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NOVEMBER 2012

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From roads high to roads low, Chevy Runs Deep



Chevrolet, Circle 116 on Reader Service Card



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👉 The White Hawk line of travel trailers from Jayco are a fit for families or anyone wanting more space.

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Publisher Bob Livingston
Editor-in-Chief Stuart Bourdon
Managing Editor Tom Kaiser
Associate Editor Amanda Lepinski
Senior Art Director Rick Damien
Production Manager Angela Schmiege
Production Coordinator Andrea Schneider
Sales Administrator Katey Purgatorio

Consulting Editors Wes Caughlan, Ken Freund, Jeff Johnston
Contributors Jim Allen, Chuck Campbell, Brad Clayton, Len Cousineau, Bill Graves, Jason Johnson, Alan Rider, Gary Wescott

Vice President National Sales Terry Thompson
Tel 206-283-9545 Fax 206-283-9571

RV Marketplace Sue Seiditz
10556 Comble Road #6443 Auburn, CA 95602
Tel 530-268-3005 Fax 530-653-2090
sseiditz@goodsamfamily.com

Classifieds Kathy Schurman
3300 Fernbrook Ln N Suite 200, Minneapolis, MN 55447
Tel 763-383-4437 Fax 763-383-4499
kathy.schurman@goodsamfamily.com

Tacy Hendershot-Sargent (Southeast Region)
1010 SW Lighthouse Drive, Palm City, FL 34990
Tel 772-288-0387 Fax 772-288-0065

Lou Cicirelli (Northeast Region)
1400 NW 108th Avenue, #266, Plantation, FL 33322
Tel 954-297-9234

Scott Oakes, John Marciano (Western Region)
1818 Westlake Avenue, N. #420
Seattle, WA 98109
Tel 206-283-9545 Fax 206-283-9571

Crompton Holdings Scott Crompton (Detroit, MI)
2031 Kings Highway, Shreveport, LA 71103
Tel 334-546-7243 Fax 334-356-7740
scottcrompton@mac.com

Chairman Emeritus Art Rouse
Publisher Emeritus Bill Estes

Production Specialist Cherri Perschmann, **Digital Advertising and Marketing Manager** Jeffrey Larson, **Senior Marketing Manager** Kathryn Knudson, **Administrative Assistant-Audience Development** Molly Sullivan, **Digital Media Content Editor** Mike Davin, **Digital Media Manager** Chris Soash, **Digital Marketing Specialist** Kathryn Benson, **Digital Editor** Nicholas Upton, **Associate Editor** Chris Gerber



President Marcus Lemonis

Senior Vice President/Group Publisher Bob Livingston

Senior Vice President/Production Barb Hammer

Vice President/Advertising Sales Terry Thompson

Vice President/Audience Development Jill Anderson

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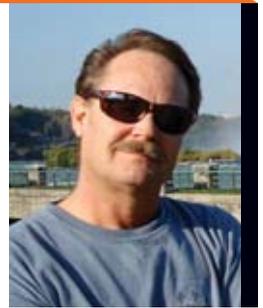
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Something for Everyone

Seize the Off-Season

We are already deep into the season in which many RVers head toward warmer climates. They may be full-timers, living in their rigs year-round or snowbirds that just like to flock to the southern states from their homes in the north for an extended stay. Even weekenders and frequent RV vacationers tend to steer south, or not go far from home, when the mercury drops below a certain point and the calendar goes past a certain page. But there are always the intrepid explorers who brave the elements, too.

Whichever type of RVer you may happen to be, we have something for you in this issue of *Trailer Life*.

If you're looking for cool places to relax in natural hot water, then you should check out Associate Editor Amanda Lepinski's tour of hot springs and spa resorts that cater to RV travelers. In addition to the healing and soothing warm mineral waters that these places are famous for, many feature a host of other spa services, some offer golf courses and fitness facilities, and all either have their own campgrounds, or are near campgrounds with a variety of accommodations.

Shopping for a live-in rig? Scan Managing Editor Tom Kaiser's roundup of free-wheeling homes on the road for full-timers. There are a dozen examples of fifth-wheels and roomy travel trailers that might be just what you're looking for to help take that next big step. These rigs typically carry high-end offerings in the way of residential-quality furniture and appliances, offer superior construction for extended durability, and are designed for comfort on a day-to-day basis.

Enjoy getting out and bracing yourself against the cold to enjoy the outdoors during winter? We included some tips from contributing author Brad Clayton on how to dress up your rig in case it didn't come with a "winter coat" from the factory. Clayton demonstrates how to use simple supplies found in hardware stores or RV parts retailers to upgrade and further insulate your rig to give it better cold-weather protection and livability.

Aside from these three primary feature stories, we'll take you along the fascinating Black Bear Byway through Florida's wild backcountry (a side of the Sunshine State you probably didn't know existed) as part of the *Trailer Life* Scenic Route Series; give you the inside story on transmission filter technology and why treating your transmission like your best friend is a good idea; walk you through a set of electrical-system upgrades that could help you start any engine — first-time, every-time — and offer a peek into a redesigned and affordable family-oriented travel trailer that's about to hit market.

— Stuart Bourdon, editor-in-chief

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Online

Watch for regular Scenic Route Series companion blog updates on www.trailerlife.com as contributing author Alan Rider discovers America's Scenic Byways on the road in an RV.





Unhappy Campers

We were on the last leg of our trip home when we arrived at our next destination in Santa Fe, N.M., the Trailer Ranch RV Resort. Beware of this [and other] park's so-called escort and/or guide for your RV that leads you into your designated spot because it is their policy due to their insurance.

Lesson learned: Never allow the escort/guide to give the designated driver of your RV directions into a spot unless your significant other is with you and your travel trailer at the same time to verify that everything is clear and safe for your RV to be placed into the spot. Listen to your significant other as well.

Why? No matter whether it is the resort(s)/park(s) policy, if there is damage to your rig due to its employee or owner who guides you into the spot, its insurance company will claim not to have any liability and will not help with the expense of repair whatsoever because you were the driver. Of all the years that we have been traveling with our trailer, this has never ever happened to us before.

The park policy and insurance policy is to protect the park only. Don't let this happen to you!

**Sheri and Ken Mandell,
Dammeron Valley, Utah**

No More Stiff Necks!

I would like to take all the RV industry engineers and sit them down facing one wall and watch a TV that is on a sidewall. Have you ever tried this? After about 30 minutes I have a stiff neck and I would bet I have a number of other RV owners out there that would agree with me. Try it; I don't think you will like it.

Bud Allen, Fredericktown, Mo.

Great Sam Club

One of your RV parks, Canyon Trails RV Park (1200 Industrial Road, Boulder City, Nev.), deserves to be recognized for going beyond the norm and giving Good Sam another gold star for RV help.

Old St. Augustine

In reference to August issue's "America's Outback," Florida's St. Augustine is and always was a city from the time it was founded. Jamestown was always a settlement, never a city. Furthermore, it no longer exists as a settlement, let alone a city as St. Augustine and Santa Fe do. While on the subject of my favorite Florida destination, why not visit in 2014, its 400th anniversary? For RV camping, try North Beach Camp Resort, on A1A north of St. Augustine. It's a little bit of old Florida. Sites are sandy, set in live oak and palmetto, with the Intracoastal Waterway on one side and the ocean on the other. We have loved it for many years — both the city and the North Beach Camp Resort.

- **Sue and Don Pierce, Brewer, Maine**



AMERICA'S OLDEST PLACES

» Yes, Sue and Don, Jamestown, Va., is and remains the first permanent settlement in the U.S., while St. Augustine, Fla., is a city founded in 1565, making it America's oldest continually occupied city. You're also correct about the recreation possibilities near St. Augustine. We recommend checking out the Ocala National Forest (page 20) and its many RV campgrounds. The Faver-Dykes State Park is also a short drive, just south of town off US Highway 1. It has many full-facility campsites and many activities and amenities to enhance your stay.

We were on a trip from Washington State to Oregon, Idaho, Utah, Arizona, Nevada, California and then home through Oregon. After we set out in our fifth-wheel, its air conditioner broke. Because it was under warranty, we decided to wait until we got home to have it repaired.

We managed okay until we got to Boulder City, Nev., on May 14. We wanted to stay three nights, but only stayed two due to the heat. We then visited Las Vegas and it was 113 degrees — 100 degrees by 11 a.m.

The campground knew our air conditioner was broken, so they opened up their TV lounge/kitchen facility to us. They let us stay in the air-conditioned rec room all night and loaned us a giant box fan. They just told us to draw the drapes and lock the door as we left.

I did not expect such courteous and accommodating service from the owners of this RV park. We've never been here, but I can guarantee you that if I ever go back to visit that area

I'll be staying there.

We've been Good Sam members since 1997 and have never enjoyed or appreciated RV park owners like this. We were even reimbursed for our third night, as we decided to move on early.

We will remember this trip for a long time. After we got home the air conditioner was replaced with a new one. The factory had failed to fill it with refrigerant.

Doug & Dee Moser, Benton City, Wash. 📧

f FACEBOOK POLL

How would you rate your RV DIY skills?

49% Intermediate: I leave the tough stuff to the pros

30% Gearhead: I try to do everything myself

16% Novice: Always interested in learning more

5% No way!: Turning a wrench is no vacation for me

TALK TO US!

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PHOTOS COURTESY: HAROLD BAILEY, ROOSEVELT CAMPOBELLO INTERNATIONAL PARK

International Delight

Bordering Two Countries, Campobello Island Mixes History with Industry

First appearing on a European map in about 1607, Campobello Island has since achieved abundant history as well as boasting more than 100,000 annual visitors. Campobello Island, located in New Brunswick, Canada, is just off shore from the eastern-most city in the United States, Lubec, Maine. The island's beginnings were sustained by the fishing industry, which continues to be the primary trade of the island today.

Fishing wasn't always the draw to Campobello Island. The 1880s brought leisure time to many industrial socialites from New York City, Boston, Philadelphia, Montreal and Ottawa to Campobello Island for summer vacations. In fact, Franklin D. Roosevelt first

visited the island with his family in 1883 when he was just one year old. Roosevelt's father, James, bought land on Campobello Island and had a summer home built; many other families followed suit. And though the leisure industry created jobs for those working in construction and food production, fishing continued to flourish, keeping the island's economy afloat.

Throughout the first half of the 20th century, the Campobello Island resort and leisure business changed ownership and popularity. And in 1959, a gift of land from the original summer colonists was used to establish Herring Cove Provincial Park, a 1,049-acre area of Campobello Island. Today, Herring Cove

Provincial Park is home to 88 campsites (40 with electrical hookups), six hiking trails of various lengths, a nine-hole golf course, pro shop and restaurant. The island also has a variety of land and sea wildlife sure to impress any visitor. For a unique experience, stroll along the one-mile beachfront and see cliffs, rich bog and sea urchin, or watch for bald eagles, osprey and beavers when hitting the nearby trails.

Roosevelt Campobello International Park shares the island with Herring Cove Provincial Park, encompassing more than 2,800 acres of forest, bog and seashore. Established in 1964, Roosevelt Campobello International Park was founded as a memorial to

President Roosevelt and a symbol of the close relationship between the United States and Canada. Flower gardens, trails, vistas and four lighthouses highlight the scenery at the park. Visitors can also tour the 34-room Roosevelt summer home with a guided tour. Guides explain life as it was for the Roosevelts and give insight into the home's construction and design. The park is open daily and offers a complimentary guided exhibit called "Tea with Eleanor," detailing Eleanor's life on Campobello Island as well as complimentary tea and cookies to guests; 506-752-2922, www.nps.gov/roca; 506-752-7010, www.campobello.com.

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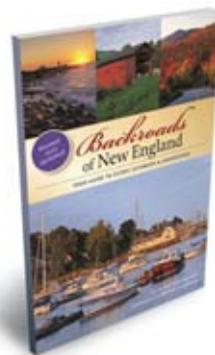




Third 2012 Good Sam Rally Hits Daytona Beach

After two successful rallies in 2012, Good Sam is set to host its third rally on November 2-4, at Daytona International Speedway in Daytona Beach, Fla. Good Sam Rallies, presented by Dish, always include top-notch entertainment and the Daytona event will be a blockbuster. It includes live entertainment by the "Queen of Country" Reba McEntire, and hot new pop star Katherine McPhee. All Good Sam Rallies also

include popular attractions such as more than 120 seminars lead by RV industry experts and leaders, a rally dog show and the Vintage RV Village, courtesy of the RV/MH Hall of Fame based Elkhart, Ind., where rally-goers can see how the RV lifestyle has transformed itself, our country and our lifestyles over the past 100 years. Vendors and optional tours will also be available; 877-749-7122, www.therally.com.



Road Reads

Explore 30 New England scenic treasures spread throughout Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont. "Backroads of New England," by Kim Knox Beckius and William H. John, is a detailed guide to these East Coast destinations while driving through the roads less traveled. Each chapter describes the route, provides photos of tourist and historical attractions as well as recommendations to discover and capture the best scenery; MSRP \$22.99, www.amazon.com.

NEWSWIRE

ACHIEVEMENT



RV/MH Hall of Fame Reaches Goal Early

The Elkhart, Ind.-based RV/MH Hall of Fame reached its \$100,000 fundraising goal one month before the August 31 deadline. RV/MH Hall of Fame President Darryl Searer said, "I am overwhelmed by the generosity of all those individuals and companies who contributed and helped us achieve this success," proving that people and companies want the Hall to succeed and prosper; 800-378-8694, www.rvmhhalloffame.org.

PARKS



California Parks Saved by Discovered Funds

In August, Calif. Governor, Jerry Brown, announced that \$54 million of state park funding was found and will be distributed to California parks for repairs, upgrades and matching donor contributions. Stressing the mistake was a fluke, Brown assures donors and state residents that funding will keep more parks open with maintenance updates and that the mishap will not be repeated; 800-777-0369, www.parks.ca.gov.

RV SPOTLIGHT



Komfort 2410RK is a Consumers Digest Best Buy

The May/June 2012 issue of *Consumers Digest* named the Komfort 2410RK travel trailer by Dutchmen Manufacturing a Best Buy travel trailer due to a combination of product features, performance, price and ease of towing. The Best Buy title is awarded to less than 3 percent of the products competing in any category. Komfort models are designed for camping in most types of weather; 574-537-0600, www.dutchmen.com.



A Different Kind of Park

The ND Indoor RV Park is a North Dakota-based facility that accommodates up to 240 RVs spread among 10 insulated buildings. Each building includes eight bays with three RV pads per bay, three overhead doors and two service-entry doors. In addition, each building has carbon monoxide and smoke detectors, climate control and air exchanger ventilation. Full hookups are available for each RV pad and the utilities are included in the monthly rent. The ND Indoor RV Park also has a common building with an outdoor patio and grilling area, laundry service, vending machines, public restrooms, management office and on-site manager apartments. Leases are offered in six- or 12-month increments. Call ahead to inquire about restrictions on size and type of RV, and for more information; 701-293-7909, www.ndindoorryvpark.com.



White Hawk is Red Hot

With an average gross vehicle weight rating (GVWR) of about 7,000 pounds, the 2013 White Hawk line of travel trailers from Jayco offers a relatively easy tow. Despite the small load, families can rest easy as White Hawks sleep up to 10 people and have an interior height of 78 inches, while 36-inch

slideouts offer the extra space needed to ensure a comfortable trip, no matter your family size. MaxView windows (60 inches on standard dinette floorplans, 70 inches on U-shaped dinettes) offer expansive views wherever your travels take you. The White Hawk comes with standard features such

as a 13,500-Btu air conditioner, dual 20-pound propane bottles with ABS cover, stabilizer jacks with (4) sand pads, and Chill N' Store outside baggage compartment with a 1.7 cubic feet exterior refrigerator. The base MSRP begins at \$24,893. Jayco, 574-825-5861, www.jayco.com.



