

WHAT YOU NEED TO KNOW ABOUT TRUCK & TRAILER TIRES

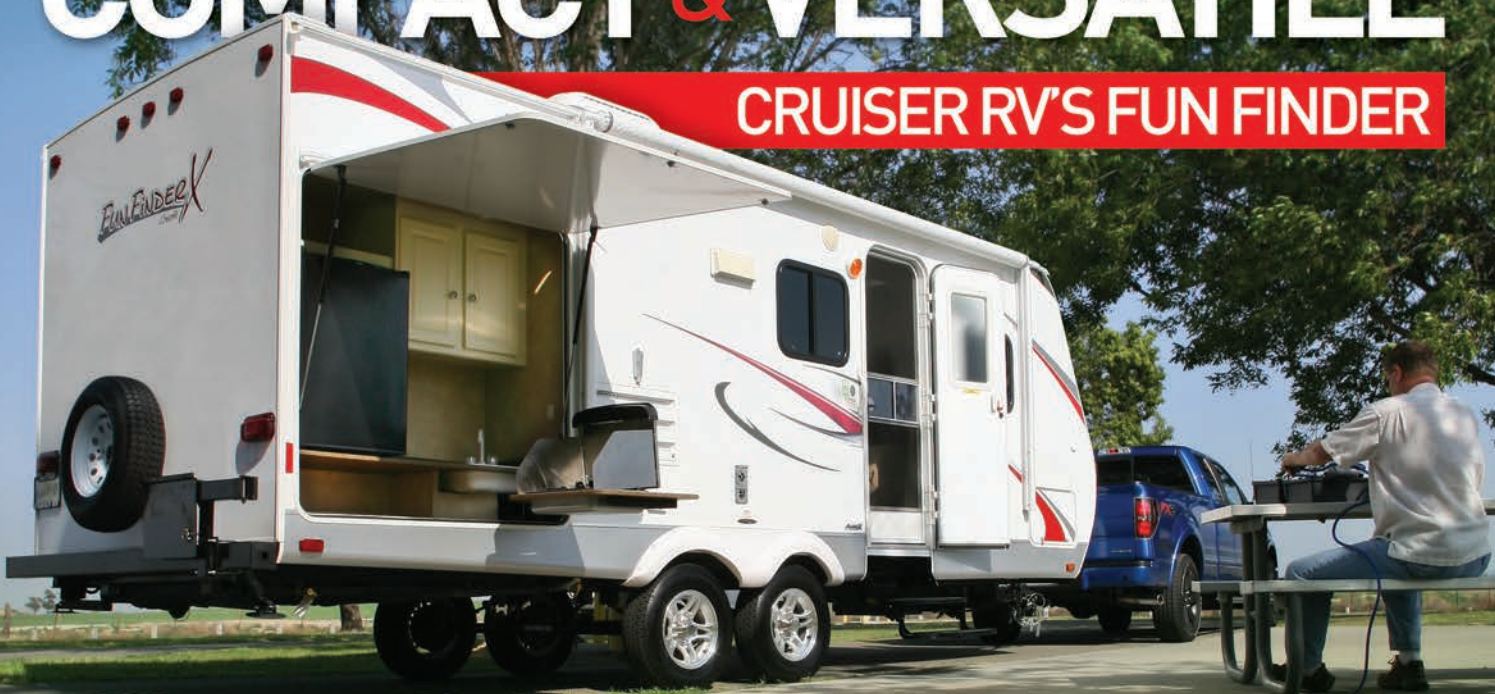
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JULY 2012

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It's Your Magazine

Talk to us about your favorite things to do when you go RVing



Trailer Life is your magazine. What I mean is that *Trailer Life* magazine is written for you, the readership, the subscribers who have it delivered to their doorstep, as well as those readers who pick it up and buy it off the shelves in grocery stores, bookstores, newsstands and other periodical outlets. It is filled with stories designed to delight your senses and provide you with ideas about interesting places to go, new and unique vehicles, and helpful products for your RVing lifestyle.

What are some of your favorite departments in *Trailer Life*? Tell us what you like best and what you would like to see more of. We are beginning to inject more active outdoor lifestyle information into the magazine and have seen a positive response toward it. Healthier eating and recipes for the road is a subject that we have considered covering, and we have received good feedback from the readers we have polled so far.

Would you like to read more stories about far off places to explore with your rig? Is Alaska, Canada or Mexico your dream RV vacation? Or are you more interested in places closer to the major metropolitan regions where you live that can be easily accessed for quick weekend getaways?

What do you like to do when you travel? What are your favorite activities to engage in once you have arrived at a destination? Hiking scenic trails, exploring natural or historic sites? Watching wildlife? Riding bicycles? Swimming, snorkeling, canoeing, kayaking, fishing, boating, sailing, ballooning, seeing museums, touring lighthouses, collecting antiques...

When it comes to working on your tow vehicle and trailer, *Trailer Life* is your magazine, too. It offers high-quality technical articles on the latest new products and upgrade how-to articles in order to help maintain your equipment in top working order. What types of products and technical features, upgrades and modifications would you like to read more about?

We are always interested in hearing from you, so feel free to contact us at info@trailerlife.com or send us a note through the U.S. Mail and tell us about the types of articles you are most interested in reading in your magazine.

Just let us know what you like to read about, and we'll do the rest. 📧

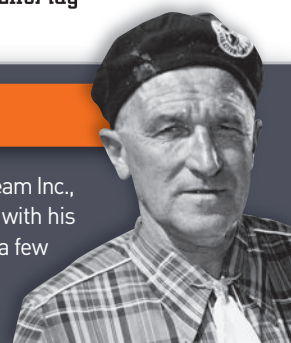
– Stuart Bourdon, editor-in-chief

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INSIDE: Did You Know?

» In 1929, Wally Byam, soon to create his company Airstream Inc., bought a Model T Ford chassis, built a platform on it, towed it with his car to a campsite and erected a tent upon it. After making a few improvements to this shelter, Byam published an article entitled "How to Build a Trailer for One Hundred Dollars."





Fuel Filter Lesson Learned

After having the oil, filter and fuel filters changed along with the transmission flushed, I immediately began experiencing an error message to drain the water separator on my '08 F-350 FX4, 6.4L diesel with 35K miles.

I drained the module after calling the dealership and was told it was due to the filters being replaced, which agitated the contents of the module.

After repeated drains and assumed resets, the warning would flash. On the third return to the dealer, the tech removed the separator/filter module and found it fouled with a mucous-like substance, which evidently destroyed the separator sensor.

On top of the \$438 service, I had to pony up another \$200 for the repair of the module.

Even though I have been vigilant with my own draining of the separator, it was apparent the prior driver was not, as the fuel filters were the factory installed units and were fouled with a great deal of the goo.

The tech explained the fault is with the fuel providers. He stated the fuel filters should be changed every other oil change or at 10K miles. In addition, he cautioned me to avoid mom and pop fuel stations, fuel stations located away from high traffic areas, and fueling when the delivery truck is filling the tanks at the station as this stirs up the muck in the bottom of the tanks and the fuel station may not be as prompt to change their filters as they should.

This costly lesson was nothing compared to what I would have to pay if the water had reached the injectors and combustion chambers. Diesels are high compression and water doesn't compress. I was told the water separator should be drained at least once a month, regardless of the miles traveled and fuel used. After the drain, the ignition should be turned on but the engine not started to allow the fuel pump to purge the line of air, the ignition then should be turned off, then the engine should be started.

There's More to Michigan

I enjoyed reading the article about Michigan's Keweenaw Peninsula in the May 2012 issue of *Trailer Life*, however, I think some other information could have been included.

The city of Hancock and Houghton operate campgrounds on the shore of the Keweenaw Waterway and Lake Linden operates a campground on Torch Lake less than 2 blocks from the Houghton County Historical Museum. In addition, McLain State Park near Calumet has a campground directly on the shores of Lake Superior. It is known for its beautiful sunsets over the lake.

Finally, the Keweenaw National Historical Park offers underground tours of the Quincy Mine and above-ground tours of the hoist and other buildings in Hancock. – **Allen Davis, Via e-mail**



THE WOLVERINE STATE

» North of Mohawk, the roadside Keweenaw Snow Thermometer tops out at a record 390.4 inches – more than 30 feet of snow in a single winter (1978-9).

I hope my experience will save someone the cost and aggravation I have suffered the last week.

Joe Sherrill, Mineral Springs, N.C.

Holiday Goodwill

I want to praise the Good Sam Roadside Assistance program. While heading back to New Mexico from Phoenix on I-17, our Ford F-250 truck overheated while pulling our 38-foot fifth-wheel. We pulled into the Sunset Point rest stop and called Good Sam Roadside Assistance. Not only did they locate towing for both the fifth-wheel and truck, they located a nearby RV park that said they had room for us and our traveling companions. When I called the Orchard Ranch RV Resort in Dewey, Ariz., the manager, Sandy, had already been told of our circumstances and confirmed we had room for both fifth-wheels. She then stated that since we had broken down, she would give each of us two free nights, as it was Easter weekend and she knew we would not be able to get our truck serviced until Monday. She did not stop there. She invited all of us to Easter dinner at the resort, which was awesome. I would encourage anyone heading up I-17 to make a stop at this

beautiful RV resort and enjoy the scenery, history and the wonderful management of this park. We are definitely going to spend some time there again as paying guests. Our truck got serviced on Monday morning after Easter and we were back home at noon that day. Thank you Orchard RV Resort and Good Sam Roadside Service for making my holiday.

Merriellen Bonem, Portales, N.M.

FACEBOOK POLL

What makes the perfect campground?

41% Large pads/privacy between sites

19% Peace and quiet (and dry firewood that crackles as it burns under the stars)

11% All of the above

10% Clean bathrooms

7% Free Wi-Fi



Robert S Huestis
Water- nice lake.



Dan Mayer Hike and bike paths are good, too.

TALK TO US!

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PHOTO BY DEBRA MACDONALD

All Aboard!

History meets innovation in Colorado

Railroads, one of the Industrial Revolution's greatest phenomena, brought an affordable way for American businesses to operate on a grand scale. Today, the history of the American railroad system, specifically Colorado's role, is highlighted at the Colorado Railroad Museum, located outside of downtown Denver.

The Colorado Railroad Museum offers detailed accounts of Colorado's development by railroad, including information about different trains designed to climb steep grades and narrow railroad gauges. Visitors are able to marvel at authentic business and passenger cars, locomotives,

freight cars, snowplows and cabooses. In fact, the state's oldest steam locomotive, the Denver Leadville & Gunnison (DL&G) No. 191, is on display at the museum. Built in early 1880, the DL&G was responsible for transporting gold, silver, ore, coal, timber and merchandise between Denver and central and southwestern Colorado mountain communities. The largest steam engine at the museum is a restored 1940s Chicago Burlington & Quincy (CB&Q) No. 5629. In its prime, the CB&Q was used for heavy freight and passenger service; today it is one of four remaining Burlington locomotives of its kind. Winding around moun-

tains in a train was a tedious task — the Manitou & Pikes Peak (M&PP) No. 1 was designed to handle steep mountain slopes with grades of up to 25 percent. The Colorado Railroad Museum is home to the largest collection of narrow gauge trains in the country — more than 100 narrow- and standard-gauge steam and locomotive, passenger cars, cabooses and Galloping Geese are housed at the museum's lot.

An outdoor miniature replica railroad system mesmerizes the kids, while adults and children alike can step inside the museum to view different exhibits in-

cluding, "Through the Canyon's and Over the Peaks: Colorado Trails and Tourism, 1880s to the Present" chronicling the development of trains in Colorado.

Call ahead for guided tour availability — certain times of the year offer tours that take visitors on rides around the 15 acres of museum land. People can step inside most of the trains and explore examples of one of America's finest inventions. 800-365-6263, www.coloradorailroadmuseum.org. If you're planning an extended stay, there are two 5W Woodall's campgrounds nearby: Dakota Ridge RV Park and Golden Clear Creek RV Park.

SAVE THE DATE **What:** Colorado Wine and Music Train **Where:** Colorado Railroad Museum **When:** Saturday, July 14, from 6 p.m. – 8 p.m. (doors open at 4) — Sample wine from Colorado wineries, listen to local music and ride a historic classic passenger car around the museum lot. Tickets and info can be found online www.coloradorailroadmuseum.org or call 800-365-6263.

MUSEUM MARVELS

Colorado Railroad Museum is one of the top 10 paid attractions in the Denver metro area.

In 2011, more than 98,000 visitors traveled from all over the world to see these trains.

Country singer, Johnny Cash, filmed scenes for "Great American Train Story" at the museum.

A working turntable brings history to life at the Roundhouse Restoration Facility.

The replica of an 1880s-era Depot Museum houses thousands of rare artifacts.

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Boundless Breckenridge

Those who want a true home-away-from-home-RV experience should check out the Classic XT by Breckenridge, a division of Dutchmen. Specializing in destination trailers, Breckenridge offers luxury and comfort in the Classic XT while still reaching a modest price point starting at \$38,000. Created for those staying in one place for long periods

of time, the Classic XT is designed with 8-foot ceilings, bedrooms accommodating a king- or queen-size bed, vaulted main slide-out rooms and extra large picture windows. A

seamless one-piece rubber roof, fiberglass front and a detachable A-frame are also standard features. **Breckenridge: 800-223-2376, www.breckenridgefinerliving.com.**



Chill Out

Beating the summer heat is always a concern, and after a round of golf, checking out a favorite park or walking the dog between stops, you'll need a way to stay cool. Marketed as a natural, innovative personal cooling system, Cool Off is a moistened towelette loaded with natural cooling herbs, moisturizing botanicals and essential oils. Cool Off leaves bodies feeling cool for up to an hour and a half – reapplication requires a little water. All natural Cool Off towelettes are marketed to help you beat the heat on the road, at a park or inside your RV. MSRP: \$4.99 Cool Off, thequickchill.com



Volunteer and Explore

The American Hiking Society organizes groups of 6-15 volunteers working with experienced, guided, supervised crews to clean up hiking trails around the country. A working vacation of sorts, volunteers meet up with people with similar interests and work together exploring new areas of America's wilderness. Groups will be able to hike local trails, see the area's attractions and enjoy quiet nights around a campfire. Food, park entrance fees, campsite, tools and a one-year membership with the American Hiking Society are included in the \$275 registration fee. For more information; 800-972-8608, www.americanhiking.org.



NEWswire

CHARITABLE



Giving Back

Southeast Publications, Inc., producer of RV resort and campground guidebooks, held its annual spring auction to raise funds to benefit the KOA Care Camps, a non-profit organization that sends children with cancer to special camps to enjoy the outdoors. Southeast Publications matched donations for a total of \$20,238 toward the noble cause. www.koacarecamps.org.

ENERGY



Green Campgrounds

Auburn Gold Country RV resort in Auburn, Calif. recently installed a \$500,000 solar power system to cover about 60 percent of the campground's electrical needs. Federal grants funded about 30 percent of the cost and with the energy savings, the campground owner says costs will even out and provide an eco-friendly vacation for guests. www.auburnrvpark.com.

PRODUCT UPDATES



Ford's RV Training Center Evaluates RV Refrigerators

Ford's RV Training Center, the headquarters of the RVRN Association, has called for refrigerator manufacturers to participate in comparison testing. Results will be compiled and sent to RV parks, campgrounds and clubs throughout the United States and Canada. www.rvrefrigeration.com.

AWARD



Safety First

Winnebago received safety awards from the Iowa-Illinois Safety Council for outstanding achievement in accident prevention for its Forest City and Charles City locations. These awards recognize that Winnebago's incident rate was lower than the RV industry's national average. The Charles City Assembly Facility achieved a zero incident rating in 2011.



Words to Camp By

Parents and grandparents alike can appreciate helpful tips on rounding up the kiddos on camping trips. *The Down and Dirty Guide to Camping with Kids* by Helen Olsson covers all the bases with helpful packing checklists for families with infants and older kids, recipes for unique camping meals and snacks, as well as tips for camping hygiene, recycling and wilderness safety. There is also an arts and crafts section to keep the kids busy so the adults can have some time to themselves. \$17.95, Roost Books. www.roostbooks.com.



Chasing Waterfalls

Oregon's tallest waterfall, Multnomah Falls, reaches nearly 620 feet and is located in the Columbia River Gorge, just east of Portland, Ore. Also billed as the United States' second-tallest year-round waterfall, Multnomah Falls offers miles of hiking trails with an abundance of striking views. Nearby, underground springs from Larch Mountain run off into the falls, cascading water into a misty, lush grotto below. A viewing area of the falls is located in a carved opening along the rock face, while hiking trails take visitors to the first or second tier of the falls. Geologic history is highlighted at the cliff of the falls where five flows of Yakima basalt are exposed, chronicling millions of years of environmental changes.

www.oregon.com/attractions/multnomah_falls

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WEB-EXCLUSIVE



► This month's Web Exclusive takes you on an in-depth journey of Michigan's western shore, complete with extra photos and videos.

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Kansas Sports, Boat & Travel Show
N.C. RV & Camping Show
Atlantic City RV & Camping Show
Colorado RV, Sports, Boat & Travel Show
Rhode Island RV & Camping Show
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Summer Boat & RV Super Sale
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Big East Powersports Show
Rocky Mountain Snowmobile Expo
Fall Atlantic City RV Show
St. Paul Ice Fishing & Winter Sports Show

**For dates, times and
more information, visit**

<http://www.gsevents.com/rv-shows.cfm>

RV ACTION LINE
TRAILER LIFE TO THE RESCUE



Rental Rates

RV Action Line received this letter from a reader who was having difficulty resolving a problem involving a dispute. *Trailer Life* seeks to act as third party facilitator and forwarded the letter to the company with a request for a mutually acceptable resolution.

» While my 2004 GMC pickup and 2009 Jayco G2 travel trailer were in for repairs, I decided to rent something so I would not miss out on the Fourth of July weekend. On June 30, 2011, I rented a motorhome from El Monte RV through Berglund Outdoors of Troutville, Va., for six days. On day four, the refrigerator door fell completely off onto the floor (both door hinges had been broken and so-called repaired with metal screws). I did not notice this when I rented the motorhome. I had no choice but to cut my trip short two days early.

The rent on the RV was \$250 per day; total invoice was \$1,707.35 for six days. David Osborne at Berglund talked to El Monte RV and was able to get a one-day credit of \$250 for me, but both have refused the second day's refund. I have been turned down on a dispute with my credit card company because they said El Monte RV wouldn't agree to give me a refund. So I am asking for your help now to get the \$250 credit for day two. – **F. P. Murray, Jr., Troutville, VA**

THE COMPANY RESPONDED

In response to the enclosed letter concerning Mr. Murray, we are sorry for the situation Mr. Murray is in. El Monte RV, who is the recipient of Mr. Murray's money, reimbursed him \$250. We offered Mr. Murray a \$250 credit toward his new camper purchase or accessories to offset his expense but unfortunately, he purchased elsewhere. Thank you for contacting us. – **Pete Peters, Berglund Outdoors**

NOT NORMAL WEAR AND TEAR

Gardner Eberhart of Grand Junction, Colo., wrote to RV Action Line asking for mediation in a dispute over damage to PullRite fifth-wheel hitch equipment. We have included the most critical excerpts from the response to *Trailer Life*/RV Action Line from Ronald Pulliam of PullRite/Pulliam Enterprises.

THE COMPANY RESPONDED

I want to thank you for the opportunity to respond to this issue and clarify our position. We value our relationship with each customer and regret that Mr. Eberhart was not fully satisfied with the resolution to his case.

Every SuperGlide hitch comes with a five-year limited warranty. This warranty assures the first retail owner that the hitch is 'free from defects in materials and workmanship'. It also specifies what recourse the owner can take

should a defect occur that they believe is covered by this warranty. This warranty also lists what type of defects would be excluded. This includes defects caused by improper maintenance of the hitch. The Owner's Manual describes what normal and preventive maintenance is expected of the owner.

This maintenance, described in the Owner's Manual, is necessary and important. Just as in a car engine, when there are metal moving parts, lubrication is needed. The SuperGlide hitch contains a metal assembly that slides along two metal tubes, or Way Tubes. These metal surfaces must be lubricated to ensure proper functionality. Failure to do so will cause galling of the metal parts. Galling is formed when two metal surfaces slide against each other. The damage is seen as roughened or scored areas on the surfaces, usually with raised lumps. When lubricated properly, galling does

(continued on pg. 14)

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not form.

We have had many different iterations of the SuperGlide hitch, and the information included here applies to the SuperGlide involved in this case.

In his letter to RV Action Line and his letter to PullRite, Mr. Eberhart expressed several different issues he had with our product or company. I will attempt to address each.

The first objection Mr. Eberhart expressed was that the hitch failure was not the result of improper lubrication. He stated that the hitch was properly lubricated every time it was used. I have seen a photograph of his hitch, and located on the silver-colored Way Tube centered in the picture is clear evidence of galling of the metal. This damage could have only occurred from insufficient lubrication.

Mr. Eberhart then states his belief that a broken screw head from the trailer plate caused the failure and scoring. We contend that there isn't any way the extensive scoring and galling seen in the photograph and elsewhere on the hitch could have been caused by a screw head. There is not enough clearance between the way tubes and upper assembly for it to have become lodged and cause the damage. It is more likely, and evidence suggests, that the galling caused the hitch to malfunction, producing excessive force on the trailer plate hardware, resulting in the bolt head breaking off and other damage.

Lastly, Mr. Eberhart specifies in the letters to RV Action Line that he expected further communication with PullRite as to the warranty status of his claim. It was our understanding that definitive determination had been made and communicated to Mr. Eberhart via telephone prior to July 21, 2011. He implies as much in his letter to PullRite you previously received, dated July 19, 2011. We regret the miscommunication, and hope it has now been resolved. 🚚

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

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Stay Sharp

Every Boy (and Girl) Should Have a Good Knife

I have been saying that for years. Everyone should have a good knife and carry it on them at all times. A good knife kept clean and sharp is possibly the most important tool a person can own. Around camp, home or just about anywhere or in any situation, there is no other tool as useful as a knife – unless you count multitools with good knife blades. They can be used to cut rope or cord, prep freshly caught fish or to make kindling to help start a campfire that can be used to cook food and provide warmth. Without a good sharp knife, none of this could be accomplished.

You don't need a foot-long machete to deal with these tasks, either. We have rounded up a few examples of high-quality sturdy locking folders or fixed-blade knives and multitools with blades about 3-to-4 inches long that will do the trick for most jobs around camp, and can conveniently be carried on your belt or in your pocket.

