people a night to its haunted house, which is set up inside a two-story house next to the campground that park owners John and Judi Durham purchased 15 years ago.



**Above: Halloween at Lake Rudolph Campground. Right: The Four Paws Kingdom pet costume contest includes a bark-or-treat contest.**



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PHOTO: PERK HULL  
The KOA haunting crew in Hagerstown, Md., takes its job seriously.

"We weren't sure what to do with the house until our son, JC, who was then in high school, suggested we turn it into a haunt for the campground," John Durham recalled. "We started slow, jumping out of closets, from under beds and other silliness, but it scared people and it was great fun for us to do it."

But as interest grew, the Durhams stepped up their game, gathering ideas from seminars as well as other haunted houses and Halloween-themed trade-shows around the country. They have since equipped their haunted house with air-driven animatronics and other professional props, all of which help tell the story of Mable, a woman who repeatedly lures men into marriage, fattens them up and then murders them.

"It's her many husbands and family that she has murdered over the years who haunt the house," Durham explained, adding that the house is so scary that no one under age 12 is allowed to go into it.

"We put a high emphasis on realism," Durham said. "Each room is decorated with wallpaper, curtains, furniture, family photos and antiques that you would find in an old home. Our actors wear only prosthetics and makeup, no masks. Our costumes are real clothing bought at Goodwill or purchased from a profession-



Jellystone Park in Swansea, S.C., offers "no scare" Halloween weekends for kids.

ally made costume shop."

But while super scary haunts are always popular, most campgrounds have found that it behooves them to offer varying levels of scariness on different weekends to accommodate families with young children.

That approach has worked well for the Jellystone Park in Swansea, S.C., which has five consecutive Halloween-themed weekends. The first two weekends are "no scare" weekends that are designed for parents with young children. They include pumpkin painting and various games as well as hayrides.

The last three weekends are the scary ones and include a haunted house, which is set up inside an old barn. Park co-owner Dana Gabriel said the theme of the haunted house changes every year, with this year's focus featuring twisted versions of fairy tales. She smiled when asked to explain the scariness of the haunt.

"It depends on the individual," she said, noting that young children can sometimes get through it with no problem at all. It's the bigger kids and adults that are more likely to get scared.

Last year, she said, a football player from a local high school couldn't get past the third room. He had to be escorted out of the barn, where he was greeted by the snickers of several friends who were waiting for him outside. ♦



Jeff Crider is a Palm Desert, Calif.-based freelance writer, photographer and camping enthusiast who previously covered the RV industry and tourism for newspapers in Southern California.

### FOR MORE INFORMATION

#### FOUR PAWS KINGDOM

828-287-7324,  
[www.4pawskingdom.com](http://www.4pawskingdom.com)

#### HAGERSTOWN KOA

800-562-7607,  
[www.hagerstownkoa.com](http://www.hagerstownkoa.com)

#### JELLYSTONE PARK CAMP-RESORTS

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NIMBLE ON THE ROAD AND COMFORTABLE IN THE CAMPGROUND, THIS COACH IS OUT TO IMPRESS

by BRUCE HAMPSON

**I**n the alphabet soup of motorhome designations, Class B-plus is easily the most misunderstood. These motorhomes are an outgrowth of a group of vehicles originally deemed “van conversions” — though that description is woefully inadequate for today’s crop of extraordinarily outfitted “killer B’s” that oftentimes command six-figure price tags. Still, stereotypes persist, and Class B-plus motorhomes are often thought to have a bit less, in both size and equipment, compared to their Class C brethren, compromising creature comforts for a more roadworthy silhouette.

In reality, nothing could be further from the truth. Today, all that really separates a B-plus from its Class C counterpart is the absence of a bunk above the cockpit, space behind the front cap that many manufacturers now utilize for audio-visual equipment and storage. In fact, it’s not unusual for a contemporary B-plus motorhome to stretch for 30 feet or more.

Elkhart, Ind.-based Phoenix USA Inc., for example, offers two Phoenix Cruiser model lines, the 2910 and 3100, that stretch the tape at 30 feet 6 inches. The differences between the floorplans are in how each maximizes interior room — augmented by one, two or three slideouts — and

configure sleeping and dining arrangements.

Phoenix specializes in Class B-plus motorhomes — it’s all the company has ever built — and offers nine floorplans beginning with its 21-foot 2-inch Model 2100. The smaller units are manufactured on the Ford E-350 or Mercedes-Benz Sprinter chassis, while the bigger units get Ford E-450 underpinnings. What they all share is a svelte width; the entire line is just 7 feet 9 inches wide, much narrower than typical B-plus or C rigs and a world of difference from the nearly 8-foot 6-inch width common to the Class A coaches from which many Phoenix owners trade down.

Another common attribute is its relatively low profile. Even the largest Phoenix models measure just slightly taller than 10 feet to the top of their air-conditioning unit. As we discovered when living in a Phoenix Cruiser model 2910T, the narrower footprint and low silhouette translate into surprisingly responsive road manners.

To appreciate the handling, you have to visualize northern Indiana roads that, once off main thoroughfares, typically revert to a single lane in either direction. In a larger rig, the wind tossed off by a tractor-trailer coming from the opposite direction can make for a harrowing drive

PHOTOS: BRUCE HAMPSON

**SPECIFICATIONS**

**PERFORMANCE**

**FUEL ECONOMY:** 9.3 MPG  
**ACCELERATION:**  
 0-60: 21.1 SEC  
 40-60: 11.6 SEC

**CHASSIS**

**MODEL:** FORD E-450  
**ENGINE:** 6.8-L V-10  
**SAE HP:** 305 @ 4,250 RPM  
**TORQUE:** 420 LB-FT @ 3,250 RPM  
**TRANSMISSION:** FORD 5-SPEED AUTO  
**AXLE RATIO:** 4.56:1  
**TIRES:** LT225/75R16  
**WHEELBASE:** 218"  
**BRAKES, F/R:** ABS DISC  
**SUSPENSION, F/R:** INDEPENDENT FRONT I-BEAM WITH COIL SPRINGS; NON-INDEPENDENT LIVE AXLE WITH LEAF SPRINGS  
**FUEL CAP:** 55 GAL  
**WARRANTY:** 3 YRS/36,000 MILES

**COACH**

**EXT LENGTH:** 30' 6"  
**EXT WIDTH:** 7' 9"  
**EXT HEIGHT (WITH A/C):** 10' 1"  
**INT WIDTH:** 7' 5.5"  
**INT HEIGHT:** 6' 4"  
**CONSTRUCTION:** TUBULAR ALUMINUM FRAMING, LAMINATED FIBERGLASS EXTERIOR AND ROOF, BLOCK FOAM INSULATION  
**FRESHWATER CAP:** 46 GAL  
**BLACK-WATER CAP:** 23 GAL  
**GRAY-WATER CAP:** 35 GAL  
**WATER-HEATER CAP:** 6 GAL  
**LP-GAS CAP:** 9.9 GAL  
**AIR CONDITIONER:** 13,500 BTU WITH 7,000 BTU ELECTRIC HEAT  
**FURNACE:** 30,000 BTU  
**REFRIGERATOR:** 6 CU FT  
**INVERTER/CHARGER:** 1,800 WATTS  
**BATTERY:** (1) 12-VOLT CHASSIS, (2) 12-VOLT COACH  
**AC GENERATOR:** 4.0 KW  
**BASE MSRP:** \$79,995  
**MSRP AS TESTED:** \$98,650  
**WARRANTY:** 1 YR/12,000 MI (COACH); 3 YEARS/36,000 MI (CHASSIS); 5 YEARS/60,000 MI (POWERTRAIN)

**WET WEIGHT**

(WATER & HEATER, FUEL, LP-GAS TANKS FULL; NO SUPPLIES OR PASSENGERS)  
**FRONT AXLE:** 4,260 LBS  
**REAR AXLE:** 8,910 LBS  
**TOTAL:** 13,170 LBS

**CHASSIS RATINGS**

**GAWR, F/R:** 5,000/9,600 LBS  
**GVWR/GCWR:** 14,500/22,000 LBS  
**ROCCC:** 1,330 LBS

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

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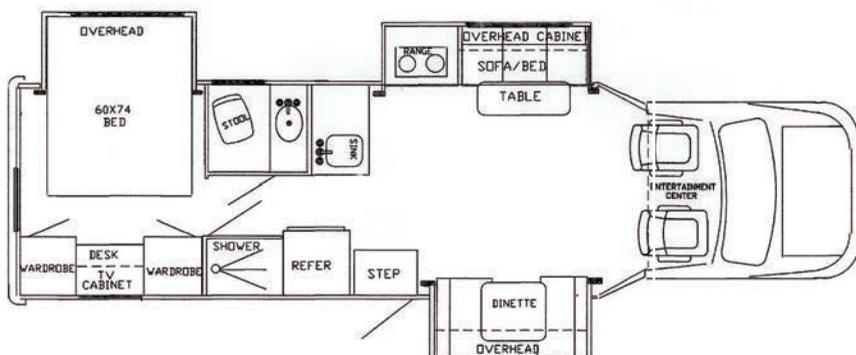


in such close quarters, and the road shoulder itself is frequently shared with horse-drawn Amish buggies. Bend the roadway — our route along Indiana 120 tracked portions of the St. Joseph River — and the drive can be memorable for more than its scenery.

Powered by a 6.8-L Ford V-10 capable of pushing the fully loaded, 13,000-pound coach from 0-60 MPH in just 21 seconds, the Phoenix did its part to keep things on an even keel. You won't be lulled to sleep in such situations, but the 2910T offers a comfortable ride, courtesy of rubber dampeners mounted between the chassis and subfloor that also lessen road noise. Just as importantly, it handles the inevitable tar strips without complaint — and even with an overhang of 10 feet from the rear axle

centerline to the back bumper, there was none of the "tail wagging the dog" oscillations that sometimes creep up when crossing ill-repaired roadways.

The drive was further enhanced by another Cruiser feature not readily apparent before you slip behind the wheel: nearly limitless driver seat space. When viewed at an RV show, this always appears to be the case with most Class B-plus and Class C motorhomes because potential buyers are, for the most part, seeing the rigs with their slideout rooms extended. With the coach in travel mode, however, the forward wall of a retracted streetside slideout invariably restricts positioning of the driver's seat, sometimes to a painful degree. The body of a Phoenix Cruiser extends back and away from the cutaway cockpit to increase





**Left:** The optional paired electric recliners can lay flat for sleeping.

interior room, and those “wings” also serve to position the slideout well to the rear of seatbacks. The streetside bulkhead also serves as a handy mounting location for the monitor panel, slideout switch, 1,800-watt Xantrex inverter/battery charger and optional Onan generator.

We set up camp at Eby’s Pines RV Park & Campground, a family owned 300-space facility a few miles east of Bristol, Ind. While we missed out on one of the spaces ringing the stocked trout pond at the back of the campground, there really isn’t a bad spot among the pines. Eby’s also offers tennis and basketball courts, sand volleyball pits, a playground, camp store, game room and a 2,400-square-foot heated pool. Its vicinity to Amish communities in nearby Shipshewana, Middlebury and Nappanee also make it a great base for exploring local attractions and restaurants.

The 2910T boasts opposing slideouts forward, with a third streetside extension for the rear queen bed. We were already impressed with the overall interior of the 30-footer — it’s designed to allow for access to the main cabin and bathroom with the slides fully retracted, and the large overhead cutout combines with a swivel passenger seat to allow easy entry from the cab — but once campside with the three slides extended (two are standard), the unit’s livability became readily apparent.

That rear overhang, for example, is long enough to demand leveling jacks in order to eliminate the typical side-to-side rocking as folks walk through typical rigs. The 2910T we tested had them, but we ended up not deploying them. There wasn’t any discernable movement transmitted through the coach with normal use, a testament to the motorhome’s build quality. The Phoenix is constructed using a 2-inch-thick floor framed with tubular steel, and since Phoenix USA abhors the use of oriented-strand board, the subfloor is comprised of moisture-proof plywood with a fluted plastic sheet protecting the underbelly. It ties into slightly tapered side walls built of 1½-inch tubular aluminum with block foam insulation, with metal framing — not wood — surrounding every opening in the side walls and roof. The exterior is vacubonded, laminated fiberglass gelcoat

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<sup>2</sup>The NPD Group/U.S. Retail Tracking May 1999-March 2012.

**Microsoft Streets & Trips**



Clockwise from top: The curbside dinette has deep storage drawers designed in each bench seat. Separate from the shower, the bathroom has a sink, toilet and medicine cabinet. A 26-inch TV fills the front cap.



(full-body paint is optional).

Those optional leveling jacks, by the way, are simple HWH hydraulic fold-down units (with controls added to the driver's door). Phoenix engineers its motorhomes in such a way that in the rare instance where something goes awry a traveler isn't stranded, and jack choice is no exception.

"Everything we've added to this motorhome that's electric has a manual override — we designed it so no one will ever get stuck," Phoenix USA's Sales Manager Stuart Bailey told us when we picked up the unit. "If you have jacks that travel straight up and down and they quit working, you're stuck. With these, you can quite literally drive off of them. The same goes for the electric awning, which can be put up and down manually, and we left the

handles on the dump valves [the Phoenix comes standard with a Sani-Con macerator system] for the same reason, along with a 3-inch dump outlet. Even the slideouts used are electric screw-driven units that can be retracted with a hand crank if need be — though we've never had to."

While just 10 feet 1-inch high outside, the 2910T offers 6 feet 4 inches of interior height everywhere save directly below the air conditioner. The front cap is filled by a Samsung 32-inch LCD TV and flanked by storage compartments that also house the DVD player and amplified surround-sound system. For quieter operation, the TV can be played through its integrated speaker.

Available in four interior color schemes — ours was Café, a combination of light browns and bronzes — there's a

wealth of raised-panel cherry wood cabinets and drawer space throughout the motorhome, including overhead units attached to all three slideouts. Deeper drawers also are designed into each bench seat in the dinette within the curbside slide. The streetside room extension houses optional paired electric recliners (a sofa is standard) that will lay flat for sleeping, along with a two-burner rangetop and convection microwave oven. The galley cabinet below the cooktop is home to three large drawers; two more, along with a wood cutting board, are concealed behind a cabinet door. Like the drawers below the dinette seats, they all ride on ball-bearing guides.

Counter space is at a premium, but the sink and additional cabinets above and below are installed in an east-west design, creating an "L" with the galley slide-out extended to maximize usage of what's available. A bit more meal prep space is added with a flip-up extension. Switches for the water heater, holding tank heaters and water pump — one of three found in or on the Phoenix — are mounted in the cabinet below the sink.

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The opposite wall houses a two-door refrigerator and 30,000-Btu furnace, with the full-size shower just aft. The bathroom — with toilet, sink and medicine cabinet — is streetside. And, while a pocket door closes off the rear bedroom, the facilities can also be separated from the living quarters by opening the bathroom door until it connects with a slight room divider installed between the refrigerator and shower, then engaging the doorstop.

The bedroom layout is fairly typical but, again, is designed with an eye to maximizing space. Aside from the expected array of overhead cabinets above the memory-foam queen bed, the curbside wall is home to his-and-hers wardrobe cabinets and drawers, separated by a vanity shelf/desktop and 17-inch LCD TV and DVD player. There also are windows (with MCD day/night shades) in all three exterior walls for cross-ventilation.

With its low center of gravity — entry through the sliding screen panel is via a single step — fewer opportunities are available for locating storage pods. All of them, including smaller compartments on either side, an oversized bay incorporated into the sleek bodywork next to the distinguishing Phoenix molded fiberglass spare tire cover and a unique compartment with a hinged, flip-up shelf for accommodating larger items at the curbside rear corner, are fitted with fiberglass liners. Other exterior features include a solid one-piece fiberglass roof and frameless windows.

While it's evident throughout the motorhome, Phoenix USA's attention to detail is especially apparent in how it safeguards the exterior. Diamond Shield protection is part and parcel to its full-body paint option, from the front cap and mirror backs to the side wings. But when you can find that same protection under the wheel wells, it's a safe bet to assume normal motorhome fit-and-finish are above reproach.