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NuWa, Circle 104 on Reader Service Card

Successful Complaint Resolution

From some of the mail we receive regarding cases that have been published in this column, it appears there are sometimes misconceptions about our purpose and objectives and just what we can actually do for our readership.

First of all, our ultimate goal is to bring both parties (the consumer and the company) together in an effort to voluntarily and equitably resolve their differences. There is no attempt to assign blame or to blemish someone's good name; rather, it is our intention to provide a forum for both sides to be heard.

If a complainant has already retained legal counsel or has filed suit in court, we will not take action. In these instances, the reader has already gone far beyond anything that our influence might accomplish. Furthermore, we do not believe it is ethical on our part to become involved in a dispute when someone is enjoined in litigation.

After a reader complaint is received, we attach a cover letter stating the above philosophy and requesting that company or entity, which is the focus of the complaint to take one more look at our reader's situation, in the interest of fairness.

In many instances, the company will grant a complainant's request for reasons of goodwill alone. It is not that anyone is legally bound to do so, but rather company management may elect to do it to build and maintain good public relations with our readership.

We research cases that will be used for publication to a greater degree than those that will not. Some letters speak for themselves; others require additional investigation on our part for clarification.

After 60 days, if we have not heard back from the company or entity, we will send a reminder letter regarding the case. Most companies respond, even if the outcome is negative.

Cases chosen for publication are selected on the basis of a flexible criteria. Most contain issues we believe will be instructive and interesting to our readers.

All letters we receive are considered for publication. Those chosen for the column are also condensed and edited for brevity. Great pains are taken to ensure that the essence of the complaint is accurately portrayed.

For those who wish to write to us a letter of complaint about a dispute or a disagreement within the realm of RVing, the following suggestions may further ensure the best review and understanding of your situation. It should also speed up or improve your chance of a resolution.

The most important element in the process is a well-written letter, which should spell out your issue(s) in simple terms and include what you would consider a fair resolution. The tone of your complaint can also be crucial, as many resolutions from the business world are made on a goodwill basis. If you are hoping for something of this nature, it is prudent to curb the invective and state your case simply.

Complaint letters must be typed, should only include points that are relevant to your case and be no more than two pages in length. Include your name, address and phone number.

Indicate the date, location, name and phone number of the business establishment or concern with whom you have the disagreement. Succinctly detail what went wrong, with whom you tried to resolve the issue and what you want done to correct the problem. Reasonable and realistic expectations should prevail here. Do not include laundry lists of everything that ever went wrong with your RV, and please refrain as much as possible from editorializing about your travel itinerary, unless it relates directly to your complaint.

Finally, we'd appreciate a follow-up letter from you, if you receive a positive resolution from a company and it looks like RV Action Line was not notified. This way, we can give credit where credit is due, involving a situation that may be of interest to all of our readers.

If you have a case for RV Action Line, send letters to Trailer Life RV Action Line, 3300 Fernbrook Lane N #200, Minneapolis, MN 55447, or you can contact us by email at RVActionLine@trailerlife.com. Include copies (do not send originals) of any relevant bills and correspondence, as well as a self-addressed, stamped envelope. - *The Editors*

Untimely Tire Disintegration

Reader Lang Hadley was having difficulty resolving a problem involving a dispute with Northwood Manufacturing over trailer tires that had disintegrated. Upon inspection, it seemed that the axles may have been part of the problem. RV Action Line's goal is to only serve as a third-party facilitator in promoting amicable resolutions, so a copy of this letter, with copies of all of Hadley's receipts and notes, and a request for resolution was sent to Northwood.

» In February of 2010 we took delivery of a new Nash fifth-wheel. During the first year we enjoyed several short trips. The trailer performed very well.

In September of 2011 we set off on a trip from Washington to Florida. During the course of the approximately 12,000 miles of the trip, we checked tire pressure/wear and did all of the necessary routine maintenance.

While driving on the interstate close to home, we discovered that one of the trailer tires had disintegrated, leaving only a narrow band of rubber

attached to the rim. Thankfully the trailer had double axles, and the remaining tires kept it up. Upon inspection, we saw that the very back of the remaining tires, on the innermost edge, were so soft that they could be depressed with a finger. We purchased four new tires.

When we returned home, feeling that such wear was not normal, we went to the dealer where we purchased the rig (Wilder RV in Port Angeles, Wash.) to ask how to fix whatever problem caused the tires **(continued on pg. 70)**



Keeping Cozy

Appropriate apparel for the impending cold season

With autumn in full swing and winter on the way, there's simply no reason to let the RVing fun stop. We talked about making trailer adjustments in this issue with the article, "Cold-Weather Trailer Prep" (page 50). But what about you? We've looked into some new, effective and stylish ways to keep your body warm and dry while you enjoy the cooler seasons of the year. Here are a few apparel offerings that bring either new technology or old-school know-how to protect you from the elements.

Topside coverage is essential as the body core is most important. Body core temperature and moisture regulation is key to comfort, health and safety; some of your significant pieces of apparel should be on your core.

Marmot offers its **Leadville** (\$160) softshell jacket made from windproof Gore Windstopper fabric that is lightweight and breathable, so it can deliver durable comfort and warmth in cold weather under any circumstances. Available for men and women, Leadville has a sleek look and features understated hand and chest pockets, breathable side panels, adjustable Velcro cuffs and an elastic draw cord hem; and it is constructed to allow full-arm-motion range. For those looking for a sporty look, **Columbia Sportswear** brings the buttery soft, four-way stretch women's

Roffe Ski Jacket (\$250) featuring performance aspects such as articulated elbows, waterproof breathability, fully seam-sealed exterior and a thermal reflective lining. Men looking for functional gear can check out **Columbia Sportswear's Triteca Softshell** (\$220) that delivers techy construction highlights such as breathable windproofing, thermal reflective lining, high wicking capability, armpit stretch panels and waterproof zippers.



Core Power

Body core temperature and moisture regulation is a safety measure everyone should keep in mind this winter.



◀ Marmot Leadville

▶ Columbia Sportswear Triteca Softshell

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- Mid America RV Show
- Minneapolis/ St. Paul RV,
 Vacation & Camping Show
- Richmond Camping RV Expo
- 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
- Virginia RV & Boat Show
- Summer Boat & RV Super Sale
- North Carolina Fall RV Show & Sale
- Big East Powersports Show
- Rocky Mountain Snowmobile Expo
- Fall Atlantic City RV Show
- St. Paul Ice Fishing & Winter Sports Show

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The **Chica Cool Long Sleeve Hoody** (\$75) from **ExOfficio** is made from a lightweight versatile fabric that wicks moisture, fights odor and keeps the sun's harmful UV rays off your skin, too. **L.L. Bean's Fitness Fleece Pullover** (\$29.95) is cut from soft, pill-resistant polyester fleece to keep you warm, and features a zippered chest pocket and locking rubber zipper pulls. **The Cool Weave Trail Shirt from L.L. Bean** (\$44.95) offers a textured weave allowing air to circulate, but the nylon seer-sucker wicks moisture, dries fast and shields your skin from the sun with built-in UPF 30 protection. Front pockets have hidden zips underneath for venting and storage.

Keeping the lower half warm and dry is important too. **L.L. Bean** offers the nylon **Timberledge Pants** (\$49.95), great for the rugged outdoors with a moisture-wicking treatment to keep your skin dry from sweat while hiking or working around the campground. These rugged pants have reinforced knees, a hidden key-keeper in the front pocket, Velcro-close rear pockets, and a removable web belt and buckle. **Mountain Khaki** (\$94.95) has designed and crafted the **Flannel-Lined Original Mountain Pant**, a version of its incredibly comfortable and durable cotton canvas pants,



▲ **Mountain Khaki Flannel-Lined Original Mountain Pant**

but with a flannel lining that will keep you warm outside while you're chopping wood, working on the rig, walking ... whatever your cold-weather pleasure is.

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So now that you and the rig are well covered for the cooler seasons coming, get out and enjoy these less traveled months instead of packing the trailer up and hiding it behind a fence until the spring thaw. ☺



◀ **Columbia Bugaboot Original Omni-Heat**

SOURCES

- Columbia Sportswear**
 800-265-7067, www.columbia.com
- ExOfficio**
 800-644-7303, www.exofficio.com
- L.L. Bean**
 800-441-5713, www.llbean.com
- Marmot**
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Mile-High Drive

A View From Every Turn

Travelers who prefer scenic vistas over amusement parks, and mom-and-pop shops to theme restaurants, or would rather hike through pines and hardwoods than a forest of slot machines would enjoy the Blue Ridge Parkway in North Carolina and Virginia. Meandering across the Appalachian Highlands for an incomparable 469 miles and altitudes spanning from 649 to 6,000 feet above sea level, the Blue Ridge Parkway delivers countless old-fashioned thrills travelers can discover flying over head or around nearly every scenic bend, along nature-bedecked trails and within crystal-clear streams.

Numerous overlooks along the route allow RVers the opportunity to safely enjoy the wonderful views at

their leisure. Most travelers will likely want to take pictures at particularly breathtaking overlooks, but enthusiastic photographers should bring plenty of memory cards, since the combination of historical buildings, wildlife, foliage and gorgeous terrain can create photographic nirvana.

One of the mistakes that park visitors sometimes make is not truly experiencing the outdoors, neglecting to walk the more than 100 trails leading from the Blue Ridge Parkway into the surrounding forests. Travelers need not be seasoned hikers to appreciate the region's natural wonders since some of the hikes along the Parkway are easy walks through beautiful landscapes. Ambitious hikers, of course, can bite off as much of the world-famous Appalachian Trail as

time permits.

Bird watchers will be able to spot many assorted species, since the Appalachian Mountains are the spine of the eastern flyway. Fans of wildflowers should visit in May while connoisseurs of rhododendron should drive the parkway in mid-June. Travelers can experience ranger-guided walks and listen to educational evening talks during the summer months. In many of the developed areas, demonstrations of mountain life and culture entertain visitors.

The Parkway's campgrounds are open beginning in April or May each year, though many of the attractions along the route are open year-round. 🗨️

Blue Ridge Parkway
828-298-0398, nps.gov/blri



DID YOU KNOW?

The 469-mile Blue Ridge Parkway travels through 29 counties and contributes two billion dollars each year in revenue to North Carolina and Virginia. It passes by many hiking, camping and interpretive sites. – *National Park Service*





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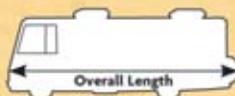


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The Scenic Route:

A WALK ON THE WILD SIDE

Explore Florida's forgotten wilderness on the Black Bear Scenic Byway

by Alan Rider

While piercing cries echoed from the surrounding swamp like a flashback from some black-and-white Tarzan movie, I dipped my paddle into the still, tea-colored waters of Alexander Springs Creek. Though the wild waterway my family and I are canoeing is only about one hour from Florida's world-famous beaches and amusement parks, it feels like we've been transported to another world.

As we mark the twentieth anniversary of the National Scenic Byways program (www.byways.org) with our Scenic Route series, I'll be the first to admit that my mental images of the Sunshine State run to waves breaking on white sand and smiling kids in Mouseketeer beanies. What I discovered in exploring the Black Bear Scenic Byway, however, was something completely different. Namely, I found a place where the phrase "Florida wilderness" is not the oxymoron I once imagined.

Hidden Treasures

Access to this little-known corner of Florida comes by the way of the 123-mile Black Bear Scenic Byway, which crosses the lonely pine scrub forests and hardwood swamps of the Ocala National Forest. The two main roads that make up the Byway, State Routes 40 and 19, bisect this landscape east to west and north to south respectively. Small side roads offer access to secluded springs, old-time river ferries and other hidden treasures along the way.

Before you visit, though, keep in mind that unlike other Scenic Byways offering spectacular views around every turn, the Black Bear can't be fully appreciated from the driver's seat. Dig a little deeper, however, and you'll discover a wild side of Florida that feels a lot more authentic than the state's high-profile tourist destinations.

Diving In

As we set out to explore the Byway, we decided to jump right into the deep end



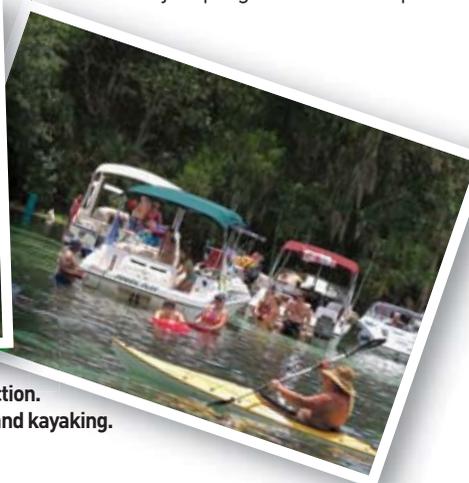
of the pool by visiting the natural springs that are the area's single largest and most unique attraction.

Born of the state's karst (dissolving layers) geology, the springs are the result of underground rivers that bubble to the surface forming blue old-fashioned swimming holes. In addition to the millions of gallons of crystal-clear water gushing forth at a refreshing 72 degrees year-round, the four main springs also make it possible to access the wilderness that lies beyond via canoe rentals and trails.

After casually splashing around in the more built-up pools at Juniper Springs, Silver Glen Springs and Salt Springs — each of which has its own distinctive charm — we headed south toward the most natural-looking of the Byway's major springs at Alexander Springs State Recreation Area. Just outside the roped-off swimming area we launched our rented canoe to paddle part of Alexander Creek, a slow-moving 10-mile stretch of water that leads from the springs through a wilderness area



Natural springs are the Byway's largest attraction. Visitors to the area enjoy swimming, boating and kayaking.





(Above) Juniper Springs' old-fashioned millhouse was built during the Great Depression. **(Right)** Cruising the St. Johns River with Capt. Ernie. **(Bottom right)** One of the more impressive inhabitants of Silver Springs Nature Park.

of hardwood swamp to the St. Johns River, one of the few rivers on the continent that flows northward.

Along the way we spotted a wide array of wildlife from large turtles basking on logs to noisy long-beaked limpkins — the source of those Tarzan-esque sound effects — wading among the hyacinths in search of an afternoon snack. While we also saw several small- to medium-sized alligators, we thankfully missed the 12-footer we were told liked to hang out near a bridge downstream. Unfortunately, we also struck out on seeing the black bear mother and cub we were told had been around here just days before.

Pioneer Days

While this area remains one of the wildest places in Florida, it's relatively tame compared to the landscape that greeted early settlers here. To get a

better idea of what those days were like for the hardy individuals, we stopped at Barberville's Pioneer Settlement for the Creative Arts.

This expansive open-air museum includes a broad collection of buildings and artifacts recreating the lifestyles of the men and women who settled here in the late 1800s. Highlights of this pioneer village include a relocated railroad depot, general store and church, as well as a rustic 1875 cabin.

For a look at the remains of one of these homesteads, we headed to the Yearling Trail located opposite the entrance to Silver Glen Springs.

Bumper Crop

When Teddy Roosevelt turned 600-plus square miles of sand pine scrub forest and hardwood swamp into the Ocala National Forest — the first national forest east of the Mississippi — this area

was widely regarded as "the land that nobody wanted." To try and understand that puzzling attitude, we headed to the small town of Astor for a two-hour river eco-cruise with St. Johns River Tours (866-349-0674, www.stjohnsrivertours.com).

While it may not be great for farming, this watery landscape produces a bumper crop of natural wonders. Motoring slowly along the St. Johns, Florida's longest river, and its tributaries, our captain pointed out alligators



FLORIDA'S BLACK BEAR SCENIC BYWAY

sunning themselves on the bank, supersized wildflowers and a host of birds including great blue herons, anhingas, ibis and even an osprey with a fresh-caught fish wriggling in its talons. In 1765, English naturalist William Bartram described this area as "a true garden of Eden."