COAST CUTLERY

Coast Cutlery has come up with a truly useful innovation for its LED Multitool (\$50). Two LED lights illuminate the work area directly in front of the pliers or the knife blade or variety of other tools that pivot out from the opposite end of the handle. The assortment of tools includes scissors, a Phillips screwdriver and two flat-blade screwdriver tips. There's also a can opener equipped with yet another screwdriver tip tucked into the handle. The multitool is manufactured of 440c stainless steel for corrosion resistance. The knife blade is partially serrated to

effectively cut rope. Pliers are spring-loaded for easy one-handed operation of the gripping surface or the integral wire cutter. The handles have rubber inlays for sure grip. Power for the lights comes from two CR1616 batteries (included). This multitool measures 4 inches long closed and comes with a sheath. **Coast Cutlery: 877-704-4545; www.coastportland.com.**

BUCK KNIVES

Its Model 770 FlashPoint (\$52.50) folder is new to the family of Buck knives. Employing Buck's Safe-Spin technology, the slide-lock action is easy to open with one hand, even while wearing gloves. Once open, the blade locks solidly in place for safe use. The modified drop-point blade is 2 and 7/8 inches long and is partially serrated for extra cutting capability when needed. Along the top of the blade there are thumb grips to assist in



Tool Box

A variety of implements and two lights in the Coast LED Multitool makes it handy.



safe handling. Made of Buck's time-tested 420HC stainless steel, the corrosion-resistant hollow-ground blade holds an edge well. Lightweight, forged aluminum handles are anodized and equipped with rubberized tactile inserts. A special feature is the integrated carabineer and bottle opener. For easy carry, the 4-ounce FlashPoint has a removable/reversible belt clip. Overall length is 7 and 1/4 inches open and 4 and 1/2 inches closed. **Buck Knives:** 800-326-2825, www.buckknives.com.

SPYDERCO

The all-black Spyderco Manix2 (\$130) is a stealthy folding knife with a DLC (diamond-like coating) black blade, black screws and black silhouette pocket clip. When open, the Manix2 measures 8 inches in length, and the 3 3/8-inch blade is made of Crucible 154-CM steel that is hollow ground and has aggressive thumb serrations. One of the special features is the lock



that consists of a free-floating ball bearing contained in a custom high-tech polymer cage. Inside the G-10 handle scales are dual steel liners, skeletonized to provide rigidity without excess weight. The pocket clip is reversible. **Syderco:** 800-525-7770, www.spyderco.com.

LEATHERMAN

Bristling with components, the Leatherman Blast (\$60) multitool is loaded with the most requested features. Longer 3-inch blades for the largest tools mean easier slicing, sawing and filing. Zytel inserts in the stainless-steel handle provide a secure and comfortable grip. New designs for the handles and pliers help the Blast sustain more than double the squeezing load of the original PST. The assortment of components include a 3-inch long 420HC clip point knife, needle-nose pliers, regular plier jaws, a regular wire cutter as well as a hard-wire driver tips (small flat, large flat and



Phillips), a small bit driver and a set of bits (Phillips and flat eyeglasses screwdriver tips), scissors, a wood/metal file, an aggressive saw, a bottle opener, a can opener and a lanyard ring. All the blades and tools lock open when in use. A black oxide version is available, and you have the choice of a leather or nylon sheath. **Leatherman:** 800-847-8665, www.leatherman.com.

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Oceanside San Diego

monument educates and amazes

San Diego, Calif., is one of the country's most desirable destinations with fantastic beaches, challenging golf courses and an endless array of restaurants and nightspots. Then there is the world-class San Diego Zoo, Sea World, and the suite of museums at Balboa Park, to name just a few highlights.

Tucked away among all these shiny objects is the Cabrillo National Monument, a beautiful Spanish treasure just a few miles west of downtown San Diego on the end of Point Loma. Those RVers who take the time to explore it will head back home with the complete story of this region's history.

The Point Loma Peninsula hangs southward from the mainland like an arm dangling into the Pacific Ocean; the entrance to San Diego Bay begins along its in-seam. Archeological records indicate that the peninsula

was inhabited as long as 7,000 years ago. The Spanish constructed Fort Guajarras on the peninsula in 1797, the United States set aside some of the land for a military reservation in 1852, and today more than 86,000 veterans and dependents are interred at Fort Rosecrans National Cemetery. The road that leads to the national monument is part of San Diego's 59-mile Scenic Drive.

Sailing under a Spanish flag, Portuguese explorer Juan Rodriguez Cabrillo, however, could not rely on scenic drives, maps or GPS to navigate what would later become the west coast of California. Cabrillo relied instead on an astrolabe. Disembarking from the San Salvador in 1542, Cabrillo and his crew became the first Europeans to explore the region. Ranger-guided programs, films and an exhibit called the "Age of Ex-

ploration" in the Visitor Center describe the life and travels of Cabrillo.

Visitors need not be history buffs, however, to appreciate the national monument. The spectacular views of the ocean and San Diego are worth the excursion. A short walk from the Visitor Center delivers travelers to the Old Point Loma Lighthouse, built in the 1880s and restored to its original luster. Visitors should allow time enough to experience the interactive exhibits and to explore the nearby historic military building, which houses an exhibit called "They Stood the Watch."

In January and February, visitors may spot whales from the Whale Overlook, south of the lighthouse; and the 2-mile scenic walk is best taken in spring, when wildflowers are in bloom. 🚌

Cabrillo National Monument
619-557-5450, nps.gov/cabr



DID YOU KNOW?

According to the National Park Service, Pacific Gray Whales make one of the longest migrations of all mammals. They travel approximately 12,000 miles from the Arctic Ocean to lagoons in Baja California and back again. The whales can be seen on their southward migration from Cabrillo National Monument.

PHOTO BY KEN LUND

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THE M I D W E S T C O A S T

Nautical camping on Lake Michigan's eastern shore

by Tom Kaiser

Standing on the shore of any great body of water, your eyes can see out only 2.9 miles — a phenomenon that's due to the curvature of the planet and refraction of the sun's rays. You wonder with squinting eyes what is beyond that shimmering horizon. It could be anything, but you will never know.

Such is the mind game played by coastal visitors experiencing the Great Lakes for the first time, usually going something like this: "I know the Great Lakes are big, but this feels like an ocean!" Yes, they sure do, and the excitement increases when you realize the Great Lakes' estimated 10,000 miles of combined shoreline is more than 10 times the length of California's Pacific coast. There's a lot to see around these lakes, so you better get exploring.

All of the Greats have their unique appeal, from rocky and rugged Superior to the smooth shoreline around Erie, but Lake Michigan is surrounded on

both sides by Wisconsin and Michigan with sandy beaches, charming port towns and endless vacation possibilities.

Seeking a simulated oceanic vacation in mid-continent, my traveling crew and I headed for the eastern shore of Lake Michigan and were pleased to discover spectacular salmon fishing, a thrilling high-speed boat ride, white sand beaches with crashing waves and towering dunes surrounded by a seemingly endless lake. The eastern shore has many highly rated RV resorts, making this vacation country an ideal place to find a basecamp and use your tow vehicle to explore this area's endless roster of attractions.

Riding the Lake Express

Departing early from our home base in Minneapolis, Minn., we hit I-94 toward Milwaukee, where we had reservations on the Lake Express high-speed ferry to cross Lake Michigan in a swift two-and-a-half hour jaunt. The unattractive al-

ternative, driving from Milwaukee, Wis., to Muskegon, Mich. (I-94 east to U.S. Highway 31 north), takes five hours without accounting for Chicago traffic in between.

Milwaukee is a lakefront city that's part of a metro area with more than 2 million residents. Most outsiders know it for its brewers and Brewers; it's also home to the magnificent, Santiago Calatrava-designed Milwaukee Art Museum and lively outdoor festivals including Polish Fest (June 15-17), Summerfest (June 27-Jul.8), German Fest (Jul. 26-29) and Irish Fest (Aug. 16-19). The city earns its nickname, the "city of festivals."

We walked around the lakefront breakwater and checked out the post-modern museum before driving five minutes down to the Lake Express Ferry terminal at the lakefront. Round-trip fares for a single adult start at \$330 (\$150 for passenger, \$180 for car), and trailers are charged on length (up to 10





(Top Left) Arriving in Muskegon aboard the Lake Express. **(Top Right)** Leland's Historic District is packed with shops, restaurants and boats. **(Right)** Chris Soash shows off a salmon caught from Lake Michigan.

feet is \$200, 10-13 is \$270, 14-17 is \$330, 18 feet is \$450) in addition to the standard passenger and car fee. With an 18-foot maximum for length and 8 feet 6 inches in height, pop-ups and teardrops are among the largest trailers possible on the ship's vehicle deck.

Following a light lunch during the premier cabin's meal service, we climbed the stairs up to the upper deck to scope out the view: a three-mast tall ship to the north, Milwaukee's waterfront and skyline to the west and nothing but open water ahead to the east. Powerful winds kept most of the passengers inside the cabin until the beige sand dunes of Michigan's shore came into view two hours later. Then, everybody wanted to be on the upper deck.

Our boat passed through a narrow channel bustling with boats of all kinds. It fed into Muskegon Lake and the dock off Muskegon's southern lakeshore. Back on land, we hopped on U.S. Highway 31 for the three-and-a-half-hour drive along the Lake Michigan coast into the skinny Leelanau Peninsula, which extends north of Traverse City.

Leelanau Adventures

We chose the Leelanau Peninsula for its geography — a finger-like strip of land with rolling hills that includes the scenic town of Northport, the Sleeping Bear Dunes National Lakeshore Park on its western shore, North and South Manitou Islands off the coast and the scenic Leelanau State Park campground directly at its tip.

Leelanau State Park is a sprawling 1,300 acres with 8.5 miles of hiking trails, the Grand Traverse Lighthouse Museum, a beach, playground and two mini cabins. There are 51 sites that can

accommodate pop-ups, motorhomes and trailers of varying sizes. The park has no sanitary or electrical hook-ups — or dump stations — so it's rustic camping.

Crossing the campground road from our wooded site and walking toward the shore revealed a fascinating ecosystem where the land gradually transitions to the big lake with shallow pools teeming with minnows, patches of sand and narrow walking trails cutting through the marshy, tall grasses.

After a restful first night falling asleep to the sound of crashing waves, our first destination was the Sleeping Bear dunes and the 3.5-mile (round trip) Dune Climb hike down to Lake Michigan. It's accessible just north of the town of Empire on M-109 an hour south of the park on Highway 22, and you can easily follow other visitors into the parking lot.

With high temperatures, blazing sun and hot sand, the Dune Climb is a surprisingly strenuous hike. A few

scrubby trees and grasses poke their way up among the fields of sand on the trail, and this is one of the most otherworldly scenes in the Midwest. After nearly two miles of climbing and shade breaks with other weary walkers, we descended the trail toward Lake Michigan's soft, sandy beach to watch whitecaps crashing ashore.

The beach's turquoise water looked more like a Caribbean resort commercial than Michigan's coast. Just six miles off land, lie the stunning North and South Manitou Islands. Enjoying the fruits of our exertion, we kicked off our sweaty sandals and headed for the waves, joining a few other groups swimming in the warm, late-season water.

The Sleeping Bear Dunes National Lakeshore covers a 35-mile swath



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THE MIDWEST COAST

along the northwest part of the state, largely along the Leelanau Peninsula. It is a vast recreation area offering multiple points of access to various environments, whether you're looking for the tallest dunes, best beaches or longest hikes.

Down to Muskegon

The next leg of the trip was a quick drive north to Leland, a small town that's been a fishing settlement all the way back to its days as a Native American fishing village. Today, Leland and its Historic District (called Fishtown), is packed with shops, restaurants, a busy marina and boardwalk that provide a charming destination for tourists.

Within sight of the man-made falls on the waterfront, we were seated on the outdoor patio at The Cove for a delectable meal of foil-wrapped whitefish, grilled tuna with wasabi and creamy seafood alfredo. Dessert came in the form of a post-dinner stroll through town.

After a third night falling asleep to the waves, it was time to pack up and move farther down the coast for the final leg of our trip in Muskegon, the largest city on Michigan's western shore. It was hard to leave the peninsula, with so many areas yet to explore, but reservations for a guided salmon fishing trip provided good incentive to get on with it.

Four hours later, we rolled into Pioneer County Park just north of the industrial city of Muskegon. Seeing open fields overcrowded with campers and tents — and very little shade or privacy between sites — we high-tailed it out of there in search of better accommo-

dations. Ten minutes later, we were delighted to discover Muskegon State Park, a beautiful 1,233-acre campground that's just north of the channel the Lake Express took to enter Muskegon Lake.

Open, flat fields at Pioneer gave way to rolling hills, towering pines and spacious camping pads at Muskegon State Park. We quickly picked a tree-lined spot, set up shop and took a quick hike down to the shore. Separated from the sites by a steep, sandy hill and a unique coastal plain marsh, the beach at Muskegon State Park is two continuous miles of powder-soft white sand — an incredible beach by anyone's standard. We were able to walk out 75 yards and still have our heads above water with nothing but pure sand underfoot.

With two separate campground areas, Muskegon State Park has 248 campsites divided between northern and southern quadrants. Most sites in both have 20- and 30-amp electrical service, while the southern loop — next to the busy ship canal into Muskegon Lake — has 50-amp service and larger pads that can accommodate 45-foot RVs. There are no individual sanitary hookups, but there is a drive-in sanitation station near the south entrance.

BIG WATER MEALS

We ate well in Michigan, including whitefish and grilled tuna in Leland, and foil-wrapped salmon that we caught and grilled over the fire in Muskegon.



Getting Our Fish On

Driving into the city limits, Muskegon looks and feels like many other Rust Belt towns with a power plant and a few tall buildings defining its downtown district. The southern part of town along Lakeshore Drive is more inviting with a large marina and lighthouse, a US Coast Guard outpost and the Great Lakes Naval Memorial Museum where *USS Silversides*, a World War II sub, is docked.

At the marina, we met Captain Brian and First Mate Jim from Addiction Charters. They helped us load our gear onto the boat for a half-day guided fishing trip.

Brian's boat was the perfect size for our crew of five, with a canopy covering the driver's area, a small lower level with sleeping space and a compact bathroom and a comfortable rear deck where we had 6-10 baited poles rigged up at a time.

Cruising back and forth a half-mile off the shore, Brian and Jim shared some basic techniques, explained how the downriggers would keep the baits separated while trolling and told us we were hunting for King (Chinook) and Coho (Silver) salmon — which were nearly indistinguishable to newbies like us.

The lake's turbulent waves made for a strongly undulating boat ride while we enjoyed the view of town and checked out other nearby fishing and sailboats. We were "at sea" for 15 minutes before any action hit — there was no missing the drama of getting our first fish on the line.

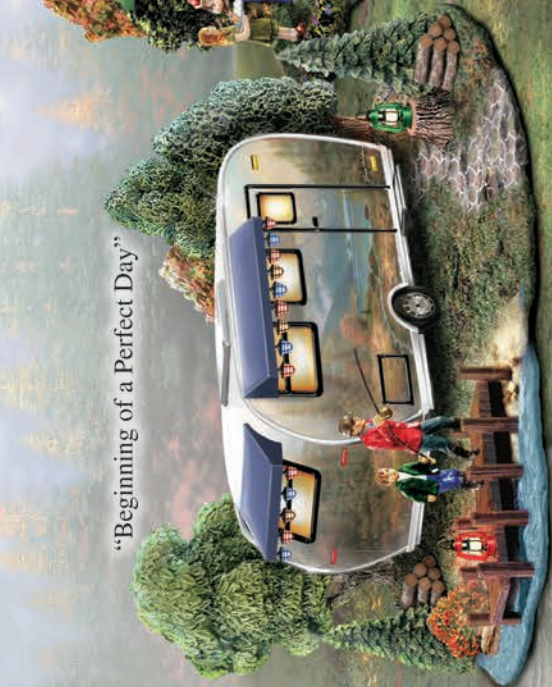
The tip of the mounted pole sharply snapped down and the reel hissed as a salmon chomped down on the bait, set the hook and pulled out the line. Often-times, several rods hit at once, and the commotion in the back of the boat was like triage in an ER — fast-moving experts determining which poles to grab first. Jim and Brian barked much-



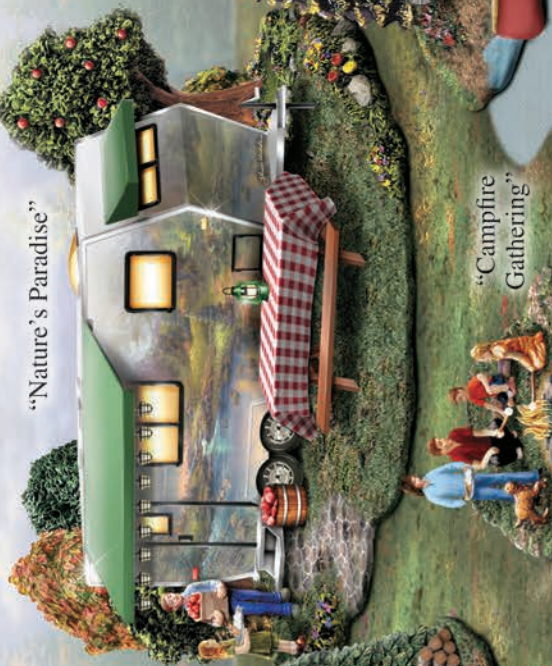
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THE MIDWEST COAST

needed orders — “Tom, get on that one! Chris take the rod on the right! Sam, you’ve got the one in the middle!” — we excitedly jumped to attention and began the battles.

With the cork-covered rod end pushed into our stomachs just above the belt, reeling in a big salmon that can exceed 25 pounds is an extended sprint of quickly turning the reel, while hanging on tight and leaning back to tire the fish out and bring it toward the boat.

More aggressive salmon can put up a real fight while darting from one side to the other, but the real excitement here came when they were close to the boat and Brian or Jim grabbed the net to pull one in.

Brian’s onboard sound system played the amusing “Fish On” song by Mark Keller, which became the theme of our voyage. We also enjoyed listening to Shad-Rapp, a self-described Midwestern hunting and fishing comedy rap parody band known for funny songs like “U Can’t Catch Fish,” “Ya Heyin” and “Shad-Rapper’s Delight.”

As the sun set to the west, we turned toward the harbor with a cooler packed with 13 salmon — more than we knew what to do with. Back at the fish house, our guides filleted and packaged the catch, sending us on our way feeling triumphant and very excited to cook fresh fish over the campfire.

Missing the Boat

The next day, still in the afterglow of our fishing success, we realized the trip had been going a bit too perfectly when we pulled into the Lake Express parking lot only to spot the ferry leaving the dock on its first of two daily trips to Milwaukee. Your apologetic author was mistaken about the departure time and we missed the boat.



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Muskegon State Park	800-447-2757, www.michigan.gov/dnr
Muskegon Tourism	800-250-9283, www.visitmuskegon.org
Sleeping Bear Dunes National Lakeshore	231-326-5134, www.nps.gov/slbe
Visit Milwaukee	800-231-0903, www.visitmilwaukee.org

Though a significant 11-hour drive back to Minneapolis via Chicago, it wasn’t an unpleasant detour. Michigan’s southern shore is lovely with more dunes along the lake. Copilot Sam caught his first-ever glimpse of the Chicago skyline and we had plenty of time to reflect on a terrific vacation along the Michigan’s coast. All agreed the fishing was the highlight, while Sleeping Bear Dunes and Leelanau Peninsula deserve further exploration.

At the base of the Leelanau, Traverse City is a popular destination that we didn’t have time to see, but there are also lakes, wineries, port towns, campgrounds, hiking trails and many beaches we spotted that looked well worth a visit.

Driving back to Minneapolis after swimming in the aquamarine waves, hiking colossal sand dunes, walking the ivory beaches, filling our coolers with plump salmon and crossing Lake Michigan aboard a high-speed ship, it felt like we were returning from the ocean without ever having left the Midwest.

More Great RV Lodging

Aside from the public campgrounds we visited in Leelanau and Muskegon, Michigan’s western shore has many other notable RV campgrounds and upscale resorts, with some offering on-site recreation, pet accommodations, space for large rigs and Wi-Fi, among others. Here are a few highly rated places to check out along the big lake.

Lake Leelanau RV Park

On the shore of long and skinny Lake Leelanau, near the Sleeping Bear dunes and the towns of Le-

land and Suttons Bay, this family camping spot gets top ratings for its facilities, log clubhouse, new tennis and shuffleboard courts, and it bills itself as the most modern park in the Leelanau Peninsula.
www.lakeleelanaurvpark.com

Traverse Bay RV Resort

A short drive east of bustling Traverse City, the Traverse Bay RV Resort has 217 sites with full hookups and 50-amp service, with typical sites measuring 48 feet wide for space to spread out. It accommodates big rigs and pets, with a pool, hot tub, horseshoes, recreation hall, bike rentals, hiking trails, a sports field and local tours available.
www.traversebayrv.com

Little River Resort

With 95 sites — 45 with full hook-ups and 44 pull-throughs Little River is farther down the coast just north of Manistee. Open April-November, it’s highly regarded for its facilities, free Wi-Fi, available cable TV, dog run, walking trails, on-site laundry and access to the resort’s other amenities. Part of a casino resort, the RV park has 95 spaces with concrete pads, pull-through and back-in sites. www.lrcr.com

White River RV Park & Campground

A few miles in from the lake northeast of Muskegon, White River is an affordable RV park with 225 sites — 61 with full hookups, 130 with water/electric and 34 sites without services. It’s highly rated by its visitors, and has a dump station, available LP gas and some extended-stay sites. They’ll even escort you to your site! www.whiterivercampground.com 🚚



Check out trailerlife.com for a video and more photos from the trip.

Grand Teton



My husband, Guy, and I have visited Grand Teton National Park in northwestern Wyoming a number of times over the years. We always marvel at the rugged beauty of these mountains with mirror-smooth Jackson Lake stretching wide in the valley below. No artist could fabricate a more perfect scene.

Under a bright blue sky, the lustrous 25,540-acre lake could be made of cobalt or mercury, accented by jagged peaks of crystal or silver. With snow on the high peaks, the gray mountains seem more like shadows or gossamer that could simply float away.

On our most recent visit we arrived just after dawn to find the Tetons and Jackson Lake cocooned by a swirling fog. We didn't lack for entertainment waiting for the fog to lift.