You have to look a little harder to locate a Phoenix motorhome — the company elected to go factory direct when dealers were experiencing financing problems during the recession and now offers rigs only through its Elkhart facility and factory-direct dealers in Albuquerque, N.M., and Southern Florida — but it's worth the effort when you can buy a solid, optioned-out 30-foot motorhome for about \$100,000. ♦

# Come Join Us!

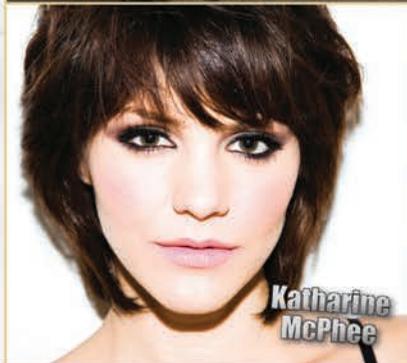
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# CORROSION PREVENTION

## KEEPING THE METAL HARDWARE ON YOUR MOTORHOME RUST FREE

by RICH JOHNSON

**L**ife is tough on anything made of metal that lives outdoors. Rust is a constant threat. But beyond that, there's a form of cannibalism that takes place when different types of metals come into direct physical contact with each other. Dry contact between dissimilar metals is no problem, but when an electrolyte (water in the form of rain, fog, dew, etc.,) is introduced, it starts an electrochemical reaction that results in one of the two metals being devoured.

Metals are categorized by a characteristic known as nobility or resistance to corrosion. On the scale of nobility, platinum is at the top, and magnesium is at the bottom. The metals in between are all the rest. The closer to the top of the scale, the less vulnerable to corrosion the metal is. On the typical motorhome, the metals used are mild steel, stainless steel and aluminum. On the nobility scale, stainless steel is more noble than mild steel, which is also more so than aluminum. So



The corrosion seen here is an example of what can happen when dissimilar metals in direct contact with each other are exposed to a wet environment.



if these metals are in contact with each other in the presence of water, corrosion will result. In some cases, incompatible nuts and bolts become virtually welded at the threads and must be destroyed in order to remove them. Stainless steel screws used to attach aluminum components can cause destructive corrosion problems.

Traveling and camping near the ocean accelerates the problem, speeding the corrosion process significantly because of the salt in the environment. Likewise, driving where there is residual salt on the road (used in the winter in some regions to melt ice) can cause rapid corrosion.

So, what can you do to protect your motorhome and dinghy vehicle? Fortunately, you don't have to change all the hardware to ensure metal compatibility, because there are some good products on the market that can keep corrosion from taking over.

### LOOK IN THE MEDICINE CABINET

On the low-tech side of things, coating the contact interface between metals with petroleum jelly (a common brand is Vaseline) provides some inexpensive protection. The objective is to exclude water from the area where metals contact each other, and petroleum jelly does a pretty good job if it's smeared on evenly and thoroughly. Petroleum jelly is inexpensive and available almost everywhere, plus it has multiple uses in the family first-aid kit.



Inexpensive and versatile, petroleum jelly can be pressed into service as a means of protecting against galvanic corrosion between dissimilar metals, and on fastener threads.



LanoCote paste is an old favorite for use as an anti-seize on threaded fasteners, and as a barrier between incompatible metals to prevent galvanic corrosion.

### LANOCOTE

Boaters have to deal with ongoing corrosion problems, so it should be no surprise that one of the best solutions to fighting corrosion can be located by ducking into a marine supply store such as West Marine. LanoCote, made by Forespar, is available in either a paste form in a 4- or 16-ounce jar, or in an 8-ounce spray bottle. (MSRP: \$9.55 per 4-ounce; \$27.85 per 16-ounce jar; \$10.75 for the spray bottle).

LanoCote combats corrosion where dissimilar metals are fastened together, such as when aluminum and stainless steel components are mated to each other, and the product is especially useful in preventing thread seizure due to corrosion. The spray version is handy for treating electrical contacts to prevent corrosion. This can also be a useful product around the house — especially for those who live in or near coastal communities.



LanoCote also comes in an easy-to-use spray bottle. This liquid form is particularly handy for treating electrical connections to prevent corrosion.



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Tef-Gel helps prevent dissimilar metal corrosion by creating a barrier between metal surfaces and eliminating water from entering the space between the two metallic surfaces.

#### TEF-GEL

Tef-Gel is manufactured by Ultra Safety Systems and sold through a network of dealers you can find on the company's website. It's at the opposite end of the price scale from Vaseline, costing \$22.95 for 2-ounce jar. But a tiny bit goes a long way and one

purchase, if used wisely, might last the life of your motorhome.

The way Tef-Gel eliminates corrosion is by acting as a barrier between the metal surfaces and preventing water from getting into the space separating the metals. Tef-Gel paste contains 40 percent PTFE (Teflon) powder and no volatile solvents, no silicones or petroleum solvents, so it won't evaporate. When mating surfaces are coated with Tef-Gel there are no voids for water to be drawn in by capillary action.

An example of the use of Tef-Gel would be on the threads of a bolt and nut. In addition to serving as a water barrier, the product works as a friction barrier that reduces thread seizing, galling and friction welding. A thin coat of the material can be applied with a small brush to the interfacing metal surfaces, and excess gel cleaned away with mineral spirits or WD-40.

#### TUFF-GEL

Lest we cause any confusion, there is another product called Tuff-Gel, made by the same company as Tef-Gel. Some use it for its corrosion-resistant properties in the same way as the product Loctite would be used on threads. It seals fast, resists oils, solvents and vibration loosening, and prevents galling.

#### LOCTITE

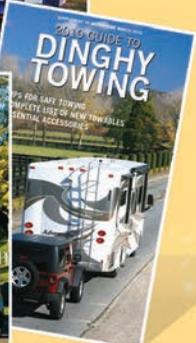
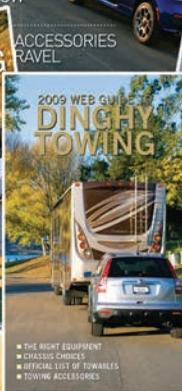
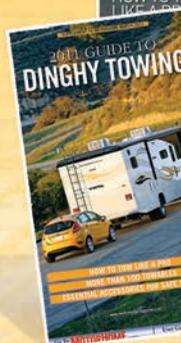
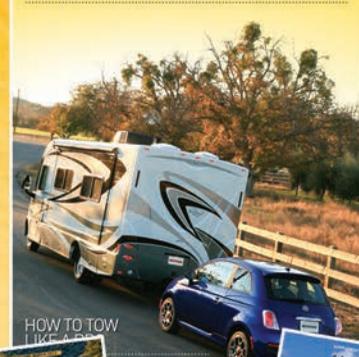
All of the above products function as anti-seize compounds, but one of the names long recognized in this category is Loctite, and its

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## 2012 GUIDE TO DINGHY TOWING



GS MEDIA & EVENTS



Loctite Blue can be used on larger fasteners, preventing them from rusting and becoming contaminated from moisture.

products are distinguished from each other by color. These products are also known as thread lockers.

Let's start with Green #290. This compound is formulated to prevent vibration loosening of small fasteners, and can also be used on electrical connectors and set screws. The liquid is relatively thin, so it "wicks" into the threads for sealing purposes. It's best for small fasteners that might need to be removed and retightened frequently, without requiring reapplication of the thread sealer. It doesn't require a lot of torque to break the seal, which is why it's good on small fasteners that can't survive a lot of twisting for removal.

Blue #242 is for use on larger threaded fasteners to prevent loosening due to vibration, and is ideal for nuts and bolts that are typically disassembled with hand tools. Blue Loctite prevents threads from rusting and allowing water penetration along the threads. This compound functions well in a temperature range from minus 65 to more than 300 degrees Fahrenheit.

Red #271 is made for high-temperature, high-strength, heavy-duty applications. It's ideal for use on large fasteners ranging in size from 3/8- to 1-inch in diameter, and can be used to lock studs in place. It is very effective at preventing the loosening of nuts and bolts. In fact, it holds so well that when it comes time to take things apart, Red Loctite might

require the use of heat combined with a hefty amount of torque applied to your hand tools.

#### STAR BRITE

In Star brite's catalog of specialty items, you'll find Anti-Seize Thread Lubricant available in a 1-ounce tube for \$7.79. Squeeze some out of the tube and smear it thoroughly into metal threads to keep them from seizing and galling due to corrosion and heat. Among the many



Although Star brite Anti-Seize Thread Lubricant is available at marine supply stores, it is perfectly suited for RV applications.

problems that can attack the threads of nuts, bolts and screws are metal galling and friction welding that can occur during over-aggressive or incorrect assembly and leave little chance of separating them later, except by cutting, drilling or twisting them apart. To prevent this, it's a good idea to use anti-seize compounds such as Star brite Anti-Seize Thread Lubricant during assembly and re-assembly whenever possible.

The battles against corrosion and thread seizing might seem like a lot of hassle, but the real hassle begins if you let the problem get out of hand. Avoid that by using the right preventative products to help keep peace between warring metals and keep your fasteners easy to remove next time something on your motor-home needs service. ♦

#### FOR MORE INFORMATION

##### FORESPAR

800-266-8820,  
www.forespar.com

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# THE GREAT INDOORS

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C'

mon, we know you do it. Despite what we say to our friends and family or, especially, interested parties looking to join the ranks of RVers, most of us have been guilty at one time or another, and we aren't stopping anytime soon. It's the dirty little secret of motorhoming, the lifestyle that so prominently bills itself as a great way to get outdoors, smell the fresh air and really connect with nature.

I'm speaking, of course, about watching TV (gasp!) at the campsite, or in the mountains, or even on the beach. After all, not everybody wishes to fight with biting insects, stifling temperatures and nosy neighbors while unwinding. And that's perfectly fine. In fact, many RVs are designed around the fact that sometimes, after a long day of drinking in the majesty of the outdoors, many of us like to unleash our inner couch potato and catch a flick, or the evening news, or even the latest reality show.

There, don't you feel better now?

Given that we still want to watch HBO (or ESPN, or CNN, etc.), it's important to understand the different technologies that allow us to turn on the TV in our home away from home. Sure, you could always plug into the campground cable jack, but reception is often sketchy (and limited) and many times we find ourselves off the grid with nary a cable connection to be found. Then what?

Naturally, it starts with the antenna (for clarification, a satellite dish is also an antenna). Antennas come in all shapes and sizes, and can be permanent structures on your motorhome's roof or even portable units you set up when you need them. Bat wing antennas are the industry standard; chances are your motorhome came with one. Bat wings must be adjusted from inside the coach in order to find the best reception; this is one drawback that sends many owners looking for alternatives. An omni-directional dome antenna offers improved reception and doesn't need to be adjusted. These are a bit pricier than bat wings, but many owners find that not having to maneuver their antenna from inside the coach is more than worth the extra cost.

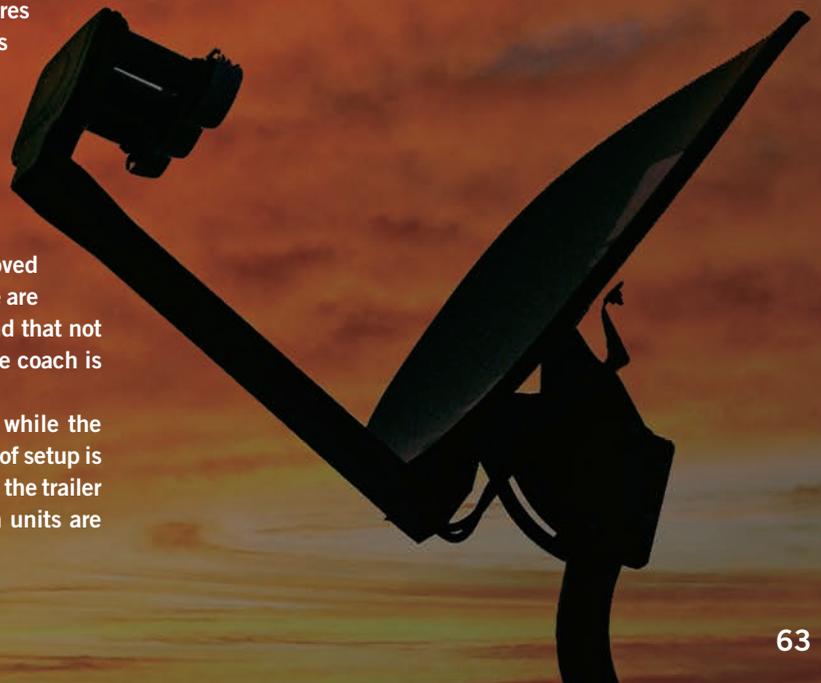
Many antennas are designed to work only while the motorhome is parked (stationary units). This type of setup is prevalent among trailer owners, since nobody is in the trailer while it heads to its next destination. In-motion units are

especially helpful for motorhome owners, as the passengers often watch TV in the living area (seat-belted, of course) while you ease on down the road.

As you likely know from your other home, programming is achieved through a satellite provider, such as DISH Network or DirecTV, both of which offer special packages to RVers that allow users to activate and deactivate their receiver box based on their travel schedule. In many cases, RVers don't have to set up a separate account in order to do so.

Once you've determined which provider you'll be using, you still have a few decisions to make before catching those "Seinfeld" reruns. Would you like HD programming? Are you interested in a DVR? Do you need more than one receiver? It's best to write a list of exactly what you'd like before hitting the road; it could be difficult, or even downright impossible, to add features with no long-term address for the equipment to be shipped.

If it seems as though there are dozens of variables in setting up your motorhome TV, that's because there are. Long gone are the days of plugging in a tube TV and choosing from 13 channels. Today's TV offerings include hundreds of channels, in dozens of different specialized categories. That being the case, we're trying to simplify some of the process by including many of our favorite products within these pages. Hopefully, the following will help get you on the right track and watching your favorite programs in no time.



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Holland MI 49423

## KING CONTROLS

King-Dome AIR antennas are multi-directional satellite domes that also receive over-the-air signals, meaning no provider is necessary (though you'll always get more channels

by subscribing to a provider). The Stationary Automatic 2200 Series (\$1,299) allows users to park and begin viewing channels at the push of a button. The 3200 Series (\$1,499) adds in-motion satellite acquisition, while the Premium in-motion 9762 (\$2,299) operates even faster and offers the capability to support two receivers.

King-Dome's JACK antenna (\$159.99) is a bat-wing type digital broadcast device that includes a built-in amplifier for improved reception. The JACK also includes a built-in Sure-Lock digital TV signal meter that displays the best direction to point the antenna before scanning for available channels. The SureLock feature is also available a la carte (\$39.95) to add to your existing antenna.

The portable VuQube satellite antenna allows you to get reception anywhere, though you do need to provide a receiver and TV. The VQ1000 (\$599) features a wireless remote for easy operation, and is completely self-contained in a weather-resistant enclosure. The Tailgater VQ2500 (\$350) is a portable satellite antenna embedded with receiver technology that doesn't require a separate power source. The Tailgater works exclusively with DISH Network and requires you subscribe to DISH programming.



## SIMPLE SETUP STANDS

Sometimes finding the proper satellite with your portable dish antenna can be quite frustrating. Establishing a direct line of sight, at the proper angle, through the trees, sometimes takes longer than the program you wish to watch lasts. Delsand offers PDQ stands designed to ease the pains of dish set up. Available for all the major providers, PDQ stands feature an azimuth dial, a line-of-sight tool (LOST) and sturdy leg and mast assemblies. An improved ratcheting system aids in fine-tuning. Prices start at \$300.

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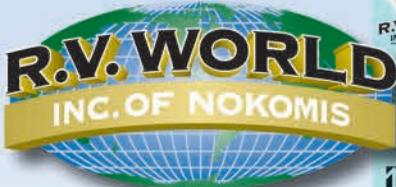
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\* Please note: Photos are from manufacturer's marketing materials and do not depict actual in-stock units.