Horsing Around

This part of northern Florida is also home to countless horse farms, so we decided to leave the pavement behind and explore a little farther into the wild on horseback with the help of the folks from Fiddler's Green Ranch in Altoona (800-947-2624, www.fiddlersgreenranch.com).

Our guide saddled up three gentle mounts and led us out past other ranches and into low rolling hills covered in scrub pine. Along the narrow trails we passed ponds, another old cemetery and expanses of spikey palmetto that stretched as far as the eye could see.

Of course, our trail ride was memorable as much for what we didn't see. Our guide told us she frequently encounters black bears on these tours but, in what was becoming an all-too familiar experience, we were shut out yet again.

Canned Wilderness

By far the most touristy attraction along the byway, Silver Springs Nature Theme Park (352-236-2121, www.silversprings.com), encompasses one of the world's largest freshwater springs. While the theme



Horseback rides are a great way to explore deep into Florida's wilderness along the Byway.

park may seem to be a relatively modern invention, this 350-acre operation has been drawing visitors to this obscure corner of central Florida for more than a century.

The glass bottom boat tours that were pioneered here in 1878 are still going strong. Though they can't compare with the view you'll get snorkeling in one of the area's other major springs, the boats are a good way for those that prefer not to get their feet wet to get a glimpse of the abundant underwater life that flourishes.

The real attraction, however, is the park's wild animal collection. The menagerie includes a number of local critters you would be hard-pressed to

see in the wild including the endangered Florida panther, rare white alligators and, yes, even black bears. If the truth be told, seeing the Byway's namesake here felt a little like cheating.

Worth The Effort

Our exploration of Black Bear Scenic Byway revealed Florida's forgotten wild side. While the Byway makes this backcountry easily accessible, it's not laid out in plain sight as is the case with many other Scenic Byways.

In other words, it takes a little effort to discover this Florida wilderness. Which, I can tell you from personal experience, is at least half the fun. 🗨️

WHEN YOU GO

The Black Bear Scenic Byway is located in central Florida, about an hour north of Orlando. Getting there is simple, with the easiest access from the west or east at the point State Route 40 meets Interstate 75 in Ocala or Interstate 95 in Ormond Beach.

While you're never very far from civilization, you'll want to top off your fuel tanks and stock up on lunch fixings before you set out to explore the Byway as gas stations, stores and eateries are scarce here. Also remember this Byway can't be fully appreciated sitting in the seat, so plan on stopping often and exploring on foot at any of state parks and trailheads you'll encounter.

Finally, bear in mind that many of the parking areas at the springs and trailheads aren't designed to accommodate RVs, making it wise to drop your trailer at one of the many RV parks or campgrounds in the region before you set out to explore. Here are two that I can recommend based on our visit:

Ocala Sun RV Resort/Ocala 877-809-1100, www.ocalasunrvresort.com

Wilderness RV Resort/Silver Springs 352-625-1122, www.wildernessrvparkestates.com



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Rest and Relaxation

Hot Springs Spas are the Perfect Place for RVers to Unwind

by Amanda Lepinski

When the temperature begins to drop, consider taking a trip to a hot springs resort. With a variety of spa packages available, skin and wellness benefits of natural hot mineral spring water suit just about anyone's needs. Here are 10 spas as well as campgrounds located throughout the United States.

Chena Hot Springs, Alaska

Located in a small Alaskan community approximately 60 miles northeast of Fairbanks, Ala., the century-old Chena Hot Springs Resort is one of the most developed hot springs resorts in Alaska. Guests enjoy the healing mineral waters and the aurora borealis displays in the sky about 200 nights each year. Relaxing while immersed in wa-

ters under the northern lights sets the scene for adults in the natural Hot Springs Rock Lake, while families can enjoy the indoor pool. Between taking dips, visitors can enjoy the Alaskan wildlife that is visible from the park. And for variety, the Aurora Ice Museum tour gives information about geothermal renewable energy and energy-saving projects. RV camping is available at

the resort from May 15–September 15; 907-451-8104, ext. 2, www.chenahotsprings.com.

Mystic Hot Springs, Utah

First discovered in 1886, Mystic Hot Springs in Monroe, Utah, has become a popular destination for people hoping to enjoy the rolling mountains, sunsets and healing waters all while stepping back in time. Water flows from the earth at about 200 degrees F and cools nearly 100 degrees by the time it reaches Mystic Hot Springs. Guests can enjoy these warm healing waters in a variety of ways: eight personal outdoor

CHENA HOT SPRINGS



PHOTO BY DENISE FERRER



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SIERRA HOT SPRINGS

bathtubs with breathtaking views of the Rockies or two concrete pools. The hot springs contain an abundance of calcium, magnesium and iron, providing a source of rejuvenation and relaxation. The shallow pool is perfect for children while a deep pool provides relaxing massage treatments for adults. Mystic Hot Springs offers 32 sites with hookups for RV camping; 435-527-3286, www.mystichotspings.com.

Agua Caliente, Calif.

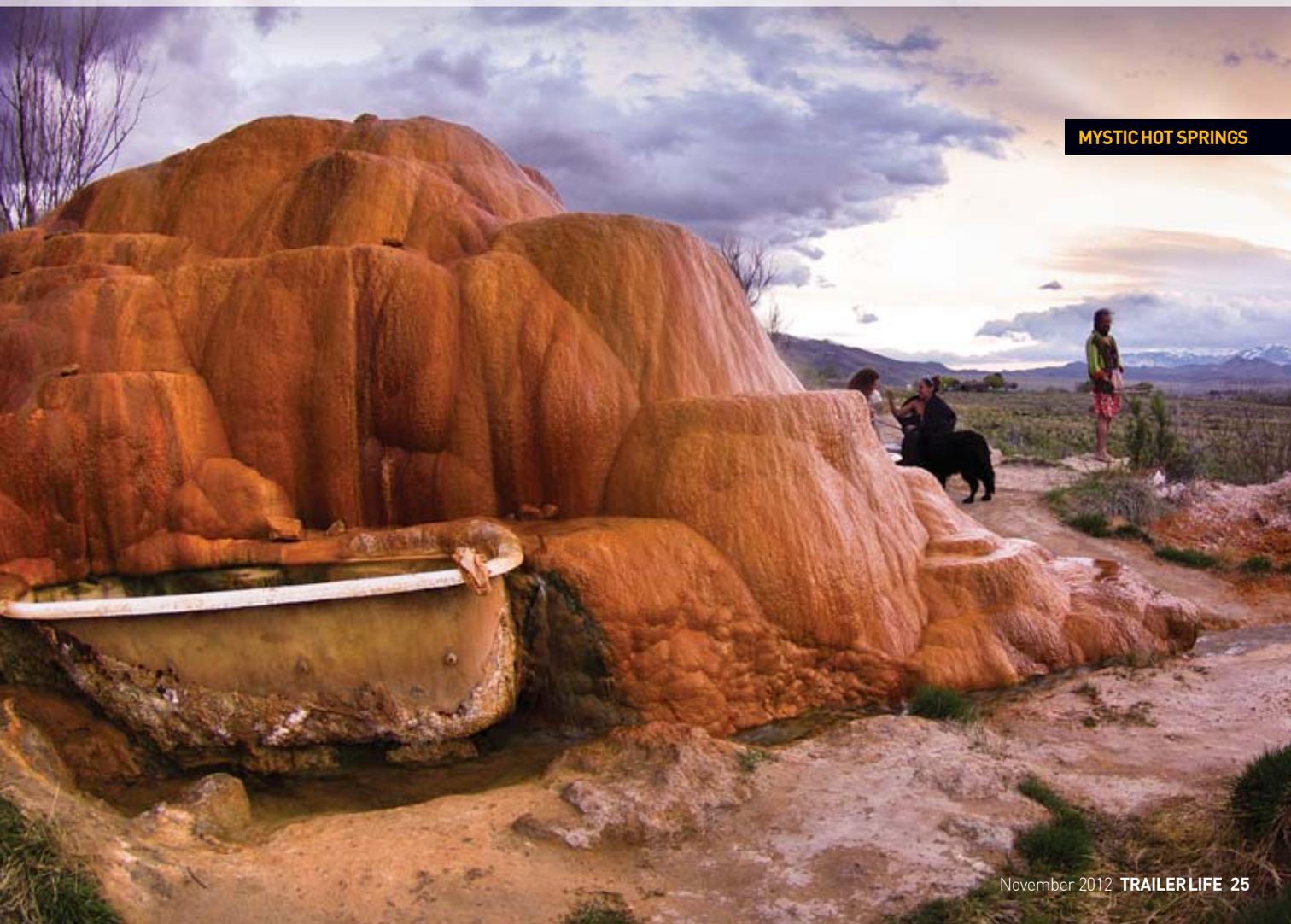
Nestled in the Anza Borrego Desert a few hours east of San Diego, Agua Caliente Park is well known for its geothermal-heated springs. Many snowbirds travel to Agua Caliente during the winter months to take advantage of the two outdoor pools and an indoor therapeutic 102-degree heated spa with Jacuzzi jets that the park offers. Agua

Caliente also features spring-fed warm showers for guests. The park is complete with nearly four miles of trails for hiking, biking and walking; a play area; horseshoes and shuffleboard; as well as a picnic area for patrons. The campground offers 53 full-hookup sites and 53 partial hookup sites among a variety of dry camping sites; 760-765-1188, www.sdcounty.ca.gov.

Sierra Hot Springs, Calif.

Sierraville, Calif., is home to a non-profit retreat and workshop called Sierra Hot Springs that is situated within a forest and alpine valley. A variety of pools are open 24 hours each day. The Temple Dome has a main pool area with the Hot Pool that is enclosed in a large geodesic dome where relaxing among the natural spring water also provides views of the impressive

stained glass and skylights. Two cold-water plunge pools surround the sand-bottomed Hot Pool. Just outside the Temple Dome, the Warm Pool has a spacious sundeck. Rock tile lines the outdoor Meditation Pool that is a faux natural springs pool complete with rock steps into a sandy floor. The Meditation Pool is seasonal and often suggested for viewing a star-speckled sky. More than 700 acres border nearby national



MYSTIC HOT SPRINGS

Rest and Relaxation

forest land creating an ideal atmosphere for biking, hiking and cross-country skiing. For adventurous souls, Sierra Hot Springs is only one hour away from Tahoe ski resorts. Dry camping is available on roughly 300 designated acres of land on the resort; 530-994-3773, www.sierrahotspings.org.

Miracle Hot Springs, Idaho

The deserts are far from dry in Buhl, Idaho, the location of Miracle Hot Springs. Open year-round (with the exception of Sundays), this resort spa includes 15 private hot pools, six VIP pools and four outdoor public pools. The four outdoor pools are general admission and kept cooler in the summer and warmer in the winter to give ultimate relaxation no matter the climate or water activity. Water in the pools is always chemical-free as and is drained and cleaned nightly. The 15 private hot pools have adjustable temperatures and changing rooms, and are available on a first-come, first-served

basis. Larger groups can head to the six VIP pools where advanced reservations are recommended. Each private pool is drained, cleaned and refilled after each use. Massage therapists are also available to relax tight muscles, relieve stress and alleviate pain. Ten sites are available for RV camping with electric hookups; 208-543-6002, www.mhsprings.com.

Hot Springs Resort, N. C.

Appropriately located in Hot Springs, N.C., Hot Springs Resort and Spa was established in the 18th century and states that it has world-famous natural hot mineral water. Many services are offered at Hot Springs Resort and Spa including a variety of Swedish, deep-tissue and stone massages; body treatments like salt glow, herbal body wrap and a botanical mud wrap; esthetics packages: refresher facial, European-style facial, back facial, head-to-toe and mini-head-to-toe facials. In addition to the spa services, mineral baths are available at select times throughout the

week. Twelve Jacuzzi-style hot tubs are built into decks in the comfort of a private, outdoor area with views of Spring Creek and the French Broad River. Hot Springs offers 34 full-hookup sites, reservations are recommended; 828-622-7676, www.nchotsprings.com.



Ouray Hot Springs, Colo.

Built in 1927 as an effort to boost tourism in the area, Ouray Hot Springs in Ouray, Colo., has become a beloved destination with activities for kids and adults alike. The Ouray Hot Springs Pool is open every day with seasonal hours. The Hot Springs Pool contains over 1 million gallons of natural hot springs water free from the smell of sulfur, and is filled with healing minerals such as fluoride, calcium, potassium, iron and zinc, to name a few. There are several soaking sections with a variety of temperatures ranging from 88 to 106 degrees, a lap swimming section, diving area, large slide, game area for water volleyball and a shallow section for young swimmers. The pool also offers a massage facility and fitness center. A variety of nearby campgrounds are available to Ouray Hot Springs visitors including Ridgway State Park, 4J+1+1 RV Park, Red Mountain RV Park, Ridgway State Park, and Weber Westridge RV Park & Campground; 800-228-1876, www.ouraycolorado.com.

Quapaw Baths & Spa, Ark.

Set inside a Spanish Colonial Revival-style building with reinforced concrete and stucco, with a large central mosaic-tiled dome, Quapaw Baths & Spa offers a spring with one of the highest mineral contents of any in the surrounding area. Guests can choose a variety of spa packages to fit their needs from aromatherapy baths, pri-



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QUAPAW BATHS & SPAS

ties suitable for just about anyone. Located in Carson, Wash., this historic resort has includes an original bathhouse as well as the 1901 St. Martin Hotel, now used as a front office. Although the resort looks like a step back into the early 20th century, many renovations have been made to preserve the ambiance and history all while adding new saunas to the bathhouses and a restaurant at the golf course. Guests can browse antique stores in nearby Stevenson, go rafting or fishing on the White Salmon between dips in the mineral waters. Massage therapists stand by to provide healing through touch in addition to healing and detoxification from the hot mineral waters; 509-427-8296, www.carsonhot-springresort.com. Nearby in Stevenson, Wash., The Resort at Skamania Coves offers 17 full-hookup sites, 10 of which have 50-amp electric, and is open all year; 509-427-4900, www.skamaniacoves.com. 📞

vate mineral bath and Kneipp foaming herbal baths. Quapaw Bath & Spa also provides facials, body treatments and massage therapy options for patrons. Locals and out-of-towners equally love taking advantage of the benefits of natural hot springs baths, a centuries-old tradition that is celebrated at Hot Springs National Park (501-609-9822, www.quapawbaths.com). Catherine's Landing campground at Hot Springs is located nearby and has been highly rated by Woodall's. Catherine's Landing includes 400 acres, a mile of water frontage as well as concrete and pull-through sites with full hookups and other amenities; 501-262-2550, www.catherineslanding.rvcoutdoors.com.

perfect 87 degrees," and that's ideal for swimming and soaking. With roughly 9 million gallons of water containing 51 minerals, guests of any age can enjoy the body benefits of natural hot springs. In addition to the springs, a variety of spa and wellness packages are available including a nail salon, massage therapy and yoga (941-426-1692, www.warmmineralsprings.com). Nearby, Riverside RV Resort & Campground offers full-hookup RV sites. Additionally, Riverside has laundry facilities, restrooms, swimming pool, boat dock and shuffleboard to keep everyone entertained; 800-795-9733, www.riversidervresort.com.

Warm Mineral Springs, Fla.

Warm Mineral Springs in North Port, Fla., prides itself as being "always a

Carson Hot Springs, Wash.