We saw about a dozen or so birds, yellow-headed blackbirds with coal-black bodies and canary-yellow helmets, that had flapped up squawking for food. We and a few other visitors began feeding breadcrumbs and crackers to the little gluttons. They were soon eating out of our hands, but a park ranger

drove up and put a stop to it. Feeding the wildlife is not permitted, she said sternly. We complied, feeling sheepish that our feathered friends tricked us into forgetting the rules.

While we usually arrive via Yellowstone, this year we drove in from Dubois, Wyo. Our route passed through the Shoshone National Forest, near mountains striated red and yellow and worn to convex cones or stand-alone chimneys.

The route climbs over the Continental Divide, elevation 9,658 feet, and enters the Teton National Forest. Then, through a deep gap in the mountains you suddenly see the Tetons, glittering in the sunshine like crinkled tinfoil in the distance.

You enter the park one of three ways: from the north via the John D. Rockefeller Jr. Memorial Parkway from Yellowstone; from the south at Moose, about five miles north of Jackson, the area's only major town; and from the east at Moran Entrance Station. The entrance fee, good for up to seven days, is \$25 per vehicle (except for visitors with an Annual Parks Pass or Golden Age Passport).

We recommend that the first order of business — rather than enjoying the

park's abundant offerings — should be choosing a campground. While there are seven to choose from, most fill up by mid-morning. All are first-rate, but we're partial to Signal Mountain Campground for its central location and stunning views of the mountains and lake. A wealth of park literature is available at nearby Signal Mountain Lodge.

From the campground, it's a short drive south along Teton Park Road to Signal Mountain Road, a steep, narrow, five-mile route that spirals around the mountain through a forest of lodge-pole pines, blue spruce and quaking aspens climbing to the 7,593-foot summit. Trailers are not permitted, but parking is available.

Parked in a lot near the top, an asphalt path leads 200 feet to Jackson Point Overlook, which feels like the top of the world. You look far down into the enormous valley, Jackson Hole, which is rimmed like a cup with snow-furrowed mountains. A diagram at the overlook identifies them as Grand Teton, Mount Moran, Rolling Thunder Mountain and Eagles Rest Peak.

A placard explains that the overlook was named for photographer William



Teton National Park

by Pamela Selbert



Henry Jackson (1843-1942) who accompanied the 1871 U.S. Territorial Survey Expedition to the area and was the first to photograph the Tetons. His images “made tales of the West a visual reality.”

Continuing to the top, where parking is also available, you can see to the southeast, on the valley floor, two side-by-side lakes called The Kettles or The Potholes. A sign explains they were formed millennia ago as chunks of ice broke off from retreating glaciers more than half a mile thick, and were pushed into the ground. As the ice melted the deep depressions or “kettles” remained, becoming lakes.

The Snake River, dammed in 1905 to enlarge existing Jackson Lake, is a formidable stream up close. But from this high-up vantage it's ribbon-slim, looping along the valley. U.S. Highway 191, which runs parallel, is the width of a hair, the cars no bigger than pencil points. Off to the northeast, a distant

puddle is sizeable Emma Matilda Lake.

If you have the time and inclination, you may want to hike the six-mile (round trip) Signal Mountain Summit Trail, a moderately strenuous trek to Jackson Point Overlook — where the views are worth the effort.

A park brochure lists 15 different day hikes, ranging in difficulty from easy to strenuous. All are most likely worthy, though our three days allowed us time for only three: 2.5-mile Polecat Creek Loop Trail (at Flagg Ranch); 6.6-mile Jenny Lake Loop (a 10-minute shuttle boat ride across the lake shortens the hike considerably); and two-mile Lakeshore

Trail (at Colter Bay). These trails are mostly level and considered easy.

Other park activities include biking the park's nearly 100 miles of paved roads and a lovely eight-mile trail that parallels Teton Park Road beginning at Moose Junction; boating (there are guided cruises and fishing on Jackson Lake and Jenny Lake, and boats and canoes can be rented); float trips on the Snake; horseback riding and wagon rides; and rock climbing. Winter activities include skiing, snowmobiling, snowshoeing and sleigh rides.

Park information is available at

(Left) Visitors look down on Jackson Hole and Snake River. (Right) Bikers enjoy an eight-mile trail that follows Teton Park Road.



PHOTOS BY PAMELA AND GUY SELBERT

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Grand Teton National Park

Jenny Lake Visitor Center and at the more extensive Colter Bay Visitor Center, which also includes a bookstore/gift shop and a fascinating Indian Arts Museum. Among the exhibits are an array of gorgeous antique baskets, early 20th century Navajo rugs, dozens of ornate beaded moccasins, Sioux saddlebags, Bandolier shoulder bags, Crow medicine containers and more.

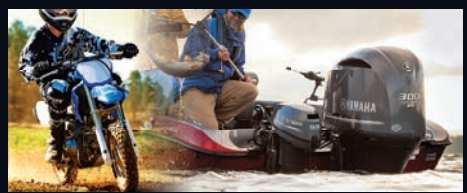
Each week during the summer months, different Native American artisans come to demonstrate their work. On this occasion beader Debbie LaMere, a Shoshone from Idaho, was in the museum making elaborate beaded pendants featuring turtles, bears and others carved from rose quartz, agate, turquoise and white buffalo stone. Her husband, Willie LaMere, sat nearby knapping arrowheads and bird points from green volcanic glass, which he also makes into pendants. He also fashions earrings and other items from seed beads and porcupine quills.

He explains that porcupines, which sprout some 37,000 quills, are caught by



(Top Left) Ospreys tend to their nest on the fringe of the park. (Left Bottom) Black Bears are common in the park. (Right) Visitors look at a life-size moose sculpture in the Craig Thomas Discovery Center.

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"Of all the places in the Rocky Mountains that I know, [Grand Teton] is the most beautiful."-Owen Wister



the tail and wrapped in a towel, which when removed bristles with quills – they're barbed only on the business end. The animal is not killed or injured, he said, as "we believe to hurt it would bring bad weather." The LaMeres are here every season to demonstrate and sell their work.

We had questions about the park, and quickly had them answered by long-time park ranger Laine Thom, a Shoshone-Goshute-Paiute, who was behind the counter at the bookstore. He explained that the earthen dam at Jackson Lake burst in 1910, and was replaced with concrete six years later. Today, the 420-foot deep lake is half again larger than it was a century ago.

Thom was also able to identify the gray, short-tailed rodents we'd seen in such abundance on our hikes and drives as Uinta ground squirrels (named for a Utah mountain range and pronounced "winta"). He said the little creatures are also the architects of the odd, low-arched networks of tunnels ubiquitous through the park.

Over the three days we had also seen an occasional black bear wandering through the area, small herds of elk, prong-horn, mule deer and white-tailed deer. Thom said there would be bison, possibly a coyote or two, maybe even a wolf or moose, not to mention fine scenery along the 22-mile Kelly Loop at the park's southeast edge.

To follow the loop drive east on Antelope Flats Road (turning

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off U.S. Highway 191). Follow signs south to Kelly, a tiny, typically Western town with several fine log homes, then return to Moose Junction.

Along the way the route crosses the rushing Gros Ventre (pronounced "grow vau-ntr"), a mocha-hued stream speckled white with foam, and passes the Gros Ventre Slide, site of a dramatic landslide that in 1925 dammed the river and created Lower Slide Lake.

As we drove we saw a dozen bison, small herds of elk, dozens of the Uinta ground squirrels and, most exciting, a magnificent creature we were sure at first was a wolf. Watching us all the while, he paralleled our route at a trot some distance from the road, bushy tail straight out, wolf-like, then abruptly peeled off for the Slide. Later, Thom and others, more knowledgeable than we are about Teton wildlife, were sure we'd seen a coyote. Perhaps, but he was much larger than any coyote we'd seen in the Midwest or elsewhere.

Our last park destination was the Craig Thomas Discovery and Moose Vis-

itor Center, the newest (2007) and largest — 21,700 square feet — of the three. Getting there from the Kelly Loop meant crossing the Snake, an imposing 400-feet-wide here, with a narrow strip of land that was thick with reeds and bushes, just offshore. From the bridge I caught sight of a large shape moving among the bushes and guessed it was a moose. We parked, raced back, attracting a crowd of our own as cars stopped and occupants jumped out to see. It was indeed a moose, munching as she nosed along, paying no attention to the 30 spectators on the bridge.

The Moose Visitor Center is a thorough resource of Teton information, with dioramas, a large topographical map, handout literature, an extensive bookstore/gift shop, and an array of artwork, including photos by Ansel Adams and others, paintings by well-known artists such as John Clymer, Don Rodell and Harrison Crandall, and several life-size bronze statues.

Placards tell the park's history: the Tetons were first given government pro-



tection in 1897 when Congress created the Teton Forest Reserve. It didn't become Grand Teton National Park until 1929, and then at just one-third its size today. Fourteen years later the park was established with its current boundaries.

Placards at the center also include numerous quotes, one by 19th century Western writer Owen Wister ("The Virginian") that we especially like. He wrote, "Of all the places in the Rocky Mountains that I know, it is the most beautiful." We might, however, change it to read, "Of all the places anywhere..." 🚐

Grand Teton National Park,
www.nps.gov/grte; 307-739-3300

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Mandatory Comfort

A single slideout is all this couple-friendly floorplan needs

The travel trailer market is bursting with interesting new models and the Springdale 266RL from Keystone is a good example of a comfortable, smart-sized RV. At just shorter than 29 feet long it's easy to tow, small enough to fit in many campsites, but large enough for comfortable, uncrowded living.

The 266 is best suited for two occupants although it can sleep six when its muscles are fully flexed. Its floorplan includes a master bedroom up front, a dinette and sofa/bed in the single large streetside slideout and a pair of swivel chairs out back, plus the curbside galley. The sofa folds into a bed and the dinette also converts into a bed so more family members can be accommodated.

An affordable price is a selling point for the 266. With a modest selection of options, the as-viewed MSRP totals \$25,410, not bad for a nicely

equipped, 28-foot trailer. The option list includes a "One Touch Plus" package, priced at \$2,100, which includes an electric awning, power stabilizer jacks, a power A-frame jack, air mattress, aluminum wheels and an XL entry-assist handle. Keystone calls this a "standard build/mandatory option" package, but it's not the only company that appears to have recently decided to mix up the words "mandatory" and "option." Our way of thinking is if it is listed mandatory, it's a standard feature. That sensible approach worked for many decades of RV sales and it would make sense to use it now rather than confuse customers with this kind of "mandatory option" pricing.

Keystone builds this trailer using spruce wood-framed and aluminum-sheathed construction with fiberglass batt insulation. The floor uses 2-inch-by-3-inch joists on 12-inch centers

with 5/8-inch decking, which explains the floor's solid feel. Standard four-corner stabilizing jacks further enhance the trailer's stability in camp. A fully enclosed underbelly, another of those required options (\$275), helps improve multi-season trailer use.

Optional protective diamond plate sheathing (\$70) covers the lower part of the front cap and nicely complements the body colors and graphics. Entry is via an aft-corner door that leads past the swivel chairs and into the lounge and dining areas. A second door up front opens into the master bedroom suite.

An enticing dark wood finish on the lower kitchen cabinets works well with the Boutique Cherry cabinets with Mocha base finish. Beauflor cushioned vinyl flooring throughout, plus durable carpeting in key places add up to a





The extra-deep dual-bowl acrylic sink and high-rise residential-style faucet set in a granite-looking composite counter highlight the roomy kitchen. A large, single slideout carries a couch and dinette, offering generous living space.

good feel underfoot. Likewise, rugged but plush upholstery provides comfort with camping-friendly accommodations that should stand up to heavy use.

The kitchen's central location, relative to the L-shaped lounge area defined by the sofa/bed and pair of rockers out back, makes it a natural for the cook to enjoy socializing during meal-prep time.

Kitchen, dinette and bath counter-tops are a granite-looking composite that's easy on the eye. The dinette Do More table features spring-loaded legs for easy deployment as a table or it can be lowered to become part of the dinette bed. An extra-deep dual-bowl acrylic sink with high-rise residential-style faucet makes it easy to wash big pots and pans. There are no kitchen drawers in this model, just overhead and below-counter cabinet doors plus cubbyholes for spices and the like.

Springdale occupants can enjoy the

AM/FM/CD/DVD/MP3 player, a \$415 required option, and the flat-screen 26-inch HD TV that's another mandatory option (\$485). Satellite pre-wiring and a bedroom TV-prep package are standard. The TV and stereo are housed in a cabinet at the forward end of the living space abutting the dinette. When you want to watch TV from the bedroom, the TV swivels around to face the master suite.

The enclosed bath is a small curb-side room that borders the master bedroom up front and the kitchen cabinets in back. Its space is laid out in a practical and functional way and includes a small storage cabinet below plus a medicine cabinet above the sink.

Shirt wardrobes flanking the bed along with an overhead cabinet and small nightstands with drawers adorn the master bedroom. A single dual-bulb overhead lamp provides reading light after hours.

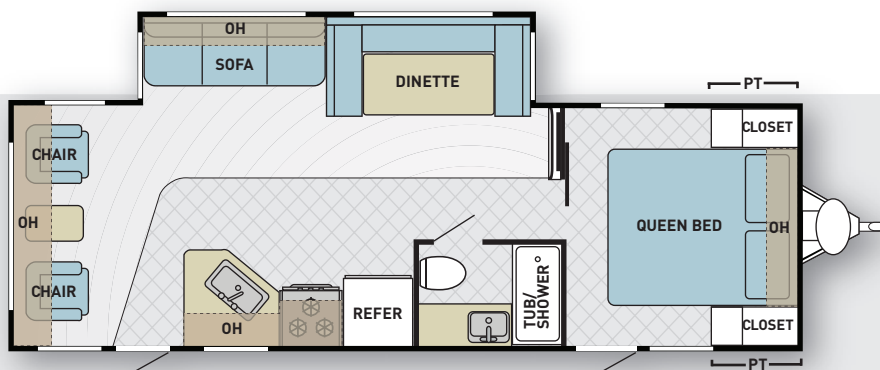
Fluid capacities in this trailer

should go a fairly long way when dry camping. A 60-gallon fresh tank plus matching 34-gallon grey and black tanks will do the job nicely, given average RV water conservation measures. The A-frame is also set up with a rack that can hold two full-size batteries for extra off-the-grid power.

The trailer's 7,700-pound gross vehicle weight rating means, as long as the users don't go overboard with cargo, this trailer can be properly towed by many of the half-ton trucks on the market. For a lot of people, that eliminates any need to upgrade to a heavier tow rig, when they might already have a half-ton pickup for family or business use. For anyone looking for an affordable rig perfectly designed for two, but capable of supporting a larger group when necessary, the Springdale 266RL looks like an interesting option for buyers shopping in this RV size and cost segment. 🚐

QUICK INFO

Ext. Length	28' 11"
Ext. Width	8'
Ext. Height	10' 11"
Int. Height	6' 10"
Freshwater Cap	60 gal
Black-/Gray-water Cap	34 gal/34 gal
LP-Gas Cap	14 gal
Hitch Weight	770 lb
GVWR	7,700 lb
MSRP	\$25,410



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AN OPEN LETTER TO OUR READERS

As an RV owner, you understand the importance of being prepared. No doubt you have heard about Good Sam Roadside Assistance or have received numerous invitations in the mail or by email to enroll, but I wanted to write you personally. One thing I feel strongly about and have a passion for is our Roadside Assistance product. As a member of the Roadside program myself, it is obvious to me why this is the best product available. This letter is not a sales pitch, it's just an explanation of the facts. Whether or not you enroll in our roadside assistance program is entirely your decision. But whatever you decide, please know that on average, more than 1 in 3 RV owners will experience a roadside emergency this year! I did myself on the way from Chicago to Traverse City! I am asking each of you to not put yourself, your family, your rig, and your belongings at risk by having no emergency road service at all.

Since roadside assistance is something most people would rather purchase and then not have to worry about, it's very important that you carefully review – on an Apples to Apples basis – what you are really getting for your money. We have worked very hard to enhance and improve this product. I am proud of the results.

Good Sam, guided by our management team, current members and Insurance experts around the country has re-designed a road service program that uniquely meets the needs of RV owners like us. We handle other vehicles as well, like autos, trucks, and all household vehicles, but no one can match our expertise when it comes to RVs. Compare that to another popular product, Coach-Net®, which is commonly available through dealers. Unlike Coach-Net®, Good Sam Roadside Assistance has been helping RV owners since 1984 with over 1.6 million roadside rescues, while servicing a customer base of close to 500,000 families.

That's why I am suggesting you take a moment to review the benefits and compare them to any other product available. On the following page, I have summarized the most critical emergency service standards. I think you'll see that Good Sam Roadside Assistance is the right choice.

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- Good Sam's Caller Locator uses cell phone GPS technology to pinpoint our members' exact locations. This is important because RVers often travel to remote locations.
- Good Sam's RV Roadside Assistance Mobile App will allow you to request assistance at the touch of a button.
- And my personal promise, if you ever have an issue that is not resolved to your satisfaction, you can contact me directly at MarcusVIP@GoodSamFamily.com. I will take care of it myself, period.
- Finally, we have a BEST PRICE GUARANTEE. If you find a service with the same benefits at a lower regular price, we will refund the difference.

I know when you compare all the facts you'll find that the Good Sam Roadside Assistance program is the one you'll want. I am not only asking for your trust but your confidence that we will not let you down. Give us the chance to EARN your business and to KEEP you satisfied.



Marcus Lemonis
Chief Executive Officer

P.S. I feel so strongly about this that I have told our Customer Service agents and my entire management team that if anyone calls who has a competitive product, all you have to do is provide a current membership account number and expiration date and we will give you credit to apply to a Good Sam Roadside Assistance membership. Trade in your old one and Trade up at my expense. That is about as good of a deal you can find anywhere and we guarantee it. Call 1-888-547-1948 to learn more.

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Wally Byam

For generations, Wally Byam has inspired travelers to answer the call of adventure awaiting them on the open road. Today Byam remains not only iconic but the stuff dreams are made of. As a pioneer in the building of travel trailers with the 1931 founding of Airstream Inc., Byam was a visionary and business genius ahead of his time. But, as a master promoter and romanticist of the RV lifestyle movement, he became a catalyst to not only giving people the equipment they needed to make their dreams of adventure come true, but the enthusiastic directive to hit the open road and do it.

Byam may have said it best as a young man in 1916, in predicting his own future, "I am a man of extremes — I

will be a big boss, a rousing success, or a blank failure. In my heart I know I'll be a big glorious success, and that my name will go down in history."

Early Years Away from Home

This icon, whose name did go down in history, was born Wallace Merle Byam in 1896 in Baker City, Ore. on the same day as America's independence — July 4. As a young child "Wally" traveled extensively with his grandfather by leading a mule train in the state. As a teenager, when Byam worked as a shepherd, he would reside in a two-wheeled shepherd's cart outfitted

with the basic necessities to live on the road, including a kerosene stove, a sleeping bag and wash pail.

Byam's accomplishments were no random accident, they were accomplishments influenced by inspirations deeply rooted in his early years and environment. Following Byam's death in 1962 writer Frank Palmer mentions, "Years later, on a trip through some western sheep country, Wally told one of his close friends that the shepherd boy's wagon had something to do with his later interest in trailers."

A true entrepreneur, Byam didn't travel the route that was outlined for him based on his formal instruction. In 1921, Wally graduated from Stanford University with a history major. And, prior to pursuing a business



Wally and Stella Byam outside of the Los Angeles, Calif., factory around 1954, with one of Airstream's new trailer models.

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making recreational vehicle travel possible, he worked for the *Los Angeles Times* as an advertising copywriter and even ended up forming his own agency.

Do-It-Yourself Trailer

Within a few years, Byam's own life experience influenced the impact he would make on the world. In 1929, Byam purchased a Model T Ford chassis, built a platform on it, towed it with his car to a campsite, and painstakingly erected a tent on it. Given his own tiresome and unpleasant experience, especially in bad weather, Byam became his own best customer who had a problem that needed solving.

On this do-it-yourself trailer concept, Byam worked further to develop a teardrop-shaped permanent shelter on the platform that enclosed a small ice chest and kerosene stove. He then published an article entitled "How to Build a Trailer for One Hundred Dollars." The response was overwhelming — readers clamored for more information, which Byam provided in the form of more detailed instruction plans for one dollar each. He made \$15,000 on the plans alone.

The plans developed into a trailer-building business in his backyard. After it became too large to be contained in his residence, Byam rented a building and formulated the Airstream Trailer Company. The quality of Airstream's products was evident from the onset, and Byam's indelible marks are still present on the company's quality products today.

It's also interesting to note that although Byam created his business for the purpose of travel, for many, the products served as stationary homes.

"During the Depression small trailers, today we call them travel trailers, were homes for thousands of people. They never saw the road. It is remarkable that Wally started an RV plant at the beginning of the Depression. Talk about guts and fortitude. Wally kept his eye on the sparrow — always promoting his Airstreams for travel. The use of trailers for homes accelerated at the end of the second World War with the lack of housing for the returning GI's

and their new families. Wally continued to manufacture for the gypsy spirit in the owner of Airstreams," notes Dale Schwamborn, a relative to Byam and representative for the Estate of Helen Byam Schwamborn.

A Record of RV Firsts

Byam scoured the world searching for efficient hot water tanks, door hinges, butane lamps, chemical toilets, small porcelain sinks and chairs — myriad large and small items that would make an Airstream more functional and livable. In Europe he discovered a heating system that took up little space but

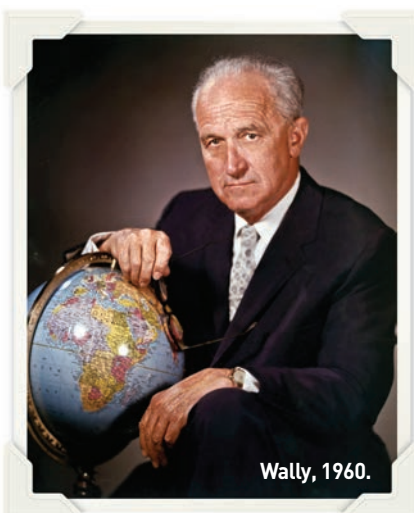


PHOTO COURTESY ESTATE OF HELEN BYAM SCHWAMBORN

gave off plenty of radiant heat. He borrowed the design, improved it and renamed it the Byam Burner.