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RV World Of Nokomis, Circle 106 on Reader Service Card

RVX 270

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The screenshot shows the RVBG.com website with a search bar and various filters. A red arrow points to the 'SEARCH RVS' section, which includes dropdown menus for 'Any RV Type', 'Any Make', 'From Any Year', 'To Any Year', 'Any Price', and 'Any Length', along with a 'SEARCH' button.

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## KVH

For those who don't want their motorhome's antenna to dominate its roofline, KVH offers the Slim-Line Series multi-directional roof-mount antennas. The stationary R4SL (\$1,299) and the in-motion R5SL (\$1,399) are both just 12 inches tall and work with DISH Network, DirecTV and Bell TV providers. For single-cable installation, KVH offers the TracVision Series. The R6DX (\$2,299) is an in-motion antenna compatible with DISH Network, while the R6ST (\$2,149) offers the same functions but is compatible with DirecTV. Both can be used with multiple TVs. KVH's crown-jewel, the TracVision A7 (\$3,995) is only 5 inches tall, supports more than one TV and is an in-motion antenna. It is only available with DirecTV.



## MOTOSAT

MotoSat's HD Series TV System (\$2,195) is designed to be compatible with programming from DISH Network, DirecTV and Bell TV and Shaw Direct satellite providers. The dishes work with MotoSat's Nomad Series Controllers, which allow pushbutton "find-and-stow" operation for quick setup and take down. (The satellites fold down to just more than 10 inches tall when on the road.) There are four models of the stationary HD Series; which one you select depends on your satellite provider.



Also from MotoSat is the popular Executive Series (starting at \$1,595), a stationary unit designed to work with all receivers (DISH Network, DirecTV and Bell Express Vu) and is available with an 18- or 24-inch dish. The dual output satellite is also powered by the Nomad Controller and folds down to 10 inches when not in use.

## WINEGARD

Winegard's popular Sensor bat wing antennas feature a built-in amplifier designed to offer users VHF/UHF reception wherever they park their motorhome. The antenna can be raised, lowered and rotated from inside the coach. The Sensor IV (\$159.99) amplified antenna integrates the UHF-enhanced Wingman antenna to capture even more programming. The Wingman (\$29.99) is also available separately and is optimized to improve reception on digital and HDTV channels.

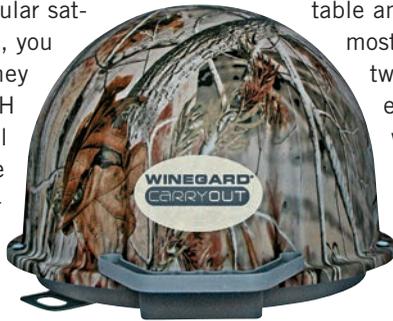
The newly redesigned RoadStar 3000 (\$89.99) is an omni-directional antenna designed to support two receivers and to continuously find and acquire any available VHF, UHF and FM broadcast signals within a 35-mile radius of a parked vehicle. Plus, it is capable of receiving free over-the-air satellite programming from many major networks. Winegard also claims the 3000 series eliminates the need to manually aim and lock onto digital signals.

Winegard Trav'ler dish antennas are designed to view all satellites simultaneously. This may not seem like a big deal, but it is a major annoyance. Providers use more than one satellite





for their programming. Most dual-output antennas require that viewers in separate rooms watch programming on the same satellite, which interrupts or altogether denies any viewing of programming not beamed on that particular satellite. Long story short, you want this feature. They are available for DISH Network, DirecTV, Bell and Shaw Direct. The Trav'ler SK 3005 Slimline (\$1,899) is touted by Winegard as the only satellite antenna to offer full DirecTV HD programming.



RoadTrip roof-mounted antennas feature a scant 20-inch footprint and support two receivers. The RT 4000S

(\$1,199) is a stationary model that is 15.6 inches tall, while the RT 4000T (\$1,499) is an in-motion unit measuring 12.9 inches tall. Both are from the Mission Series and are compatible with the major satellite providers. Mini-Max antennas feature a 15-inch dome height and support two TVs, though single-satellite viewing is required in this case.

The GM-1518 Carryout Portable Satellite Antenna (\$699.99) is a portable antenna that works with most receivers. It supports two TVs (on the same satellite) and is compatible with DISH Network, DirecTV and Bell. The Carryout weighs only 11.5 pounds and plugs in to a 12-volt DC outlet. ♦



**Kristopher Bunker**, the former editor of *Trailer Life* magazine, has been RVing for more than a decade and is currently a freelance writer and stay-at-home dad.

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# TIFFIN PHAETON 42LH

New floorplan makes  
this diesel-pusher feel even  
more like home

**A** household name in the Class A diesel-pusher market, the Phaeton has been Tiffin's bestselling model for nine years — and the industry's top-selling diesel for six. Touted by the company as a coach that delivers luxury and practicality at a greater value, the Phaeton has plenty to live up to. Aiming to meet those high standards, Tiffin recently debuted yet another Phaeton floorplan, this one a 42-foot bath-and-a-half model.

In the Phaeton 42LH, convenience and home-like amenities come first, starting with the rear master bath, complete with optional stacked washer and dryer (\$1,680). The walk-in shower with skylight and glass door not only looks stylish but also is functional, even for those taller RVers. A porcelain toilet with electric flush stands next to the closet with mirrored sliding doors, also the only space to hang clothes. There is plenty of room to get ready in front of the triple-mirror vanity, with medicine cabinet above and drawer storage below.

A flat panel door slides open to the bedroom, revealing the walk-around Select Comfort king bed (\$1,400). A pillow top queen comes standard, and all Phaeton floorplans have a 32-inch flatscreen TV above the wardrobe. A chest of drawers adds to the storage space, but here we noticed some irregularities in the fit and finish, with loose drawers and uneven countertop corners that could benefit from additional attention. We appreciated the bedside eyeglass stands and dual overhead lights; a ceiling fan increases air



circulation but make sure to watch your head. The bedroom also has one of the coach's three temperature-controlled Fan-Tastic roof vents.

Moving forward, owners and their guests will be grateful for the half bath, which removes the need for visitors to have to traipse through the bedroom. This bathroom has a foot pedal flush toilet and mirrored vanity with solid surface countertop and sink.

There's no shortage of living space in the 42LH, and even with all four slides closed you can still move comfortably about the coach. A streetside slide is home to the kitchen, which features the stainless steel double sink, convection microwave (gas oven optional for \$350) and three-burner cooktop with permanently mounted folding cover. It took a few tries to get the cover to fold back smoothly, but it'll keep food from splashing onto the counter during meal preparation and has a vented top so it can be lowered into place before the stove is completely cooled. The expand-an-island pulls





## SPECIFICATIONS

<b>CHASSIS:</b> FREIGHTLINER	<b>INTERIOR HEIGHT:</b> 7'
<b>ENGINE:</b> CUMMINS ISL, 400 HP	<b>WHEELBASE:</b> 296"
<b>FUEL:</b> 100 GAL	<b>FRESHWATER CAP:</b> 90 GAL
<b>GVWR:</b> 45,000 LBS	<b>GRAY-WATER CAP:</b> 70 GAL
<b>LENGTH:</b> 42' 6"	<b>BLACK-WATER CAP:</b> 50 GAL
<b>WIDTH:</b> 8' 5"	<b>LP-GAS CAP:</b> 37.5 GAL
<b>HEIGHT WITH A/C:</b> 12' 7"	<b>BASE MSRP:</b> \$308,000
	<b>MSRP AS REVIEWED:</b> \$323,484

**TIFFIN MOTORHOMES**  
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out easily. Full-extension drawers and more Cherry Bark overhead cabinets provide an abundance of storage. Opposite the sink is the residential stainless steel refrigerator with bottom freezer and icemaker.

When it comes to the eating area, buyers can choose from a U-shaped booth dinette (cloth, \$630; leather, \$910) or a freestanding dinette with built-in cabinets or a computer workstation (\$980). Our unit had the workstation option, which offers a laptop tray and additional storage, perfect for a home office or craft area.

For those who often have dinner guests, the tabletop extends and is plenty sturdy.

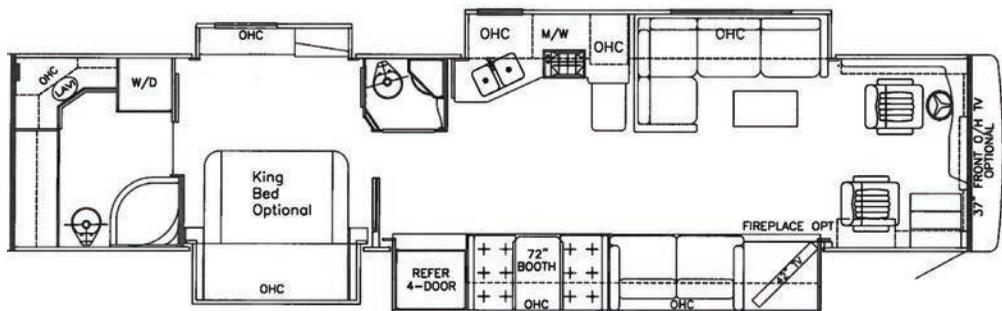
Forward of the galley, the Phaeton's living room is an inviting space, illuminated with LED lights set

in the soft touch ceiling and complemented by the standard 42-inch TV installed over the optional fireplace (\$735). Socialize or watch TV — this Phaeton is equipped with surround sound, DVD player and the optional in-motion satellite dish (\$1,400) — while relaxing in the optional leather recliner with flip-up reading table (\$1,050). Or, kick back on the L-shaped Ultraleather sofa with hide-a-bed (\$1,540). This unit also boasts the 37-inch front overhead TV (\$1,120), but you could easily do without this option.

Up front, the Ultraleather captain's chairs swivel to face the living area, providing extra seating for those looking to entertain. For the copilot, a handy workstation pulls out from the dash. The cockpit controls are within easy reach, and the optional in-dash navigational system with removable GPS (\$1,050) is worth considering; a backup camera comes standard, as do heated power mirrors.

Outside, this unit sports Tiffin's standard full-body paint in Maroon Coral, along with the optional 32-inch exterior TV (\$1,120). Two pass-through storage bays should be able to accommodate even the heaviest of packers, and slide-out trays are available for easy access (\$700). An automatic window, patio and door awning package is standard, as is the 10,000-kW Onan generator.

As the sixth floorplan to join the Phaeton lineup, the 42LH provides ample space for the entertainer along with ideal living conditions for extended stay travelers. Our thanks go to Jeff Nobbe and Shorewood RV Center in Anoka, Minn., for providing this Phaeton for our review. ♦





## TABLE TIP

Sometimes the dining table in our Roadtrek is just too large. If the weather is nice, we prefer to eat outside, but we still want a small table in the front section of the motorhome. We took a small lazy Susan and attached a spare table leg base to it and now we have a little cocktail-type table. By off-setting the base, we can rotate it well out of the way of the aisle and move



it to a comfortable position for a game of Scrabble on cold evenings.  
**RHONDA VAN HEYST | EDMONTON, ALBERTA, CANADA**

## OVERHEAD ORGANIZATION

Collapsible cube-shaped canvas storage boxes make great overhead storage bins for our 1999 Winnebago. We bought them in different colors to organize each family member's clothing and gear. We also use the smaller ones for personal toiletries in the bathroom's overhead storage compartment.

**DENNY BARRY**  
**SIERRA MADRE, CALIF.**



## DRIP DRYER

The kitchen counter in our RV is too small to hold a conventional dish drain board. Using an idea we saw in our travels through Italy, I purchased a 10-by-22-inch plastic-coated wire shelf assembly from Walmart, and hung it upside down over the galley sink. I installed four eyebolts through the underside of the overhead cabinet (the bolt eyes had to be opened slightly to act as hooks for the shelf legs). The threaded eyebolt shank was adjusted to make sure the shelf would hang parallel to the counter surface. Now, as we wash the dishes, we place them on the metal shelf to drain directly into the sink.

**AL KUEHNAPFEL | LAKE ARIEL, PA. ♦**

## DESIGNED TO DRY

I have a method for hanging wet things in a freestanding shower that is similar to the Quick Tip "Hung Out to Dry" in the June issue. I obtained a 3/4-inch-diameter piece of PVC conduit (PVC pipe will work as well), and notched both ends a little less than halfway through the conduit to fit the width of the top of the shower wall. I use plastic coat hangers and a clothes "umbrella" that has many hooks on it to hang wet items. The bar stays in place even when we're on the road.

**H. LEE MILLER | ST. LOUIS, MO.**

### 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.

ILLUSTRATIONS: BILL TIPTON

# techsavvy

HANDS-ON | HOT LINE | COACH & POWERTRAIN



PHOTOS: W. SCOTT MITCHELL PHOTOGRAPHY

HANDS-ON | by BOB LIVINGSTON

## ALL-PURPOSE CLEANER

Quick 'n Brite's non-toxic, biodegradable, concentrated liquid and paste replaces a whole arsenal of cans and bottles

**When it comes time to enlist products for cleaning** inside and outside the motorhome, most of us have our favorites for specific jobs. For example, I've been using the same window cleaner for years, as well as a number of other products for various cleaning chores. In our rig, we devote an entire cabinet to such bottles and cans.

Recently, I was introduced to an all-in-one cleaner, Quick 'n Brite, marketed to replace all other cleaning products. I got the chance to try this stuff at the Good Sam Rally in Louisville, Ky., in the beginning of the summer after talking to one of the vendors. First off, I'm always skeptical about any one item that claims to do everything. After spotting the "As Seen on TV" sticker, I was even more leery.

I zeroed in on the fact that this cleaner is non-toxic, biodegradable and capable of killing 99.5 percent of all germs; I don't like inhaling chemicals and harsh vapors. Hearing that the family owned business has been around for 60 years and that it provides a 100 percent satisfaction guarantee really got my attention. In the end, I was pretty impressed.

Quick 'n Brite comes in a paste and liquid. The paste is packed in a 30-ounce tub and is earmarked for dirty jobs like removing pet stains and nasty spills on just about any surface, including clothing. It's best to check for colorfastness before

using on carpet, upholstery and clothing. While this cleaner is suitable for virtually any surface, there are a few exceptions including use on raw leather or suede, and the guarantee to clean does not apply to paint, rust, permanent dye and red or orange Kool-Aid. Do people still drink Kool-Aid?

The liquid version is packaged in a 32-ounce plastic bottle and is called Super Shot.

Since both products are concentrated — and fairly expensive to purchase initially — it's good that only a small amount is diluted into water for most jobs. For light jobs, like windows and countertops, just 1 teaspoon mixed in to a quart of hot water will produce enough solution to tackle many jobs. This dilution worked extremely well on windows and the shower stall, leaving crystal clear finishes without streaking. Hard-water stains and mineral deposits may require the paste at full strength and need to remain on the surface for 15 minutes.

A heavy solution can be made by adding 3 teaspoons of the Super Shot liquid to a quart of hot water. There is a long list of potential cleanups that can be accomplished with the heavier mixture, including the removal of dirt from painted walls and black streaks. You can even use the liquid in a bucket of water for washing the motorhome and dinghy — and it handles bugs and road tar nicely, although in the full-strength application. The instructions are loaded with recommendations.

If you want to learn what's in Quick 'n Brite, go to [www.quicknbrite.com](http://www.quicknbrite.com) where the list of barely pronounceable ingredients is listed. I did recognize "coconut." Each product, including a long scrubbing sponge that can be cut into workable pieces, is available separately, but the best deal is to get the kit, which includes a bottle of the aforementioned Super Shot liquid, the 30-ounce tub of paste, a 64-ounce refill and the sponge for \$55.

Under normal cleaning circumstances, the kit will go a long way, which makes it cost effective, and your motorhome will look nice without breaking your back.

**Quick 'n Brite, 800-223-9187, [www.quicknbrite.com](http://www.quicknbrite.com) ♦**

# Transmission Failure

LOOKING FOR ASSISTANCE WITH A WARRANTY DISPUTE, A READER TURNED TO US FOR HELP. HE WROTE:

While driving through St. Louis, Mo., my motorhome's transmission failed. I called my emergency road service provider and was towed to Sunset Auto Co. in St. Louis. Sunset Auto was very accommodating and made sure that my coach was parked on its lot for the night.