Established in 1892, the Carson Hot Springs Spa & Golf Resort combines natural mineral hot springs with activi-

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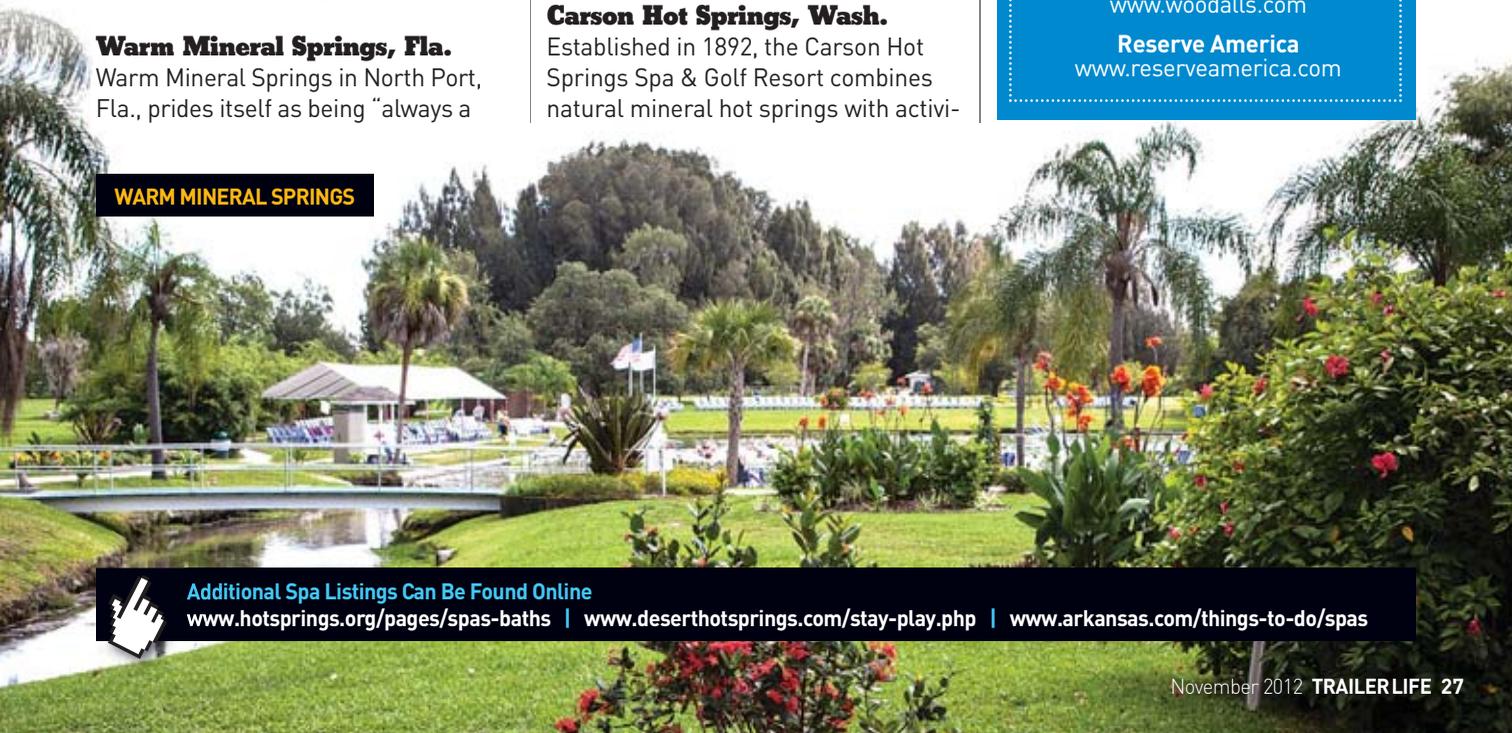
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www.trailerlifedirectory.com

Woodall's
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Reserve America
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www.hotspings.org/pages/spas-baths | www.deserthotsprings.com/stay-play.php | www.arkansas.com/things-to-do/spas

MAKE YOUR BEST DEAL

Get smart about
RV financing options



Unless you've been living in a cave somewhere with no news coming in, you know that interest rates on new and used RV loans are at all-time lows and opportunities to refinance RVs have never been more plentiful. As a result of this trend, right now may be the best time to buy that motorhome, travel trailer or fifth-wheel you've always wanted.

Loan Criteria

Many banks, credit unions and brokers handle RV loans as part and parcel of their overall lending programs. Some institutions now even accept applications online. Currently, most lenders charge the same interest rate for writing a loan on a new vehicle as they do on a used or refinanced unit. All you need to successfully qualify for such a loan is:

- ▶ A good credit rating as certified by one of three credit reporting agencies (Equifax, Experian or TransUnion).
- ▶ A record of regularly meeting one's financial obligations (timely payment of bills).
- ▶ A proof of income (an applicant's debt-to-income ratio is scrutinized here; this is the most common

reason that applicants are turned down).

- ▶ A sufficient down payment (10 to 20 percent).

Buying a new vehicle is always exciting as is the promise of many enjoyable recreational experiences in the future. In addition, you have the benefit of being the first owner with all the advantages that go with it. When purchasing new, buyers should also be aware of the figurative elephant sitting in the

sales office with them — the spectre of depreciation.

As most people know, new cars and RVs lose a portion of their value the minute they are driven off a sales lot. That's why it is wise to make a reasonably sufficient down payment to prevent becoming immediately upside down on their loan (owing more on the unit than its wholesale value). This also ensures you have a bit of equity in the unit should you either want to refinance in the near future, trade it in on



another or sell it outright. Remember that banks will usually only loan what a used or refinanced vehicle is worth at wholesale value.

New RVs also tend to depreciate quickly because of their traditionally higher markups, which means it can sometimes take years to catch up to that point where the loan balance equals the wholesale value of a unit. In cases like this, buyers should seriously consider taking out extra insurance to fully protect the investment in cases of total loss. Examples of such policies may include Guaranteed Asset Protection (GAP) or optional Full Replacement Coverage offered by Good Sam (GS) insurance.

Refinancing

Believe it or not, the most lucrative market for the majority of lenders right now is in the refinance business. With the banking industry's eagerness to write new loans on existing contracts, RV owners who take advantage of these opportunities can often realize significant reductions in their monthly payments.



If refinance applicants find themselves upside down on their existing loans, however, they usually must pay the difference up front in cash; between what they owe on their units, and what the wholesale book allows.

Wholesale values of RVs can be looked up easily online for free at www.nadaguides.com (banks, dealers and other commercial subscribers use NADA Connect). This is the resource most lenders consider when writing loans on used vehicles, and likewise the refinancing of existing RV loans.

Interest rates on loans vary from

person to person, depending on an applicant's FICO (Fair Isaac Corporation) credit rating (high 700s to low 800s are preferred). FICO information provides a brief, personal assessment of the risk that banks and other institutions use to help make lending decisions.

Full-Timer Dilemma

Loans to those who consider their RVs as their full-time residences have always been considered iffy at best. The RV is considered the primary and often only collateral on the contract used to finance it, and because this collateral

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RV Financing Options

moves at the whim of the owners, loans to full-timers have long been viewed as a higher risk than ones made to people with a permanent residence.

In the past, full-timers sometimes circumvented residency issues by fudging facts or using a family member or friend's address as their official place of residence when applying for a loan. Although the current banking atmosphere appears to be optimistic for most loan applicants, full-time RVers who live exclusively in their vehicles have recently had even more qualifying paperwork added to their already arduous task of securing loans.

Many have also chosen to become Montana LLCs (limited liability corporations) for a variety of tax reasons. This move has further limited their already narrow loan prospects.

To cite page, chapter and verse of why the current industry lending practices for RVs have been revised by the federal government would put most readers to sleep. The short version is that the federal guidelines regu-

lating these lender disclosures changed drastically following the sub-prime mortgage debacle. This resulted in the subsequent passage of the SAFE Mortgage Licensing Act of 2008, and the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010 that created a sea change in the lending game.

Prior to this legislation, RVs and luxury powerboats were excluded from many truth-in-lending elements attached to housing loans. Because of new laws now governing transparency, banks and other lenders are being held to higher disclosure standards, including RV loans and refinance deals.

When it comes to applications from full-timers without a permanent address, and the even more voluminous paperwork now associated with such loans, most lenders have decided writing contracts to such people "is just more hassle than it's worth."

Who Lends To Full-Timers

Though the attitude some lenders have

taken toward full-timers seems to paint a bleak picture, we've found at least three that currently finance or refinance RVs for full-timers. These include the Good Sam Finance Center, Alliant Credit Union and Essex Credit.

Of all banks and credit unions researched for this piece, it was discovered that the Good Sam Finance Center offers some of the more competitive advantages to most applicants. Though there are some qualifications that not all candidates may meet, the Good Sam Finance Center presents the least amount of hurdles, makes the most allowances, and offers some of the lowest interest rates in the industry (rate may vary weekly).

Some lenders to full-timers stipulate that automatic loan payments be put in place; Alliant Credit Union requires that an escrow account be set up with them, containing the equivalent of one year's insurance as a form of collateral. The money is returned to the customer after 12 months of successful loan payments.

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Good Sam Finance Center

Good Sam's Finance Center writes RV loans to traditional applicants as well as full-timers, while still complying with new federal lending regulations. GS also routinely makes the following allowances on conventional loans, as well as refinancing.

- ▶ GS charges the same interest rates for refinancing as it does for new or used vehicles.
- ▶ GS will make loans to full-timers, though there is additional paperwork involved.
- ▶ GS will refinance a vehicle, even though the owner is upside down on the existing loan. Certain criteria apply here, and include having a FICO score higher than 800.
- ▶ GS covers loans as low as \$50,000, while some other institutions begin at \$100,000.
- ▶ GS tries to refinance units up to 10 model years in age; other lenders usually stop at eight years.
- ▶ Borrowers must have a debt-to-income (DTI) ratio of 45 percent to

qualify for a loan. GS is trying to increase its lending criteria to a DTI ratio of 49 percent.

Montana Limited Liability Corporations (LLC)

Most RVers and full-timers can usually qualify with one or more of the lenders mentioned in this article, and many others. However, one loosely knit group of individuals that are registered in the state of Montana as LLCs for reasons of a tax shelter have essentially made themselves ineligible with most lending institutions.

Lenders such as Essex Credit and Alliant Credit Union that focus on the Escapees Club will grant loans to full-time RVers, but decline to consider applications from Montana LLCs. According to Alliant representative Rich Holke, "Here at Alliant we view LLC applicants as 'business entities.' For the purposes of RV loans, we only make (full-timer loans) to individuals."

One institution lending to Montana LLCs is Sun Trust Bank of Fairfax, Va. In

discussing this issue with Don Parkhurst, one of the bank's officers, we were advised that his organization does write loans for Montana LLCs, though it does not accept applications from full-timers. He also cautioned that there are legislative moves afoot in several states at this time to curtail or nullify rights currently held by Montana LLC members.

In the present lending climate, there are RV loan opportunities available for most people with good credit scores and the desire and ability to take on the debt. Even prospects for full-timers appear to be readily available.

Interest rates may not stay this low forever, so there is no better time than now to start dealing. 📞

Alliant Credit Union 800-328-1935, alliantcreditunion.org

Essex Credit 866-377-3948, essexcredit.com

Good Sam Finance Center 800-444-1476, goodsamrvloans.com

Sun Trust Bank 800-786-8787, suntrust.com

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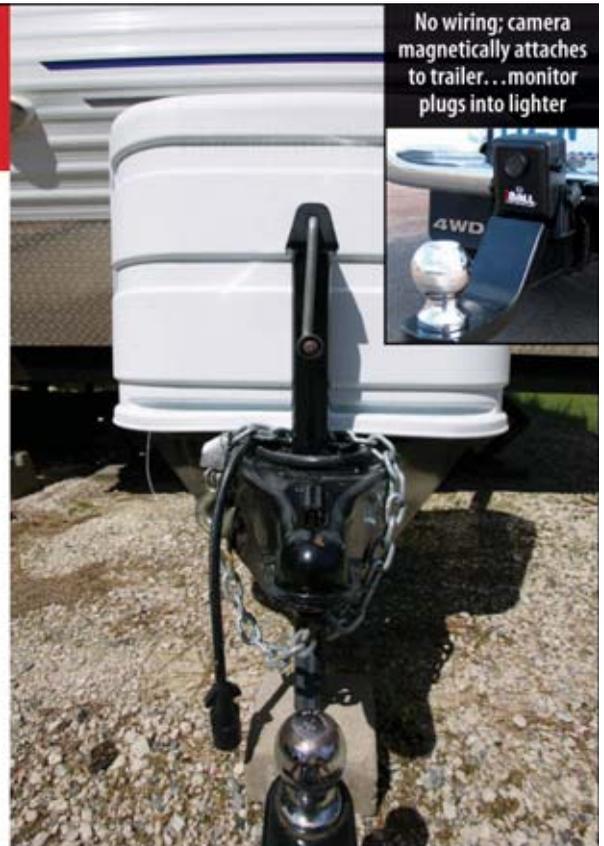
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WALK-THROUGH: STARCRAFT AUTUMN RIDGE 245DS

Popular Choice

The affordable Autumn Ridge 245DS travel trailer offers a variety of creature comforts in a user-friendly package



When it comes to Starcraft's expansive lineup of campers, travel trailers and fifth-wheels, the Autumn Ridge series is one of the Middlebury, Ind., company's most popular models. It was easy to see why after we spent some time in the 245DS, already a top-selling floorplan in the Autumn Ridge travel trailer series. From the décor to the convenient amenities to the graphics package, the 24-footer received several upgrades for the 2013 model year, all of which should be well received by potential customers.

The most visible exterior improvements are the new champagne-

colored front and rear panels, which complement the tasteful red, white and champagne graphics on the aluminum sides. Other exterior additions such as the diamond-plate covering — part of a recommended customer convenience package (\$2,000) that includes an outside shower, outdoor speakers, a bathroom skylight, a 6-gallon gas/electric water heater, a microwave, a 13,500-Btu AC unit and more — only adds to the trailer's clean cut and attractive appearance. Exterior storage is offered via the reasonably sized pass-through compartment up front.

Also part of the customer conven-

ience package, the twin 30-pound LP-gas cylinders feature an auto changeover valve and a molded-plastic cover standard. The A-frame of the Autumn Ridge 245DS offered an electric jack and a Fastway Flip automatic jack foot. The electric jack, four electric stabilizer jacks, electric awning and a few interior items were all part of the optional premier package. The coach rides on 15-inch Goodyear radial tires mounted on steel wheels and EZ-Lube hub-equipped axles. Galvanized steel wheel wells are standard construction features adding durability.

A large 30-by-72-inch radius-cornered entry door with a separate screen door provides easy access to the living quarters. Featuring a spa-

The accommodating Autumn Ridge 245DS offers upgrades for 2013 such as outdoor speakers, an outdoor kitchen and exterior storage.



icious floorplan and a multitude of inviting creature comforts, the trailer, which sleeps five, uses 5/8-inch tongue-and-groove plywood decking on 2-by-3-inch floor joists and R-7 fiberglass insulation to create a substantial floor for a trailer in this size and price bracket.

Featuring a slideout with a dinette table (a free-standing table with four chairs is an option), the trailer is loaded with interior storage space. From the 38-inch-deep drawers under each of the dinette booth seats to the four sets of overhead cabinets above the removable dinette, the entertainment center, the J-Steel sofa and the queen-size bed, there are plenty of storage options for your essentials.

There's also a laundry basket storage space under the RV queen bed with twin flanking wardrobe closets and the even larger wardrobe-designated space in the bathroom. The bath contains a porcelain toilet, a sink with a mirrored medicine cabinet and a tub surround for the shower. Covered in a nonskid surface, the shower insert includes a set of shelves in the corner and a removable showerhead. The optional skylight provides a significant amount of natural lighting and the three-tier cargo net on the back of the locking bathroom door adds to the trailer's list of conveniences.

Just aft of the streetside dinette slideout, there's an entertainment center with a 26-inch LCD TV and a Jensen DVD/CD/MP3 player. The curbside galley includes the usual three-burner



(Left) Plenty of storage can be found under the queen-size bed and in the cabinets and wardrobes surrounding it. **The J-Steel sofa (right)** folds flat into a sleeping surface, too.

range, an oversized oven with a power hood and light, and a flush-mounted 6-cubic-foot Norcold refrigerator/freezer combination with beech wood panels to match the cabinet doors. Along with a sizable drawer below the refrigerator and cabinets above and below the acrylic deep-bowl sink, there are some very useful features in the cooking quarters such as a built-in spice rack under the sink and a two-piece sink cover with integrated drying racks for plates and utensils.