While Byam was on his 1956 European Caravan, the manufacturer Dometic presented its compact gas refrigerator to him in Sweden. He arranged for the refrigerators to be installed in Airstreams, putting an end to

older model ice-electric refrigerators that required travelers to be constantly on the prowl for ice. More than 50 years later, Dometic still supplies refrigerators to Airstream.

And, when Byam couldn't find anything suitable for his product innovations already on the market, he would find a way to manufacture it. Case in point, in 1954 he persuaded Max Bowen, president of Bowen Water Heater Co., to develop the first workable hot water system for a trailer. Original ideas for product innovations were a dime a dozen for Byam, including a flat-sided underbelly to reduce wind resistance, and an 18-by-40-inch escape window in the back of the trailer in case the side door was jammed. Other claimed "firsts" are holding tanks, the ladder frame, the pressurized water system, and the fully self-contained travel trailer — the 1957 Airstream International.

The Legacy Lives On

More than half a century since Byam's passing, his legacy lives on in the spirit of travel and camaraderie that he inspired. Richardson, a lifelong member of WBCCI, perhaps sums up the Byam spirit of travel best in sharing that "As a member of WBCCI, all members are still assigned those big red numbers and easily recognized on the highway. Those who join the WBCCI still organize caravans and have get-together rallies almost every month all across America and Canada. WBCCI members enjoy the fruits of Wally's beginnings by visiting sights they never knew existed, and the savings that have resulted in traveling together as groups is unmatched by any other caravanning group." 🚐



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TIRE TUTORIAL

GOOD CHOICES BRING GOOD RESULTS

by Jim Allen

When you get right down to it, the tires on your tow vehicle or trailer may be the most important part of either vehicle. They're instrumental in how well your rig steers, stops and handles, in dry weather and wet. The shock each time we fill the fuel tank reminds us that the right tire can save in the fuel economy department as well. The more you know about tires, the better, especially when buying them.

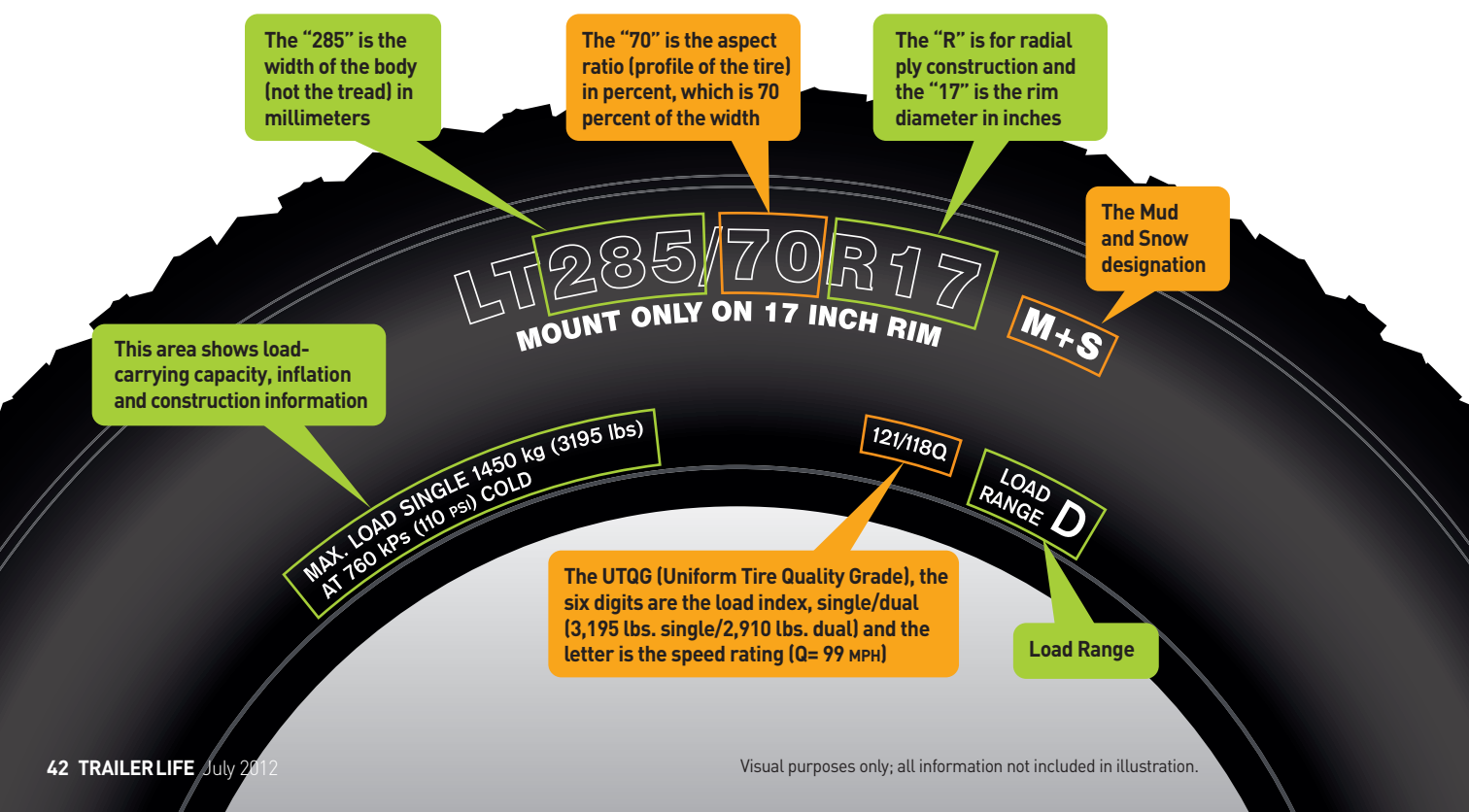
It's All On the Sidewall

The first place to start learning about tires, if you don't know already, is the first letter in the tire size nomenclature. If it starts with a "P" (e.g. P235/75R15), it's for passenger car use

and biased toward a smooth ride, not load carrying. P-metric tires aren't suited for trucks that see heavy loads. Used on light trucks, P-metric load capacity must be derated by 10 percent. When you see numbers that start or

end with "LT" for Light Truck (e.g. LT285/70R16), you're looking in the right place for pickups and SUVs with higher gross vehicle weight ratings (GVWR). LT tires are more robust, have tougher sidewalls, can carry more air pressure and more load, and deal with heat better than P-metric tires.

Other important sidewall specifications are load range and maximum load carrying capacity. Load Range (LR) is expressed as a letter; B, C, D and E being the common ones seen on light truck and trailer tires. (continued on pg. 44)



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The farther down the alphabet, the heavier the construction. These roughly correlate to the old 4-, 6-, 8- and 10-ply designations. Load carrying capacity is shown in pounds and kilograms at the minimum cold inflation pressure.

There are some benefits to bumping up in load range, but unloaded ride quality may suffer because of greater sidewall stiffness. An upgrade may offer peace of mind, though, especially at maximum load on a lonely desert highway when the ambient temperature soars past 100 degrees.

Trailer Tires

ST (Special Trailer) tires are built especially for trailer use. The sidewall info is expressed the same way as a standard tow vehicle tire. Typical ST construction differences versus a vehicle tire include a more robust body, specialty tread designs, harder rubber compounds and more UV resistance. These construction features help reduce the tire's contributions to trailer sway and its rolling resistance. Generally speaking, ST tires

ST TIRES ARE TYPICALLY NARROWER AND LOWER IN PROFILE, HELPING TO REDUCE SWAY

are also narrower and have a lower profile than vehicle tires, and both aspects help to additionally reduce sway and rolling resistance. Greater UV resistance makes them last longer on a trailer almost always stored outside in all kinds of weather.

Some people will use LT tires in place of ST tires and that's generally acceptable to most experts, but a trailer-rated tire on a trailer can be your best bet. In fact, Carlisle, a manufacturer that specializes in trailer tires, recently ran tests of its new Radial Trail RH against radial LT tires and the RH proved superior in rolling resistance, heat dissipation and heat aging endurance. Carlisle Product Manager,

Kent Allen, went on to say that a trailer tire is always a better choice than an LT on a trailer when comparing tires of comparable quality. And more importantly, when it comes to using P-metric tires on trailers, most experts will caution against them due to lower load carrying capacity, durability and resistance to sway.

Tread Patterns

Tread designs can be divided into a few categories: highway, all-season highway, winter highway, all-terrain off road and mud-terrain off-road. Highway and all-season (AS) designations have much in common but most AS tires have an M+S rating. This indicates



When pulling out onto that long, lonesome highway, tires may be the last thing on your mind, but think about what your tow rig or trailer tire endures. Unlike a passenger car tire, the RV tire is used almost constantly at maximum loads and spends long periods idle, being eaten away by ozone, internal oxidation and UV light.



Bridgestone's Blizzak W965 is an example of a dedicated severe snow/winter-rated tire made in LT sizes. Its performance in ice and snow is much better than a summer-weather performance tire, but the situation reverses with the seasons due to the tread design and rubber type. The rubber compound in the winter tire that gives it good traction in cold, icy and wet conditions also tends to make it wear quickly in dry situations.

that the tires meet the Rubber Manufacturer Association's (RMA) standards to be classified as an all-season, Mud and Snow tire. This is a design standard, not a performance standard. All-season M+S tires are better than highway tires on wet roads, mud, snow and ice due to these design characteristics, but they are not "off-road" tires or severe winter tires.

Between the AS and dedicated winter tires are the so-called "All-Weather" (AW) tires. A new variation of



Here are an M+S rated all-season and an all-terrain (right). The AT has a much more open tread design made up of individual blocks of tread. There was a 2.4 MPG difference between these tires on a 182-mile road course.

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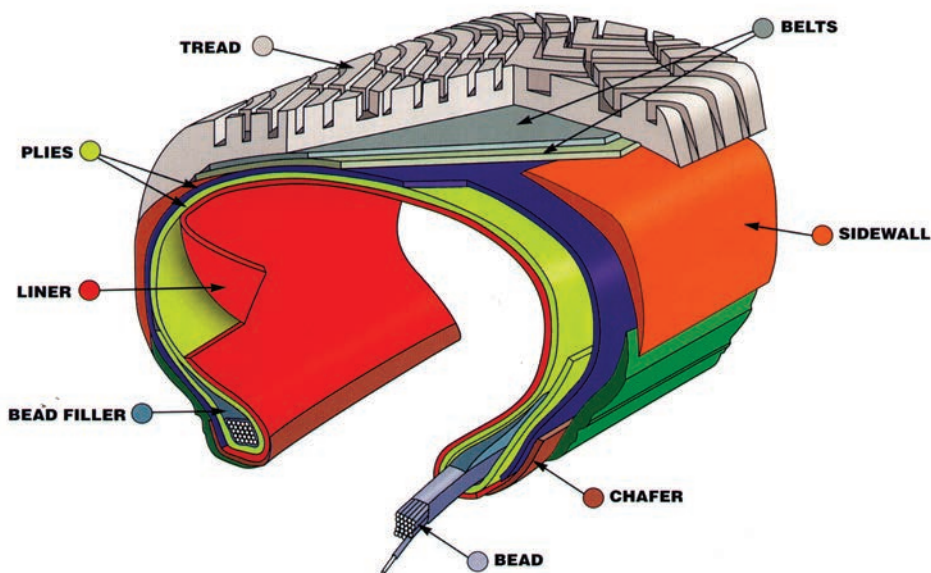
TIRE TUTORIAL

the M+S rated AS, these tires actually meet a performance standard for severe snow set by the American Society for Testing and Materials (ASTM) and wear a snowflake-on-the-mountain icon on the sidewall.

Dedicated winter or severe snow tires are not often seen, but a hardy few may find them necessary. While their winter performance is light-years ahead of a summer tire, dedicated winter tires may not do as well as an all-season tire in dry conditions and almost certainly will not wear as well due to their highly specialized rubber compounds.

An all-terrain (AT) tire is designed for enhanced performance in off-highway conditions, but that capability often comes with extra noise, some loss of highway performance, wear and fuel economy versus a highway tire. If your rig often ventures off pavement, either solo or towing, an AT tire may be the difference between being stuck somewhere or not. How much this capability

RADIAL TIRE COMPONENTS



There is a great deal of technology that goes into a tire. This graphic from Cooper Tires shows the different parts of a radial tire. All these individual parts are laid into a mold then heated to bond them into one piece.

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TREAD MATTERS

Bridgestone's Duravis R250 highway LT tire is on the right and a Michelin LTX M/S2 all-season is on the left. The all-season (AS) tread is more open, has more sipes (the small cuts in the tread) and there are more void areas around the tread blocks to enhance traction. The tread extends down the sidewall more to enhance mud traction. The voids in the AS are designed to quickly push water out of the tread area making it the better wet weather tire, but a highway tread usually has the edge on low rolling resistance and treadwear because the tread is less broken up.



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in the dirt impacts you on pavement is dependant on the specific design of the AT tires, which come in a range of tread designs from mild to aggressive. A more aggressive tread will move the performance target more toward the dirt side and vice versa.

Aggressive mud tires (MT) have deep treads with large void areas and very flexible blocks of tread. This tends to make them a poor choice in the tow-

ing department. Tread life under load will be woefully short as well, compared to an AS tire. They may be able to drag your rig, kicking and screaming, across a seemingly bottomless mud hole, but their best qualities don't extend to the highway.

The bottom line on tread design is to pick the one that suits the majority of driving situations encountered in your travels.

Inflation

The average tire loses 2 to 5 percent of its air pressure monthly, making regular inflation level checks vital. Some check once a month or once a week. It's wise to at least check the truck and trailer tires every time you begin a substantial drive. A tire's proper loaded tire inflation level is presented on the tire placard located on the vehicle door jam, side of the trailer, glovebox door or in the owner's manual. This pressure spec is valid as long as the designed tire size and load range is used and the vehicle is within its designed load limit. If the tires are not the original equipment manufacturer-supplied tires, then observe the proper cold inflation pressure listed on the tire's sidewall. Under-inflation or over-inflation can be dangerous.

Tires and Fuel Economy

While proper inflation is one element that affects a tire's contribution to fuel economy, tread and body design also play a part. The newest so-called green tires create less rolling resistance than older tires and low rolling resistance translates into better fuel economy. A recent report by the NHTSA (National Highway Traffic Safety Administration) indicates a 5 to 10 percent decrease in rolling resistance yields a 1 to 2 percent increase in fuel economy in passenger cars. LT tires have undergone less testing but generally show the same trends. The difference in rolling resistance between a mild highway tread and aggressive off-road tire could be 60 to 100 percent. A P-metric tire has as much as 10 percent less rolling resistance as an LT with a similar tread.

According to the NHSTA report (DOT HS 811 154), rolling resistance is mostly a product of tread design (65 to 70 percent) but the body can be enhanced to deliver in that area also. We tested two sets of identical sized tires on identical rims on the same truck at nearly the same ambient temperature over the same 182-mile course of mixed driving. One tire was an AS and the other an AT with a tread design on the aggressive side in that category. The difference in fuel economy was 2.4 MPG and this correlated very well with

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NHTSA figures. Looking at fuel economy strictly, my advice is go with the mildest tread that suits your driving.

New Tire Break In

No kidding, both the body and the tread need a little break-in time. A release agent is used in the mold so the tire can be removed and it makes the tread slippery on a new tire. A few hundred miles may be needed to bake it out of the tire so drive as if the road is wet for the first hundred miles or so. This will also loosen up the plies and belts in the body. Just like the denim in a new pair of jeans, the plies of the tire need exercise to reach their designed flexibility. By the time 500 miles is reached, you can consider a tire fully broken in.

Tire Age

Many trailers see low annual mileage and so their tires may be quite old before being worn out the normal way. The question is, how old is too old? Most commonly, a six- to 10-year recommendation is used by tire manufacturers and



How old is a tire? Look on the tire for the letters "DOT" followed by a line of letters and numbers. Tires built after the year 2000 will have a long number and the last four tell you the date of manufacture. The first two digits of that are the week the tire was built and the last two the year. This tire was built in the second week of 2008. Prior, to 2000, look at the last three digits. The first two are the week and the last, the year in the '90s decade. We don't want to talk about tires that old. They should be replaced.

the DOT (Department of Transportation), but deterioration is always predicated on how the tire is maintained and stored. Keeping the tire cool, dry and out of UV light lengthens its life. If a tire is badly weather checked, it's suspect. Deep cracking is a major bad sign. Many signs of age, belt separation, corrosion, etc. may be under the skin and can't be seen.

As with any accessory or equipment for your trailer or tow vehicle, we suggest you learn as much as you can about tires, and buy the best tires you can for your rig and style of RVing. Armed with this knowledge and information on how to care for your new investment will help you have many happy days on the road. 🚐

SOURCES

Cooper Tire
www.coopertire.com

Michelin
www.michelinman.com

NHTSA
www.nhtsa.gov



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A BIG WIG FOR YOUR RIG

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SYSTEMS OFFER A
HELPING HAND FOR
TRUCKS THAT TOW OR
HAUL HEAVY LOADS

Truck springs have their limitations. Add too many leaves and the vehicle rides like a skateboard. Try to improve the ride with a softer suspension and when you hook up your trailer or fill the bed with a load, the headlights point toward the sky and you wallow through the washboard. Overload springs can help, but they too have their limits and can result in a harsh ride. There is no magic answer.

The good news is that auxiliary air-suspension kits and heavy-duty sway bars can solve much of the problem. Hellwig Products in Visalia, Calif., has been manufacturing aftermarket and

OEM suspension components for 65 years. The company recently introduced its Big Wig Air Suspension and Big Wig Sway Bar for heavy-duty pickups.

We installed both Big Wig suspension kits on two trucks. The first was a Ford F-250 topped with a Four Wheel Camper. Fully loaded with fuel, water and LP-gas, the truck tipped the scales at 10,640 pounds. Our F-250 mule had already been modified with a Rancho 4-inch lift kit, larger tires, and an aftermarket bumper and winch. These are all heavy and add weight to the vehicle. This points to an interesting fact. The gross vehicle weight rating (GVWR) of



(Top) We replaced the factory front sway bar with a Hellwig Big Wig Sway Bar. The OEM end links were reused, but the New Hellwig brackets use fresh polyurethane bushings. (Bottom) The Hellwig Big Wig Adjustable Sway Bar on the rear was an easy bolt on. Small spacers in the kit (seen in the photo) helped accommodate the truck's pre-existing Rancho 4-inch lift kit.

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A BIG WIG FOR YOUR RIG



any truck is the maximum weight that can be loaded into/onto the vehicle. By the time you add aftermarket accessories like bumpers, lights, winches and passengers, it's very easy to exceed the GVWR. This can dramatically influence the ride and handling of your vehicle.

Driving our test F-250, with the relatively lightweight Four Wheel Camper onboard, we could feel the body roll in corners and on quick lane changes. And with the addition of food and camping gear, the rear end did squat a little.

The Big Wig Air Suspension kit we installed comes with all the necessary hardware, hoses and fittings. An air fill valve can be placed on the rear bumper in a convenient location, allowing the suspension to be manually adjusted. This system is ideal for the vehicle that is empty most of the time, but occasionally carries a heavy load. It does require an air source and most fuel stations have an air hose. The deluxe kit we used includes a compact compressor and a reserve air tank, both neatly tucked up under the frame. The compressor turns on automatically whenever the pressure in the tank gets too low. A dual-needle pressure gauge in the cab lets you know what each air spring is doing, and ride height can be

(Top) The rear sway bars have three levels of stiffness. The ends of the rear sway bars have three different mounting holes that allow the installer to set the level of stiffness at the time of installation. We set the rear sway bar to the firmest setting knowing we were going to be fully loaded. **(Left)** The basic Hellwig Big Wig Air Suspension kits come with all the necessary brackets and hardware.

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adjusted as you drive.

Even more convenient is the self-leveling accessory kit. Remarkably simple in design, a mechanical arm attaches to the differential housing and senses whenever a load is present. As the rear sags, the sensor arm opens a pressure valve on the tank, bringing the truck back to level. When the load is removed, air pressure is automatically released.

Contitech, a division of Continental Tire in Germany, makes the new air spring bags. It uses a special weave in the spring that produces a softer expansion and a longer extension, yet actually tests to higher pressures than competitors Hellwig considered. The air springs are significantly larger than others, and the mounting brackets have been beefed up to handle the heavier loads.

While the truck was up on the rack, we also replaced the factory front sway bar with a Hellwig Big Wig Sway Bar. OEM end links were reused. New Hellwig brackets use polyurethane bushings. On the rear we added the Hellwig



Contitech, a division of Continental Tire in Germany, makes the Hellwig air bag springs. A unique cantilever bracket supports the air bag on the rear bump stop. The top air bag bracket bolts through the frame, and a U-bolt clamps the cantilever bracket in place.

Big Wig Adjustable Sway Bar. This was an easy bolt on. The rear sway bar ends have three levels of stiffness. We set ours to the stiffest setting, knowing we were going to be fully loaded on

most occasions.

We took a test drive over the mountains to California's coast from the central inland valley where Hellwig is located, and the F-250 took the tortuous

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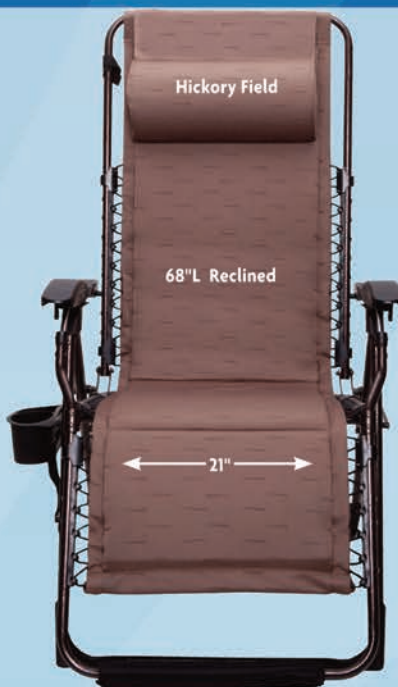
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A BIG WIG FOR YOUR RIG

roads in stride. We weren't expecting a 10,640-pound, 4WD truck with a 4-inch lift and big tires to drive or ride like a BMW, but even with the camper on the back, the big air springs seemed to cushion the harshness of the spring packs well.

After installing the similar Hellwig Big Wig Air Suspension kit and Big Wig Sway Bars on a 2011 Ram 3500 4WD, we ran two seat-of-the-pants tests on the back roads near Visalia. For the first test runs, we loaded up a Lance 950 camper that had a dry weight of 2,800 pounds. Handling on tight 15- and 20-MPH signed corners was smooth and controlled. And the ride was firm, but not harsh.