In the morning, representatives took the rig in for inspection. Diagnosis of the problem revealed that the transmission had failed. I was offered two options: repair the existing transmission or replace it with a rebuilt unit that carried a 36-month, 36,000-mile warranty. I chose the rebuilt unit at a cost of \$2,667.08. After I agreed to the work, Sunset had me back on the road that afternoon.

About seven months ago while on a trip, I noticed smoke coming from under the motorhome. I pulled off to the side of the road and noticed that the coach was leaking transmission fluid. I again called for emergency road service. Upon inspection by the mechanic, it was determined that I was losing fluid because of a loose hose connection where it attached to the oil cooler. The connection took three turns to completely tighten. After this, the mechanic added transmission fluid as needed, and I was charged \$70.

The next time I was traveling through St. Louis, I stopped by Sunset Auto and explained the problem I experienced with my transmission. I told them I felt the road service I needed for the transmission fluid leak should be covered under warranty, since it happened only 15 months and 2,800 miles after installation of the rebuilt unit.

My claim was taken under advisement. Since then, I have contacted Sunset Auto numerous times by phone, and have not yet received a response.  
**KENNETH G. ANCLAM | RACINE, WIS.**

*We passed Anclam's concerns on to Sunset Auto Co., requesting a review*



*of his circumstances. The company responded as follows:*

We are in receipt of your letter concerning Kenneth Anclam. We have reviewed the customer's concerns, and have reimbursed him \$76.20. Thank you for your assistance.

**DAN KIMBALL, SERVICE MANAGER  
SUNSET AUTO CO.  
ST. LOUIS, MO.**

### RUBBED THE WRONG WAY

*Unhappy with the way a rock shield on his dinghy vehicle was behaving, a reader turned to Hot Line for help. He wrote:*

I bought a Roadmaster Guardian Rock Shield 4000 for my new GMC Terrain from General RV Center in Brownstown, Mich., and I installed it myself onto a Roadmaster Falcon tow bar system. While I was traveling, the stone guard rubbed against the bumper and wore off the paint. On my own, I bought 1-inch spacers and longer bolts, which when installed created about an inch of clearance. I continued on my travels.

When I arrived home I had the bumper repaired at a cost of \$300. Then I wrote a letter to Roadmaster explaining the situation and requesting reimbursement for the paint repair. A customer service representative called me and said that my original installation was done in error. I utilized Option A on the installation instructions when (apparently) I should have used Option B. My point was that Option A complied with the company's caution that "the Guardian must not touch the bumper." In fact, my installation had ¼-inch clearance. In summary, the claim was denied and I was advised to utilize Option B and remove the spacers.

I think Roadmaster shouldn't even suggest Option A on its installation in-

structions and it should be more specific about the minimum clearance to the vehicle's bumper. I am asking Hot Line to intervene and ask Roadmaster to consider clarifying its instructions and reimburse me the paint repair cost of \$300. I will forego the hardware cost for the spacer installation.

**ROBERT J. HOYE | MESA, ARIZ.**

*Hot Line contacted Roadmaster Inc., for its input and possibly to help Hoye regarding his concerns about the rock guard installation. A company representative answered as follows:*

In a nutshell, the Guardian was mounted in such a way that it could touch the bumper while towing. The end result was rubbing and chaffing and \$300 in paint damage. The Guardian mounting brackets can be installed in two positions to allow either more or less clearance from the bumper. This is necessary due to the hundreds of models of cars the rock shield accommodates.

Our instructions clearly state to install the brackets according to "Option A unless the Guardian will touch the towed vehicle — if this is the case, use Option B." Immediately thereafter we state, "CAUTION. The Guardian must not touch the bumper or any other part of the vehicle's body, or permanent damage to the towed vehicle's finish, as well as other consequential, non-warranty damage will occur."

Whether installed by a consumer or at a dealership, it is the installer's responsibility to follow the instructions. Per Hoye's request, we will strive to make the instructions more foolproof, however, we believe they adequately warned against this exact possibility. Accordingly, we will not be able to reimburse him.

We are always disappointed when anyone has difficulties with our products. On behalf of the staff at Roadmaster, we apologize for the frustration this situation has caused.

**DAVID ROBINSON, DIRECTOR  
ROADMASTER INC, VANCOUVER, WA. ♦**

TO CONTRIBUTE TO HOT LINE, refer to Contact MotorHome, on page 8.

## Battery Exploded

I have a 2010 Newmar Bay Star and one of the house batteries exploded. I was told it had dead cells, although the water level was not low. I installed a new one, but I'm apprehensive it may happen again. It seemed as though the batteries weren't holding a charge too well in the past. Do I have cause for concern?  
**BOBBY G. RATLIFF | BEDFORD, VA.**

*If it literally exploded, the only logical cause is ignition of a buildup of hydrogen gas. Batteries produce hydrogen and a spark from a loose connection, a spark from use of a jumper cable, or static electricity could have set it off. Weak or old batteries, particularly with faulty cells, tend to outgas even more. Make sure there are no loose connections that could spark, and when using jumper cables always make the last negative connection at a solid ground away from the battery. If you have a pair of 12-volt house batteries, these should be replaced in pairs.*

### CRANKS BUT WON'T START

I bought a 1990 Fleetwood Limited with a Ford 7.5-L (460 CID) engine. It cranks fine, but it will not start. It has fuel pressure going to the injectors. It runs with starting fluid until the fluid runs out and then it dies. I did a "noid" test and none of the injectors lit up. I switched the computer from my other Fleetwood with the same year, engine and transmission, which works OK. That, however, gave the same results. Your advice would be appreciated.  
**JOSE PEREZ | ELLENWOOD, GA.**

*You'll need a factory shop manual (you can order one from [www.helminc.com](http://www.helminc.com)) for this one, a scan tool and probably a dual-trace labscope. Assuming that the replacement computer is good, it's likely that it is not getting certain needed inputs, such as crankshaft or camshaft position, which are needed before the computer will begin to*

*activate fuel injectors. Check for stored trouble codes and correct them as needed. If none are found, start methodically checking the inputs going to the computer. This is where you'll need the labscope.*

### FROSTY FRIDGE

I own a 2008 Holiday Rambler Ambassador motorhome. The Norcold refrigerator (model 1210 IMSS) has always had an excess of frost buildup on the cooling fins, but now it's to the point that I have to defrost it a couple of times a week when I am on the road. I suspect it's the door seals. I tried inserting a dollar bill between the seals and the door jam, and there was some drag, but not a lot as I extracted the bill. I also went to Norcold's website and couldn't find replacement door seals. The frost seems to build up on the right hand side first, if that is any sort of clue.

### BILL GOODMAN | VIA EMAIL

*Frost comes from moisture in the air. It has to get in either from leaving the doors open, or from leaky seals, or a combination of both. Try calling Nor-*

*cold at 800-543-1219. I have heard that the company will supply customers with replacement seals free of charge on this model.*

### COACH RADIO GLITCH

My motorhome's AM/FM in-dash radio works great and picks up all stations when in COACH mode. However, when the ignition key is turned to ON the radio picks up very few stations, also a lot of static. This happens when the engine is not running and just the key is on. Do you have any suggestions?

### BRUCE DIMON | VIA EMAIL

*Either the radio is receiving more interference from the motorhome when the ignition is on, or it may be getting less voltage in the ignition-on mode, which could reduce performance. First, measure the voltage going to the radio in both modes, using a digital voltmeter. If the voltages are the same, start checking for a source of electrical noise or static. Do this by removing one fuse at a time to disable various circuits that may have a device causing the problem. The static may be coming through with the voltage, or the antenna may be picking it up. If you can't find the problem, take it to a good automotive stereo shop.*

### REDUCED ENGINE POWER

I own a 2004 Holiday Rambler Admiral with a Workhorse 8.1-L engine. On a recent trip, the engine was misfiring and when I stopped, turned the engine off and then restarted it, the SERVICE ENGINE light came on and the LCD screen read REDUCED ENGINE POWER. The engine had no power. After 30 minutes of cool down, the engine ran OK except the miss was still there. I drove it to a Workhorse Service Center. Technicians at the service center tuned the engine with a new plug and plug wires, but could not duplicate the reduced engine power warning. Upon returning home I turned the engine off. When I tried to restart the engine, the SERVICE ENGINE light and REDUCED ENGINE POWER message came on again. Can you please help me?

### JOHN MAYO | PETAL, MISS.

CONTINUED ON PAGE 75

A MINOR PROBLEM ... CAN SET OFF A SERVICE ENGINE WARNING LIGHT. ONLY PROBLEMS THAT ARE CONSIDERED MORE SERIOUS ... WILL ACTIVATE THE REDUCED ENGINE POWER WARNING.



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131	CAMPING WORLD	76-77
	COACH HOUSE INC	49
	CYPRESS TRAILS	54
126	DANKO MANUFACTURING	14
129	DAVE AND LJs RV INTERIOR DESIGN	28
	DETHMERS MANUFACTURING CO	38
115	DISH NETWORK	18
116	DISH NETWORK	19
	ESSEX CREDIT CORPORATION, INC	43
	FIRST STREET	65W
119	FORETRAVEL	2
118	GEICO	35
	GOOD SAM CLUB	12
	GOOD SAM EXTENDED SERVICE PLAN	32
	GOOD SAM ROADSIDE ASSISTANCE	27
	GS EVENTS	55
110	HOLLAND MOTOR HOMES	64
132	INNOVATION HOUSING	67
	JAYCO	9
109	KIBBI INC	5
	MICROSOFT CORPORATION	52
111	MILLER INSURANCE	67
	NEWELL COACH CORPORATION	100
	NEWMAR CORPORATION	11
114	NEXUS RV	39
107	PLEASURE WAY INDUSTRIES LTD	28
130	PROGRESSIVE INSURANCE CO	7
	READERS CHOICE AWARDS	58-59
	RV AWNING	54
	RV BUYERS GUIDE	66
106	RV WORLD OF NOKOMIS	65E
105	SMI MANUFACTURING INC	22
	SUN TRUST BANK	17
117	THE GORILLA GLUE COMPANY	55
104	THETFORD CORPORATION	45
	TRAILER LIFE TV	96
103	TRIPLE E	48
101	VOGT RV CENTER	23

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A minor problem, including a loose fuel-filler cap, can set off a SERVICE ENGINE warning light. However, only problems that are considered more serious because they could damage the engine or transmission or catalytic converters will activate the REDUCED ENGINE POWER warning. I suggest you obtain a scan tool to check codes yourself. These are available at auto parts stores and home-mechanic models are not expensive.

### SURGIN' CHEVY SEQUEL

This is in regard to "Surgin' Along" from Robert Morrison in the June issue. I had a similar problem with the 1998 Chevy Vortec engine in my 1999 Tiffin Allegro Bay motorhome. I took the coach to the Tiffin factory in Red Bay, Ala., to have the heater core replaced. When I picked up the rig, it was running as smooth as when it was new. I asked the service technician if he had done anything to stop the surging, and he said he replaced the tubing to the positive crankcase ventilation (PCV) valve. The original PCV valve tubing had disintegrated. He happened to have a new piece of tubing, made of a new composite material that does not deteriorate, in his toolbox so he replaced it for me. This is just one example of how the people at Tiffin go out of their way to satisfy their customers and keep them happy!

### FLOYD WINFIELD | HARLINGEN, TEXAS

Thanks for writing, Floyd. You were lucky to have such a nice technician. I'm sure this tip will help some of our readers, too.

### SPRINTER LP-GAS VALVE

We have a 2005 Leisure Travel Free Spirit on a Sprinter 2500 chassis. It has a single group 49 coach battery and because of inaccessibility to the LP-gas tank it has a 12-volt DC propane lock off valve on the tank with an on/off switch located in the utility hatch. Recently, the coach battery began discharging rapidly, sometimes overnight. I checked the 12-volt DC circuits and found no significant amp draw on any except for the circuit labeled "PS, OH light, 12v plug, TV booster and LP valve." I also noticed that the portion of the circuit feeding the LP-gas valve had an amp draw of 0.61. When I completely disconnected the switch to the valve there was no dis-



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charge of the battery on that circuit and only minimal discharges on some of the other circuits.

I think the valve is the problem. Can this valve be replaced? Does the LP-gas have to be removed before changing it?

### HAROLD JOHNSON | ARKADELPHIA, ARK.

A half-amp draw on the LP-gas valve is normal; actually, sometimes it's more than that. This has been a common problem on some of these installations. I don't think the LP-gas valve should be connected to the engine-starting battery; it should be on the coach battery. A solution is to turn the LP-gas valve off when not in use, make sure it is on the coach battery circuit, install a solar panel and you should never have a dead battery. Sometimes that is the only solution for these small battery drain problems.

CONTINUED ON PAGE 96



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Contents



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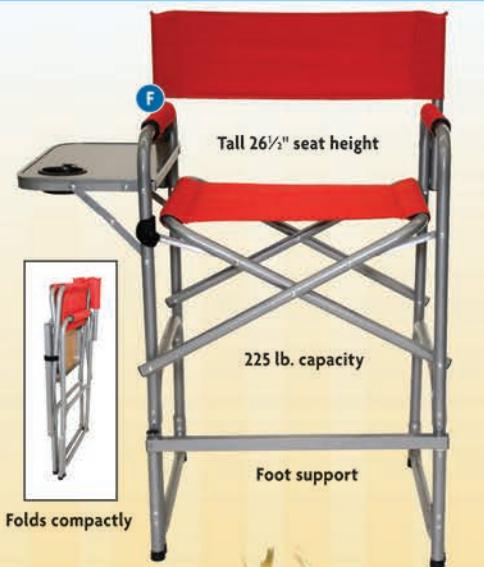
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**USED 2004 Fleetwood JAMBOREE 31W** **NOW \$37,587** (888) 641-0925 Kaysville, UT STK# KY39165



**USED 2008 Winnebago CHATEAU 30BR** WAS \$57,914 **NOW \$37,988** SAVE \$19,926 (888) 850-5575 Wood Village, OR STK# POR36785



**USED 2006 R-Vision TRAIL LITE 28** WAS \$60,100 **NOW \$38,950** SAVE \$21,150 (888) 859-6653 Hillsboro, OR STK# HIL39422



**USED 2011 Four Winds CHATEAU 21C** **NOW \$38,995** (888) 801-3226 Byron, GA STK# MAC17646



**USED 2005 Tiffin ALLEGRO 32BA** **NOW \$39,000** (888) 617-5406 Oakwood, GA STK# ORV16847



**USED 2004 Four Winds HURRICANE 32R** WAS \$52,700 **NOW \$39,116** SAVE \$13,584 (888) 242-0293 Madison, WI STK# MAD18551B



**USED 2009 Winnebago VISTA 30B** **NOW \$39,867** (888) 614-5201 Draper, UT STK# ABRV37470



**USED 1995 Country Coach INTRIGUE 40** WAS \$59,950 **NOW \$39,988** SAVE \$19,962 (888) 859-6653 Hillsboro, OR STK# HIL39890



**USED 1999 Tiffin ALLEGRO BAY 37DSL** **NOW \$39,995** (888) 668-6715 Katy, TX STK# KAT9307A



**USED 2000 Damon ESCAPER 3980** **NOW \$39,995** (888) 727-2952 North Little Rock, AR STK# LIT19723



**USED 2001 Georgie Boy CRUISE MASTER 3816 DIESEL** WAS \$73,995 **NOW \$39,995** SAVE \$34,000 (866) 502-8238 Bath, NY STK# BAT70662