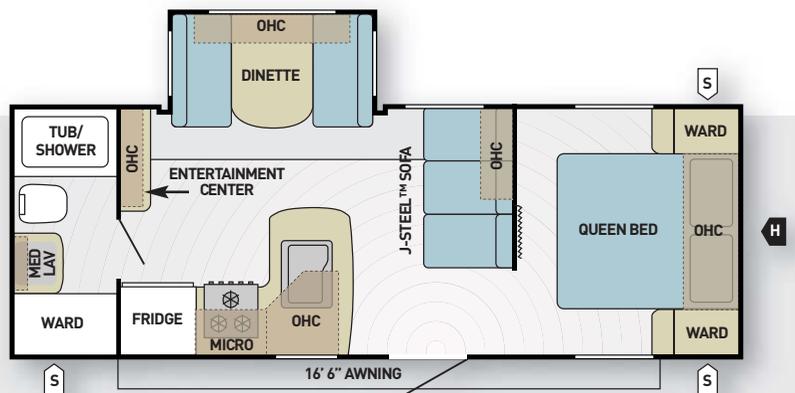
Situated against the divider wall for the bedroom is a comfortable J-Steel sofa that converts into a bed. To control many of the electrical components — from the slideout to the water pump — a small command center with an access door to match the cabinetry is installed just inside the entryway door. There are plenty of electrical outlets, air-conditioning vents and overhead lights in the trailer as well as in-floor ducted heating vents — and they are placed to move hot or cold air right where it needs to be.

When it comes to natural lighting and ventilation, the 245DS has seven tinted safety-glass windows within the living area, which has 6 feet, 9 inches of headroom. Starcraft also does an excellent job with the finishing touches and attention to detail throughout the travel trailer, although a window shade would be a welcome addition to the frosted window in the door. Whether it's the faux-tiled backsplash in the kitchen area or the pleated night-shades below the curtain window treatments, everything is installed neatly. Another nice decorative element is the brown and black wood molding that frames the slideout, which has Berber-style carpet.

It's obvious that the Starcraft design team put a lot of thought into the Autumn Ridge 245DS travel trailer as this attractive and sensible model packs friendly features into a reasonably sized model. A good choice for many, the popular travel trailer also checks in at an attractive price point. 📞

QUICK INFO

Ext. length	26' 11"
Ext. width	8'
Ext. height (w A/C)	11' 2"
Interior height	6' 9"
Freshwater cap	90 gal.
Black-/gray-water cap	32.5 gal./32.5 gal.
LP-gas cap	14.2 gal.
UVW	5,315 lbs.
Hitch weight	615 lbs.
GVWR	7,500 lbs.
Base MSRP	\$19,357



Starcraft RV: 800-945-4787, www.starcraftrv.com. Circle 201 on Reader Service Card. Thanks to Camping World of Valencia, Calif., (888-654-5177; www.campingworld.com) for the loan of this trailer during our review/photo shoot.

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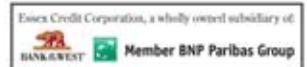
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by Tom Kaiser

Full-Time Comfort

A selection of free-wheeling accommodations for full-timing couples

Couples living in their RVs on a full-time basis have an entirely different set of priorities than families using their rigs for the occasional week-end or vacation. When a travel trailer or fifth-wheel is your home for the majority of the year — or more — compromising on tank capacity, fit and finish, or a certain floorplan you desire is not an option. You've worked hard for the freedom to explore, and now you need an RV that's designed around your mobile lifestyle, without extraneous features or trade-offs.

As Boomers age and the RV lifestyle continues gaining popularity, manufacturers have been eager to pull out the

bunk beds, improve materials and finishes, add residential-grade features and design units that make full-time life on the road easier, more fun and more comfortable.

When your trailer becomes your house, there's even more pressure to choose the perfect model. Ask yourself: how much time will you spend on the road, how often will you be connected to services and what features will make each day in the campground even better than the last? Keeping your priorities top of mind, we have scoured the industry to assemble a listing of 12 trailers built for full-timers just like you.





An all-new floorplan for 2013, the Washington is a larger variant of CrossRoads' luxurious line of Rushmore fifth-wheels with dual slide-outs and optional dual awnings. Full-time-accommodation features begin in the open-plan kitchen area with a large dual-sink island, spacious pantry,

standard dual-door refrigerator and a free-standing table with chairs. The living area is defined by a large entertainment center with an optional fireplace, a standard desk, 84-inch sofa and a separate loveseat for entertaining or stretching out in front of the TV. In the bedroom, a 60-by-80-inch queen bed is standard, with an optional king-size mattress. A 24-by-36-inch skylight brightens the room, while a wardrobe with drawers, vanity, washer/dryer prep and in-room entertainment center adds utility. The single-door bathroom has a roomy 30-by-38-inch shower.

SPECIFICATIONS

Exterior Length	39' 11"	Gray-water Cap	80 gal.
Exterior Width	8'	LP-Gas	14 gal.
Exterior Height	12' 9"	Dry Weight	12,474 lbs.
Interior Height	8' 6"	Hitch Weight	2,698 lbs.
Freshwater Cap	92 gal.	GVWR	15,500 lbs.
Black-water Cap	40 gal.	Base MSRP	\$65,250 (estimated)

DRV Luxury Suites **38TKSB3**



A fifth-wheel designed for elegance, dependability and lasting appeal, DRV's Mobile Suites-series 38TKSB3 offers a king-size bedroom (and mattress), a side bath with a tub or shower, a linen closet, space for a washer and dryer, a generous kitchen pantry, a large dinette with cabinet, an optional built-in fireplace,

home-style entertainment center, interior LED lights and a dramatic, classy kitchen with hanging sconces above the central island or peninsula. Full-timing couples will appreciate the residential-grade stainless steel appliances and fixtures, a hardwood door separating the bath and bedroom, Corian countertops and range cover, built-in desk and walk-in, cedar-lined front closet with shoe rack. Hardware features include a 40,000-Btu Suburban furnace, 100 gallons of freshwater capacity, a solar-ready rooftop, a 3-inch insulated floor, one-piece rubber roof, Kodiak disc brakes and midship turn signals.

SPECIFICATIONS

Exterior Length	38' 4"	Gray-water Cap	75 gal.
Exterior Width	8' 5"	LP-Gas	(2) 40-gal tanks
Exterior Height	12' 8"	Dry Weight	14,400 lbs.
Interior Height	6' 7"	Hitch Weight	3,395 lbs.
Freshwater Cap	100 gal.	GVWR	18,500 lbs.
Black-water Cap	50 gal.	Base MSRP	\$90,154

Dutchmen **Voltage 3895**



A full-time unit for those in need of an on-board garage or deck, Dutchmen's Voltage 3895 fifth-wheel toy hauler melds upscale amenities with an action-based lifestyle. Inside, classy appointments create a welcoming environment, with a peninsula kitchen and fashionable accent lighting, a large

dinette, prep for laundry facilities in the rear and a walk-around queen bed. Add-ons like remote-controlled stabilizer jacks, a 20-foot power awning, cargo door awning, keyless entry, all-weather insulation, massive freshwater capacity and an optional entertainment center and garage table all add to this model's flexibility and appeal. The 8-by-12-foot garage is designed to accommodate four-wheelers, motorcycles or personal watercraft with non-slip flooring and numerous tie-down rings — and its Dual Fuel Pump Station includes a 30-gallon tank for filling up your toys.

SPECIFICATIONS

Exterior Length	42' 7"	Gray-water Cap	114 gal.
Exterior Width	8' 6"	LP-Gas	14 gal.
Exterior Height	13' 4"	Dry Weight	14,774 lbs.
Interior Height	8' 5"	Hitch Weight	3,221 lbs.
Freshwater Cap	162 gal.	GVWR	19,000 lbs.
Black-water Cap	96 gal.	Base MSRP	\$85,690

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Dynamax **Trilogy 3850 D3**

888-295-7859, www.dynamaxcorp.com



The **Trilogy 3850 D3** is a top-notch five-er tastefully designed to a high standard of quality and construction. Its entrance leads into a spacious living area built with exceptional materials, making this a true, full-time-worthy mobile residence. A large island divides the dining table from the kitchen, while the living room is head-

lined by a pair of faux leather recliners and a built-in entertainment center with fireplace and 40-inch screen. Full-time-friendly features include 8 feet, 8 inches of headroom (6 feet, 7 inches in the bedroom), crowned ceilings, rich cherry cabinetry, hide-a-bed with air mattress, king-size Serta bedroom mattress, under-stair storage compartments and stainless steel appliances. Luxury continues outside with LED running lights, anti-rust coating, six-point hydraulic leveling, heated and insulated holding tanks, a 76-gallon freshwater tank, dual power awnings and slam-latch baggage doors.

SPECIFICATIONS	Exterior Length	41' 10"
	Exterior Width	8'
	Exterior Height	13' 2"
	Interior Height	8' 8"
	Freshwater Cap	76 gal.
	Black-water Cap	40 gal.

Gray-water Cap	80 gal.
LP-Gas	23 gal.
Dry Weight	14,875 lbs.
Hitch Weight	2,600 lbs.
GVWR	18,000 lbs.
Base MSRP	\$99,325

Jayco **Pinnacle 36REQS**

574-825-5861, www.jayco.com



Jayco's **Pinnacle** delivers a range of features providing luxury and convenience when your RV is your home and offers to do so in what the company bills as an affordable package. The 36REQS sleeps four, while maintaining maximum living space. Its big-ticket features include a king-size bed with a hardwood head-

board, walk-in closet, chest of drawers and laundry prep in the bedroom. A dual-door lavatory has a corner shower and linen closet. Stepping down into the kitchen reveals dual countertop peninsulas, a Norcold fridge (optional 12 cubic-foot unit), flush-mounted oven and a 30-inch overhead microwave. The living room has a rear-mounted entertainment center with optional fireplace, L-shaped hide-a-bed couch and dual recliners. Exterior highlights include a sliding propane tray, plentiful basement storage, remote-controlled electric rear jacks and a heated utility center.

SPECIFICATIONS	Exterior Length	40' 1"
	Exterior Width	8'
	Exterior Height	13' 2"
	Interior Height	6' 9"
	Freshwater Cap	87 gal.
	Black-water Cap	50 gal.

Gray-water Cap	85 gal.
LP-Gas	14 gal.
Dry Weight	11,700 lbs.
Hitch Weight	2,670 lbs.
GVWR	15,950 lbs.
Base MSRP	\$56,171

Keystone **Montana 3402RL**

574-535-2100, www.keystonerv.com



The **Montana** is available in several different floorplans and with optional features like dual-pane windows, slideout awning, king-size pillow-top mattress, leather recliners and hide-a-bed sofa and Onan Marquis Gold 5.5 kW LP generator. The 3402RL has an expansive living room with 8-foot ceilings, dual rear

recliners, hide-a-bed (with air mattress), freestanding dinette and entertainment center with fireplace and adjacent desk. The kitchen has an L-shape peninsula with deep sinks, 12-cubic-foot side-by-side fridge, Corian countertops, solid cabinetry and Beauflor flooring. A closet near the door is washer/dryer-ready. Up the stairs, a private toilet lies across the hall from a 48-by-30-inch tub. Other features include six-point hydraulic leveling, second in-bedroom sink, central vacuum and a second air conditioner. For the adventurous, the 3402RL is approved for zero-degree F use.

SPECIFICATIONS	Exterior Length	38' 3"
	Exterior Width	8'
	Exterior Height	12' 9"
	Interior Height	8' 7"
	Freshwater Cap	66 gal.
	Black-water Cap	50 gal.

Gray-water Cap	93 gal.
LP-Gas	14 gal.
Dry Weight	12,893 lbs.
Hitch Weight	2,305 lbs.
GVWR	15,805 lbs.
Base MSRP	\$73,015

KZ Stone Ridge 38FL

866-472-5460, www.kz-rv.com

With **Corian countertops**, high-end fabrics, raised-panel doors, crown molding, a unique raised living room and a heated, enclosed underbelly, KZ's Stone Ridge fifth-wheel provides a luxurious environment for extended-stay couples. The front living room has an airbed loveseat with ottoman, extra-

long sofa and oversized recliner for relaxation near the fireplace and 46-inch LCD TV. The large, open kitchen feels like home, with a hutch and table (incl. two leaves) and chairs on the opposite wall. The pass-through bathroom has a large corner shower and laundry hookups. A large wardrobe closet and a memory foam queen bed define the rear bedroom, with optional king mattress. Other features include a railing leading to the living room, power jacks, slam-latch exterior storage, power awning and a high-rise faucet. Available with many options and a two-year warranty.

SPECIFICATIONS

Exterior Length	39' 11"	Gray-water Cap	57 gal.
Exterior Width	8'	LP-Gas	14 gal.
Exterior Height	12' 6"	Dry Weight	11,870 lbs.
Interior Height	6' 4"	Hitch Weight	2,190 lbs.
Freshwater Cap	100 gal.	GVWR	15,000 lbs.
Black-water Cap	57 gal.	Base MSRP	\$62,695

New Horizons Majestic F42RE4SS

800-235-3140, www.horizonsrv.com

A full-size RV designed for all climes, New Horizons trailers are built on rugged chassis and available with more than 125 options. Features include a seamless fiberglass roof and walls, 12-inch steel frame rails, Big-foot auto-hydraulic leveling and well-lighted, heated and insulated

basement storage. The 42-foot F42RE4SS Majestic has a rear entertainment center with a pop-up TV, loveseat with coffee table and dual recliners. The kitchen has exceptional counter space, a pantry and optional island. A walk-through bath with laundry hookups leads to a spacious bedroom with king-size bed. Interior features include residential appliances (including four-burner Verona range), residential-grade mattress, quality furniture/cabinets, dual-zone, ducted AC, dual-pane windows and 100 gallons of freshwater capacity.

SPECIFICATIONS

Exterior Length	41' 6"	Gray-water Cap	70 gal.
Exterior Width	8' 6"	LP-Gas	19 gal.
Exterior Height	13' 4"	Dry Weight	20,850 lbs.
Interior Height	8'	Hitch Weight	4,170 lbs.
Freshwater Cap	100 gal.	GVWR	24,850 lbs.
Black-water Cap	70 gal.	MSRP	(\$178,900 as shown)

Outdoors RV Black Stone Tuscany 280RLSB

541-624-5500, www.outdoorsrvmfg.com

With **dual entrances** at the rear and in the bedroom, the Tuscany 280RLSB is an affordable, roomy travel trailer designed to bring luxury to extended-stay campers without the size or weight of larger fifth-wheels. Its floorplan is an open design with generous storage and pantry space, vaulted ceilings, solid-surface counter-

tops, Ultraleather recliners, sleeper sofa, three Fan-Tastic vents, a 32-inch LED living room TV, "no-mess" sewer management and generous tanks for living off the grid. Other features include large exterior luggage doors, an "easy-ride" suspension with shock absorbers and a 35,000-Btu heating system. A living room fireplace, bedroom TV, larger refrigerator, two dinette choices, four-seasons insulation package, thermal pane windows and outdoor table are all optional to suit your individual lifestyle. A unique metallic backsplash brightens the interior with a hint of old-time charm.