To get a second driving impression of the 3500, we hooked up the Hellwig's 38.5-foot Sandpiper (15,900-pound GVWR) fifth-wheel toy hauler trailer. The trailer weighed in at right around 13,600 pounds, and the Ram 3500 pickup's maximum trailer weight



The upper air bag support bolts securely to the frame. The air spring suspension brackets are preassembled before locating them on top of the axle. A heat shield protects the air bags from the exhaust. Mounting brackets have been beefed up to handle the heavier loads.

rating is 16,800 pounds.

Flat and level, we took a stock spring measurement with the trailer attached. Marking a spot on the tail-light, we marked 33 3/8 inches from the ground. Turning on the auto-lev-

eler, the bumper came back to 36 inches, which is what we saw with the truck empty.

On a test drive through some bumps and corners with the air springs deflated, the truck had some



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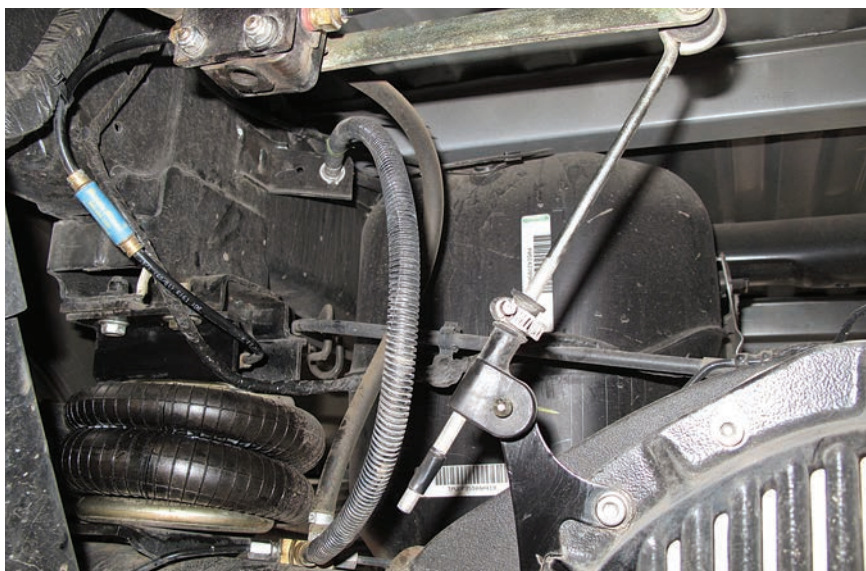


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A BIG WIG FOR YOUR RIG



The self-leveling accessory kit includes an arm that attaches to the differential housing on the rear axle and senses whenever a load is present.

noticeable body roll caused by the weight on the kingpin. With the auto-leveling system turned on, much of the body roll was restrained, and again, there was a subtle difference in the harshness of the ride. The overload springs were off the stops.

It should be emphasized that while aftermarket suspension products often do significantly improve the ride and handling of a vehicle that is towing a large trailer; they do not change the factory engineering of the frame, axles or brakes, and cannot increase the tow rating or

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The deluxe kit we used on the Ram 3500 also included a compact compressor. With the vehicle level and unloaded, the sensing arm was adjusted so that it was "zeroed out" and ready to sense a load.

payload weight ratings of the vehicle.

The basic Hellwig Air Spring kit has a suggested list price of \$617. Installation takes about 90 minutes. The deluxe auto-leveling kit, with compressor and tank lists for \$840 and can take two to three hours to install. The Big Wig Sway

Bar has a suggested list price of \$453. All Hellwig Air Springs come with a two-year warranty. Metal components have a lifetime warranty. 🚚

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Protecting your rig from the sun, salt-water and environment is important to maintaining a healthy RV exterior. After removing scratches and oxidation, apply Pro Polish by Shurhold as a glossy sealant. Marketed to repel water and leave an ultra-high-gloss finish, Pro Polish is highly concentrated (containing no fillers or talc) for easy application and less set-up mess. Targeted to protect fiberglass, gel coat, clear coat and aluminum, Pro Polish can be applied to just about any RV for protection no matter where your travels take you.

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A Fine Tune

Superchips announced new performance tuners for 2012 GM truck and SUVs with gasoline engines. The Flashpaq and the VIVID LINQ, are claimed to provide 15 HP and 16 LB-FT of torque, enhanced throttle response, transmission shift adjustments and powertrain drivability improvements. Advanced options for towing and heavy-load applications feature the ability to raise the speed limiter, displacement-on-demand on/off, speedometer corrections for tire and gear upgrades, cooling fan temperature options and user adjustable transmission and shift firmness. Superchips products can be updated to activate new applications and calibrations for free online.

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CORROSION PREVENTION

KEEPING THE METAL HARDWARE ON YOUR RIG RUST FREE

by Rich Johnson

Life 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 electro-chemical reaction that results in one of the two metals being devoured.

Metals are categorized by a charac-

teristic 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 trailer, 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 if these metals are in contact with each other in the presence of water, corrosion will result. In some



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.

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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 sea accelerates the problem, speeding the corrosion process significantly because of the salt in the environment. Likewise, traveling 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 travel trailer and tow 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



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.

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.

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LanoCote

Boaters face serious and ongoing problems with corrosion, 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. LanoCote made by Forespar (www.forespar.com) 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 is especially useful in preventing thread seizure due to corrosion. The spray product is handy for treating electrical contacts to prevent corrosion. This might be a good product for those living in or near coastal communities.

Tef-Gel

Tef-Gel is manufactured by Ultra Safety Systems (www.tef-gel.com) and sold through a network of dealers that you can find on the company website. It's at the opposite end of the price scale from



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.

Vaseline, costing \$22.95 for a 2-ounce jar. However, a tiny bit goes a long way and one purchase, if used wisely, might last the life of your travel trailer and tow vehicle.

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 (www.loctiteproducts.com), and its products are distinguished from each other by color. These two 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 -65 to +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

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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CORROSION PREVENTION



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

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.

Starbrite

In Starbrite's (www.starbrite.com) 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 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 Starbrite Anti-Seize Thread Lubricant during assembly and re-assembly whenever possible.

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

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. Then you end up fighting stubborn fittings and having to buy replacement parts. You can avoid all that by using the right products before the problems get started, which will keep peace between warring metals and keep your fasteners easy to remove next time something on your rig needs service. 🚚



WALKTHROUGH: CRUISER RV FUN FINDER X-215WSX

PHOTOS BY RICH COX PHOTOGRAPHY



Versatile Accommodations

The Fun Finder X-215WSX offers something for everyone

Cruiser RV has much to offer in the lightweight travel trailer market and a prime example is the company's versatile Fun Finder X-215WSX, a compact front queen, rear bath unit that can work just as well for a small family as for a busy couple. The X-215WSX provides a two-room split accomplished through the use of a center pillar entertainment center that separates the front master bedroom from the living quarters/kitchen area with the help of two curtains. Generous cabinet space with large-capacity appliances and a wall-to-wall bathroom highlight this trailer's bright interior.

A flush-floor slideout holds a flip-down convertible couch and provides enough room to place the portable table and a comfy Ottoman (with storage under its flip-open top cushion) in the aisle to seat as many as four for dining. It's snug, but doable. The X-215WSX keeps an open feeling due to its luminous Harmony White interior cabinets and the amount of space devoted to windows in the compact trailer. The largest of the three main cabin windows reaches from the top of the dinette seat cushion to the ceiling.

Populating the kitchen is a stainless



steel-clad 6-cubic-foot refrigerator, three-burner stovetop and oven with a power hood and light, all set in a goodly amount of bright white cabinets with a decent-sized, three-shelf pantry across the aisle. This trailer also included the microwave oven, which came as part of the X Fun Package (\$2,741) that included a 13.5K-Btu A/C unit, electric awning, spare tire, tire carrier and cover, 6-gallon gas/electric water heater with DSI, outside hot/cold shower, carryout BBQ and LCD TV. The limited kitchen counter space is compensated for by the cutting boards that fit atop the dual stainless sinks, and the portable dinette table that serves as both food prep and feasting surface.

In addition to traditional indoor cooking, the trailer features a popular item these days — an outdoor kitchen with a 4.5 cubic-foot refrigerator, small sink and faucet, and a two-burner cooker on a swing-out tabletop. A quick-disconnect LP-gas source near the frame can be used to fuel the swing-out



Top right: A portable kitchen table doubles for food prep and dining. **Bottom left:** The front bedroom has ample storage space in cabinets and under the queen-size bed. **Bottom right:** For outdoor entertaining, the Fun Finder offers an outdoor kitchen with a fridge, sink and a two-burner cooker on a swing-out table top.



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cooktop or the optional carryout BBQ unit (part of the aforementioned X Fun Package) that attaches to a hanger on the side of the trailer a few feet forward of the outdoor kitchen. Great for summertime camping, these outdoor dining and grilling choices will keep smoke and cooking odors (and you) outside of the trailer.

The large private rear bathroom stretches from wall to wall and offers a lavish sink with a mirrored medicine cabinet, and generous storage cabinets

below the sink and above the toilet. A flush toilet and a large glass-sided shower stall are also included.

The bedroom offers plenty of overhead cabinet space and mirrored hanging wardrobes on the sides for storage of linens and clothing. And there is more space for cargo under the lift-up queen bed, which is firm, but very comfortable. In addition to a Jensen sound system wired to speakers throughout the rig, the entertainment center contained a flat-screen TV on a locking swivel stand,

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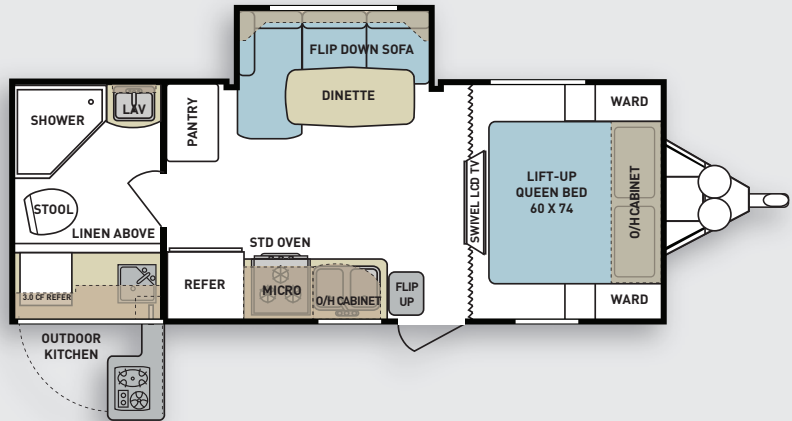
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allowing it to be viewed from the bedroom or the living room. This lets mom and dad enjoy a little late-night TV time once they have retreated to the comforts of the master bedroom. The bedroom, main room and bathroom are loaded with plenty of registers for A/C and heat, and more lights than you'll know what to do with.

We found the X-215WSX attractive because of its huge pass-through front storage compartment, sleek and sturdy fully laminated fiberglass- and aluminum-framed walls, gel-coated fiberglass front cap and full LED exterior lighting package. It's light enough that it can be towed with half-ton-capacity vehicles, it rides smoothly on a Trail Air leaf spring suspension system and 14-inch tires, features dual-drum electric brakes, and is well appointed for a trailer of its size and price range. And like many manufacturers trending toward a higher standard, Cruiser RV has met certain sustainable materials use standards, allowing its lightweight Fun Finder X trailers to be TRA-certified Green. 🚐

QUICK INFO



Ext Length	24' 8"	Black-/Gray-Water Cap	38 gal/38 gal
Ext Width	7' 6"	LP-Gas Cap	14 gals
Ext Height (w A/C)	9' 10"	Hitch Weight	430 lb
Int Height	6' 4"	GVWR	6,030 lb
Freshwater Cap	36 gal	Base MSRP	\$19,786

Cruiser RV: 877-514-7289, www.cruiserrv.com. Circle 206 on Reader Service Card.
Thanks to Family RV in Pomona, Calif., (909-622-3550, www.familyrvusa.com) for the loan of this trailer for this article.



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JET Performance Products

Folks who tow trailers are always looking for methods to improve the power and overall performance of their tow vehicles, many of which serve as daily drivers as well. JET Performance Products, a company that was started back in the 1960s, has been developing ways to improve fuel-injected engines since EFI became common in the 1980s. JET Performance Programmers, which are available for popular gas and diesel domestic light trucks, SUVs and cars, and some import vehicles, let you alter your vehicle's powertrain control computer to match your driving style.

JET's Tri-Power tuning for gas engines allows you to program for performance using lower cost regular gasoline. Or if you desire larger performance gains, you can program for mid-grade or premium fuels. All three tuning modes are designed to operate the engine at peak efficiency based on the octane level being used to improve power and mileage.

JET Programmers give you the ability to modify air-fuel ratios, ignition timing, shift points and firmness,

speed-limiter and rev-limiter settings. Programmers will also correct your speedometer and turn off the ABS system trouble light if you change tire sizes or gear ratios on some models. The units include a built-in scan tool to read and clear diagnostic trouble codes when your check-engine light comes on. They can also raise or lower top speed and rev limiter settings and change the electric fan's turn-on temperature. The programmers simply plug into the vehicle's di-

agnostic port under the dash, and then the operator can follow the easy installation software steps to make changes by answering simple yes or no questions.

Diesel programmers feature five different performance levels from 30 horsepower up, and JET claims gains of up to 130 horsepower and 205 lb-ft of torque with the GM Duramax LLY engine.

JET Performance Modules for Dodge, Chrysler, Ram and Jeep vehicles use Dynamic Spectrum Tuning to produce power gains across the entire power band, not just at full throttle. Point by point air/fuel ratio, ignition advance and various other tuning points provide claimed performance gains of up to 25 horsepower, along with improved throttle response, acceleration and low-end torque.

Programmers for gasoline-powered models include live data monitoring, which allows real time viewing of several vehicle sensors for fine tuning and troubleshooting. The vehicle parameters that can be monitored with the scan tool function are: Calculated Load Value, Engine Coolant Temperature, Short and Long Term Fuel Trim 1 & 2, Manifold Absolute Pressure (MAP), Engine RPM, Vehicle Speed, Spark Advance, Inlet Air Temperature, Throttle Position, Oxygen Sensors Bank 1 & 2 and Mass Air Flow Value.

JET Programmers store the factory program in the memory so the vehicle can be returned to stock at any time. However, each programmer can be used on a single vehicle as many times as you want, but the programmer cannot be used on more than one vehicle. JET Performance Products: 800-535-1161, www.jetchip.com.



JET Performance Programmers allow users to customize their vehicle powertrain control computer to match their driving style and towing needs.

Chevrolet's Avalanche To Be Discontinued

Chevrolet has announced that it will discontinue the Avalanche pickup/SUV combo vehicle at the end of the 2012 model year. The vehicle was introduced in 2001, with an innovative mid-gate that could be folded down to increase bed length from 5 to 8 feet in length. Avalanche models could carry five adults comfortably, and tow up to 8,100 pounds. Sales peaked in 2003 when 93,482 Avalanches were sold, but demand dropped in recent years, leading to GM's decision to discontinue the model. Chevrolet is building a final Avalanche "Black Diamond" edition, with body-colored bed surrounds, special emblems, extra standard features and a lower price. So if you ever wanted an Avalanche, don't wait too long.


Shell May Build Natural Gas-to-Diesel Refinery

The current low price of natural gas in the United States may have led Shell to announce that the company is considering construction of a major refinery in

Louisiana to convert natural gas into diesel fuel. If approved, the facility, which is expected to produce enough diesel fuel to supply more than 160,000 vehicles per day, may take several years to design and build, and will cost an estimated \$10 billion.

GM Plans To Continue Small-Block V-8s

Despite strict new U.S. corporate average fuel economy (CAFE) rules, General Motors still plans to continue development of its fifth-generation small-block V-8 engine, and is even planning a sixth generation. The fifth-generation small-block V-8 engine is due shortly in new GM trucks and Chevrolet's Corvette. Besides cylinder-deactivation, which was used in the fourth-generation small-block V-8, look for the next-gen

GM small-blocks to include direct gasoline injection, which boosts fuel mileage and low-RPM torque. Variable valve timing and other power-enhancing technologies may also be utilized to improve efficiency. 





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Charging the batteries between trips is crucial to optimum 12-volt DC system health. Batteries left in a discharged state, and/or are not charged properly when in storage, tend to degrade rapidly, creating problems when the RV is back on the road. Common power converters provide only a float charge rate, which will not charge batteries properly and may lead to gassing and loss of electrolyte. Without the benefit of an onboard multi-stage charger, owners are best advised to employ a maintenance charger designed for this purpose.

Typically for motorhomes and truck campers, the house and starting batteries are isolated from each other; tow vehicle and trailer batteries are isolated when disconnecting the umbilical chord. That means you'll have to run wires in parallel (or keep the tow vehicle plugged into the trailer) to allow all the batteries to be charged simultaneously. A better choice is a maintenance charger, but you'll need two of them if you prefer to skip the wiring exercise. PulseTech, a company known for its maintenance chargers, has developed the QuadLink 4-Channel Battery Charger Multiplier under its Xtreme Charge banner that solves the problem of needing two units.

Rather than having to physically switch a maintenance charger from one battery or another, the QuadLink device automatically splits and distributes the charge into 10-minute segments. This allows users to use one charging device and connect up to four batteries (or banks). A microprocessor automatically adapts to the number of batteries that are connected and green LEDs inform the user which batteries are being charged.

The QuadLink can only be used with chargers that control output automatically and is limited to an 8-amp maximum input; it cannot be used with a manual maintenance charger. The right



charger will also have the industry standard two-prong connector.

Installation is simple. Adapter cables are connected to each battery or battery bank. The kit comes with four adapter cables with ring terminals that can be bolted to the battery terminals. Five-foot extension leads are connected to these pigtails at the battery and to the QuadLink base station. The company provides four 5-foot extension leads, but 5- and 25-foot extension leads are optionally available. Your charging device is then plugged into the QuadLink station. We were already using a PulseTech maintenance charger, so compatibility was not an issue.

The base station can be installed using the four holes in the housing and provided screws. Although it's water resistant, caution should be taken when mounting the base in a compartment that is exposed to the elements. It's also best not to install it in the battery compartment (as is recommended for the charger).

A blinking green light indicates when the first battery is connected, followed by solid green lights to verify that all stations are connected. Once the charger is plugged into AC power, the charging cycling begins. Subsequent battery connection and removal should be done after unplugging the charger.

The QuadLink Multiplier takes the guesswork — and hassle — out of maintaining batteries while the motorhome, camper, or tow vehicle and trailer are in storage, and is very cost effective, since only one charger needs to be used. The device sells for \$99 and has a five-year warranty. 🚚

PulseTech 800-580-7554,
www.xtremecharge.com



PLUGGED IN » The QuadLink automatically splits and distributes the maintenance charge into 10-minute segments.

SYNTHETIC LUBES

Q My 2009 Toyota Tundra has the 5.7L V-8 and a six-speed automatic with the towing package. I am going to have the automatic transmission and differentials fluids changed. Do you have any feedback pros or cons on using Royal Purple or Amsoil synthetic lubricants instead of the Toyota factory lubricants? The mileage on the truck is almost right at 51,000 miles and I tow a 2012 Keystone Outback that weighs about 8,350 pounds loaded. – **Bob Landry, Via e-mail**

A Synthetic lubricants are far past the experimental stage, and some manufacturers require them for use in special high-performance engines. Both Royal Purple and Amsoil have long track records with consumer vehicles. As long as you use lubricants that meet or exceed your Toyota requirements per its API ratings, available in your owners' manual, your Tundra should be in good hands. – **Jeff Johnston**

Royal Purple and Amsoil are two popular synthetic brands, although many brands are now offering blends or full synthetics.



SNOWPLOWS, SPRINGS AND WD HITCHES

Q One thing I had to consider when setting up a weight-distributing (WD) hitch was having high front spring rates on my trucks because they have all had a snow plow prep package option on them with the heavy-duty front springs. It makes it difficult to get the front and rear height the same without making the rear suspension on the

truck too light when setting up a WD hitch for it and on a travel trailer. My setup has the rear end a bit lower than the front when hitched up, but it still maintains good handling quality.

Gregory Berry, Hopkinton, N.H.

A It seems like you have your setup properly dialed in, Gregory. The idea when using a weight-distributing (WD) hitch is through its leverage design

THE TECH TEAM



KEN FREUND: Ken is a former ASE Certified Master Technician, service manager and shop owner who has authored numerous books on automotive repair.



JEFF JOHNSTON: Jeff served as technical director of *Trailer Life* for 18 years and has been a RV enthusiast, mechanic and writer since he could hold a wrench.



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to distribute the hitch weight of the trailer more evenly over the tow vehicle's front and rear axles, rather than placing it all upon the rear axle, and to help keep that weight under control, thus creating a better overall handling tow vehicle and trailer combination. Achieving safe and stable towing is the goal. A front suspension with the snowplow option is pretty stout and less susceptible to being loaded, or unloaded, by the leverage effects of the trailer hitch weight out back. If you have your rig set up so the truck rides fairly level, without drooping a lot in back, and the lash up drives and handles securely, it seems like you're good to go. – J.J.

MONOXIDE DETECTORS

Q My wife and I live in our RV (we move around with our work) and have been for the last 10 months. Sometimes the carbon monoxide sensor/alarm goes off, apparently for no reason, usually in the middle of the night. I get up and check everything and turn off the propane tanks, bleed the lines and go

"Carbon monoxide is an odorless gas that is a silent killer ... Never assume that a detector is faulty and ignore it."

back to bed, only to have it go off again. My opinion is that since the RV is closed at the time, with no windows or roof vents open and neither the heater nor air conditioner is on, (it happens when the temperature doesn't require either of the units to be on), it must be that the carbon monoxide accumulation from our combined breath reaches the level of concentration to activate the alarm. This is the only explanation I can reason. Please give me your thoughts about it.