**USED 2004 R-Vision CONDOR 1281** **NOW \$39,995** (888) 331-1595 Santa Clarita, CA STK# AMRV22647 VIN# 30A02912



**USED 2005 Winnebago SIGHTSEER 30B** WAS \$59,879 **NOW \$39,995** SAVE \$19,884 (866) 502-8238 Bath, NY STK# BAT73156



**USED 2008 Itasca IMPULSE 29TR**  
**NOW \$39,995** (888) 331-1595 Santa Clarita, CA STK# AMRV21883 VIN# 7DB42060



**USED 2008 Thor HURRICANE 30Q** **NOW \$39,995** (888) 617-5406 Oakwood, GA STK# ORV16976



**USED 2008 Winnebago CHALET 30BR**  
**NOW \$39,995** (877) 834-0429 Bakersfield, CA STK# SLV21887 VIN# 70A00559



**USED 2009 Winnebago VISTA 30BR** WAS \$78,855 **NOW \$39,995** SAVE \$38,860 (877) 289-0812 Las Vegas, NV STK# LVN36786



**USED 2011 Four Winds CHATEAU 21C**  
**NOW \$39,995** (888) 641-0925 Kaysville, UT STK# KY41155



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



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



**USED 2005 Fleetwood JAMBOREE 31M**  
**NOW \$41,995** (888) 617-5406 Oakwood, GA STK# ORV17148



**USED 2009 Damon DAYBREAK SPORT 3211** **NOW \$42,950** (888) 480-3175 Sacramento, CA STK# SAC17473 VIN# J5H4454



**USED 2005 Coachmen CONCORD 235 50** WAS \$54,997 **NOW \$42,997** SAVE \$12,000 (888) 463-3995 Colorado Springs, CO STK# KC210685B



**USED 2000 Holiday Rambler AMBASSADOR 36PBS** WAS \$64,950 **NOW \$44,950** SAVE \$20,000 (888) 859-6653 Hillsboro, OR STK# HIL40344



**USED 2008 Forest River LEXINGTON 25DS**  
**NOW \$44,950** (888) 480-3175 Sacramento, CA STK# SAC13858A VIN# DA18967



**USED 2009 Winnebago CHALET 30B**  
**NOW \$44,950** (888) 480-3175 Sacramento, CA STK# SAC14088 VIN# 0A02636



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



**USED 2005 Winnebago CHALET 31P**  
**NOW \$44,995** (888) 331-1595 Santa Clarita, CA STK# AMRV22801 VIN# 4HA68628



**USED 2006 Winnebago ASPECT 26A**  
**NOW \$44,995** (888) 331-1595 Santa Clarita, CA STK# AMRV22101 VIN# 6HA25143



**USED 2010 Four Winds CHATEAU 28A**  
**NOW \$44,995** (888) 828-9906 Lowell, AR STK# LOW21824



**USED 2009 Coachmen FREEDOM EXPRESS 26SO** WAS \$72,900 **NOW \$44,999** SAVE \$27,901 (866) 289-0113 Chattanooga, TN STK# CH7608



**USED 2004 Georgie Boy PURSUIT 3470** **NOW \$45,360** (888) 479-3568 Vacaville, CA STK# VAC25435 VIN# 0A02844



**USED 2000 Winnebago CHIEFTAIN 34Y** **NOW \$46,400** (888) 614-5201 Draper, UT STK# ABRV39382



**USED 2006 Jayco GREYHAWK 29GS** **NOW \$45,995** (888) 614-5201 Draper, UT STK# ABRV39049



**USED 2006 Gulf Stream INDEPENDENCE 8295** WAS \$96,547 **NOW \$46,040** SAVE \$50,507 (866) 648-5288 St. Augustine, FL STK# JAC39882



**USED 2006 Winnebago ASPECT ASPECT** **NOW \$46,500** (888) 903-5066 St. George, UT STK# SGU25532



**USED 2006 Coachmen CONCORD 300TS** WAS \$64,900 **NOW \$46,999** SAVE \$17,901 (888) 489-5784 Louisville, TN STK# KNOX19768



**USED 1998 Holiday Rambler IMPERIAL 40WDS** WAS \$84,995 **NOW \$48,430** SAVE \$36,565 (866) 648-5288 St. Augustine, FL STK# JAC38679



**USED 2003 Fleetwood SOUTHWIND 36B** WAS \$63,995 **NOW \$48,858** SAVE \$15,137 (888) 254-9145 Meridian, ID STK# MER19432



**USED 1999 Holiday Rambler ENDEAVOR 37WDS4** **NOW \$49,321** (888) 480-3175 Sacramento, CA STK# SAC21363A VIN# CF28024



**USED 2001 Holiday Rambler ENDEAVOR 40PBD** **NOW \$49,900** (888) 844-1758 New Braunfels, TX STK# SW9714E



**USED 2009 Monaco MONTCLAIR 282** WAS \$64,243 **NOW \$49,900** SAVE \$14,343 (888) 865-1507 Hamburg, NY STK# BUFZ1006



**USED 2010 Coachmen FREELANDER 30QB** **NOW \$49,990** (888) 668-6715 Katy, TX STK# KAT9582A



**USED 2000 Newmar MOUNTAINEER 4081** WAS \$89,957 **NOW \$49,995** SAVE \$39,962 (888) 450-7060 Dothan, AL STK# DOT40776



**USED 2004 Winnebago ADVENTURER 38R** WAS \$80,790 **NOW \$49,995** SAVE \$30,795 (866) 610-5049 Akron, OH STK# SRV19382



**USED 2005 Fleetwood BOUNDER 36Z** WAS \$82,774 **NOW \$49,995** SAVE \$32,779 (888) 860-8684 Strafford, MO STK# STR21821



**USED 2007 Damon DAYBREAK 3070**  
 WAS \$82,855 **NOW \$49,995** SAVE  
 \$32,860 (877) 289-0812 Las Vegas, NV  
 STK# LVN36941A



**USED 2007 Forest River SUNSEEKER 2600S** **NOW \$49,995**  
 (888) 641-0925  
 Kaysville, UT STK#  
 KY41273



**USED 2007 Winnebago VISTA 33T**  
**NOW \$49,995** (888) 801-3226 Byron, GA  
 STK# MAC17086



**USED 2009 Winnebago CHALET 30B** WAS \$64,888  
**NOW \$49,995** SAVE \$14,893 (888) 348-5909 Avon-  
 dale, AZ STK# AVO14362



**USED 2009 Winnebago CHALET 30BR**  
**NOW \$49,995** (877) 834-0429 Bakers-  
 field, CA STK# SLV22353 VIN# 80A02634



**USED 2010 Four Winds CHATEAU 31R**  
**NOW \$49,995** (888) 828-9906 Lowell, AR  
 STK# LOW21825



**USED 2000 Itasca HORIZON 36LD** WAS  
 \$62,254 **NOW \$49,995**  
 SAVE \$12,259 (888)  
 625-5187 Fort Myers, FL  
 STK# FTM11977A



**USED 2000 Winnebago ADVANTAGE 36C** WAS  
 \$88,998 **NOW \$49,999**  
 SAVE \$38,999 (888)  
 672-5049 Syracuse, NY  
 STK# SYU72144



**USED 2010 Forest River SUNSEEKER 2600S** WAS \$64,995 **NOW \$50,995** SAVE  
 \$14,000 (888) 902-8565 Tallahassee, FL  
 STK# TAL41583



**USED 2010 Four Winds HURRICANE 31D**  
**NOW \$51,995** (888) 617-5406 Oakwood,  
 GA STK# ORV16676



**USED 2008 Coachmen FREEDOM EX-  
 PRESS 31SS** WAS \$72,564 **NOW \$52,377**  
 SAVE \$20,187 (877) 450-7415 Island Lake,  
 IL STK# CRV6112A



**USED 2010 Four Winds CHATEAU 31R**  
**NOW \$53,685** (888)  
 479-3568 Vacaville, CA  
 STK# VAC19568 VIN#  
 C046279



**USED 2005 Coachmen AURORA 3480DS**  
 WAS \$67,900 **NOW \$53,898** SAVE  
 \$14,002 (888) 489-5784 Louisville, TN  
 STK# KNOX19758



**USED 2009 Winnebago CHALET 30B**  
**NOW \$53,995** (888) 479-3568 Vacaville,  
 CA STK# VAC13158 VIN# 0A02623



**USED 2011 Four Winds CHATEAU 31P** WAS \$69,995 **NOW \$53,995** SAVE  
 \$16,000 (888) 902-8565 Tallahassee, FL  
 STK# TAL41619



**USED 2005 Itasca SUNRISE 34** WAS  
 \$89,900 **NOW \$54,989** SAVE \$34,911  
 (866) 755-9604 Charleston, SC STK#  
 CHN126893



**USED 2008 Gulf Stream BT CRUISER 5272**  
**NOW \$54,998** (888) 815-  
 7523 Woodstock, GA STK# WDS16274



**USED 2002 Newmar DUTCHSTAR 3892**  
 WAS \$104,995 **NOW \$55,870** SAVE  
 \$49,125 (866) 648-5288 St. Augustine, FL  
 STK# JAC39949



**USED 2007 Coachmen LEPRECHAUN**  
**318DS** WAS \$72,900 **NOW \$57,672**  
 SAVE \$15,228 (888) 489-5784 Louisville,  
 TN STK# KNOX19736



**USED 2006 Tiffin ALLEGRO 35TSA** **NOW \$59,500**  
 (888) 727-2952 North Little Rock, AR STK# LIT21156



**USED 2007 Winnebago ACCESS 29T**  
**NOW \$57,760** (888) 479-3568 Vacaville,  
 CA STK# VAC24467 VIN# 1229985



**USED 2001 Monaco DIPLOMAT 38PBD**  
**LE** WAS \$81,694 **NOW \$57,994** SAVE  
 \$23,700 (877) 450-7415 Island Lake, IL  
 STK# CRV5778A



**USED 2007 Gulf Stream VISTA CRUISER 4231**  
 WAS \$79,900 **NOW \$59,853** SAVE \$20,047 (888)  
 489-5784 Louisville, TN STK# KNOX19745



**USED 2001 American Coach AMERICAN**  
**DREAM 40DS** **NOW \$59,900** (888) 844-  
 1758 New Braunfels, TX STK# SWC10039



**USED 2008 Winnebago SIGHTSEER 30B**  
**NOW \$59,960** (888) 696-2165 Savannah,  
 GA STK# SAV17536



**USED 2003 Georgie Boy**  
**CRUISE AIR 3825** WAS  
 \$90,990 **NOW \$59,995**  
 SAVE \$30,995 (866) 610-  
 5049 Akron, OH STK#  
 SRV19510



**USED 2005 Winnebago ADVENTURER**  
**35U** WAS \$89,995 **NOW \$59,995** SAVE  
 \$30,000 (888) 542-3819 Mesa, AZ STK#  
 MES16231



**USED 2006 Coachmen AURORA 3480**  
 WAS \$79,998 **NOW \$59,995** SAVE  
 \$20,003 (888) 903-6787 Harrisburg, PA  
 STK# HAR73331



**USED 2008 Gulf Stream B-TOURING**  
**CRUISER 5316B** WAS \$81,058 **NOW**  
**\$59,995** SAVE \$21,063 (877) 554-3516  
 Lakewood, NJ STK# LAK8892



**NEW 2011 Four Winds FREEDOM ELITE**  
**28U** MSRP \$88,713 **NOW \$59,995** SAVE  
 \$28,718 (888) 905-0490 Anthony, TX STK#  
 LC15642



**NEW 2013 Thor Motor Coach FREEDOM**  
**ELITE 23U** WAS \$79,428 **NOW \$59,995**  
 SAVE \$19,433 (877) 439-7857 Conway, NH  
 STK# CNW24023



**USED 2011 Four Winds**  
**CHATEAU 31R** WAS  
 \$74,995 **NOW \$59,995**  
 SAVE \$15,000 (888)  
 450-7060 Dothan, AL  
 STK# DOT42082



**USED 2004 Coachmen CROSS COUNTRY**  
**372DS** WAS \$91,053 **NOW \$59,999** SAVE  
 \$31,054 (877) 554-3516 Lakewood, NJ  
 STK# LAK8895



**USED 2000 Winnebago ULTIMATE ADVANTAGE 36C** WAS \$81,995 **NOW \$62,858** SAVE \$19,137 (888) 254-9145 Meridian, ID STK# MER20552



**NEW 2011 Four Winds FREEDOM ELITE 28U** WAS \$91,613 **NOW \$63,548** SAVE \$28,065 (888) 242-0293 Madison, WI STK# MAD15124



**NEW 2012 Thor Motor Coach CHATEAU 23U** WAS \$82,508 **NOW \$63,589** SAVE \$18,919 (888) 692-9016 Myrtle Beach, SC STK# MB126126



**USED 2009 Fleetwood PULSE 24A** **NOW \$64,995** (888) 801-3226 Byron, GA STK# MAC17376



**NEW 2012 Thor Motor Coach FREEDOM ELITE 31R** WAS \$92,311 **NOW \$65,989** SAVE \$26,322 (877) 458-3214 Jacksonville, FL STK# JAX19789



**USED 2009 Gulf Stream ULTRA 6268** **NOW \$66,786** (888) 479-3568 Vacaville, CA STK# VAC23607 VIN# DB08907



**USED 2004 Coachmen CROSSCOUNTRY 354MBS** WAS \$99,665 **NOW \$66,995** SAVE \$32,670 (866) 673-0250 Statesville, NC STK# STA126315



**USED 2008 Four Winds HURRICANE 34B** WAS \$90,790 **NOW \$66,995** SAVE \$23,795 (866) 610-5049 Akron, OH STK# SRV19221



**USED 2011 Coachmen LEPRECHAUN 311** WAS \$105,000 **NOW \$67,995** SAVE \$37,005 (888) 457-4801 Colfax, NC STK# CFX4394



**NEW 2012 MVP RV TAHOE 310QBS** LIST PRICE \$88,186 **NOW \$68,995** SAVE \$19,191 (877) 834-0429 Bakersfield, CA STK# SLV22337 VIN# BDB02635



**USED 2000 Newmar MOUNTAIN AIRE 4057** WAS \$89,995 **NOW \$69,833** SAVE \$20,162 (888) 474-1330 Bartow, FL STK# DCW8911A



**USED 2005 Holiday Rambler NEPTUNE 34** **NOW \$69,959** (888) 903-5066 St. George, UT STK# SGU25660



**NEW 2012 Thor Motor Coach FOUR WINDS 31A** WAS \$107,944 **NOW \$69,989** SAVE \$37,955 (888) 865-1507 Hamburg, NY STK# BUF70573



**USED 2003 Winnebago JOURNEY DL 39WD** **NOW \$69,995** (888) 801-3226 Byron, GA STK# MAC17718



**USED 2004 National TROPICAL 396** **NOW \$69,995** (888) 668-6715 Katy, TX STK# KAT10040



**USED 2008 Gulf Stream BT CRUISER 5291** WAS \$99,995 **NOW \$69,995** SAVE \$30,000 (888) 474-1330 Bartow, FL STK# DCW8927



**USED 2009 Fleetwood ICON 24D** WAS \$99,995 **NOW \$69,995** SAVE \$30,000 (888) 474-1330 Bartow, FL STK# DCW8932A



**USED 2009 Forest River GEORGETOWN GTX 3600** WAS \$119,877 **NOW \$69,995** SAVE \$49,882 (888) 860-8684 Strafford, MO STK# STR15316A



**USED 2009 Gulf Stream VISTA CRUISER 4232-MINI** WAS \$94,997 **NOW \$69,995** SAVE \$25,002 (888) 463-3995 Colorado Springs, CO STK# KC211041B



**NEW 2012 Jayco GREYHAWK 31SS** WAS \$95,670 **NOW \$69,995** SAVE \$25,675 (888) 896-2801 Albuquerque, NM STK# ARV16105



**USED 2011 Damon DAYBREAK 34SS** **NOW \$69,995** (888) 801-3226 Byron, GA STK# MAC17098



**NEW 2011 Four Winds FREEDOM ELITE 23S** WAS \$104,970 **NOW \$69,995** SAVE \$34,975 (888) 454-1707 Kissimmee, FL STK# KS8201



**NEW 2012 Thor Motor Coach FOUR WINDS 31A** WAS \$95,669 **NOW \$69,995** SAVE \$25,674 (888) 896-2801 Albuquerque, NM STK# ARV15957