SPECIFICATIONS

Exterior Length	34' 4"	Gray-water Cap	80 gal.
Exterior Width	8'	LP-Gas	14 gal.
Exterior Height	11' 6"	Dry Weight	8,250 lbs.
Interior Height	6' 11"	Hitch Weight	1,080 lbs.
Freshwater Cap	70 gal.	GVWR	10,300 lbs.
Black-water Cap	50 gal.	Base MSRP	\$46,000



While most RV manufacturers tout their residential-grade features, Redwood's 36RL has the details, finishes and embedded ceiling vents/lighting and 6-foot, 10-inch ceilings (and slides) that make its units look remarkably similar to modern, deluxe home interiors. The bedroom area is large for everyday comfort, with a

60-by-80-inch queen bed, a "diva closet" with 96 inches of space and "regular" hangers and a 9-foot bank of drawers. A beautiful bathroom has a hardwood privacy door and home-style glass-door shower with sizable medicine and under-sink cabinets. Side-by-side laundry equipment resides in the hallway leading down to the living area, featuring two full pantries, large refrigerator, embedded wastebasket in the central island, Diamond Furniture sprung seating, an executive pullout desk and beautiful flooring, tiles and surfaces for a no-compromise home on wheels.

SPECIFICATIONS

Exterior Length	38' 11"	Gray-water Cap	90 gal.
Exterior Width	96"	LP-Gas	14 gal.
Exterior Height	12' 11"	Dry Weight	12,970 lbs.
Interior Height	8' 6"	Hitch Weight	2,580 lbs.
Freshwater Cap	104 gal.	GVWR	16,000 lbs.
Black-water Cap	45 gal.	MSRP	\$90,674

Space Craft **400-045**660-463-7520, www.spacecraftmfg.com

A builder of custom trailers, Space Craft's Residential Model 400-045 is a 40-foot fifth-wheel showcasing the brand's possibilities for full-timers. Each unit can have multiple fully insulated slideouts, heavy-duty frames, molded fiberglass roofs and ceilings. Different ceiling heights can be chosen and many

units have heated pass-through storage under the entire trailer. The pictured unit has three wardrobes and a 60-by-80-inch queen mattress with lift-up storage and a walk-through bath with large corner shower, commode room and laundry facilities. Dual slideouts, a spacious kitchen with island, generous dining table, twin recliners, a large rear couch, solid wood cabinetry and beautiful entertainment center define the living space. Optional air-bag ride, auto-leveling hydraulic jacks, dishwasher drawer and side-by-side fridge cater to full-timers wanting to customize their RV.

SPECIFICATIONS

Exterior Length	40'	Gray-water Cap	90 gal.
Exterior Width	8' 6"	LP-Gas	19 gal.
Exterior Height	13' 2"	Dry Weight	16,000 lbs.
Interior Height 8' (kitchen), 6' 1" (bedroom)		Hitch Weight	4,200 lbs.
Freshwater Cap	80 gal.	GVWR	21,000 lbs.
Black-water Cap	45 gal.	Base MSRP	(\$125,000 as shown)

SunnyBrook **Raven 3300CK**574-825-5250, www.sunnybrookrv.com

Built by Winnebago with luxuriant amenities, upscale furniture and a floorplan designed around couples, SunnyBrook's Raven 3300CK fifth-wheel has a sporty exterior, with a spacious interior that works just as well for entertaining as it does keeping couples happy and comfortable for months

at a time. The large bedroom includes a 60-by-80-inch pillow-top queen mattress, under-bed storage, ducted AC, a bedside cabinet and a deep wardrobe with shelves. The dual-entrance bathroom has a walk-in shower, large medicine cabinet and porcelain stool. This floorplan truly shines in the stately open-concept island kitchen, free-standing dinette and rear living area with sofa, opposing recliners, abundant overhead storage cabinetry and full-wall entertainment center with a pop-up big-screen TV and optional fireplace. 🏠

SPECIFICATIONS

Exterior Length	34' 11"	Gray-water Cap	84 gal.
Exterior Width	8'	LP-Gas	30 gal.
Exterior Height	11' 11"	Dry Weight	10,060 lbs.
Interior Height	6'	Hitch Weight	2,200 lbs.
Freshwater Cap	50 gal.	GVWR	14,200 lbs.
Black-water Cap	44 gal.	MSRP	(\$45,900 as shown)





The automatic transmission in this Ram, and in your truck, is probably the hardest working part of the vehicle when towing, no matter the brand of truck. A few simple tips can keep it going reliably during a lifetime of towing. It comes down to this: keep the fluid cool, change it when it begins to break down and keep it clean.

TRANNNY FILTER

Keep Your Automatic Transmission

If you compare oil filter systems used in automatic transmissions from 50 years ago to present-day, you won't see many changes until just the past few years. Common were "boulder-catching" screens or coarse filter pads mounted in the pan, with efficiencies of 100-150 microns. Pan filters are a bit better today, catching particles in the 70-80 micron range. A more important development has been the high-efficiency spin-on or cartridge filters used on some of the newest automatics found in light trucks and RVs. However, there remain many older rigs or vehicles with newer transmissions that are not so well equipped. Here's a little 411 on filtration that should help you decide whether yours needs improvement or not.

The Down and Dirty

John G. Eleftherakis and Ibrahim Khalil are not household names, but since the 1980s, they have tested hundreds of transmissions and analyzed thousands of oil samples. These two engineers broke ATF contamination into two categories: Type I and Type II.

Type I is created during manufacturing. Type II is formed during normal break-in and wear and tear. After about 70,000 miles without an oil change, the ATF is a slurry of Type I and II debris, containing approximately 263 milligrams per liter (mg/l) of contaminants that is 90 percent metallic. The particles range in sizes from 5 to 80 microns, about 82 percent of them larger than 5 microns. Most of that

passes through the average filter. It can cause sticky valves, cumulative wear and internal leakage. When 100 mg/l was added to the fluid during a test, it took only 750 hours (about 40,000 miles of driving) to seriously degrade transmission operation.

Improved Filtration

An automatic needs a high volume of oil flow and the technology to do that economically and in a small space is only just now available. If your rig's automatic has a spin-on filter, it's likely within the efficiency range of a premium engine oil filter or a hydraulic filter.

Changing the fluid does eliminate the buildup of contamination and that's





Most automatics have a filter something like this inside the pan, a metal housing that contains a felt pad or a screen. The best of these in recent times filters down to 70-80 microns. The screens of old ranged from 100-200 microns.

always a viable method. On the downside, you are often tossing the baby out with the bathwater. The ATF itself is fine, just loaded with more contaminants than you would like. Plus, contamination levels will rise and fall according to how long it's been since the last change. What's more, a fluid change is more difficult on modern transmissions because torque converter drains are largely a thing of the past. Without them, you can only drain 30-40 percent of the oil. A more com-



Ryan Stark at Blackstone Labs runs our contamination tests on a Rockwell Automation Digital Contam-Alert particle counter. This tool uses a pore blockage method, but computerized automatic optical and manual optical methods are also commonly used.

plete change can be done via the cooler lines but there are caveats to that which we don't have space to detail here.

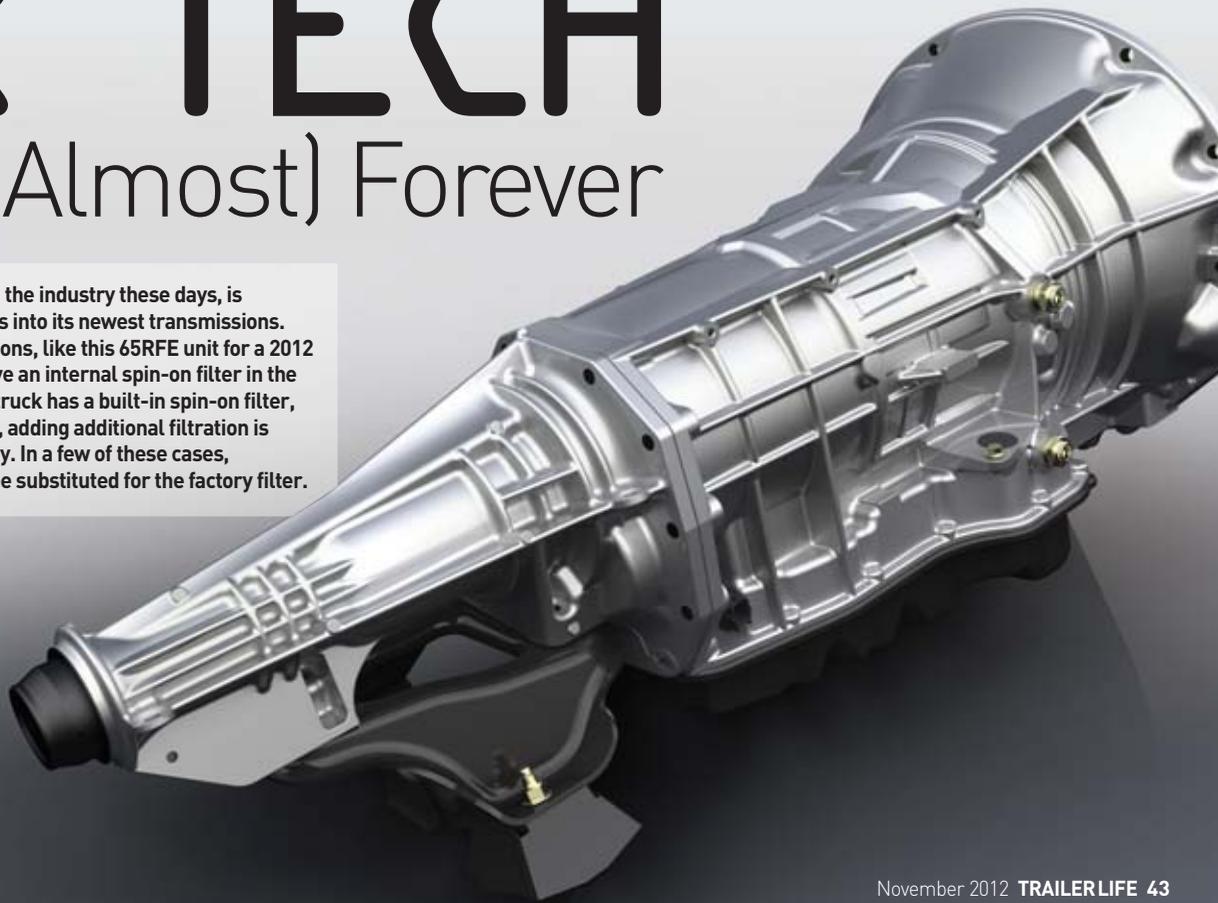
The easy path to clean ATF is a filter in one of the cooler lines. A certain percentage of the hot torque converter oil is shuttled off to oil coolers and the re-

turned oil is used for lubrication. Just about any cooler line filter is beneficial, including an engine oil filter or a hydraulic filter on a universal base, but there are specialty filter kits, two of which we were able to test. The finer the filtration the better, but filter flow

FILTER TECH

Alive (Almost) Forever

Chrysler, like many in the industry these days, is installing better filters into its newest transmissions. Many Ram transmissions, like this 65RFE unit for a 2012 1500 series truck, have an internal spin-on filter in the cooler circuit. If your truck has a built-in spin-on filter, external or in the pan, adding additional filtration is generally unnecessary. In a few of these cases, improved filters can be substituted for the factory filter.





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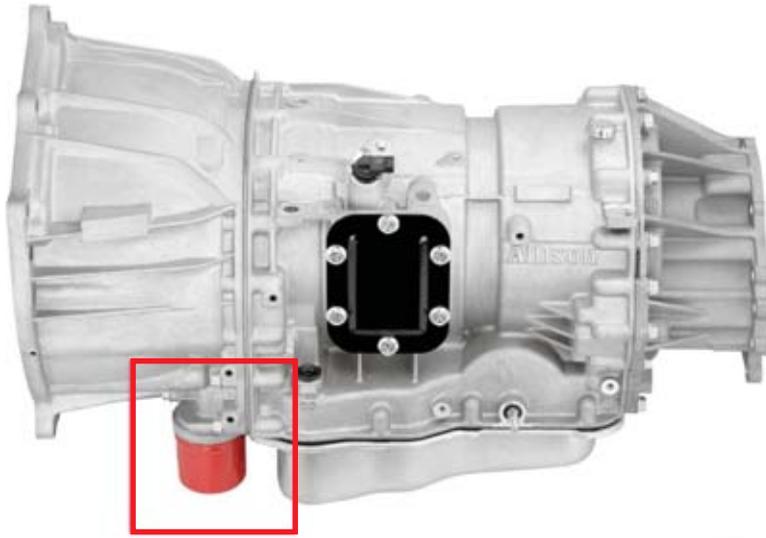


User Guide

Contents



Transmission Filter Tech



When the Allison auto trans found its way into Chevrolet and GMC light trucks in 2001, so did its signature external spin-on filter. They have conventional suction filters in the pan but the external spin-on has a micron nominal efficiency of around 15. Certain late-model Fords, with the 5R110W trans, have an inline bypass filter element with a cartridge-type filter. Most of the improved filtration has been seen in the higher GVWR light trucks.

In their 1998 SAE (Society of Automotive Engineers) paper, "Optimizing Automatic Transmission Filtration," Eleftherakis and Khalil opined that no more than 25 mg/l of contaminants should be allowed to remain in a transmission lubricant and less 10 mg/l practically ensures no trouble due to particulates. A rough calculation by Blackstone Labs indicates both of our test trucks are now well below 10 mg/l. On top of that, oxidation levels are reduced so the oil will last longer in service. Longer trans life and fewer oil changes are a net plus, and will give you peace of mind and in your wallet.

must match the maximum cooler flow of the trans (typically 2-6 gallons per minute in light trucks). The most important feature is a bypass valve so that if the filter ever plugs, full lubricant flow will continue.

Generally, an add-on filter is installed in the return line between the cooler and the trans. Debris likes to settle in coolers, but it can decide to move at any time. On a new truck, it's important to get the filter on right away to eliminate Type 1 debris and catch the Type II break-in material. On a used truck, you can install the filter at any time.

If you ever have a trans rebuilt, installing a cooler line filter becomes even more important as problems with Type 1 and Type II break-in debris are more common, as well as the possibility of debris from the previous failure lurking in the lines and coolers. If the tranny shop doesn't install a cooler line filter as part of the job (many do), you should.

Clean Fluid

The filter close-up sections provide more information about the effects of transmission filtration on oil cleanliness. The longer a filtration system is in place, the cleaner the ATF will get until it levels out at the maximum efficiency of the filter. That usually happens in less than 5,000 miles, according to our sources at Racor. It's then maintained at that level, even as the trans produces more wear debris.

Eleftherakis and Khalil determined

that between the built-in Type 1 and Type II contaminants from break-in, the average new transmission will generate 75 percent of its lifetime contaminants in the first 5,000 miles. That's a great clue and can be interpreted a couple of ways. Either you need to change that fluid early to get the contaminants out or start filtering better early.

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Transmission Filter Tech

MAGNEFINE

Magnefine packs a lot of capability into a small package. Looking like an oversized fuel filter, it was developed in Australia. The OEMs used them primarily with warranty remanufactured transmissions; and they are currently being used by a major OEM as a power steering filter.

Magnefine comes in two forms, a discardable filter or one with a serviceable billet aluminum housing. Within



(Top) A Magnefine installed in the transmission cooler line using Quik-Fittings that have a compression fitting on one end and a barbed hose fitting on the other. This makes for a safe, leak-free attachment on cut tubing. A section of the metal line is cut out in a safe, convenient spot. Without the Quik fittings, flare the ends of the cooler line to prevent hose creep or blow-off under pressure. Use only ATF-rated, high-temperature hose (included in kit).

(Bottom) Magnefine offers a billet aluminum filter housing with JIC fittings for a more permanent and secure installation. It uses the same filter and magnet as the Nylon 66 housing but can be replaced by unscrewing the housing.