Ted Harrod, Via email

A Carbon monoxide is an odorless gas that is a silent killer. It is the result of incomplete combustion from sources such as furnaces, stoves, water heaters, propane refrigerators, engine and generator exhausts, etc. Humans don't emit carbon monoxide during res-

piration; they expel carbon dioxide. Therefore, it can't be triggering the alarm. Never assume that a detector is faulty and ignore it. If all the sources you noted here were off and the propane was shut off, it could be a faulty sensor. The sensors have a limited lifespan and go bad after a while, and most have expiration dates. However, you might want to have a certified RV technician review your RV before placing all the blame on the sensor and replacing it with a new unit. Play it safe; find out what's going on before using your rig. – Ken Freund

WATER PUMP CYCLING, PART II

Q In your March 2012 issue, Steve Rammler from Sandpoint, Idaho spoke about his water pump cycling on about every 10 minutes. I experienced the same problem

(continued on pg. 76)



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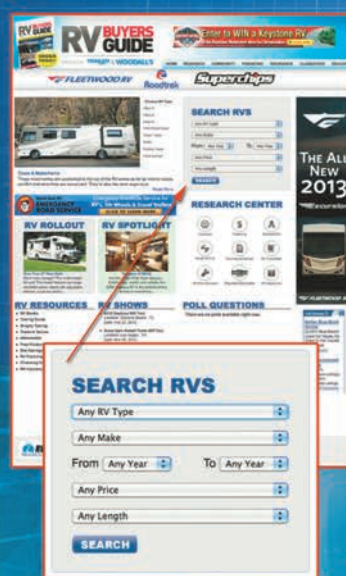
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(continued from pg. 72)

last year. After pulling most of my hair out looking for a leak that didn't exist I finally discovered it to be a torn O-ring inside one of the valves in the tank-fill/drain/winterize board. The water was draining back into the tank so there was no drip and no wet spot. I had trouble finding the O-ring needed. I finally found one in a faucet repair kit at my local home improvement store. Please pass this along to Rammler, and all the rest of your readers, so we all may once again be happy campers.

Dick Reed, Rockfield, Ky.

A Thank you, Dick. It seems like that was a tough chase, and we hope your hair grows back. As for O-ring availability, if your local plumbing supply stores don't have the right part, try a shop that specializes in hydraulic hose repair and manufacturing. Most of them carry a broad array of O-rings of all types and materials and they may well have what you need. – J.J.

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PEAK BACKUP CAMERA

Q Some of the reviews I have read on Peak back up cameras claim they burn up the alternators on trucks. I was told in order to avoid this problem to use three-conductor shielded wire with a ground, and wire it directly to the RV's battery. I would like to wire a camera to the back of my fifth-wheel, so any information you could pass on as to whether this is true or not, and how to do this type of project would be great.

Pete Bennett, Via email

A After a good search, Pete, I could not find references to alternator burn up in relation to Peak backup cameras. The Peak system is a very small, low-current-drain electronic device. Properly installed with the mandatory circuit protection, any major electrical problems would blow the fuse or trip a circuit breaker way before an alternator would be damaged. Likewise, if improperly installed, for example with a direct ground short, the fuse would protect the power source. If you have any doubts about your own wiring capabilities, take

the vehicle to a qualified shop and let an experienced crew handle the installation. That should eliminate any alternator worries. – J.J.

FORD FAILS TO DOWNSHIFT

Q We have a 2008 Ford F-350 Super Duty with a 6.4L diesel and automatic transmission, purchased new. This problem only happens on rare occasions. It has happened approximately 12 times in 40,000 miles. After stopping at a light or stop sign the pickup does not shift down into first gear, so when I start off there seems to be little power or speed. As I push harder and harder on the accelerator pedal, the transmission finally seems to shift down and the wheels spin. I did encounter a person in a campground with the same drivetrain who had experienced the same problem, which resulted in his transmission having to be replaced. Ford has not been

helpful. They do not find any codes; once they did an update on the computer, which seemed to help, but it has happened again.

John Omdahl, Apache Junction, Ariz.

A That's a tough one because it occurs so seldom. This precludes borrowing a scan tool that has a snapshot (AKA flight recorder) function, which could record what the transmission and computer are doing at the time. If the vehicle speed sensor wasn't working properly at times (or the wiring or connections to it was intermittent), that could cause the computer to not "think" that the vehicle was stopped, and might cause the transmission to not downshift to first. However, that malfunction should trigger a warning light and trouble code. Let's hear from other readers who may have had this problem and how it was cured. – K.F.

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USED 1999 Fleetwood COLEMAN UTAH WAS \$7,999 **NOW \$3,695** SAVE \$4,304 (866) 502-8238 Bath, NY STK# BAT70494



USED 1996 Fleetwood PROWLER 23LS WAS \$8,995 **NOW \$5,995** SAVE \$3,000 (866) 673-0250 Statesville, NC STK# STA126125



USED 2000 Thor TAHOE 24RB **NOW \$6,995** (888) 479-3568 Vacaville, CA STK# VAC16479A VIN# YC116931



USED 2004 Fleetwood PROWLER LYNX 829S WAS \$22,995 **NOW \$6,995** SAVE \$16,000 (866) 754-7302 Greenwood, IN STK# GRW325508



USED 2007 Forest River PALOMINO ELITE HIGH WALL 9147 WAS \$14,995 **NOW \$6,995** SAVE \$8,000 (866) 754-7302 Greenwood, IN STK# GRW326153



USED 2011 Rv Traveler RW TRAVELER 18R60B **NOW \$7,395** (888) 815-7523 Woodstock, GA STK# WDS16853



NEW 2011 Starcraft STARCRAFT 1019 WAS \$11,151 **NOW \$7,990** SAVE \$3,161 (866) 775-0682 Roanoke, VA STK# ROA12105



USED 2004 Coachmen CATALINA LITE 261RBS WAS \$16,250 **NOW \$8,985** SAVE \$7,265 (888) 848-7312 Columbia, SC STK# COL16724



USED 2001 Keystone COUGAR 245RKS WAS \$18,999 **NOW \$8,995** SAVE \$10,004 (866) 502-8238 Bath, NY STK# BAT70273



USED 2005 R-Vision TRAIL LITE 27FQS WAS \$16,995 **NOW \$8,995** SAVE \$8,000 (866) 754-7302 Greenwood, IN STK# GRW326152



USED 2004 Lite Way OUTBACK 25RSS WAS \$15,995 **NOW \$8,995** SAVE \$7,000 (888) 682-3036 Churchville, NY STK# CHU72645



NEW 2012 Jayco JAY FLIGHT SWIFT SLX 145RB MSRP \$12,344 **NOW \$8,995** SAVE \$3,349 (888) 905-0490 Anthony, TX STK# LC16062



USED 2007 Coachmen SPIRIT OF AMERICA 23FKS WAS \$19,900 **NOW \$8,999** SAVE \$10,901 (866) 289-0113 Chattanooga, TN STK# CH5713



USED 2007 Sunray RV Smokey 23THLE WAS \$19,995 **NOW \$9,859** SAVE \$10,136 (888) 692-9016 Myrtle Beach, SC STK# MB126931



USED 2007 Gulf Stream KINGSFORT 33
 WAS \$13,995 **NOW \$9,995** SAVE \$4,000
 (888) 692-9016 Myrtle Beach, SC STK#
 MB126159



USED 2004 Keystone ZEPPELIN 24R
NOW \$9,996 (888) 331-1595 Santa Clar-
 ita, CA STK# AMRV22600 VIN# 4B605277



USED 2004 Fleetwood TERRY 300FS WAS \$13,995
NOW \$9,999 SAVE \$3,996 (877) 774-0328 Ocala,
 FL STK# OCA19189A



USED 2005 Forest River CHEROKEE 28A
NOW \$9,998 (888) 617-5406 Oakwood,
 GA STK# ORV17085



USED 2000 Forest River CEDAR CREEK
30RL WAS \$14,662 **NOW \$9,999** SAVE
 \$4,663 (877) 458-3214 Jacksonville, FL
 STK# JAX20091



USED 2001 Keystone COUGAR 27RL WAS \$13,989
NOW \$9,999 SAVE \$3,990 (877) 458-3214 Jack-
 sonville, FL STK# JAX19862



USED 2000 Fleetwood WILDERNESS GL
345B WAS \$25,995 **NOW \$10,495** SAVE
 \$15,500 (866) 754-7302 Greenwood, IN
 STK# GRW325991



USED 2005 Jayco JAY FLIGHT 31BHS
NOW \$10,920 (888) 903-5066 St.
 George, UT STK# SGU22985



USED 2006 Palomino THOROUGHbred 829RL
 WAS \$30,000 **NOW**
\$10,985 SAVE \$19,015
 (866) 775-0682 Roanoke,
 VA STK# ROA13381



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



USED 1999 Dutchmen DUTCHMEN 27RK
SL **NOW \$10,995** (888) 641-0925
 Kaysville, UT STK# KY41054



USED 2007 Dutchmen DUTCHMEN
28RGS WAS \$21,995 **NOW \$10,995**
 SAVE \$11,000 (888) 903-6787 Harrisburg,
 PA STK# HAR69862



USED 2000 Sunnybrook SUNNYBROOK
33RL WAS \$19,600 **NOW \$10,995** SAVE
 \$8,605 (888) 454-1707 Kissimmee, FL
 STK# KS8463B



USED 2005 Keystone OUTBACK 23RS
NOW \$10,999 (888) 479-3568 Vacaville,
 CA STK# VAC17063A VIN# 5G910009



**USED 2001 R-Vi-
 sion TRAIL HARBOR**
527RKSS **NOW**
\$11,495 (888) 641-
 0925 Kaysville, UT STK#
 KY40710



USED 2007 K-Z SPORTSMAN FRONTIER
2901 **NOW \$11,500** (888) 801-3226
 Byron, GA STK# MAC16172





USED 2004 Komfort KOMFORT 25TQSG
 WAS \$19,950 **NOW \$11,542** SAVE \$8,408
 (888) 850-5575 Wood Village, OR STK#
 POR38899



USED 2005 Coachmen SPIRIT OF AMERICA 300TBS WAS \$26,874
NOW \$11,667 SAVE \$15,207 (888) 242-0293
 Madison, WI STK# MAD15072



USED 2006 Forest River WILDWOOD 28FBSS **NOW \$11,995** (888) 617-5406
 Oakwood, GA STK# ORV16578



USED 2002 Newmar AMERICAN STAR 31FB **NOW \$11,995**
 (888) 617-5406 Oakwood, GA STK#
 ORV16724



USED 2008 Keystone FREEDOM LITE 281RL WAS \$26,995 **NOW \$11,995** SAVE
 \$15,000 (888) 450-7060 Dothan, AL STK#
 DOT40454



USED 2004 Starcraft STARCRAFT 260RLS WAS \$21,999 **NOW \$11,995**
 SAVE \$10,004 (866) 502-8238 Bath, NY
 STK# BAT69889



NEW 2011 Coleman COLEMAN CTS274BH
 WAS \$19,571 **NOW \$11,995** SAVE \$7,576
 (877) 450-7415 Island Lake, IL STK#
 CRV5858



NEW 2012 Dutchmen ASPEN TRAIL 1700DB
 WAS \$17,373 **NOW \$11,995** SAVE \$5,378
 (888) 242-0293 Madison, WI STK#
 MAD16125



USED 2002 CrossRoads ALL AMERICAN 27FK WAS \$16,984 **NOW \$11,997** SAVE
 \$4,987 (877) 450-7415 Island Lake, IL
 STK# CRV5536A



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



USED 2000 Kit PATIO HAULER 396 FPT
 WAS \$26,999 **NOW \$12,895** SAVE \$14,104
 (866) 502-8238 Bath, NY STK#
 BAT70341



USED 2006 Forest River SANDPIPER 271RBS WAS \$19,950
NOW \$12,965 SAVE \$6,985 (888) 850-5575
 Wood Village, OR STK#
 POR38041



USED 2003 Thor JAZZ 27FT WAS \$18,999
NOW \$12,985 SAVE \$6,014 (866) 648-5288
 St. Augustine, FL STK# JAC40063



USED 2008 Keystone OUTBACK 26KBS **NOW \$12,995** (888) 727-2952
 North Little Rock, AR STK# LIT16893



USED 2005 Coachmen SPIRIT OF AMERICA 24FKS **NOW \$12,995** (888) 614-5201
 Draper, UT STK# ABRV40527



USED 2007 Trailmanor TRAILMANOR 3023 WAS \$26,958 **NOW \$12,995** SAVE
 \$13,963 (888) 450-7060 Dothan, AL STK#
 DOT41198



USED 2008 Dutchmen AEROLITE 25QS **NOW \$12,995** (888) 668-6715
 Katy, TX STK# KAT9624A



USED 2003 CrossRoads CROSSROADS 31RL WAS \$24,995 **NOW \$12,995** SAVE \$12,000 (888) 484-3906 Spartanburg, SC STK# GR126579



USED 2004 Sunnybrook SUNNYBROOK 33BW-S WAS \$24,334 **NOW \$12,995** SAVE \$11,339 (888) 860-8684 Strafford, MO STK# STR8861B



USED 2003 Sunline SUNLINE F304SR WAS \$22,995 **NOW \$12,995** SAVE \$10,000 (888) 903-6787 Harrisburg, PA STK# HAR70126



USED 2007 Dutchmen FREEDOM SPIRIT 310B-DSL **NOW \$12,995** (888) 668-6715 Katy, TX STK# KAT8961A



USED 2006 Sunvalley EXTREME 26RKSL WAS \$22,995 **NOW \$12,995** SAVE \$10,000 (866) 502-8238 Bath, NY STK# BAT70384



USED 2000 K-Z SPORTSMEN NEW VISION 3153 WAS \$19,995 **NOW \$12,995** SAVE \$7,000 (888) 902-8565 Tallahassee, FL STK# TAL40572



USED 2006 Keystone ZEPPELIN Z-11 M-241 WAS \$19,995 **NOW \$12,995** SAVE \$7,000 (877) 371-2412 Bellemont, AZ STK# FLG17842



USED 2006 R-Vision Trail-Lite TRAIL-VISION SERIES 29BH WAS \$19,995 **NOW \$12,995** SAVE \$7,000 (888) 692-9016 Myrtle Beach, SC STK# MB126296



USED 2010 Dutchmen COLEMAN CT184 WAS \$19,988 **NOW \$12,995** SAVE \$6,993 (888) 475-5918 Robertsedale, AL STK# RD39846



USED 2004 Keystone SPRINTER 300 FKMS WAS \$18,690 **NOW \$12,995** SAVE \$5,695 (866) 610-5049 Akron, OH STK# SRV19067



USED 2006 Coachmen CAPTIVA 32 WAS \$18,497 **NOW \$12,995** SAVE \$5,502 (877) 450-7415 Island Lake, IL STK# CRV5685



USED 2001 Keystone BOBCAT 282 WAS \$18,400 **NOW \$12,995** SAVE \$5,405 (877) 458-3214 Jacksonville, FL STK# JAX19857



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



USED 2006 Sun Valley ROAD RUNNER XL30BH WAS \$17,999 **NOW \$12,999** SAVE \$5,000 (877) 554-3516 Lakewood, NJ STK# LAK8706



USED 2006 Dutchmen KODIAK 27RB **NOW \$13,160** (888) 903-5066 St. George, UT STK# SGU22281



USED 2008 Keystone SPRINGDALE 252RD WAS \$19,995 **NOW \$13,858** SAVE \$6,137 (888) 254-9145 Meridian, ID STK# MER15868





USED 1999 Jayco DESIGNER 3310 NOW \$13,861 (888) 480-3175 Sacramento, CA
STK# SAC18259A VIN# X1KR0315



USED 2007 Heartland CYCLONE 4012 WAS \$46,815 NOW \$39,999
SAVE \$6,816 (888) 348-5909 Avondale, AZ
STK# AV014476



USED 2002 Keystone MONTANA 2880 NOW \$13,995 (888) 331-1595
Santa Clarita, CA STK# AMRV22314 VIN# 24058691



USED 2007 Fleetwood WILDERNESS 270FQ WAS \$21,997 NOW \$13,995 SAVE \$8,002 (888) 457-4801 Colfax, NC STK# CFX3688



NEW 2012 Forest River REAL LITE 1802
WAS \$20,322 **NOW \$13,995** SAVE \$6,327
(888) 896-2801 Albuquerque, NM STK# ARV16072



USED 2006 Coachmen CAPTIVA 289BHS
WAS \$19,995 **NOW \$13,995** SAVE \$6,000
(888) 865-1507 Hamburg, NY STK# BUF68533



USED 2007 Dutchmen DUTCHMEN 28FGS WAS \$19,690 NOW \$13,995
SAVE \$5,695 (866) 610-5049 Akron, OH STK# SRV18670



USED 2000 Fleetwood SAVANA FW WAS \$19,995 NOW \$13,997
SAVE \$5,998 (877) 450-7415 Island Lake, IL
STK# CRV5713B



USED 2006 Homestead STARCRAFT 29BHS NOW \$13,999 (888) 479-3568 Vacaville, CA STK# VAC18303 VIN# 61TB8422



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



USED 2008 Dutchmen FREEDOM SPIRIT 260B-DSL WAS \$23,999 NOW \$13,999
SAVE \$10,000 (866) 289-0113 Chattanooga, TN STK# CH7609



USED 2008 Dutchmen DUTCHMEN 28RGS WAS \$22,999 NOW \$14,795 SAVE \$8,204
(888) 865-1507 Hamburg, NY STK# BUF70199



USED 2003 Gulf Stream MAKO 28 NOW \$14,840 (888) 903-5066 St. George, UT
STK# SGU22284



USED 2001 Forest River CARDINAL 28RKB LX NOW \$14,943 (888) 480-3175 Sacramento, CA STK# SAC10924B VIN# 1G075785



USED 2003 Forest River SANDPIPER 37SP WAS \$22,950 NOW \$14,950 SAVE \$8,000 (888) 859-6653 Hillsboro, OR STK# HIL40260



USED 2007 Keystone COUGAR 306BHS WAS \$25,444 NOW \$14,988 SAVE \$10,456 (866) 820-0335 Council Bluffs, IA STK# CBI18631



USED 2007 Mckenzie STARWOOD 29FKS NOW \$14,995 (888) 617-5406 Oakwood, GA STK# ORV16478



USED 2008 Fleetwood NIAGRA 12 NOW \$14,995 (888) 614-5201 Draper, UT
STK# ABRV39288



USED 2004 Northwoods ARTIC FOX 295T WAS \$30,000 NOW \$14,995 SAVE \$15,005 (888) 848-7312 Columbia, SC
STK# COL17129



USED 2010 Coachmen FREEDOM EXPRESS 290BHS WAS \$27,800 NOW \$14,995 SAVE \$12,805 (888) 674-0275 Gulf Breeze, FL STK# GB40036



USED 2011 Keystone PASSPORT 245 RB WAS \$23,995 NOW \$14,995 SAVE \$9,000 (888) 903-6787 Harrisburg, PA
STK# HAR70366



USED 2008 Forest River WILDWOOD 26TB WAS \$23,079 NOW \$14,995 SAVE \$8,084 (888) 848-7312 Columbia, SC
STK# COL21138



USED 2007 K-Z FRONTIER 29RL WAS \$21,988 NOW \$14,999 SAVE \$6,989 (888) 471-3546 Chichester, NH STK# GRV507586



USED 2009 Keystone SPRINTER 250RBS WAS \$28,900 NOW \$14,999 SAVE \$13,901 (888) 489-5784 Louisville, TN
STK# KNOX19536



USED 2007 Keystone OUTBACK SYDNEY 27 RLS WAS \$27,900 NOW \$14,999 SAVE \$12,901 (888) 489-5784 Louisville, TN STK# KNOX19647



USED 2005 McKenzie Towables STARWOOD 28RLS NOW \$15,540 (888) 903-5066 St. George, UT STK# SGU22282



USED 2007 Keystone SYDNEY 30RLS NOW \$15,687 (888) 815-7523 Woodstock, GA STK# WDS16084



USED 2005 Coachmen CAPRI 27DS NOW \$15,867 (888) 641-0925 Kaysville, UT STK# KY39494



USED 2008 Kodiak KODIAK 27RBSL WAS \$21,995 NOW \$15,895 SAVE \$6,100 (888) 865-1507 Hamburg, NY STK# BUF69200



USED 2006 Fleetwood PROWLER 300FKS NOW \$15,978 (888) 614-5201 Draper, UT STK# ABRV39492



USED 2006 Jayco EAGLE 308 FBS WAS \$22,545 NOW \$15,995 SAVE \$6,550 (866) 996-3140 Calera, AL STK# CLE20540



NEW 2011 Forest River WILDWOOD 26RK-SXL WAS \$21,985 NOW \$15,999 SAVE \$5,986 (877) 774-0328 Ocala, FL STK# OCA19092



USED 2006 Keystone MOUNTAINEER 29BH NOW \$16,950 (888) 801-3226 Byron, GA STK# MAC16504





USED 2003 Keystone MONTANA 3255
 WAS \$27,888 **NOW \$16,955** SAVE
 \$10,933 (888) 471-3546 Chichester, NH
 STK# GRV507495



USED 2007 Keystone
COUGAR 302RLBS
 WAS \$26,985 **NOW**
\$16,990 SAVE \$9,995
 (877) 458-3214 Jack-
 sonville, FL STK#
 JAX19858



USED 2009 Mvp Rv COAST 21LRBS
NOW \$16,995 (888) 331-1595 San-
 ta Clarita, CA STK# AMRV22330 VIN#
 9C873572



USED 2006 Forest River SANDPIPER 325BHD
 WAS \$32,995 **NOW \$16,995** SAVE \$16,000 (866)
 754-7302 Greenwood, IN STK# GRW326054



USED 2009 Keystone OUTBACK 27L WAS
 \$29,995 **NOW \$16,995** SAVE \$13,000
 (888) 903-6787 Harrisburg, PA STK#
 HAR69576



USED 2008 Gulf Stream EMERALD BAY
31TRBW NOW \$16,995 (888) 668-6715
 Katy, TX STK# KAT9469A



USED 2007 Keystone
OUTBACK SYDNEY
31RQS WAS \$26,995
NOW \$16,995 SAVE
 \$10,000 (888) 902-8565
 Tallahassee, FL STK#
 TAL40188



NEW 2011 Keystone
HIDEOUT 21FQS WAS
 \$26,439 **NOW \$16,995**
 SAVE \$9,444 (877) 289-
 0812 Las Vegas, NV
 STK# LVN40035



USED 2008 Keystone VR1 275FBS WAS
 \$25,995 **NOW \$16,995** SAVE \$9,000 (888)
 865-1507 Hamburg, NY STK# BUF69572



NEW 2012 Dutchmen DUTCHMEN
295BHGS WAS \$25,606 **NOW \$16,995**
 SAVE \$8,611 (888) 674-0275 Gulf Breeze,
 FL STK# GB39545