**NEW 2012 Thor Motor Coach FOUR WINDS 31A** WAS \$101,734 **NOW \$69,997** SAVE \$31,737 (888) 463-3995 Colorado Springs, CO STK# KC211615



**USED 2006 Winnebago VOYAGE 38J** WAS \$97,999 **NOW \$69,998** SAVE \$28,001 (888) 457-4801 Colfax, NC STK# CFX3838



**USED 2006 Holiday Rambler VACATIONER 34PDD** WAS \$100,853 **NOW \$69,999** SAVE \$30,854 (877) 554-3516 Lakewood, NJ STK# LAK8899



**NEW 2012 Thor Motor Coach WIND-SPORT 32D** WAS \$116,628 **NOW \$72,995** SAVE \$43,633 (866) 610-5049 Akron, OH STK# SRV19480



**NEW 2012 Thor Motor Coach CHATEAU 31A** MSRP \$97,036 **NOW \$73,779** SAVE \$23,257 (888) 815-7523 Woodstock, GA STK# WDS17316



**USED 2001 Mountain High Coachworks SUMMITT 3990** WAS \$98,649 **NOW \$74,997** SAVE \$23,652 (877) 450-7415 Island Lake, IL STK# CRV5997A



**USED 2005 Fleetwood BOUNDER 39Z** WAS \$99,988 **NOW \$74,998** SAVE \$24,990 (888) 475-5918 Robertsdale, AL STK# RD40992C



**USED 2007 Dynamax ISATA 254SL** **NOW \$76,888** (888) 696-2165 Savannah, GA STK# SAV16409



**NEW 2011 Winnebago ACCESS 31N** LIST PRICE \$99,636 **NOW \$79,381** SAVE \$20,255 (877) 834-0429 Bakersfield, CA STK# SLV21219 VIN# ADA97184



**USED 1999 Holiday Rambler NAVIGATOR 42CDS** **NOW \$79,995** (888) 828-9906 Lowell, AR STK# LOW18723



**USED 2001 Newmar MOUNTAIN AIRE 40** WAS \$129,995 **NOW \$79,995** SAVE \$50,000 (866) 775-0682 Roanoke, VA STK# ROA18332



**NEW 2010 Winnebago VIEW 24A** WAS \$119,743 **NOW \$79,995** SAVE \$39,748 (888) 681-4635 Winter Garden, FL STK# WGA19116



**NEW 2012 Thor Motor Coach ACE EVO29.1** WAS \$103,671 **NOW \$79,995** SAVE \$23,676 (888) 902-8565 Tallahassee, FL STK# TAL40580



**USED 2010 Forest River GEORGETOWN 374TS** **NOW \$82,777** (888) 828-9906 Lowell, AR STK# LOW20479



**USED 2008 Coachmen CONCORD 275DS** WAS \$119,366 **NOW \$82,999** SAVE \$36,367 (888) 457-4801 Colfax, NC STK# CFX4701



**NEW 2010 Winnebago VIEW 24A** WAS \$119,281 **NOW \$82,999** SAVE \$36,282 (877) 774-0328 Ocala, FL STK# OCA19183



**NEW 2011 Itasca SUNSTAR 30W** MSRP \$112,989 **NOW \$83,488** SAVE \$29,501 (888) 815-7523 Woodstock, GA STK# WDS16017



**NEW 2012 Thor Motor Coach HURRICANE 31J** MSRP \$119,077 **NOW \$84,995** SAVE \$34,082 (888) 905-0490 Anthony, TX STK# LC16171



**NEW 2012 Thor Motor Coach HURRICANE 31J** WAS \$113,327 **NOW \$84,995** SAVE \$28,332 (888) 848-7312 Columbia, SC STK# COL22807



**NEW 2012 Winnebago ASPECT 30C** WAS \$108,942 **NOW \$84,995** SAVE \$23,947 (888) 819-7952 Longmont, CO STK# KC111651



**NEW 2012 Thor Motor Coach DAYBREAK 34SS** WAS \$123,311 **NOW \$89,889** SAVE \$33,422 (877) 458-3214 Jacksonville, FL STK# JAX19956



**NEW 2011 Damon DAYBREAK 35BD** MSRP \$131,826 **NOW \$89,995** SAVE \$41,831 (888) 542-3819 Mesa, AZ STK# MES13019



**NEW 2012 Itasca SUNSTAR 32K** WAS \$131,263 **NOW \$89,995** SAVE \$41,268 (888) 692-9016 Myrtle Beach, SC STK# MB128492



**NEW 2012 Thor Motor Coach DAYBREAK 34SS** WAS \$119,250 **NOW \$89,995** SAVE \$29,255 (866) 415-9726 Golden, CO STK# KC511634



**NEW 2011 Four Winds SERRANO 31Z** MSRP \$149,141 **NOW \$95,449** SAVE \$53,692 (888) 348-5909 Avondale, AZ STK# AV010470



**USED 2004 Alfa Leisure ALFA GOLD SYG40FD** **NOW \$96,876** (888) 641-0925 Kaysville, UT STK# KY38978



**USED 2010 Damon AVANTI 3106** WAS \$144,100 **NOW \$96,895** SAVE \$47,205 (866) 755-9604 Charleston, SC STK# CHN127280



**NEW 2011 Itasca REYO 25Q** LIST PRICE \$149,190 **NOW \$97,800** SAVE \$51,390 (888) 331-1595 Santa Clarita, CA STK# AMRV22456 VIN# 8A9453033



**USED 2006 Jayco SENECA 35GS** **NOW \$98,672** (888) 614-5201 Draper, UT STK# ABRV37769



**NEW 2011 Itasca REYO 25T** WAS \$128,023 **NOW \$99,900** SAVE \$28,123 (866) 648-5288 St. Augustine, FL STK# JAC42509



**NEW 2011 Itasca REYO 25Q** MSRP \$138,827 **NOW \$98,983** SAVE \$39,844 (888) 614-5201 Draper, UT STK# ABRV36387



**USED 2004 Tiffin ALLEGRO 38TGP** WAS \$131,798 **NOW \$99,850** SAVE \$31,948 (888) 848-7312 Columbia, SC STK# COL18539



**USED 2004 Fleetwood REVOLUTION 40C** WAS \$129,950 **NOW \$99,988** SAVE \$29,962 (888) 850-5575 Wood Village, OR STK# POR40575



**NEW 2012 Thor Motor Coach HURRICANE 32A** WAS \$128,700 **NOW \$99,995** SAVE \$28,705 (888) 902-8565 Tallahassee, FL STK# TAL41547



**USED 2001 Fleetwood AMERICAN EAGLE 40MS** WAS \$125,995 **NOW \$99,995** SAVE \$26,000 (866) 754-7302 Greenwood, IN STK# GRW326828



**USED 2007 Damon ASTORIA PACIFIC 3773** WAS \$126,439 **NOW \$99,995** SAVE \$26,444 (877) 458-3214 Jacksonville, FL STK# JAX19977



**USED 2006 Newmar KOUNTRY STAR 3510** **NOW \$102,900** (888) 844-1758 New Braunfels, TX STK# SWC9687C



**USED 2008 Coachmen CROSS COUNTRY 382DS** WAS \$134,995 **NOW \$104,995** SAVE \$30,000 (888) 860-8684 Strafford, MO STK# STR15659A



**NEW 2011 Four Winds SERRANO 33A** WAS \$170,756 **NOW \$104,997** SAVE \$65,759 (877) 450-7415 Island Lake, IL STK# CRV5955



**USED 2008 Holiday Rambler VACATIONER 34SBD** WAS \$139,995 **NOW \$105,995** SAVE \$34,000 (866) 673-0250 Statesville, NC STK# STA125968



**USED 2011 Four Winds SERRANO 31V** WAS \$139,859 **NOW \$105,995** SAVE \$33,864 (888) 860-8684 Strafford, MO STK# STR13524A



**NEW 2011 Damon CHALLENGER 35SD** WAS \$136,448 **NOW \$106,995** SAVE \$29,453 (888) 461-1123 Asheville, NC STK# ASH23608



**USED 2010 Winnebago VIA 25R** WAS \$152,759 **NOW \$109,900** SAVE \$42,859 (888) 681-4635 Winter Garden, FL STK# WGA23084



**NEW 2011 Four Winds SERRANO 33A**  
 WAS \$163,457 **NOW \$109,995** SAVE  
 \$53,462 (888) 682-3036 Churchville, NY  
 STK# CHU70425



**USED 2007 Fleet-wood BOUNDER 38V** WAS \$138,775  
**NOW \$109,997** SAVE  
 \$28,778 (888) 471-3546  
 Chichester, NH  
 STK# GRV507762



**USED 2006 Gulf Stream FRIENDSHIP 8708**  
 WAS \$173,595 **NOW \$109,999** SAVE \$63,596  
 (866) 289-0113 Chattanooga, TN  
 STK# CH6832



**USED 2011 Thor Motor Coach SERRANO 31X** WAS \$159,146  
**NOW \$111,995** SAVE \$47,151 (888) 461-1123  
 Asheville, NC STK# ASH22508



**NEW 2012 Thor Motor Coach CHALLENGER 36FD** WAS \$157,518  
**NOW \$114,900** SAVE \$42,618 (888) 692-9016  
 Myrtle Beach, SC STK# MB127185



**NEW 2012 Thor Motor Coach SERRANO 33A** MSRP \$175,289  
**NOW \$114,995** SAVE \$60,294 (888) 815-7523  
 Woodstock, GA STK# WDS16339



**USED 2007 Holiday Rambler NEPTUNE 37BPD** **NOW \$115,000**  
 (888) 641-0925 Kaysville, UT  
 STK# KY40712



**USED 2007 Gulf Stream TOUR MASTER T40C** WAS \$169,900  
**NOW \$115,900** SAVE \$54,000  
 (888) 489-5784 Louisville, TN STK# KNOX19766



**USED 2011 Four Winds SERRANO 31-Z** WAS \$152,321  
**NOW \$118,895** SAVE \$33,426  
 (866) 755-9604 Charleston, SC STK# CHN127391



**NEW 2012 Thor Motor Coach SERRANO 31X** WAS \$164,584  
**NOW \$119,900** SAVE \$44,684  
 (888) 865-1507 Hamburg, NY STK# BUF72082



**USED 2009 Gulf Stream CRESCENDO 8386** WAS \$169,988  
**NOW \$119,995** SAVE \$49,993  
 (888) 475-5918 Robertsdale, AL  
 STK# RD40508



**USED 2008 Gulf Stream CRESCENDO 40UL** WAS \$184,900  
**NOW \$119,999** SAVE \$64,901  
 (866) 289-0113 Chattanooga, TN  
 STK# CH6815



**USED 2010 Damon ASTORIA 3470** WAS \$161,100  
**NOW \$126,988** SAVE \$34,112  
 (888) 896-2801 Albuquerque, NM STK# ARV16223



**USED 2006 Airstream LAND YACHT 30** **NOW \$59,995**  
 (888) 828-9906 Lowell, AR STK# LOW25181



**NEW 2011 Itasca SUNCRUISER 37F** MSRP \$180,400  
**NOW \$129,850** SAVE \$50,550  
 (888) 815-7523 Woodstock, GA STK# WDS15854



**USED 2008 Winnebago DESTINATION 39W** WAS \$139,995  
**NOW \$129,995** SAVE \$10,000  
 (888) 681-4635 Winter Garden, FL  
 STK# WGA21028A



**USED 2006 Forest River CHARLESTON 400TS** WAS \$167,895  
**NOW \$132,598** SAVE \$35,297  
 (866) 755-9604 Charleston, SC STK# CHN128319



**USED 2008 Gulf Stream YELLOWSTONE 40UL** NOW \$139,842 (888) 696-2165 Savannah, GA STK# SAV16479



**NEW 2012 Thor Motor Coach SERRANO 33A** MSRP \$175,291 NOW \$139,900 SAVE \$35,391 (888) 668-6715 Katy, TX STK# KAT10032



**NEW 2011 Damon ASTORIA 40KT** WAS \$248,728 NOW \$159,995 SAVE \$88,733 (888) 672-5049 Syracuse, NY STK# SYU67794



**USED 2007 Itasca ELLIPSE 40TD** WAS \$199,995 NOW \$139,995 SAVE \$60,000 (888) 682-3036 Churchville, NY STK# CHU72824



**USED 2007 Newmar KOUNTRY STAR 3912** WAS \$169,995 NOW \$147,888 SAVE \$22,107 (877) 774-0328 Ocala, FL STK# OCA20809



**NEW 2011 Damon ASTORIA 40KT** WAS \$248,128 NOW \$159,995 SAVE \$88,133 (877) 450-7415 Island Lake, IL STK# CRV5954



**USED 2009 Holiday Rambler HOLIDAY RAMBLER 41SKQ** WAS \$199,995 NOW \$159,995 SAVE \$40,000 (888) 903-6787 Harrisburg, PA STK# HAR73484



**USED 2003 Blue Bird WONDERLODGE 40LX** NOW \$160,000 (888) 844-1758 New Braunfels, TX STK# SWC10000



**NEW 2011 Damon ASTORIA 40BQ** WAS \$243,600 NOW \$169,995 SAVE \$73,605 (888) 378-1057 Lake City, FL STK# LAC21662



**NEW 2011 Itasca MERIDIAN V CLASS 39N** LIST PRICE \$244,386 NOW \$175,614 SAVE \$68,772 (888) 479-3568 Vacaville, CA STK# VAC11441 VIN# M242602



**USED 2005 Monaco SIGNATURE CASTLE** WAS \$349,995 NOW \$179,995 SAVE \$170,000 (866) 754-7302 Greenwood, IN STK# GRW326647



**NEW 2011 Itasca MERIDIAN V CLASS 34Y** MSRP \$241,810 NOW \$179,995 SAVE \$61,815 (888) 905-0490 Anthony, TX STK# LC15857



**NEW 2012 Thor Motor Coach ASTORIA 40KT** LIST PRICE \$264,439 NOW \$179,995 SAVE \$84,444 (888) 331-1595 Santa Clarita, CA STK# AMRV22521 VIN# BCBE4987



**NEW 2011 Itasca MERIDIAN V CLASS 39N** WAS \$246,787 NOW \$183,995 SAVE \$62,792 (866) 996-3140 Calera, AL STK# CLE18939



**NEW 2012 Thor Motor Coach TUSCANY 36UF** MSRP \$277,899 NOW \$188,740 SAVE \$89,159 (888) 617-5406 Oakwood, GA STK# ORV16637



**NEW 2012 Thor Motor Coach ASTORIA 40KT** WAS \$258,185 NOW \$189,995 SAVE \$68,190 (888) 682-3036 Churchville, NY STK# CHU72084





**USED 2005 Monaco SIGNATURE COMMANDER 525** WAS \$267,880 **NOW \$199,988** SAVE \$67,892 (888) 896-2801 Albuquerque, NM STK# ARV16142C



**NEW 2011 Damon TUSCANY 42FK**  
MSRP \$317,064 **NOW \$199,995** SAVE \$117,069 (888) 542-3819 Mesa, AZ STK# MES16304



**NEW 2011 Damon TUSCANY 42RQ** WAS \$307,759 **NOW \$199,995** SAVE \$107,764 (877) 289-0812 Las Vegas, NV STK# LVN38784



**NEW 2011 Winnebago JOURNEY 40L** MSRP \$280,333 **NOW \$199,995** SAVE \$80,338 (888) 727-2952 North Little Rock, AR STK# LIT14119



**USED 2010 Winnebago TOUR 40** WAS \$249,998 **NOW \$199,995** SAVE \$50,003 (866) 673-0250 Statesville, NC STK# STA126511



**NEW 2011 Damon TUSCANY 42FK** WAS \$320,655 **NOW \$209,988** SAVE \$110,667 (888) 896-2801 Albuquerque, NM STK# ARV15739