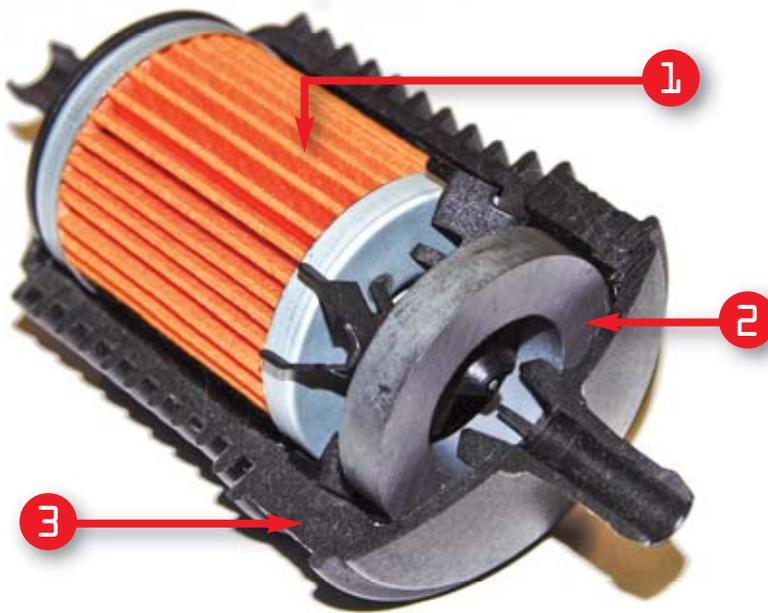
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Cutaway of a Magnefine shows the 35 micron cellulose filter element (1) with a built-in bypass valve, the magnet and flow director (2) and the Nylon 66 housing (3). This housing has been rated for a 560 psi burst pressure and for leakage at extremes of temperature from -40 to 302 degrees Fahrenheit.

both is a 35 micron (nominal) filter with approximately 49 square inches of media. A strong magnet with a flow director is mounted at the inlet end to catch ferrous material before the oil passes through the filter media. It has a bypass valve, comes with 5/16-, 3/8- or 1/2-inch fittings and can be installed into cooler hoses. Maximum flow rate is approximately 7 GPM for the 5/16-inch filter (the larger filters flow more). Given that more than 50 percent of transmission wear metals are ferrous, and the magnet will catch virtually all of it, according to the manufacturer, overall efficiency is more than the filter element rating alone would indicate.

Recommended change interval is 30,000 miles. It may not be the most efficient filter in our group, but given its low cost and ease of installation, it's certainly something to consider for those with tight budgets. It delivered a lot of cleaning, dropping the oil two ISO codes in 2,200 miles.

The Magnefine can also function as a power steering filter, a system that usually has no filtration at all. When installed on the low-pressure return line, the Magnefine will continuously filter the power steering fluid. Filtered, this fluid should add significant life to the system, especially rack and pinion systems that are more sensitive to particu-

The Magnefine filters are marked "Power Steering" or "Automatic Transmission" but they are identical filters. The installation kit contents are designed for the different applications. The billet aluminum filter can be used in either location.



late matter. We tested Magnefines on the power steering of two trucks, a 2005 F-150 (rack & pinion) for 552 miles and an 1986 F-250 diesel (recirculating ball) for 289 miles. In the F-150 the ISO code dropped from 20/17/12 to 17/15/12 and in the F-250 diesel it dropped from a grungy 21/18/14 to 18/16/13 (For more information and details about ISO Oil Cleanliness Standards and Ratings, see web exclusive content More Transmission Filter Tech at www.trailerlife.com).

MAGNEFINE TEST RESULTS

'05 Ford F-150HD 4x4, 4R75E Automatic
Beginning ISO Code.....15/14/12
Ending ISO Code13/12/9
Elapsed Miles2,269

Micron Size	Actual Particle Counts Begin/End
>2	533/101
>5	197/37
>10	55/10
>15	21/4
>25	5/0
>50	0/0
>100	0/0

RACOR LFS 22825

The Racor name is well known in diesel truck and RV circles for fuel filtration, but its parent company, Parker Filtration, is a player in every part of the



The Racor filter base mounts anywhere the hoses will reach. The trans crossmember is a good spot if there's room. We mounted it on the outboard side of the passenger chassis rail on the F-250. The extra ports in the filter housing of the Racor (arrows) are convenient because you can install a valve for trans flushes and/or a sending unit to read fluid temperature.

Transmission Filter Tech



The Racor kit includes the cast filter base, synthetic media filter, bracket and hardware. Optional are hose kits of assorted lengths with the proper JIC fittings for your cooler lines. Any good hydraulic shop could make these hoses as well.

spin-on filter with 7-micron nominal and 10-micron absolute ratings. It flows 8 gallons per minute and has a built-in bypass valve. The kit comes with the filter, filter base, bracket and fittings. With 234 square inches of media, it has a very large capacity to carry dirt. While the recommended service interval is listed by Racor at 30,000 in severe use, it seems likely it could go much farther in light-duty trucks. Optional to the basic kit are hoses in various lengths and fitting attachments.

filtration game. Racor's LFS transmission filter kits stemmed from customer demand, mostly in the commercial light- and medium-duty truck markets. Shuttle vans, ambulances, delivery vans, etc., are all based on light- and medium-duty platforms and when op-

erated in the stop and go, 24/7 environment of a working truck, trans failures are a big expense and so is maintenance. The Racor LFS kits were designed to save money in both areas.

The Racor LFS transmission filter kit uses a highly efficient synthetic media,

The Racor dropped the ATF in our 1986 F-250 test vehicle a full ISO code in a very short period of time. It's the most efficient filter in our group by a large margin and a very well-built filter. Since it's designed for medium-duty use, it would be a very robust system in light-duty use.

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RACOR LFS TEST RESULTS

'86 Ford F-250 HD, C-6 Automatic
 Beginning ISO Code16/15/13
 Ending ISO Code15/14/11
 Elapsed Miles423

Micron Size	Actual Particle Counts Begin/End
>2	1046/358
>5	387/132
>10	108/37
>15	41/14
>25	9/3
>50	0/0
>100	0/0

BD DIESEL PERFORMANCE

BD makes spin-on transmission filter kits ideal for many trucks used in recreational towing applications. The kits vary according to application, but the base and filter remain the same. The base contains a built-in bypass valve that is robust and precise. The Luberfiner filter, built by Champion Labs, is rated at 25 microns absolute, 10 microns nominal. It's a very large filter, with 325 square inches of a cellulose/synthetic blend media and has a very high-flow rate of 20 GPM. Because it has so much media it likely could be used for an extended period.

We were not able to test this setup, but given the filter specifications we would expect it to perform at about the same level as the Magnefine. BD recommends a 50,000-mile light-duty change interval, a 30,000-mile severe-duty interval and 3,000 miles for a new or rebuilt transmission. 🚚



The BD kits are application-specific and come with all you need for that particular installation. Not shown are the included hoses.

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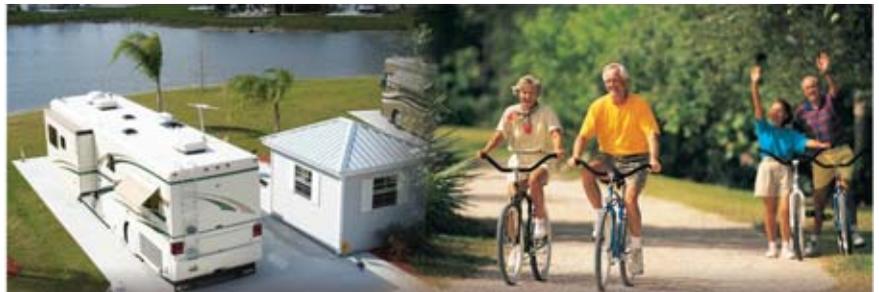
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Racor www.parker.com/racor, 800-344-3286

BD Performance www.dieselperformance.com, 800-887-5030



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Prep for C



Your trailer may need special attention if you are headed for a winter destination

story and photos by Brad Clayton

Winter camping has its own special beauty, and for a growing number of RV enthusiasts this brisk season no longer means packing up the rig for months of storage every year. However, even the hardiest of humans finds it a challenge to be comfortable in a blizzard. Fortunately there are dozens of travel trailers equipped with frigid-temperature insulation packages to help occupants as well as components weather the winter climates they may want to venture into.

These may include standards or options such as double-pane windows, insulated water lines and valves, and insulated and/or heated water and holding tanks. Some trailers old and not-so-old may not be so lucky. They require special preparation because they were not specially designed for below-freezing weather. Here are a few tips that can help prepare any trailer for that next winter destination.

Power

Access to power such as an electrical hookup would make cold-weather camping toasty, but that's not always going to happen, so be ready to rely on batteries and generators. Power requirements can be handled by an AC generator, a good set of "house batteries" — a total of at least 210-amp hours (350 minutes of reserve capacity at the 25-amp rate) — and a better electrical converter than is found in most trailers. A top-notch electrical converter is a key component here. Most standard converters perform well on the power-supply side. But during winter, you need multistage charging.

If your unit carries a multistage charger that can produce at least 14.2 volts during a bulk charge phase (see your RV literature), then you are good. If not, then look into multistage chargers such as the Iota DLS 75 Smart Charger or Xantrex TrueCharge2. Check the



old



(Clockwise from top left) There are many simple ways to prepare for winter travel. Wrapping hoses with heat tape and insulation is a good way to keep water supplies open. Polyurethane foam can be used to spot-insulate drafty areas. Reflective insulation can be used in compartments.

Internet for retail sources and other similar products. Other similar multi-stage high-output chargers are also suitable. Rapid battery recharging while running the generators less is the ultimate goal.

Compact portable generators such as the Yamaha EF2000iS or Honda EU2000iA 2000-watt units are amazingly quiet and can operate charging units such as Iota's DLS 75, as well as other 12-volt DC toys such as a TV, computer or DVD player.

Water Everywhere

You can winterize your trailer and lock it behind a fence for the season, but that defeats the purpose of owning it for about one-third of the year in some parts of the country, or venturing into certain parts of the country during winter.

Protection against freezing is important because burst pipes lead to expensive and rather inconvenient

repairs. In order to evaluate your trailer's winter capability, you should inspect water line routing from the inside and out, or in the basement. All of the pipes should be exposed to the heated interior of the RV. It's not necessary to keep the lines hot, but they need to be warmer than 32 degrees F.

Warm air circulation to the inner recesses of the RV can be improved sometimes through additional air vents. Beyond that, additional insulation may be needed to reduce the rate of heat loss, especially in outside compartments where tank valves and water lines are located. Water in drainpipes usually will not freeze because water does not typically stand inside them.

Several types of insulation are effective in various applications and are available at building supply, hardware and automotive supply stores:

- ▶ Regular old-fashioned fiberglass batting (the pink kind) is good for packing into basements and compartments that are not all that well insulated, but don't let fiberglass get wet.

- ▶ Polyurethane-foam spray such as

Great Stuff Big Gap Sealer by Dow will expand when it exits from the nozzle of the can and can effectively seal corners and gaps, and can be shaped and formed like putty.

- ▶ Bubble insulation (such as Reflectix or Prodex brands) are made up of thousands of small bubbles in a plastic mesh covered in a foil sandwich. It is reflective and has insulating qualities. It can be attached with contact cement to almost any surface.

- ▶ Foil-covered styrene Fome-Cor Board can be used to further insulate interior or exterior storage cabinets using spray adhesive to attach the board to the walls of the compartments.

- ▶ Spray exterior tanks and undercarriage structures with automotive undercoating to further protect them from winter road elements, ice, snow and water.

If they are just too isolated from heat, holding tank valves in a vented compartment can be freeze-protected with the low heat of a 60- or 100-watt incandescent light bulb, if you have shorepower.



Winter Prep



Holding-tank valves and hoses in the compartment can be freeze-protected with a 60- or 100-watt light bulb.

water lines extend into it or they will freeze. Anti-freeze should also be used in the P-traps that are not within heated areas. If you have an icemaker, it should be disconnected and winterized.

Above and beyond additional insulation, there are electrical heating pads for holding tanks, pipes and water lines that can be very effective. The better heaters, such as those available from UltraHeat, come in a variety of sizes and are thermostatically controlled (not activated until the ambient temperature reaches 44 degrees F). Look for models offered for 12-volt DC and/or 120-volt AC power sources; that way they can be used when hooked up to shorepower, or when boondocking.

Slides, Windows and Doors

A few late-model high-end trailers, especially those with "cold-weather

packages" have double-pane, gas-filled or purged windows that are far better insulators than single-pane windows. You can use storm-window kits, basically clear plastic sheets stretched over windows with the edges taped to the window frames then made tight with a heat gun or hair dryer, in some situations to improve the heat-retention qualities of your trailer's windows if necessary. These kits can usually be found in hardware and home improvement stores. (Note: A hair drier is a handy tool to have around during winter RV travel for emergency pipe defrosting.)

The doors in trailers often have less insulation than walls and single-pane windows, so they are good places to add more insulation when getting prepared for winter destinations. Bubble-type insulation and Fome-Cor Board are good ideas here.

Most trailers have slideouts these days, and it's necessary to prevent the buildup of ice and snow on top of these slideouts or on the awnings. This may mean retracting slideouts and awnings



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during a snowstorm, especially heavily blowing snow, or having to clean snow off the top before it turns to ice.

Catalytic Heat

Portable catalytic heaters can dramatically improve your comfort and are offered by a number of manufacturers such as Coleman, SportCat and Heat Buddy in output range up to 18,000 Btu. Some of these heaters can operate independently using a portable gas source or be connected to the trailer's LP-gas system. Camco's Olympian Wave Catalytic Safety Heater is popular among RV enthusiasts and can be used portably or installed inside the RV, as long as clearance requirements are met.

Catalytic heaters don't normally require connection to a 12-volt DC electrical source, although some models do, which drains the battery when boondocking. They are very efficient at producing heat but produce a flame, creating radiant heat by combining oxygen with propane inside the catalyst pad.

The catalytic heaters are not

approved by RVIA for installation in new RVs due to fact that the organization's building code requires outside venting of heaters and furnaces — but not gas stoves. Unvented catalytic heaters consume small amounts of oxygen (during combustion) from inside the RV, and produce very small amounts of carbon monoxide, resulting in a recommendation by all heater manufacturers that a window or vent be left partially open. Ventilation is absolutely needed anyway to relieve condensation levels that increase with the use of a catalytic heater. And all newer RVs have CO detectors, which should be tested regularly, as well. It's very important to avoid using unvented flame-producing heat sources of any kind inside a trailer, other than the occasional stove or oven for cooking.

Winter RVing can present some interesting challenges. However, for those who are up for it, and enjoy getting out instead of sitting on the couch, these tips and a little hard work can stretch the travel season and make year-round adventures on the road a reality. 🚐

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IOTA Engineering

520-294-3292,
www.iotaengineering.com

Prodex

720-733-1661,
www.insulation4less.com

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800-879-3645, www.reflectixinc.com

UltraHeat Inc.

574-522-6594, www.ultraheat.com

US Catalytic (Camco Manufacturing)

800-334-2004, uscatalytic.com

Yamaha Motor Corp., USA

800-962-7926,
www.yamaha-motor.com

Xantrex Technology, Inc.

800-446-6180, www.xantrex.com



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- Equa-Flex Suspension Enhancement
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- Lazydays RV, Seffner FL: Call 1-888-500-5299
- Lazydays RV (formerly Beaudry RV), Tuscon AZ: Call 1-800-306-4016
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ELECTRICAL SYSTEM UPGRADES

[Start Your Engine Every Time]

Have you ever had that sinking feeling when you turn the key, and nothing happens, that it could be the starter? Or it could be the batteries, especially if you have a newer diesel with common rail direct injection and glow plugs. When the "Wait to Start" light comes on, those little glow plugs that preheat the chambers above the pistons in Power Stroke and Duramax engines are, in essence, a

dead short, sucking any surface charge off your batteries if they are already low. Now those same batteries need enough power reserve to spin the engine fast enough for the oil pump to produce around 22,000 PSI to open the injectors.

That's asking a lot of a little starter on a cold morning, or a pair of batteries that are not fully charged, possibly because the alternator is getting tired. And then again, the whole problem could be just a bad or corroded ground wire. Gas burners start a little easier, but their electrical system is just as important.

So what do you do? Fortify that electrical system while you still can.