NEW 2011 Heartland PROWLER SPORT
23PFBB WAS \$24,998 **NOW \$16,995**
 SAVE \$8,003 (866) 673-0250 Statesville,
 NC STK# STA125787



USED 2007 Keystone
SPRINTER 274RLS
 WAS \$24,988 **NOW**
\$16,995 SAVE \$7,993
 (888) 475-5918 Roberts-
 dale, AL STK# RD39819



USED 2006 Coachmen CHAPPARAL
276RLS NOW \$16,997 (888) 815-7523
 Woodstock, GA STK# WDS16911



USED 2010 Keystone BULLET 246RBS
 WAS \$27,900 **NOW \$16,999** SAVE
 \$10,901 (888) 489-5784 Louisville, TN
 STK# KNOX19538



USED 2004 Prowler REGAL 2952B WAS
 \$23,950 **NOW \$17,124** SAVE \$6,826 (888)
 859-6653 Hillsboro, OR STK# HIL39261



USED 2008 Dutchmen KODIAK 30BHSL
NOW \$17,380 (888) 480-3175 Sac-
 ramento, CA STK# SAC14187B VIN#
 8K123075



USED 2007 Keystone OUTBACK 27RSDS
NOW \$17,510 (888) 815-7523 Wood-
 stock, GA STK# WDS16824



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



USED 2005 Keystone RAPTOR 3018 WAS \$26,999 **NOW \$17,795** SAVE \$9,204 (866) 502-8238 Bath, NY STK# BAT70266



NEW 2012 CrossRoads ZINGER 25SB WAS \$28,538 **NOW \$17,995** SAVE \$10,543 (888) 860-8684 Stratford, MO STK# STR15958



USED 2006 Fleetwood ADVANTAGE 295RLS WAS \$24,950 **NOW \$17,988** SAVE \$6,962 (888) 850-5575 Wood Village, OR STK# POR36739



USED 2007 Keystone MOUNTAINEER 32PHD WAS \$29,995 **NOW \$17,995** SAVE \$12,000 (888) 682-3036 Churchville, NY STK# CHU70064



USED 2011 Keystone BULLET 215RBS WAS \$25,715 **NOW \$17,995** SAVE \$7,720 (877) 458-3214 Jacksonville, FL STK# JAX19913



NEW 2012 Coleman COLEMAN CT265BHS WAS \$25,543 **NOW \$17,995** SAVE \$7,548 (888) 378-1057 Lake City, FL STK# LAC21666



NEW 2011 Coleman COLEMAN CT264RL WAS \$28,462 **NOW \$17,998** SAVE \$10,464 (877) 450-7415 Island Lake, IL STK# CRV5859



USED 2007 Gulf Stream SEDONA 30RLFW WAS \$35,900 **NOW \$17,999** SAVE \$17,901 (866) 289-0113 Chattanooga, TN STK# CH6444



USED 2007 Keystone COUGAR 298HS WAS \$27,989 **NOW \$17,999** SAVE \$9,990 (877) 554-3516 Lakewood, NJ STK# LAK8618



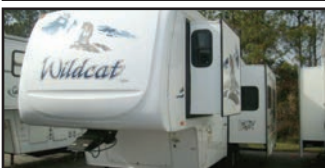
USED 2007 Keystone COUGAR 287KIB WAS \$27,900 **NOW \$17,999** SAVE \$9,901 (888) 489-5784 Louisville, TN STK# KNOX19652



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



USED 2006 Komfort TRAIL BLAZER 252FS **NOW \$18,222** (888) 479-3568 Vacaville, CA STK# VAC11162D VIN# 62023455



USED 2007 Forest River WILDCAT 28 RKBS WAS \$28,140 **NOW \$18,995** SAVE \$9,145 (888) 484-3906 Spartanburg, SC STK# GR125999



USED 2010 Jayco FEATHERLITE 213 WAS \$27,125 **NOW \$18,995** SAVE \$8,130 (888) 454-1707 Kissimmee, FL STK# KS8134A



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



USED 2008 Keystone SYDNEY 31FRL
 WAS \$35,419 **NOW \$19,858** SAVE
 \$15,561 (866) 775-0682 Roanoke, VA
 STK# ROA20707



NEW 2011 Starcraft TRAVEL STAR 285RLSA WAS
 \$28,000 **NOW \$19,895**
 SAVE \$8,105 (888)
 865-1507 Hamburg,
 NY STK# BUF66797



NEW 2012 Keystone SPRINGDALE 249FWBHSSR WAS \$33,248 **NOW \$19,988** SAVE \$13,260 (888) 386-5187 Houghton Lake, MI STK# HL6072



USED 2004 Keystone SPRINTER 29RKS **NOW \$19,995** (888) 480-3175 Sacramento, CA STK# SAC12171A VIN# 4A215342



USED 2009 Heartland NORTH TRAIL 310B **NOW \$19,995** (888) 696-2165 Savannah, GA STK# SAV16327



USED 2004 Fleetwood WILDERNESS ADVANTAGE 365FLTS WAS \$37,856 **NOW \$19,995** SAVE \$17,861 (888) 860-8684 Strafford, MO STK# STR15757A



USED 2007 Keystone MOUNTAINEER 32PHD WAS \$34,982 **NOW \$19,995** SAVE \$14,987 (866) 820-0335 Council Bluffs, IA STK# CBI18634



USED 2003 Carriage CARRI LITE 32RL3S WAS \$32,995 **NOW \$19,995** SAVE \$13,000 (888) 902-8565 Tallahassee, FL STK# TAL40239



NEW 2011 Keystone BULLET 215RBS LIST PRICE \$31,682 **NOW \$19,995** SAVE \$11,687 (888) 331-1595 Santa Clarita, CA STK# AMRV21982 VIN# BD422026



NEW 2012 Dutchmen DUTCHMEN 296FKS WAS \$29,761 **NOW \$19,995** SAVE \$9,766 (888) 819-7952 Longmont, CO STK# KC111462



NEW 2012 Forest River MAVERICK 2902 WAS \$28,977 **NOW \$19,995** SAVE \$8,982 (866) 415-9726 Golden, CO STK# KC511708



NEW 2011 Coleman COLEMAN CTS264RL WAS \$27,866 **NOW \$19,995** SAVE \$7,871 (888) 461-1123 Asheville, NC STK# ASH22712



NEW 2012 Keystone HIDEOUT 30RKS WAS \$31,768 **NOW \$19,997** SAVE \$11,771 (888) 463-3995 Colorado Springs, CO STK# KC211763



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



NEW 2012 Dutchmen DENALI 261BH WAS \$33,416 **NOW \$20,000** SAVE \$13,416 (866) 820-0335 Council Bluffs, IA STK# CBI15371



USED 2006 Forest River SIERRA 28 **NOW \$20,720** (888) 903-5066 St. George, UT STK# SGU22297



USED 2005 CrossRoads PARADISE PF30RL WAS \$32,995 **NOW \$20,995** SAVE \$12,000 (888) 903-6787 Harrisburg, PA STK# HAR65993



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



USED 2006 Keystone MONTANA 3600RE
NOW \$21,500 (888) 801-3226 Byron, GA
 STK# MAC16137



NEW 2012 Dutchmen AEROLITE 288RLSS WAS
 \$31,395 **NOW \$21,995** SAVE \$9,400 (888) 902-
 8565 Tallahassee, FL STK# TAL39408



NEW 2012 Dutchmen ASPEN TRAIL
3120RLDS WAS \$33,619 **NOW \$21,995**
 SAVE \$11,624 (888) 865-1507 Hamburg,
 NY STK# BUF69808



USED 2007 Monaco STARWOOD M-29RKD
 WAS \$31,824 **NOW \$21,995**
 SAVE \$9,829 (877) 458-3214 Jacksonville,
 FL STK# JAX20585



NEW 2011 Keystone SPRINTER 255RKS WAS
 \$33,259 **NOW \$22,400** SAVE \$10,859 (866) 648-
 5288 St. Augustine, FL STK# JAC38547



USED 2004 Forest River CEDAR CREEK
36 **NOW \$22,048** (888) 479-3568
 Vacaville, CA STK# VAC17720A VIN#
 4P188221



NEW 2011 Starcraft LEXION S-LITE
314RE WAS \$35,355 **NOW \$22,784** SAVE
 \$12,571 (888) 474-1330 Bartow, FL STK#
 DCW7903



USED 2008 Forest River CEDAR CREEK
SILVERBACK CRT32LF-GBS WAS \$35,200 **NOW**
\$22,885 SAVE \$12,315
 (866) 673-0250 Statesville, NC STK# STA127043



USED 2002 Keystone Montana 295RL
 WAS \$34,140 **NOW \$22,895** SAVE
 \$11,245 (888) 692-9016 Myrtle Beach, SC
 STK# MB126583



USED 2011 Keystone OUTBACK 210-RS
 WAS \$32,189 **NOW \$22,995** SAVE
 \$9,194 (888) 848-7312 Columbia, SC
 STK# COL22619



NEW 2012 Dutchmen DUTCHMEN
296FKS MSRP \$31,673 **NOW \$22,995**
 SAVE \$8,678 (888) 905-0490 Anthony, TX
 STK# LC15908



NEW 2012 Coleman COLEMAN CT-F267BH
 WAS \$37,685 **NOW \$23,685**
 SAVE \$14,000 (888) 242-0293 Madison, WI
 STK# MAD16062



USED 2009 Fleetwood PROWLER
250RLS WAS \$38,995 **NOW \$23,889**
 SAVE \$15,106 (866) 755-9604 Charleston,
 SC STK# CHN126466



NEW 2012 Keystone BULLET 281BHS WAS
 \$32,897 **NOW \$23,899**
 SAVE \$8,998 (866) 755-
 9604 Charleston, SC
 STK# CHN127912



USED 2008 Forest River CARDINAL
36LE WAS \$35,790 **NOW \$23,995** SAVE
 \$11,795 (866) 610-5049 Akron, OH STK#
 SRV18321





USED 2006 Ameri-Camp SUMMIT RIDGE 327RRK WAS \$34,995 **NOW \$23,995** SAVE \$11,000 (866) 996-3140 Calera, AL STK# CLE18948



NEW 2012 Keystone OUTBACK 250RS WAS \$33,887 **NOW \$23,997** SAVE \$9,890 (888) 463-3995 Colorado Springs, CO STK# KC211757



USED 2007 Weekend Warrior WEEKEND WARRIOR 3505 **NOW \$24,360** (888) 903-5066 St. George, UT STK# SGU22301



USED 2002 NuWa HITCHHIKER 35LKTGE WAS \$35,995 **NOW \$24,561** SAVE \$11,434 (888) 474-1330 Bartow, FL STK# DCW8187A



NEW 2011 Keystone SPRINTER 308BHS WAS \$34,011 **NOW \$24,599** SAVE \$9,412 (888) 568-2177 Burlington, WA STK# FRV9814



USED 2005 Ameri-Camp AMERICAN STAR 35DBDB WAS \$37,998 **NOW \$24,788** SAVE \$13,210 (888) 672-5049 Syracuse, NY STK# SYU70059



USED 2010 Heartland EAGLE RIDGE 35DSRL **NOW \$24,850** (888) 617-5406 Oakwood, GA STK# ORV17083



NEW 2012 Dutchmen KOMFORT 2720RL WAS \$40,989 **NOW \$24,995** SAVE \$15,994 (888) 674-0275 Gulf Breeze, FL STK# GB39129



USED 2006 Heartland BIGHORN 3055 WAS \$39,988 **NOW \$24,995** SAVE \$14,993 (888) 475-5918 Robertsdale, AL STK# RD39398



NEW 2011 Keystone OUTBACK 280RS WAS \$38,995 **NOW \$24,995** SAVE \$14,000 (888) 902-8565 Tallahassee, FL STK# TAL39149



NEW 2011 Coleman COLEMAN CT-F267BH WAS \$37,895 **NOW \$24,995** SAVE \$12,900 (866) 820-0335 Council Bluffs, IA STK# CBI14259



NEW 2012 Coleman COLEMAN CT-F267BH WAS \$37,328 **NOW \$24,995** SAVE \$12,333 (888) 860-8684 Strafford, MO STK# STR14257



NEW 2012 Keystone SYDNEY 275FBH WAS \$36,933 **NOW \$24,995** SAVE \$11,938 (888) 674-0275 Gulf Breeze, FL STK# GB38787



NEW 2012 Coleman COLEMAN CT-F267BH WAS \$35,920 **NOW \$24,995** SAVE \$10,925 (866) 610-5049 Akron, OH STK# SRV18570



NEW 2012 Dutchmen DENALI 261BH WAS \$34,631 **NOW \$24,995** SAVE \$9,636 (888) 819-7952 Longmont, CO STK# KC111355



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



NEW 2012 Coleman COLEMAN CT-F259RE WAS \$41,192 **NOW \$25,357** SAVE \$15,835 (888) 682-3036 Churchville, NY STK# CHU70280



USED 2010 Dutchmen FREEDOM SPIRIT 259REX WAS \$34,995 **NOW \$25,698** SAVE \$9,297 (888) 692-9016 Myrtle Beach, SC STK# MB126250



NEW 2011 Starcraft LEXION S-LITE 256RKH WAS \$37,336 **NOW \$25,791** SAVE \$11,545 (888) 568-2177 Burlington, WA STK# FRV9665



USED 2006 Forest River CEDAR CREEK 36CDTS **NOW \$25,995** (888) 668-6715 Katy, TX STK# KA-T9683A



NEW 2011 Keystone SPRINTER 277RLS WAS \$35,759 **NOW \$25,854** SAVE \$9,905 (888) 859-6653 Hillsboro, OR STK# HIL36969



NEW 2012 Dutchmen DENALI 270FK WAS \$38,299 **NOW \$25,895** SAVE \$12,404 (888) 819-7952 Longmont, CO STK# KC111354



NEW 2011 Coleman COLEMAN CTF267BH WAS \$38,740 **NOW \$25,995** SAVE \$12,745 (888) 903-6787 Harrisburg, PA STK# HAR69261



NEW 2012 Keystone SYDNEY 288FRL WAS \$43,588 **NOW \$26,199** SAVE \$17,389 (866) 755-9604 Charleston, SC STK# CHN125266



NEW 2012 Keystone COUGAR 29RBK MSRP \$38,693 **NOW \$26,500** SAVE \$12,193 (888) 801-3226 Byron, GA STK# MAC16265



NEW 2012 Keystone COUGAR 26SAB WAS \$53,900 **NOW \$26,548** SAVE \$27,352 (866) 755-9604 Charleston, SC STK# CHN125914



USED 2006 Jayco Eagle 341RLS WAS \$44,995 **NOW \$26,895** SAVE \$18,100 (888) 692-9016 Myrtle Beach, SC STK# MB126849



USED 2007 Alpenlite VOYAGER 31CK WAS \$49,900 **NOW \$26,999** SAVE \$22,901 (866) 289-0113 Chattanooga, TN STK# CH6868



USED 2006 Carriage CAMEO 35KS3 **NOW \$27,500** (888) 801-3226 Byron, GA STK# MAC16043



NEW 2012 Keystone SYDNEY 275FBH WAS \$45,620 **NOW \$27,533** SAVE \$18,087 (866) 755-9604 Charleston, SC STK# CHN125265



USED 2007 Gulf Stream SEDONA 34FSBW **NOW \$27,900** (888) 641-0925 Kaysville, UT STK# KY36139



NEW 2012 CrossRoads CRUISER 27RLX WAS \$38,392 **NOW \$27,988** SAVE \$10,404 (888) 386-5187 Houghton Lake, MI STK# HL5970



NEW 2011 Coleman COLEMAN CT-F267BH MSRP \$38,857 **NOW \$27,995** SAVE \$10,862 (888) 727-2952 North Little Rock, AR STK# LIT14254





NEW 2012 CrossRoads ZINGER 30RL
 WAS \$38,240 **NOW \$27,995** SAVE
 \$10,245 (888) 860-8684 Strafford, MO
 STK# STR17794



NEW 2011 Coleman COLEMAN CT-F267BH WAS \$40,860
NOW \$28,950 SAVE
 \$11,910 (888) 850-
 5575 Wood Village, OR
 STK# POR37502



USED 2007 Forest River WILDWOOD 336BHBS WAS \$42,668 **NOW \$28,995**
 SAVE \$13,673 (888) 461-1123 Asheville, NC
 STK# ASH22490



USED 2006 Coachmen SOMERSET 358RLTS WAS
 \$44,900 **NOW \$28,999** SAVE \$15,901 (888) 489-
 5784 Louisville, TN STK# KNOX19655



NEW 2011 Keystone PREMIER 27RB
 WAS \$42,351 **NOW \$28,999** SAVE
 \$13,352 (888) 672-5049 Syracuse, NY
 STK# SYU69663



NEW 2011 Keystone PREMIER 29RE
 WAS \$42,311 **NOW \$28,999** SAVE
 \$13,312 (888) 672-5049 Syracuse, NY
 STK# SYU69665



NEW 2011 Dutchmen LAKEWOOD 400RLP
 WAS \$42,698 **NOW**
\$29,900 SAVE \$12,798
 (866) 648-5288 St.
 Augustine, FL STK#
 JAC38967



USED 2009 Keystone MOUNTAINEER 347THT
 WAS \$44,988 **NOW**
\$29,988 SAVE \$15,000
 (888) 475-5918 Roberts-
 dale, AL STK# RD39508



USED 2007 Doubletree SELECT SUITES 31RLS3 **NOW \$29,995** (888) 844-1758
 New Braunfels, TX STK# SW9798A



NEW 2011 Heartland ELKRIDGE 29BHCK
 WAS \$47,297 **NOW \$29,995** SAVE
 \$17,302 (866) 820-0335 Council Bluffs, IA
 STK# CBI14435



NEW 2011 Keystone HORNET RETREAT 39FDEN WAS \$42,516 **NOW \$29,995**
 SAVE \$12,521 (888) 475-5918 Roberts-
 dale, AL STK# RD38632



USED 2006 Coachmen SOMERSET 358RLTS
 WAS \$41,585 **NOW**
\$29,995 SAVE \$11,590
 (888) 348-5909 Avon-
 dale, AZ STK# AVO14591



NEW 2012 Keystone SYDNEY 275FBH
 WAS \$46,401 **NOW \$30,995** SAVE
 \$15,406 (888) 450-7060 Dothan, AL STK#
 DOT38773



USED 2009 Heartland BIG COUNTRY 325TSL WAS \$44,950 **NOW \$31,988**
 SAVE \$12,962 (888) 850-5575 Wood Vil-
 lage, OR STK# POR37152



USED 2005 Fleetwood TRIUMPH 395RL
 WAS \$47,695 **NOW \$31,995** SAVE
 \$15,700 (888) 484-3906 Spartanburg, SC
 STK# GR125365



NEW 2012 Heartland SUNDANCE 2900MK MSRP \$45,116 **NOW \$31,995**
 SAVE \$13,121 (888) 905-0490 Anthony, TX
 STK# LC15931



USED 2010 Keystone MONTANA 347THT
 WAS \$44,995 **NOW \$31,998** SAVE
 \$12,997 (888) 457-4801 Colfax, NC STK#
 CFX3828



USED 2007 Keystone MONTANA 3295
NOW \$34,203 (888) 480-3175 Sac-
 ramento, CA STK# SAC12783B VIN#
 74702833



USED 2006 Sunnybrook SUNNYBROOK
39SURV WAS \$49,500 **NOW \$34,877**
 SAVE \$14,623 (888) 474-1330 Bartow, FL
 STK# DCW7974A



USED 2011 Gulf Stream CANYON TRAIL 35FSBI
 WAS \$68,000 **NOW \$34,995** SAVE \$33,005 (866)
 754-7302 Greenwood, IN STK# GRW326207



USED 2008 Heartland BIG HORN 3600RL
 WAS \$52,798 **NOW \$34,985** SAVE
 \$17,813 (866) 673-0250 Statesville, NC
 STK# STA126284



USED 2009 Keystone CHALLENGER
35CKQ **NOW \$34,995** (877) 834-
 0429 Bakersfield, CA STK# SLV21995 VIN#
 9E750174



NEW 2012 Heartland SUNDANCE 3200RE MSRP
 \$50,000 **NOW \$34,995** SAVE \$15,005 (888) 905-
 0490 Anthony, TX STK# LC15932



NEW 2012 Keystone SYDNEY 330FRL
 WAS \$51,496 **NOW \$34,997** SAVE
 \$16,499 (888) 463-3995 Colorado Springs,
 CO STK# KC211407



NEW 2012 Keystone SYDNEY 328FRK
 WAS \$50,128 **NOW \$34,997** SAVE
 \$15,131 (888) 463-3995 Colorado Springs,
 CO STK# KC211405



USED 2007 Alfa SEE
YA 314/35RLIK WAS
 \$57,900 **NOW \$34,999**
 SAVE \$22,901 (866) 289-
 0113 Chattanooga, TN
 STK# CH6952



NEW 2012 CrossRoads CRUISER PATRIOT
305SK MSRP \$54,016 **NOW \$35,995**
 SAVE \$18,021 (888) 542-3819 Mesa, AZ
 STK# MES16676



USED 2008 Alfa SEE YA 35RL WAS
 \$49,888 **NOW \$35,999** SAVE \$13,889
 (888) 542-3819 Mesa, AZ STK# MES14497



NEW 2012 Dutchmen KOMFORT
3230FRK WAS \$59,995 **NOW \$36,995**
 SAVE \$23,000 (888) 674-0275 Gulf Breeze,
 FL STK# GB39127



USED 2008 Carriage CAMEO 35FD3
NOW \$36,995 (888) 844-1758 New
 Braunfels, TX STK# SW9705A



USED 2007 Peterson Industries EXCEL
35RSE WAS \$59,382 **NOW \$39,995** SAVE
 \$19,387 (888) 896-2801 Albuquerque, NM
 STK# ARV15748A



USED 2010 Dutchmen FREEDOM SPIRIT
350RE **NOW \$39,995**
 (888) 668-6715 Katy, TX
 STK# KAT9486A



USED 2000 Forest River Cedar Creek
SILVERBACK 35L4QB WAS \$54,995 **NOW**
\$39,995 SAVE \$15,000 (888) 461-1123
 Asheville, NC STK# ASH22489





USED 2009 Forest River CARDINAL 38BHQS WAS \$54,995 **NOW \$39,995** SAVE \$15,000 (866) 775-0682 Roanoke, VA STK# ROA13561