**NEW 2011 Winnebago JOURNEY 40U**  
MSRP \$282,612 **NOW \$209,989** SAVE \$72,623 (888) 696-2165 Savannah, GA STK# SAV16619



**NEW 2011 Winnebago JOURNEY 40L** WAS \$314,411 **NOW \$209,990** SAVE \$104,421 (877) 458-3214 Jacksonville, FL STK# JAX19937



**NEW 2011 Winnebago JOURNEY 40L** WAS \$333,631 **NOW \$209,995** SAVE \$123,636 (866) 775-0682 Roanoke, VA STK# ROA23570



**NEW 2011 Itasca MERIDIAN 40U** WAS \$285,053 **NOW \$209,999** SAVE \$75,054 (888) 471-3546 Chichester, NH STK# GRV507245



**NEW 2012 Thor Motor Coach TUSCANY 42FK** WAS \$287,502 **NOW \$229,500** SAVE \$58,002 (866) 648-5288 St. Augustine, FL STK# JAC41174



**NEW 2012 Thor Motor Coach TUSCANY 42RQ** WAS \$313,765 **NOW \$229,996** SAVE \$83,769 (888) 672-5049 Syracuse, NY STK# SYU71857



**NEW 2012 Fleetwood DISCOVERY 40G** WAS \$300,410 **NOW \$230,029** SAVE \$70,381 (888) 713-4351 Fayetteville, NC STK# FAY24093



**NEW 2012 Thor Motor Coach TUSCANY 42RQ** WAS \$344,588 **NOW \$249,995** SAVE \$94,593 (888) 484-3906 Spartanburg, SC STK# GR126488



**NEW 2012 Fleetwood DISCOVERY 40G** WAS \$301,030 **NOW \$258,888** SAVE \$42,142 (888) 568-2177 Burlington, WA STK# FRW11064



**NEW 2012 Fleetwood DISCOVERY 42D** WAS \$332,236 **NOW \$259,138** SAVE \$73,098 (888) 713-4351 Fayetteville, NC STK# FAY24091



**NEW 2012 Winnebago TOUR 42QD** WAS \$370,997 **NOW \$293,995** SAVE \$77,002 (866) 996-3140 Calera, AL STK# CLE19846

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## USED CLASS B & C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1975 Winnebago MINNIE DODGE	MER19691	\$11,995	<b>\$9,858</b>	(888) 254-9145
2007 Fleetwood JAMBOREE 22B	FTM1273C	\$31,995	<b>\$29,995</b>	(888) 625-5187
2004 Winnebago MINNIE 29B	FTM21975A	\$37,930	<b>\$32,995</b>	(888) 625-5187
2004 Coachmen CONCORD 235SO	TAL41907	\$40,969	<b>\$34,995</b>	(888) 902-8565
2006 Winnebago OUTLOOK 25F	LAC21906	\$43,995	<b>\$39,995</b>	(888) 378-1057
2005 Fleetwood TIOGA 29	HIL41414	\$49,950	<b>\$42,500</b>	(888) 859-6653
2007 Winnebago CHALET 31CR	GB41316	\$49,315	<b>\$43,995</b>	(888) 674-0275
2004 Forest River LEXINGTON 255DS	KC1CN01138A	\$54,995	<b>\$44,995</b>	(888) 819-7952
2006 Forest River SUNSEEKER 3100SS	ASH22506	\$55,442	<b>\$44,995</b>	(888) 461-1123
2006 Holiday Rambler ATLANTIS 31PKS	FTM16440A	\$49,995	<b>\$44,995</b>	(888) 625-5187
2010 Four Winds CHATEAU 28A	CFX4315	\$54,995	<b>\$44,998</b>	(888) 457-4801
2003 Coachmen LEPRECHAUN 305 MB	MER22865	\$59,995	<b>\$48,858</b>	(888) 254-9145
2007 Forest River LEXINGTON 283 GTS	JAR72575	\$61,995	<b>\$49,995</b>	(888) 903-6787
2007 Itasca SPIRIT 31C	HAX19804	\$62,319	<b>\$49,995</b>	(877) 458-3214
2010 Four Winds CHATEAU 31P	LVM41316	\$61,809	<b>\$49,995</b>	(877) 289-0812
2011 Four Winds FREEDOM ELITE 21C	MB128113	\$54,995	<b>\$49,995</b>	(888) 692-9016
2006 Winnebago VIEW 23J	OCA20815	\$59,995	<b>\$49,999</b>	(877) 774-0328
2007 Jayco MELBOURNE 29-C	CNW25958	\$60,800	<b>\$54,900</b>	(877) 439-7857
2010 Four Winds CHATEAU 23S	WGA23048	\$69,980	<b>\$59,988</b>	(888) 681-4635
2008 Jayco GREYHAWK 30 GS	KS9180A	\$66,400	<b>\$59,995</b>	(888) 454-1707
2009 Four Winds SIESTA 31BH	OCA19149	\$69,995	<b>\$62,888</b>	(877) 774-0328
2005 Isata DYNAMAX 254	STA126387	\$79,995	<b>\$64,995</b>	(866) 673-0250
2007 Jayco GREYHAWK 33DS	RD41241	\$79,988	<b>\$64,995</b>	(888) 475-5918
2008 Gulf Stream BT CRUISER 291	GR126496	\$79,995	<b>\$68,995</b>	(888) 484-3906
2010 Forest River LEXINGTON GTS 283TS	OCA20811	\$83,995	<b>\$69,888</b>	(877) 774-0328
2009 Coachmen LEPRECHAUN 318DS	GR127350	\$89,995	<b>\$78,885</b>	(888) 484-3906

## NEW CLASS B & C MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2010 Four Winds CHATEAU 31	SAC10219B	\$59,995	<b>\$54,861</b>	(888) 480-3175
2012 Fleetwood TIOGA MONTARA 25K	FAY22778	\$76,852	<b>\$64,894</b>	(888) 713-4351
2012 Thor Motor Coach CHATEAU 23U	CB18566	\$74,392	<b>\$69,995</b>	(866) 820-0335
2012 Thor Motor Coach CHATEAU 28Z	COL18970	\$85,185	<b>\$69,995</b>	(888) 848-7312
2011 Four Winds FREEDOM ELITE 23S	COL15148	\$97,691	<b>\$79,995</b>	(888) 848-7312
2012 Thor Motor Coach CHATEAU 31F	CB18567	\$97,751	<b>\$82,450</b>	(866) 820-0335
2012 Winnebago ERA 170X	POR37863	\$104,828	<b>\$89,850</b>	(888) 850-5575
2011 Winnebago ACCESS PREMIER 31NP	MR125907	\$99,995	<b>\$89,995</b>	(888) 484-3906
2012 Itasca IMPULSE SILVER 31RP	SGU25564	\$110,958	<b>\$89,995</b>	(888) 903-5066
2012 Winnebago ACCESS PREMIER 31RP	GB40996	\$101,523	<b>\$91,995</b>	(888) 674-0275
2012 Fleetwood TIOGA DSL 24R	FAY22780	\$108,308	<b>\$92,654</b>	(888) 713-4351
2012 Winnebago ASPECT 28T	DOT40468	\$109,960	<b>\$94,995</b>	(888) 450-7060
2011 Winnebago VIEW 24K	SLV22069	\$117,706	<b>\$97,894</b>	(877) 834-0429

## USED CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1991 Holiday Rambler ALUMA LITE XL	MAD17311B	\$15,000	<b>\$12,964</b>	(888) 242-0293
1997 Fleetwood PACE ARROW	CNW25038	\$19,877	<b>\$16,665</b>	(877) 439-7857
1999 Holiday Rambler VACATIONER 35WGS	MER24265	\$29,995	<b>\$24,858</b>	(888) 254-9145
1997 Fleetwood PACE ARROW 37	STA126619	\$29,995	<b>\$25,557</b>	(866) 673-0250
2000 Mountain High PINNACLE 3490	GB41539	\$28,391	<b>\$25,995</b>	(888) 674-0275
2001 Fleetwood SOUTHWIND 32V	FTM1101D	\$34,995	<b>\$29,995</b>	(888) 625-5187
2002 Winnebago ADVENTURER 37G	LAK9062	\$42,248	<b>\$37,995</b>	(877) 554-3516
2003 Winnebago SIGHTSEER 31B	ASH22501	\$48,264	<b>\$38,995</b>	(888) 461-1123
2001 Winnebago SUNCRUISER 31C	BAT71874	\$47,999	<b>\$39,995</b>	(866) 502-8238
2000 Fleetwood PACE ARROW 36Z	GRW326714	\$49,995	<b>\$43,995</b>	(866) 754-7302
2008 Four Winds HURRICANE 30Q	CHU73201	\$54,995	<b>\$45,995</b>	(888) 682-3036

## USED CLASS A GAS MOTORHOMES (CONT'D)

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2006 Damon DAYBREAK 3270	KC2P10827	\$54,995	<b>\$49,995</b>	(888) 463-3995
2009 Four Winds WINDSPORT 35D	OCA20813	\$59,995	<b>\$49,999</b>	(877) 774-0328
2005 Damon DAYBREAK SPORT 3204	AV014351	\$59,993	<b>\$52,988</b>	(888) 348-5909
2006 Damon CHALLENGER M348	GB41522	\$63,643	<b>\$52,995</b>	(888) 674-0275
2003 Coachmen AURORA GOLD 3610KS	GR127496	\$61,995	<b>\$55,299</b>	(888) 484-3906
2006 Monaco MONARCH 36PBD	AV015225	\$69,888	<b>\$59,998</b>	(888) 348-5909
2006 Rexhall REXAIR 340GT	AV014356	\$79,888	<b>\$74,888</b>	(888) 348-5909
2006 Itasca SUNCRUISER 37B	CLE23929	\$94,995	<b>\$79,995</b>	(866) 996-3140

## NEW CLASS A GAS MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Thor Motor Coach ACE EVO29.1	CB18570	\$105,596	<b>\$84,995</b>	(866) 820-0335
2010 Damon DAYBREAK 34SS	COL18597	\$101,115	<b>\$89,995</b>	(888) 848-7312
2012 Itasca SUNSTAR 26P	SGU25163	\$111,302	<b>\$89,995</b>	(888) 903-5066
2012 Thor Motor Coach DAYBREAK 28PD	CB18366	\$112,796	<b>\$98,450</b>	(866) 820-0335
2012 Winnebago VISTA 35F	KC211953	\$128,417	<b>\$104,995</b>	(888) 463-3995
2012 Winnebago VISTA 30T	LAC21879	\$120,328	<b>\$108,995</b>	(888) 378-1057
2012 Thor Motor Coach CHALLENGER 32VS	CHN127899	\$131,518	<b>\$112,399</b>	(866) 755-9604
2012 Itasca SUNOVA 33C	LC16140	\$141,090	<b>\$114,995</b>	(888) 905-0490
2012 Thor Motor Coach CHALLENGER 37DT	DCW8673	\$157,016	<b>\$129,943</b>	(888) 474-1330
2012 Fleetwood BOUNDER 35K	FAY24087	\$166,960	<b>\$154,885</b>	(888) 713-4351

## USED CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1996 Country Coach INTRIGUE 38	RAL25437	\$17,998	<b>\$16,885</b>	(888) 868-1486
2000 Georgie Boy LANDAU 36	POR41244	\$49,950	<b>\$46,988</b>	(888) 850-5575
1998 Holiday Rambler ENDEAVOR 34WDS	FLG25470	\$59,995	<b>\$49,995</b>	(877) 371-2412
1999 Harney Coachwork RENEGADE DURANGO	GRW326570	\$59,995	<b>\$49,995</b>	(866) 754-7302
2000 Country Coach ALLURE 36SLD	STR16906B	\$70,000	<b>\$58,995</b>	(888) 860-8684
1996 Country Coach INTRIGUE 36	FRV10200	\$69,995	<b>\$59,999</b>	(888) 568-2177
2002 Fleetwood DISCOVERY 37U	KC1CN01148A	\$75,990	<b>\$69,995</b>	(888) 819-7952
2003 Newmar KOUNTRY STAR 3904	KC1CN01124A	\$75,990	<b>\$69,995</b>	(888) 819-7952
2000 Tiffin ZEPHYR 42 DSL 450	KS9054A	\$89,995	<b>\$74,995</b>	(888) 454-1707
2005 Alfa SEE YA 36FD	CB18643	\$89,995	<b>\$74,999</b>	(866) 820-0335
2006 Damon ASTORIA PACIFIC 3579	CB18317	\$96,500	<b>\$79,995</b>	(866) 820-0335
2007 Holiday Rambler VACATIONER 34PDD	KC2CS030	\$94,997	<b>\$79,997</b>	(888) 463-3995
2010 Four Winds SERRANO 31Z	RD40752	\$109,988	<b>\$89,995</b>	(888) 475-5918
2007 National TROPICAL T330	GRW326767	\$115,995	<b>\$94,995</b>	(866) 754-7302
2005 Fleetwood DISCOVERY 39L	RD40612C	\$109,988	<b>\$99,988</b>	(888) 475-5918
2004 Itasca HORIZON 40AD	FLG24881	\$149,995	<b>\$139,995</b>	(877) 371-2412
2006 Winnebago VECTRA 40FD	WGA19120	\$169,895	<b>\$139,995</b>	(888) 681-4635
2007 Monaco DIPLOMAT 40SFT	MES16388	\$168,420	<b>\$139,995</b>	(888) 542-3819
2007 Newmar KOUNTRY STAR 3910	SRV20383	\$169,995	<b>\$139,995</b>	(866) 610-5049
2007 Newmar DUTCHSTAR 4304	WGA20810	\$198,900	<b>\$179,900</b>	(888) 681-4635

## NEW CLASS A DIESEL MOTORHOMES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Winnebago VIA 25Q	ROA13986	\$139,026	<b>\$118,559</b>	(866) 775-0682
2012 Thor Motor Coach SERRANO 31X	LT17630	\$157,563	<b>\$129,777</b>	(888) 727-2952
2011 Damon TUSCANY 3680	GR128112	\$199,984	<b>\$187,995</b>	(888) 484-3906
2012 Fleetwood EXPEDITION 38B	FAY22777	\$250,035	<b>\$203,399</b>	(888) 713-4351
2012 Winnebago JOURNEY 36M	CLE19783	\$260,730	<b>\$224,995</b>	(866) 996-3140
2012 Itasca MERIDIAN 36M	LAC17538	\$261,247	<b>\$229,995</b>	(888) 801-3226
2012 Winnebago JOURNEY 40U	MAK9070	\$271,984	<b>\$234,253</b>	(877) 554-3516
2012 Thor Motor Coach ASTORIA 40KT	ASH22782	\$258,659	<b>\$239,595</b>	(888) 461-1123
2012 Itasca ELLIPSE 42JD	SYU73662	\$365,730	<b>\$299,995</b>	(888) 672-5049

\*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 \$399 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 Arizona, 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 8/31/12. FR018438-0612

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32K miles, 330 Cat diesel, 7500 watt gen, 3  
slides, W&D, new Mich tires, LCD TVs,  
Winegard sat. Xlnt shape, 10K lb hitch.  
\$65,995. 276-889-3125 Lebanon, VA.



**2005 WINNEBAGO ADVENTURER, 37B, 35K**  
mi. Workhorse gas, 5,500KW gen, 3 slides. In  
Phoenix, many extras, addl. details. One owner  
w/title, nonsmokers, \$69,900. Addl. info/pics  
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## COACH & POWERTRAIN

### AIR OVER HYDRAULICS

My coach is a 2002 Tiffin Phaeton that has an “air over hydraulics” brake system. I’ve heard of this term but I don’t know what it means. Can you please explain it? Thanks.

**ROYCE FICKLING | VIA EMAIL**

*It means you have hydraulically actuated brakes at the wheels, but they are boosted by air pressure, instead of a vacuum booster or hydraulic pump.*

### SWITCH AND BAIT?

We have a 2007 Newmar Dutch Star with a diesel engine in the rear. Recently, after driving about 200 miles, I stopped, turned off the engine and took the key out of the ignition. The engine restarted with no key in the ignition.