NEW 2011 Keystone MONTANA HIGH COUNTRY 323RL WAS \$57,788 **NOW \$39,999** SAVE \$17,789 (888) 242-0293 Madison, WI STK# MAD15599



NEW 2012 Keystone FUZION 302 MSRP \$67,452 **NOW \$45,995** SAVE \$21,457 (888) 542-3819 Mesa, AZ STK# MES16400



USED 2006 Carriage CARRI LITE 36XTRM5 WAS \$62,995 **NOW \$45,995** SAVE \$17,000 (866) 775-0682 Roanoke, VA STK# ROA13811



NEW 2012 Dutchmen INFINITY 3570RL WAS \$72,640 **NOW \$48,995** SAVE \$23,645 (888) 674-0275 Gulf Breeze, FL STK# GB39630



NEW 2012 Dutchmen INFINITY 3250RL WAS \$79,898 **NOW \$48,999** SAVE \$30,899 (866) 648-5288 St. Augustine, FL STK# JAC39632



NEW 2012 Dutchmen INFINITY 3250RL WAS \$73,494 **NOW \$49,995** SAVE \$23,499 (888) 463-3995 Colorado Springs, CO STK# KC211610



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



NEW 2012 Keystone FUZION 322 WAS \$73,788 **NOW \$49,526** SAVE \$24,262 (866) 755-9604 Charleston, SC STK# CHN127824



NEW 2012 Dutchmen INFINITY 3520MS WAS \$75,871 **NOW \$49,997** SAVE \$25,874 (888) 463-3995 Colorado Springs, CO STK# KC211612



NEW 2011 Coleman COLEMAN CTF340RL LIST PRICE \$76,481 **NOW \$53,995** SAVE \$22,486 (888) 331-1595 Santa Clarita, CA STK# AMRV22005 VIN# BC659945



NEW 2012 Dutchmen INFINITY 3520MS MSRP \$75,439 **NOW \$53,995** SAVE \$21,444 (888) 844-1758 New Braunfels, TX STK# SW10011



NEW 2011 Keystone MONTANA 3455SA WAS \$79,243 **NOW \$54,995** SAVE \$24,248 (877) 289-0812 Las Vegas, NV STK# LVN38432



NEW 2012 Keystone ALPINE 3500RE WAS \$79,845 **NOW \$56,995** SAVE \$22,850 (888) 450-7060 Dothan, AL STK# DOT40393



NEW 2012 Dutchmen INFINITY 3520MS WAS \$82,362 **NOW \$57,995** SAVE \$24,367 (888) 819-7952 Longmont, CO STK# KC111625



NEW 2012 Keystone MONTANA 3625RE WAS \$82,135 **NOW \$59,995** SAVE \$22,140 (888) 461-1123 Asheville, NC STK# ASH22494



NEW 2012 Dutchmen VOLTAGE 3900 WAS \$101,467 **NOW \$67,546** SAVE \$33,921 (888) 242-0293 Madison, WI STK# MAD16009

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USED TRAVEL TRAILER TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1990 Kit Mfg. Co. COMPANION CALLAY 24	MER18630	\$8,695	\$6,995	(888) 254-9145
2007 Starcraft STARCRAFT 1900DBS	LAC21905	\$10,995	\$8,995	(888) 378-1058
2006 Skamper KODIAK 24RB	WGA22983	\$12,995	\$10,975	(888) 681-4635
2006 Ameri-Camp AMERI-CAMP LITE 22FD	KC5CG1074A	\$12,995	\$10,995	(866) 415-9726
2005 Keystone ZEPPELIN ZII 241	CLE22680	\$13,995	\$11,495	(866) 996-3140
2007 Ameri-Camp AMERI-CAMP 326T LE SERIES	CLE18947	\$16,995	\$12,495	(866) 996-3140
2006 Jayco FLIGHT 25RKS	HIL40061	\$16,950	\$13,950	(888) 859-6653
2007 Dutchmen AEROLITE M-26RKSL	KS81088	\$17,856	\$13,995	(888) 454-1707
2005 Jayco EAGLE 278FBS	POR39414	\$19,950	\$14,988	(888) 850-5575
2007 Sunnybrook SUNSET CREEK 269BH	LAK8692	\$19,999	\$15,295	(877) 554-3516
2010 Dutchmen ZOOM 723QBS	LC15930C	\$21,560	\$15,995	(888) 905-0490
2009 Gulf Stream KINGSPOUT 250RKS	FLG19381	\$22,995	\$16,995	(877) 371-2412
2009 Sunset Trail SUNSET TRAIL 24BH	SRV20272	\$21,690	\$17,995	(866) 610-5049
2009 K-Z SPREE 289KS	DCW8418A	\$23,800	\$19,899	(888) 474-1330
2007 Keystone LAREDO 26RK	SYU69590	\$26,877	\$19,999	(888) 672-5049
2007 Keystone COPPER CANYON 3121SLS	CHU68788	\$28,995	\$21,995	(888) 682-3036
2011 Pacific Coachworks TANGO 256RKS	FRV10435	\$27,995	\$21,995	(888) 568-2177
2007 Jayco EAGLE 288 RLS	HIL39228	\$28,000	\$22,950	(888) 859-6653

USED FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1997 Jayco DESIGNER 32RLS	KC5CG1065A	\$14,995	\$11,495	(866) 415-9726
2004 Keystone COUGAR 291BH	GR126645	\$19,985	\$15,995	(888) 484-3906
2007 Forest River WILDCAT 29RLBS	OCA19191	\$19,995	\$16,888	(877) 774-0328
2004 Keystone MONTANA 3685FL	CLE18963	\$23,995	\$19,995	(866) 996-3140
2006 Keystone CHALLENGER 34TBH	CLE18959	\$29,899	\$21,995	(866) 996-3140
2006 Sunnybrook MOBILE SCOUT 31BWFS	AVO14593	\$29,888	\$22,888	(888) 348-5909
2004 Glendale TITANIUM 33E38TS	WGA22990	\$27,895	\$23,500	(888) 681-4635
2005 Glendale TITANIUM 2934TS	OCA19198	\$27,995	\$23,888	(877) 774-0328
2004 Forest River CEDAR CREEK 34RLBS	SRV19145	\$30,690	\$24,995	(866) 610-5049
2003 Forest River CEDAR CREEK 36RLTS	DCW7885B	\$29,995	\$24,995	(888) 474-1330
2008 Keystone LAREDO 30BH	MER19491	\$31,995	\$26,858	(888) 254-9145
2007 Keystone MOUNTAINEER 342PHT	CFX4266	\$32,995	\$27,998	(888) 457-4801
2007 Fleetwood ADVANTAGE M-345BHTS	AVO14590	\$36,990	\$29,998	(888) 348-5909
2008 Heartland BIG HORN 3055RL	ARV15517A	\$41,337	\$31,988	(888) 696-2801
2007 Heartland LANDMARK SHENANDOAH	AVO13837	\$42,988	\$32,898	(888) 348-5909
2007 Fleetwood GEARBOX	FTM13974A	\$42,792	\$32,995	(888) 625-5187
2008 Coachmen CHAPARRAL 331RLTS	CHU70644	\$48,897	\$35,995	(888) 682-3036
2009 Keystone RAPTOR 3602RL	CFX3844	\$53,999	\$39,998	(888) 457-4801
2008 Keystone MONTANA 3295	SYU70404	\$53,779	\$39,999	(888) 672-5049
2009 Keystone MONTANA 2980RL	LAK8710	\$53,053	\$42,789	(877) 554-3516
2008 Heartland BIG HORN 3670RL	MES13519	\$59,875	\$44,811	(888) 542-3819
2009 Forest River SHOCKWAVE 40QSSP	STA126187	\$57,995	\$46,780	(866) 673-0250

NEW TRAVEL TRAILER TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Jayco JAY FLIGHT SWIFT SLX 145RB	KC511715	\$12,701	\$10,495	(866) 415-9726
2011 Starcraft AR-ONE 14RB	SAC16356	\$12,927	\$10,950	(888) 480-3175
2012 Starcraft AR-ONE 16BH	MES16237	\$14,128	\$11,898	(888) 542-3819
2011 Coleman COLEMAN CTS198DB	SYU70062	\$18,338	\$13,979	(888) 672-5049
2012 Forest River GREY WOLF 19RR	HL6093	\$21,093	\$15,988	(888) 386-5187
2012 Dutchmen ASPEN TRAIL 1700DB	FLG17171	\$21,421	\$17,495	(877) 371-2412
2011 Keystone SPRINTER 264BHS	JAC38493	\$26,495	\$19,995	(866) 648-5288

NEW TRAVEL TRAILER TOWABLES (CONT'D)

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Jayco JAY FLIGHT 28BHS	KC111848	\$25,986	\$19,995	(888) 819-7952
2012 Dutchmen DUTCHMEN 265BHS	DOT39261	\$25,290	\$19,995	(888) 450-7060
2012 Dutchmen ASPEN TRAIL 2710BH	FLG17170	\$23,928	\$19,995	(877) 371-2412
2011 Coleman COLEMAN CTS264RL	DCW8513	\$26,419	\$19,997	(888) 474-1330
2011 Keystone BULLET 200EXP	KY37365	\$28,508	\$21,857	(888) 641-0925
2012 Forest River WOLF PACK 27DFWP	HL6095	\$28,565	\$21,988	(888) 386-5187
2011 CrossRoads SLINGSHOT 29BH	CFX4011	\$29,299	\$21,998	(888) 457-4801
2011 Keystone SPRINTER 255RKS	GR125063	\$29,540	\$22,449	(888) 484-3906
2011 Forest River THOROUGHbred 827VRB	OCA19106	\$29,329	\$22,888	(877) 774-0328
2011 Keystone SPRINTER 277RLS	CBH15346	\$31,955	\$23,995	(866) 820-0335
2012 Coleman COLEMAN CTS264RL	FLG15982	\$28,667	\$23,995	(877) 371-2412
2011 Jayco JAY FLIGHT G2 33RLDS	TUC16411	\$36,034	\$27,001	(888) 315-7967
2011 Keystone SPRINTER 264BHS	SLV21517	\$33,913	\$27,995	(877) 834-0429
2012 Keystone PASSPORT 2650BH	SLV22064	\$34,167	\$28,483	(877) 834-0429
2011 Keystone OUTBACK 260FL	ABRV37174	\$36,254	\$28,674	(888) 614-5201
2012 Heartland PROWLER 32PBHS	DOT40980	\$36,407	\$28,989	(888) 450-7060
2011 Dutchmen RUBICON 2100	MES13769	\$35,332	\$28,995	(888) 542-3819
2012 CrossRoads SUNSET TRAIL 29SS	SW10024	\$39,086	\$29,900	(888) 844-1758
2012 Keystone SPRINTER 310KBS	GRV507468	\$35,407	\$29,999	(888) 471-3546
2012 Keystone OUTBACK 279RB	COL21660	\$36,668	\$30,195	(888) 848-7312
2011 Keystone HORNET RETREAT 39RLSS	RD38634	\$43,289	\$33,995	(888) 475-5918
2011 Jayco OCTANE ZX T26Y	TUC13939	\$52,027	\$39,872	(888) 315-7967
2011 Jayco OCTANE ZX T29A	TUC13938	\$52,509	\$41,801	(888) 315-7967

NEW FIFTH WHEEL TOWABLES

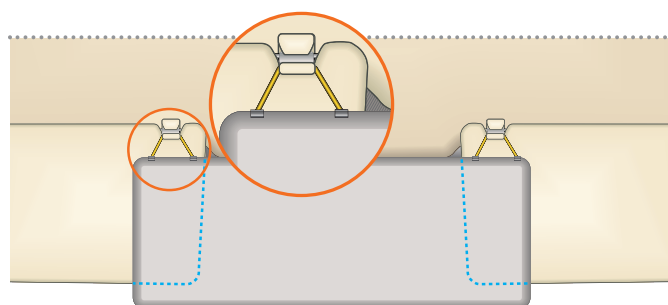
YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2011 Coleman COLEMAN CTF267BH	WDS15684	\$34,185	\$26,688	(888) 815-7523
2012 Coleman COLEMAN CTF259RE	KAT9770	\$35,977	\$26,900	(888) 668-6715
2012 Keystone SPRINTER 270FWRET	WDS16786	\$35,795	\$26,998	(888) 815-7523
2012 Keystone COUGAR 27SAB	HL5938	\$35,087	\$27,988	(888) 386-5187
2011 Coleman COLEMAN CTF267BH	STA125333	\$37,898	\$27,995	(866) 673-0250
2012 Coleman COLEMAN CTF267BH	LAC21669	\$36,470	\$27,995	(888) 378-1059
2011 Keystone COUGAR 278RKS	ABRV37214	\$38,632	\$29,867	(888) 614-5201
2012 Keystone SYDNEY 275FBH	SAV15609	\$36,989	\$29,940	(888) 696-2165
2012 Coleman COLEMAN CTF259RE	SAV17016	\$38,227	\$29,960	(888) 696-2165
2012 Keystone COUGAR 246RLSHE	CFX4409	\$36,788	\$29,998	(888) 457-4801
2012 Dutchmen DENALI 280LBS	TAL39380	\$40,393	\$33,393	(888) 902-8565
2011 Coleman COLEMAN CTF267BH	AMRV22012	\$42,122	\$33,698	(888) 331-1595
2012 Keystone COUGAR 291RLSHE	HL6024	\$45,388	\$33,988	(888) 386-5187
2012 Coleman COLEMAN CTF267BH	LVN40038	\$42,273	\$34,995	(877) 289-0812
2012 Keystone SYDNEY 325FRE	ORV16832	\$49,850	\$37,995	(888) 617-5406
2012 CrossRoads CRUISER PATRIOT 305SK	SW10059	\$52,968	\$38,900	(888) 844-1758
2011 Starcraft LEXION S-LITE 315BSSA	LVN40266	\$53,530	\$39,995	(877) 289-0812
2011 Keystone MOUNTAINEER 324RLQ	KS8756	\$57,674	\$46,995	(888) 454-1707
2012 Dutchmen KOMFORT 3130FRL	SW10078	\$59,555	\$47,900	(888) 844-1758
2012 Keystone MOUNTAINEER 290RLT	LIT16334	\$59,837	\$49,777	(888) 727-2952
2011 Starcraft LEXION 355RESA	ROA12132	\$61,597	\$49,995	(866) 775-0682
2012 Keystone MOUNTAINEER 324RLQ	LIT16335	\$64,269	\$54,777	(888) 727-2952
2012 Keystone MONTANA 3150RL	SAV15984	\$72,348	\$54,995	(888) 696-2165
2012 Jayco PINNACLE 36REQS	KC511751	\$71,784	\$54,995	(866) 415-9726
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Fool the Kid

I have a child who likes to pull drawers open. I fixed the problem by mounting hook-and-loop fasteners to the backside of each drawer face and the front of the cabinet. To install, simply apply a section of hook-and-loop tape (with adhesive backing) to the inside of the drawer face, leaving the opposite portion of the material attached. Peel off the protective paper from the exposed sections of hook-and-loop material and close the drawer. This will give you the proper position for the matching hook-and-loop tape. Now the drawers open with a heavier pull, foiling the kid's access attempts. Side benefit: The drawers stay secure on rough roads.

Richard E. Rice, Port Huron, Mich.



Sun Visor Extension

If you're plagued by glaring sun that comes through the part of the windshield that is not covered by the sun visors, you can block it out for less than a dollar's worth of materials and a little time. Measure between the two inside hooks that hold the sun visors in place. Cut material dense enough to block out the sun's rays and long enough to overlap both hooks (match the color to the interior of the vehicle). The width should be approximately that of the sun visors. Using string "hooks," the new center visor can be hung in place after removing the vehicle's visors from their hooks; the visors can then be re-hooked, leaving the material in place. When not in use, you can roll it up and secure it with a piece of hook-and-loop material, or remove it and store it in the glove box.

Richard Pearce, Salt Lake City, Utah

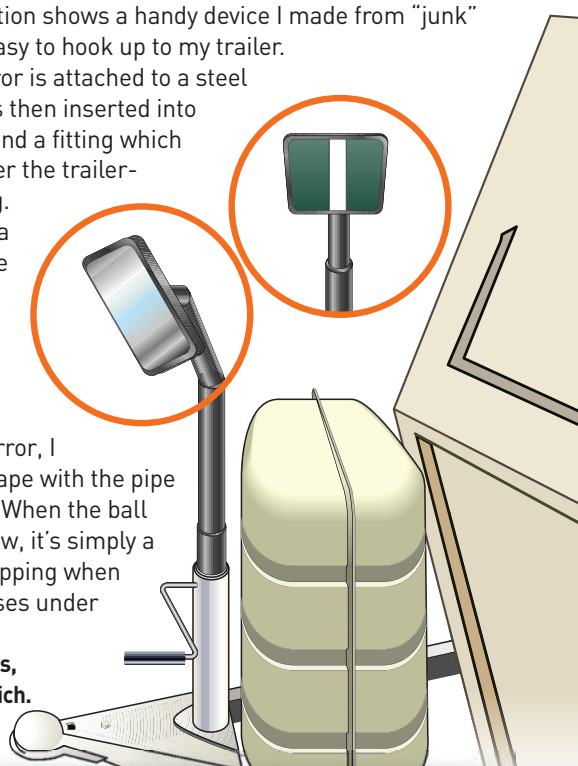
Hook Up with Ease

This illustration shows a handy device I made from "junk" to make it easy to hook up to my trailer.

The mirror is attached to a steel rod, which is then inserted into PVC pipes, and a fitting which will slide over the trailer-jack housing.

I placed a strip of white tape on the top-center of the tailgate. Using the inside rearview mirror, I line up the tape with the pipe as I back in. When the ball comes in view, it's simply a matter of stopping when the ball passes under the coupler.

Loren Roberts, Gladstone, Mich.



QUICK TIP

Set a Screen

Sometimes my trailer's water hoses get dirty, collecting sediment and particles of who knows what. I eliminated this problem by buying and installing cone-shaped screen washers in the end of each hose. They trap a lot of unwanted "stuff" before it gets to your RV. They are available anywhere garden hoses are sold. **Edward Hess, Yuma, Ariz.**

Send your tips to: 10-Minute Tech, 3300 Fernbrook Lane N, Suite 200, Minneapolis, MN 55447 or 10minutetech@trailerlife.com. Please include an illustration or photo.

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A Boat Out of Water

Visiting the Vesterheim Norwegian-American Museum in an unlikely place



Two brothers left Norway for America in 1933 sailing a home-built wooden boat. Four months later, having made a few stops, they entered the New York Harbor. Their craft, the *TradeWind*, was only 25-feet long; the average RV has more room in it.

The *TradeWind* was later lifted onto a ship and carried up the Great Lakes to Milwaukee, Wis. where it was put back in its element. This time its hull splashed in the freshwater of Lake Michigan. Again under sail, the boat headed for Chicago. When the brothers arrived, a tumultuous crowd welcomed them to the 1933-1934 World's Fair. That was three-quarters of a century ago.

That boat is now in Iowa – probably the last place I would expect to discover it. Landlocked in mid-America, Iowa is as related to the Atlantic Ocean, which the *TradeWind* miraculously crossed, as it is the Sonoran Desert. Obviously, a connection with the ocean has nothing to do with the boat being in Iowa. It has everything to do with the brothers and their Scandinavian homeland.

In the 19th century, Norwegian immigrants called this northeast corner of Iowa their “vesterheim,” meaning their western home. They were pioneers and among the first Europeans to settle in Decorah, Iowa. Today, the Vesterheim Norwegian-American Museum is the most comprehensive museum in the United States dedicated to a single immigrant group. The *TradeWind* is on display here, in a room that's three-stories high to accommodate its mast.

The area around Decorah is unlike most of Iowa that's farmland and flat as an ice rink. Indeed, corn is king in the Hawkeye State, with livestock well represented in the king's court. Iowa's total receipts from farming are the second highest among the states in our country.

Like its close neighbor Wisconsin, the dairy industry influences much of what goes on around Decorah. But it's the Upper Iowa River, the rolling, tree-covered terrain and the surrounding limestone bluffs that have a more obvious impact on life here in Winneshiek County. This is where many Iowa RVers, fishermen, campers, and canoe enthusiasts come. And for many residents, it's why they live here.

Betty and Denny Nuese are from Middletown, Iowa, north-east of Des Moines. We met at the Pulpit Rock Campground on the western edge of town. They have been coming here for



Top: The *TradeWind* now sets sail in the Vesterheim Norwegian-American Museum in Decorah, Iowa. **Bottom:** The woodlands and shallow creeks of the Twin Springs region are more akin to southern Minnesota than Iowa.

14 years. Denny asked if I wanted to see the Twin Springs. Since I had just toured Twin Springs Park and driven Twin Springs Road, I guess it was time to see the springs.

Patsy Meighen, from Preston, Minn., was with us as we walked through the woods along narrow paths and over footbridges. We agreed with Patsy that this was more like southern Minnesota than Iowa.

“The river is shallow and moves right along, great for tubing, rafting, kayaking, canoeing,” Denny said. “When our kids are here, we rent canoes. It's not deep, so not good for motorboats. So there can be lots of people on the river having fun, but no noisy engines or boat wakes to contend with.”

“Decorah's a pretty town,” Denny continued. “A bad economy does not seem to affect it. Luther College is here and that helps.”

The busiest business in town has become a landmark just by being busy, I guess. It's The Whippy Dip, down by the river — the old-fashioned Dairy-Queen kind of place. It seems there's always a line at the window, mostly families, lots of kids anyway. I think that says good things about town, don't you?”

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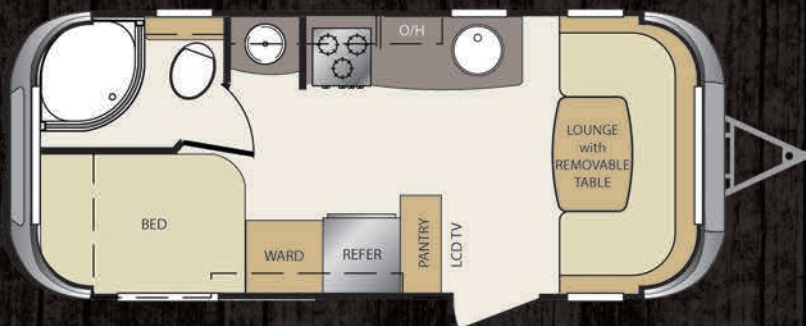


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