When I took it in for repair, they said that a wire from the mag switch that starts the engine was hot all the time and that the mag switch, starter and wire would all need to be replaced at a cost of about \$2,000. I have an extended service plan but wiring is not covered with my plan. The chassis manufacturer also does not cover this.

Do you know what caused this and does everything I have been told, including the cost for repair, seem correct?

**PAMELA ALLEN | VIA EMAIL**

*Their story is highly suspect. If the starter works, there’s nothing wrong with the starter. It’s probably just a bad key-lock switch. Take it to a reputable auto-electric specialist or truck shop and get another appraisal of what’s actually wrong.*

### AWNING TIP TWO

I have a comment about “Awning Tip” by Jack Seward in the October 2011 issue. His A&E awning would not retract properly and the dealer threw parts at the problem.

I had a similar issue with my A&E door awning. I took the motor off the unit and disassembled the gear assembly. I found that the grease inside the assembly had hardened and was restricting the gear movement, which resulted in a drag that caused the limit switch to shut the unit down after the awning would retract a few inches. Cleaning out the old grease and relubing the gear assembly resulted in “like new” operation of the unit.

**JIM STOLPE | VIA EMAIL**

*Thanks for writing, Jim. It’s easy to assume the motor will be fine, because it doesn’t get used very long or often by most owners.*

### FICKLE GENERATOR FIX

Reader Joe Scheuerman wrote in the June issue about his “Fickle Generator.” His problem was a non-starting generator in his 1997 Fleetwood Flair motorhome after it sat unused for an extended time.

I had the same problem with the generator in my Fleetwood Jamboree. I found the problem was caused by the generator starter drawing too much power to run the electric fuel pump at full capacity. My solution was to pull the fuse from the starter circuit (it’s right near the fuel pump). Then, using a jumper wire connected to the positive lead on the pump, I touch the positive pole on the fuse holder. This runs the pump at max speed without engaging the starter. Within several seconds the pump is fully primed. I disconnect the jumper, replace the fuse and push the generator start button and it fires right up. It works every time.

**BILL HAMBURG  
WOODLAND HILLS, CALIF.**

*Good for you for figuring that one out, Bill. You might consider running a push-button switch for priming or a heavier cable to reduce voltage drop. Thanks for writing.*

### FICKLE GENERATOR FIX II

I had the same problem with my 1999 Flair generator (“Fickle Generator,” June) that Joe Scheuerman did. I tried everything you suggested with the carburetor, fuel pump and fuel filter and nothing changed. Let it sit for a week or two and it would not start.

The problem turned out to be the fuel line that is connected to the top of the tank and then to the steel line going back to the generator. From age, and dry rot, it had hair-line cracks that let all of the fuel siphon back to the tank. A new hose cured the problem.

**BUDDY BAILEY | ROANOKE, VA.**

*Thanks for writing, Buddy. It’s another thing to check whenever you service the generator. ♦*

TO CONTRIBUTE TO COACH & POWERTRAIN, please refer to Contact MotorHome, on page 8.

# BACK TO BASICS Tools for the Motorhome Owner

**Motorhomes are rolling homes that offer unbridled freedom to explore the countryside, but they occasionally require a few repairs — much to the “enjoyment” of owners who don’t mind a bit of tinkering.**

The motorhome owner’s toolbox should reflect the owner’s skill and interest level, but there’s no reason to carry a heavy bag of tools you may never use. Thus, it’s best to start small and add tools as needs arise, and as knowledge increases.

The following is a list for a basic kit that will enable you to tackle jobs ranging from upgrading a 12-volt DC light receptacle, tightening an LP-gas fitting, checking for power in 12-volt DC and 120-volt AC circuits, tightening myriad screws and nuts, installing accessories and many more tasks.

For the motorhome owner who truly wants to learn how to correct relatively minor RV problems, there are several maintenance manuals available, the best of which is the *RV Repair and Maintenance Manual* by Bob Livingston. Repairing and upgrading your motorhome can become an engaging hobby — one that pays off in fewer visits to the repair shop and keeps you on the road.

## BASIC KIT

12-volt DC test light	Manifold pressure kit
3/8-inch Drive socket wrench set	Multimeter
Adjustable wrenches: 6-inch and 12-inch	Open-end wrench set
Assorted screwdrivers	Polarity tester
Electric drill and bits	Regular and locking pliers
Hammer	Tire pressure gauge
Jumper cables	Wire stripper

- **Jumper cables:** An essential automotive item that is rarely used — but at certain times may be direly needed. They are also good for helping others. Make sure they are made from 2- or 4-gauge wire.

- **Tire pressure gauge:** Must be well suited to your specific tire and wheel cover situation, which may mean a large dual-foot gauge for dual-wheel motorhomes that don’t have valve stem extenders. With extenders, a short-stem gauge is suitable, but don’t skimp on quality. Make sure the gauge will read high enough for the pressure required for your tires.

- **Screwdrivers:** An assortment available at hardware stores may include a dozen interchangeable bits, including standard, Phillips, Torx, Robertson and others necessary for small fixes and upgrades. Check the screw heads in your motorhome to make sure the assortment of bits includes what you may need.

- **Pliers and wire crimper:** There are myriad jobs for pliers, and a wire stripper/crimper/cutter is essential for wiring modifications and repairs. Include a pair of locking pliers in the assortment.

- **Polarity tester:** Available at RV supply stores, this device is inserted into any electrical outlet in the motorhome and indicates

polarity of incoming 120-volt AC power, as well as existence of a ground connection. Reversed polarity (i.e. black and white wires reversed) or absence of ground connection can create danger of electrical shock.

- **Multimeter and 12-volt DC test light:** The multimeter is one of the most useful tools in the box for diagnosing electrical problems in DC as well as AC circuits. One example is checking auxiliary battery voltage while the chassis alternator or the converter supposedly is operating. A 12-volt DC test light is also handy to determine if a circuit is live, although this can also be handled by the multimeter.

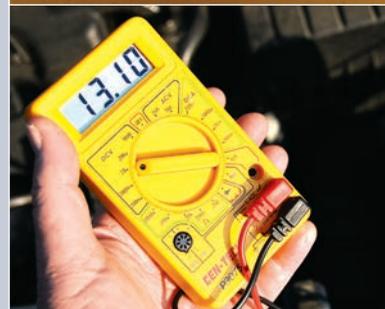
- **Socket wrenches (3/8-inch drive), open-end wrenches and adjustable wrenches:** Socket and open-end wrenches usually are not heavy-use items in motorhomes, but are useful for a wide variety of work that may range from removing a water heater drain plug, tightening nuts and bolts on battery connectors, or changing spark plugs in an AC generator. Adjustable wrenches offer additional convenience (and should be part of your kit for versatility), but an open/box end (combination) wrench set is more accurate and deters bolt head stripping.

- **Electric drill (variable speed) and bits (3/8-inch drive):** Useful for driving or removing screws (using the screwdriver bits listed previously), as well as drilling holes. Battery-powered models are most versatile.

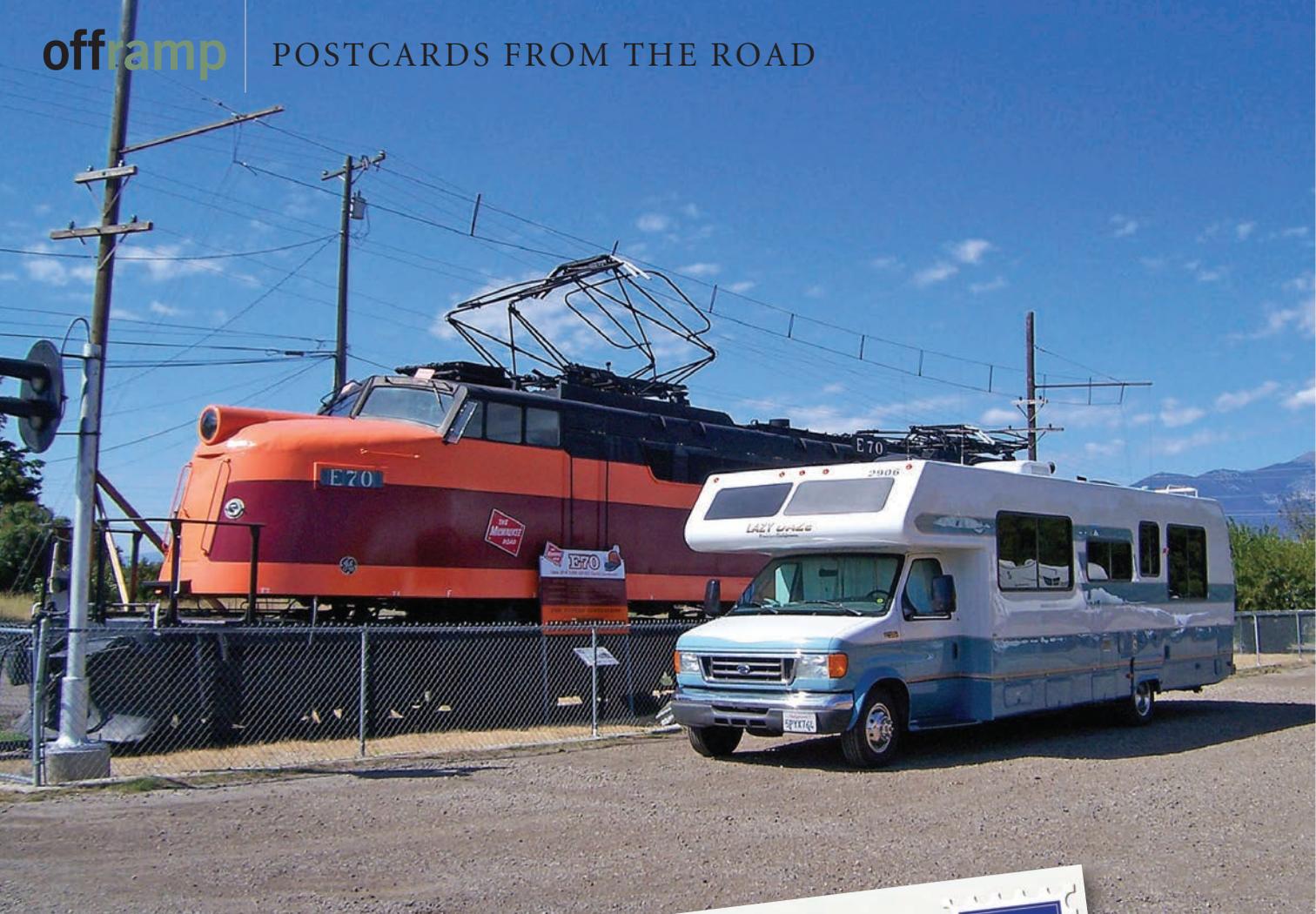
- **Manifold pressure kit:** A dial manometer is useful for performing LP-gas pressure-drop tests. This test should be performed at least once a year to verify your LP-gas system is not leaking.

- **Hammer:** Everyone has to have a hammer.

Even though basic, the tools listed here will allow you to handle a number of significant repairs as well as installation of accessories. Specific jobs may require additional tools, and you can acquire them along the way — while having the satisfaction of correcting problems and cost of repair shop visits.



Along with a set of screwdrivers and combination wrenches, you should also include a wire crimper, a multimeter, a good-quality tire gauge and a manifold pressure kit.



One of the displays at Old Montana Prison Museum in Deer Lodge, Mont., includes this 3,000-volt electric locomotive built by General Electric between 1947 and 1948 for the Soviet Union's Trans-Siberian Railway. It was never delivered due to the onset of the Cold War. It was ultimately purchased by The Milwaukee Road railway and nicknamed "Little Joe" after Joseph Stalin.

Rod and Michele Murphy  
Palm Desert, Calif.



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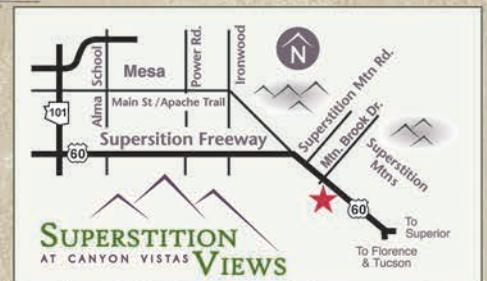


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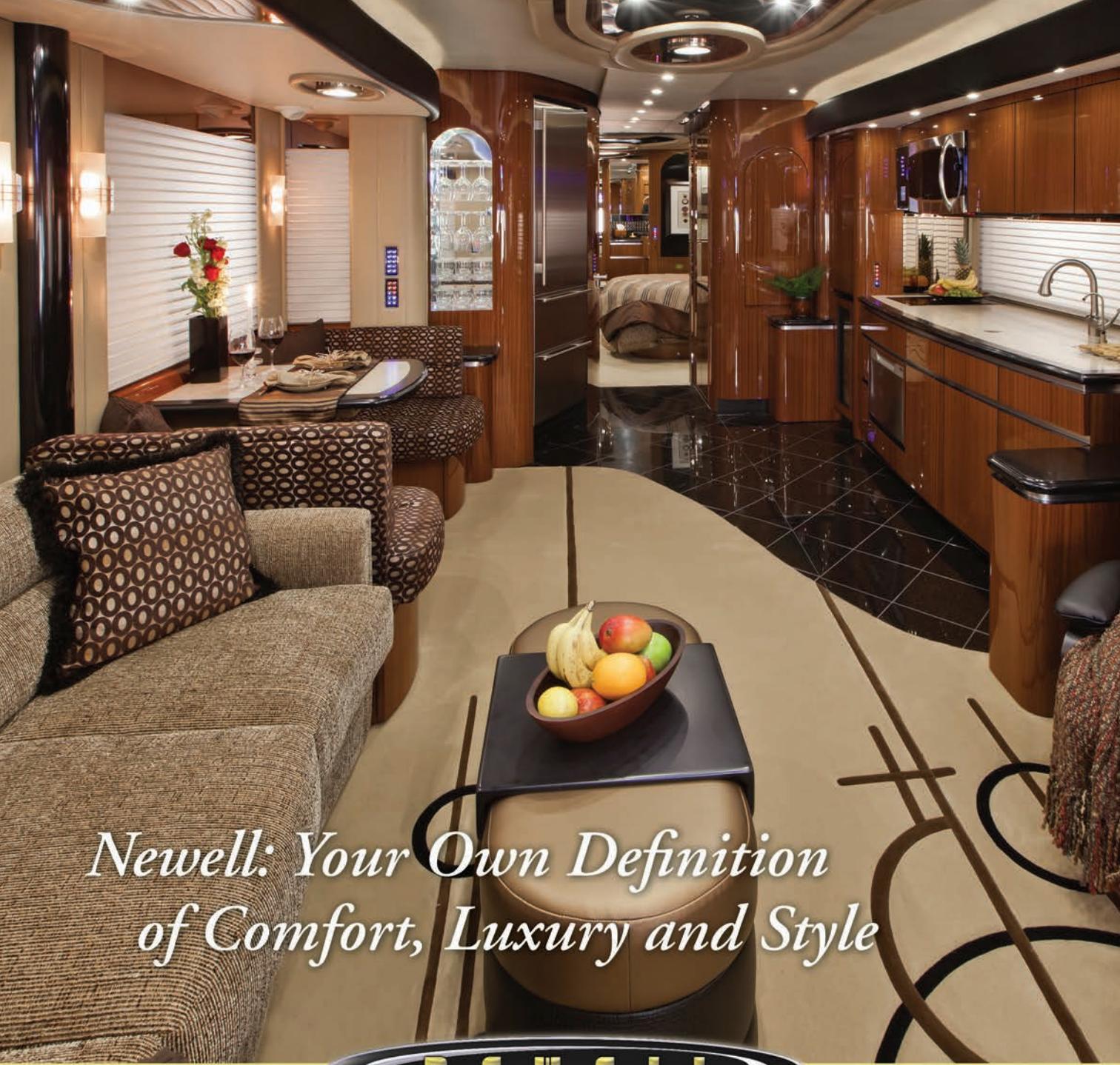
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