We had Ken Imler Diesel Performance inspect the electrical system on our 1999 Ford Super Duty in preparation for a lengthy expedition. We are about to take on a trans-Eurasian odyssey, driving from Lisbon, Portugal, to Shanghai, China, through 26 countries and following the legendary Silk Road, an adventure we expect will take at least three years. We could not afford to take risks with any part of that critical system. And while your tow vehicle may never see such rugged and torturous miles, it can nonetheless benefit from these very same upgrades.





(Left to right) We installed two fresh Group 34/78-PC1500 Odyssey Extreme batteries. All battery cable connections were checked and cleaned. Newer alternators like ours run cooler because they actually have fans on both the front and back of the case.

Battery Boxes

Odyssey batteries use absorbed glass mat (AGM) technology to offer, in one package, the advantages of both a high-powered starting battery and a deep-cycle battery, good for up to 400 cycles at 80 percent depth of discharge. That's sort of like a sprinter and a long-distance runner in one. Odyssey plates are made of pure virgin lead (unlike the lead alloy in most batteries) so they can pack in more plates, which means more plate surface area and much more power. They deliver twice the overall power of conventional batteries with a lifespan of eight to 12 years. We installed two fresh Group 34/78-PC1500 Odyssey Extreme batteries.

While we may think of our trucks as only mechanical devices, they also have many different electronic parts that re-

semble a personal computer more than a vehicle. All these little computers draw power as they remember your personal seat and outside mirror positions and your favorite radio stations. Most trucks built from the early 1990s contain a small component called a powertrain control module (PCM) that electronically controls parts and runs diagnostic tests. It only makes sense to have the best batteries you can afford, especially if you plan on keeping your RV. There are many sizes of batteries, each with its own power rating and configuration. For example, Odyssey makes at least 18 models, some with side posts and others with the more common top posts. Some models have both.

When you are installing dual batteries like most diesel trucks require, it's always important to use two of the

same type and size. We also checked all cables and auxiliary wires leading to accessories like our winch and driving lights, making sure that ground wires were clean and tight.

Spinning Alternators

No matter how great your batteries, they are useless if they are not being properly charged and regulated. Our truck was ordered with the dual alternator ambulance package. The primary alternator charges the starting batteries, and the auxiliary unit feeds four Odyssey Group 34 batteries in the camper. In case you're wondering why we use the same size batteries in the engine compartment as those in the camper, it allows us to replace a starting battery under the hood should one fail. Also, the Group 34 is fairly common

(Left to right) S&N Auto Electric recommended we add a ground from the back of the case to the block. Ken Imler Diesel Performance installed our reconditioned alternators. The auxiliary alternator feeds 200 amps through an external Balmar regulator to the bank of Odysseys. Our external Balmar regulator monitors amps, voltage and temperature of the alternator and the bank of Odyssey batteries.



Electrical System Upgrades



(Clockwise from top left) The lower mounting bracket for our auxiliary alternator is part of the ambulance package. The Xtreme X17802N 4.0KW starter with its offset gear reduction design is significantly bigger than the OEM Mitsubishi unit. Permatex Maximum Strength Thread Locker was used on all bolts and studs. The new Xtreme HD starter was a tight but perfect fit.

all over the world, including your local auto parts store.

Imler Diesel removed our alternators and we took them over to S&N Auto Electric in Sacramento, Calif., where its expert technicians completely reconditioned them. After cleaning and sandblasting the cases, all critical parts were replaced. These included heavy-duty rectifiers and diodes, heavy-duty (NTN) bearings, new heavy-duty brush holders, brushes and regulator, and a high-output stator on our auxiliary unit that charges the camper battery bank through an external Balmar regulator.

Sammy Rai, owner of S&N Auto Electric, explained that newer alternators like ours run cooler than earlier models because they have internal fans on the front and rear of the rotor assembly. He also cautioned that often alternators are just grounded to the mounting bracket. Sometimes corrosion can build up between the front and back of the case so it is very important to have a good ground strap from the back of the case to the engine block. He emphasized that a solid clean ground is as important as a clean battery connection. This can significantly extend the alternator's life.

The alternators were spun up on a computerized test machine to check for operating voltage, output and amperage at various speeds simulating on-road functions including alternator turn-on speed, voltage saturation point, dash-light function, load response control, soft start function, and input/output signal response at performance

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curve outputs from 1,000 to 6,000 RPM. Read-outs showed 160 amps going to the starting batteries, and 200 amps from our auxiliary alternator feeding the house bank of Odysseys.

Back at Imler's facilities, the new, maybe better than new, alternators were reinstalled. Following Rai's advice, flexible Quick Cable welding wire and solid copper lugs were used for grounds from the rear of the alternator cases to the block.

Of course, something has to spin the alternators. A new Gates Green Stripe FleetRunner Micro-V belt is expected to last at least 100,000 miles under severe conditions. A new Gates belt tensioner and Gates idler pulleys replaced our truck's factory units. Gates is one of the largest manufacturers of belts and related parts in the world and offers products for a wide range of light truck applications.

Start Your Engines

Returning to where we began, nothing works until the engine starts.



(Left to right) A VDC BatteryMINDER keeps our Odysseys fully charged when the truck is off the road. Ken Imler Diesel Performance was our base for all mechanical work on the Turtle V.

Motorcar Parts of America offers its Xtreme X17802N 4.0KW starter with an offset gear reduction design as a replacement for that rather puny factory unit. Installation was straightforward for the experienced technicians at Ken Imler's Diesel Performance. The mating face on the bell housing was buffed clean and a small, unneeded tab on the OEM power cable was removed. Permatex Maximum Strength Thread Locker was used on all bolts and studs.

MPA Xtreme starter components are

precisely machined for consistent performance, and include oil-impregnated bushings for maximum durability and specially coated wiring for additional protection from heat. Synthetic lubricants reduce cranking resistance and improve durability.

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Electrical System Upgrades

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The sheer size of the Xtreme starter's offset gear reduction design is impressive, but the real test came when we turned the key. The powerful starter spun the engine like a top. The Xtreme X17802N was designed specifically for the Ford 7.3 Power Stroke engine. Motorcar Parts of America makes starters and alternators for most vehicles sold in the United States. Not all trucks require the Xtreme model.

Smart Charger

Finally, given the number of computers and other hidden electrical draws on modern trucks and RVs, whenever we need to leave our vehicle for more than a couple of weeks, we hook up a VDC BatteryMINDER, (Model 2012-AGM). BatteryMINDers are the new generation of SMART pulse chargers that safely charge and maintain types and sizes of batteries including starter, deep-cycle and sealed types. They do all of this without overcharging, no mat-

ter how long they are left on. The Model 2012-AGM is precision set for all sizes and brands of 12V AGM lead-acid batteries, including but not limited to AGM Batteries by: Optima, Odyssey, Lifeline, Deka, MK, Universal Power and Trojan. The Model 2012 is for flooded and gel batteries.

As we follow The Silk Road, we will climb over icy tracks though high moun-

tain passes in the Pamir Mountains. Since Victorian times the Pamirs have been known as the "Roof of the World." This 16,000-foot-high corridor is the ancient route between Afghanistan and China and no place to have electrical problems. You may not be driving around the world tomorrow, but that doesn't lessen the importance of having a top-notch electrical system. 🚚

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MSRP: \$999

800-748-8066, www.seaeagle.com

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Residential RV Toilet

Theford's new Aqua-Magic Residence is a residential-grade, single-pedal RV toilet that's stylish and provides the comfort of home on the road, but it is still light enough for your RV. There are two variants: a high-profile model that weighs 9.5 pounds, and a low-profile unit that weighs 8.25 pounds. A key feature of the high-profile model is a more comfortable seat that's 18 inches high (and ADA-compliant), so it's much easier to sit down and stand up compared to shorter, standard RV toilets that require more agility. Its cover is strong enough to sit on, installation is a breeze and it's available in white or bone.

MSRP: \$199

800-543-1219, www.thetford.com

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Universal Towing Mirrors

Grand Aero's Towing Mirrors are said to dramatically improve rearward visibility while towing. A universal fit makes them compatible with mirrors on all trucks and SUVs. Aside from a much wider field of view, they are fully adjustable and can be taken from one vehicle to another, so they never become obsolete. The company claims they do not interfere with electric mirror function. Grand Aero Towing Mirrors can be purchased at Amazon.com and Camping World.

MSRP: \$116.95

grandaerotowingmirrors.blogspot.com

Circle 205 on Reader Service Card.



Bully Dog Tunes The Ford EcoBoost

Ford's EcoBoost gas engines have really ignited the truck scene with their twin turbochargers producing high torque and horsepower numbers, allowing them to produce exceptional output for their relatively small size, along with substantially better fuel economy than the naturally aspirated engines they replaced. The 3.5-liter EcoBoost V6 has been popular with half-ton pickup truck buyers who want a vehicle they can afford to drive every day, but also has some towing guts for the weekend. Often, though, when owners hitch up to a heavy trailer, they still wish for a little more power. It's the nature of many drivers – more than enough never seems to be enough.

Bully Dog's team of experts demonstrated the company's EcoBoost modification products at its annual Dog Days of Summer event recently, where two identical Ford F-150s equipped with the 3.5L EcoBoost engine competed against each other. One was left completely stock, and the other was outfitted with Bully Dog's Rapid Flow Cold Air Intake and GT Gas tuner. A gain of 83 horsepower was seen on the dyno, and during the towing challenge, the results were dramatic. Bully Dog products enabled the EcoBoost to easily overpower the stock truck and win a 500-foot dirt drag race pulling a trailer by several truck lengths. Other competitive products were also featured at the event.

The Bully Dog Rapid Flow Cold Air Intake's "fully enclosed injection molded air intakes are made from high-grade polyethylene. As with all our air intake projects we wanted to produce a product that would provide

the best cold airflow possible to increase the performance of the truck," says Craig Sandstrom, Bully Dog intake engineer. "One of our main focuses was pulling situations, as these trucks perform great under load. Bully Dog's injection molding process allows it to produce a very accurate product that fits perfectly to the stock mounts every time, making it look part of the truck. We also use an eight-layer filter to provide maximum filtration while continuing to maintain high airflow rates."

The GT Gas tuner controls fuel delivery, boost and spark timing to optimize horsepower and torque. Bully Dog's Rapid Flow Stage 2 intake systems are designed to reduce incoming air temperatures by drawing denser air from cooler external air sources, rather than hot underhood air. It also employs a high-flow air filter to reduce restriction, and improve the

appearance of the engine bay. Real-world results include improved fuel economy, more horsepower and torque, and lower cost of ownership. It also enhances that deep engine growl and adds the aesthetics of a customized engine bay.

Pablo Ongini, an engineer who worked on the Bully Dog/Ford EcoBoost project said, "Right from the start the aim was to get the most power possible out of the EcoBoost engine while maintaining the safety parameters set by the manufacturer. Bully Dog is proud to be first to market on many applications and we were determined to do the same with the EcoBoost. We set out to produce a tune that would provide the best performance possible for all situations – especially towing. Our most recent tuning will increase performance by at least 59 horsepower and 70 lb-ft of torque, while increasing boost by 5 to 6 PSI."

Raising stock turbo peak boost pressure provides a considerable maximum power gain when combined with increased air-fuel delivery and optimized ignition timing. The California Air Resources Board executive order



number approval is still pending, so keep that in mind if you live in an area with smog checks. Bully Dog also offers performance products for a wide variety of other brands and models. For more information call 888-844-6260 or visit www.bullydog.com.

Stop-Start Technology

With vehicle manufacturers scrambling to meet upcoming Corporate Average Fuel Economy standards (35.5 MPG by 2016 and 54.5 MPG in 2025) start-stop systems are likely to be introduced to mainstream non-hybrid vehicles. A recent survey conducted by Johnson Controls in several U.S. cities found that most respondents liked the idea of stop-start technology, which is capable of reducing fuel consumption by about five percent on average. Stop-start technology shuts off the engine when it would normally idle, and then restarts it as the brake pedal is released or the clutch is engaged. While many American drivers are still not familiar with

stop-start systems, once they learn how it works and the potential benefits, the survey found that 97 percent of respondents said they would accept it. Expect to see it on more vehicles soon.

Study Finds E15 Fuel Can Damage Engines

The American Fuel & Petrochemical Manufacturers (AF&PM) has reported that a study it carried out conflicts with the U.S. Energy Department's research results that allowed the U.S. Environmental Protection Agency's approval of E15 fuel (85 percent gasoline/15 percent ethanol) for sale and use in model year 2001 and newer light-duty motor vehicles, subject to certain conditions.

According to AF&PM results from high-mileage tests, the E15 damaged two out of eight vehicles tested. "The Coordinating Research Council's objective scientific tests have found disturbing evidence that increasing the amount of ethanol in gasoline higher than the current 10 percent causes se-

CAUTION!

This fuel contains 15% ethanol maximum.

rious damage to automobile engines," according to a statement issued by the AF&PM. "The study shows that a significant percentage of cars tested suffered engine damage when refueled with 15 percent ethanol. These are cars the EPA has approved to run on E15."

This study adds concern that ethanol blends higher than 10 percent may damage certain vehicles and outdoor power equipment engines such as generators that are not designed to run on it. Some manufacturers are labeling gas caps on new vehicles with warnings against using ethanol blends higher than 10 percent. ☹

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Giraffe G4 Overhead Protection System warns drivers of impending obstacles

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TOOLS NEEDED

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In most cases we would prefer perfect scenarios for anything life has to offer; but it's not a perfect world when owning an RV. We're used to frequent maintenance and repair procedures. It's the unexpected hazards when roaming unknown territory (like driving under an overhang that's just a little too low for our rig) that can ruin your day — ouch!

A new product on the RV scene, Giraffe G4, was developed in response to the many overhead obstacles RVers encounter, leading to misadventures that can not only sideline trips but empty pocketbooks paying for expensive repairs. The Giraffe G4 is an RV overhead protection device designed to warn drivers of unmarked or mismarked low-hanging hazards, like archways/signs, trees and older service station canopies.

The Giraffe G4 is contained in a fairly compact, durable plastic housing with an in-cab programmable LED display screen. Coupled to the bright monitor is 8 feet of special coaxial cable to connect to the external aerodynamic sealed sensor, providing the necessary signals to the display. The unit receives 12-volt DC power through the common accessory outlet built into most dashboards.

There's plenty of cable so the screen can be placed in a number of convenient locations for the driver.

Installation is DIY-friendly, even for those with limited mechanical expertise; there are only a few steps and some minor programming involved. First, attach the sensor in one of two locations: either to the highest point on the passenger mirror or the top of the tow vehicle cab. Using the mirror



After determining your vehicle's exact clearance measurement, installation is an easy process with the optional magnetic mount and coaxial cable that must be run into the cab.

mount has limitations. Unless your tow vehicle is equipped with the old-style round, metal tube extension mirrors, you'll need to use the optional magnetic roof mount. I suppose it's possible to screw the mirror mount into a plastic encased mirror, but I can't recommend that, especially since it will likely impede the mechanism and leave holes in the housing if you ever remove the system. With that said, place the magnetic mount on the roof where it will be easy to run the coaxial cable to the cab and secure the sensor to the mount with the four supplied screws. A built-in bubble is used to level the sensor. Motorhome owners can order a suction-cup mount for installation on the front window.

After routing the cable to the cab and avoiding any hard angles, the 12-volt DC power

supply cable can be plugged into the display screen and power port. There's only a small amount of information needed for programming, which is loaded before the system can be employed. You'll need to measure the height from flat, level ground to the top of the mounted sensor and the distance from the ground to the top of the trailer. Make sure to measure to the highest point of the trailer, almost always at the top of the air conditioner or satellite dish.

To program the Giraffe G4, the three buttons on the right side of the screen are used to make selections and lock in the choices. It's just a matter of following the prompts. Options include measurements in feet or meters. This is when you lock in your measurements taken earlier. Once programmed, the G4 is

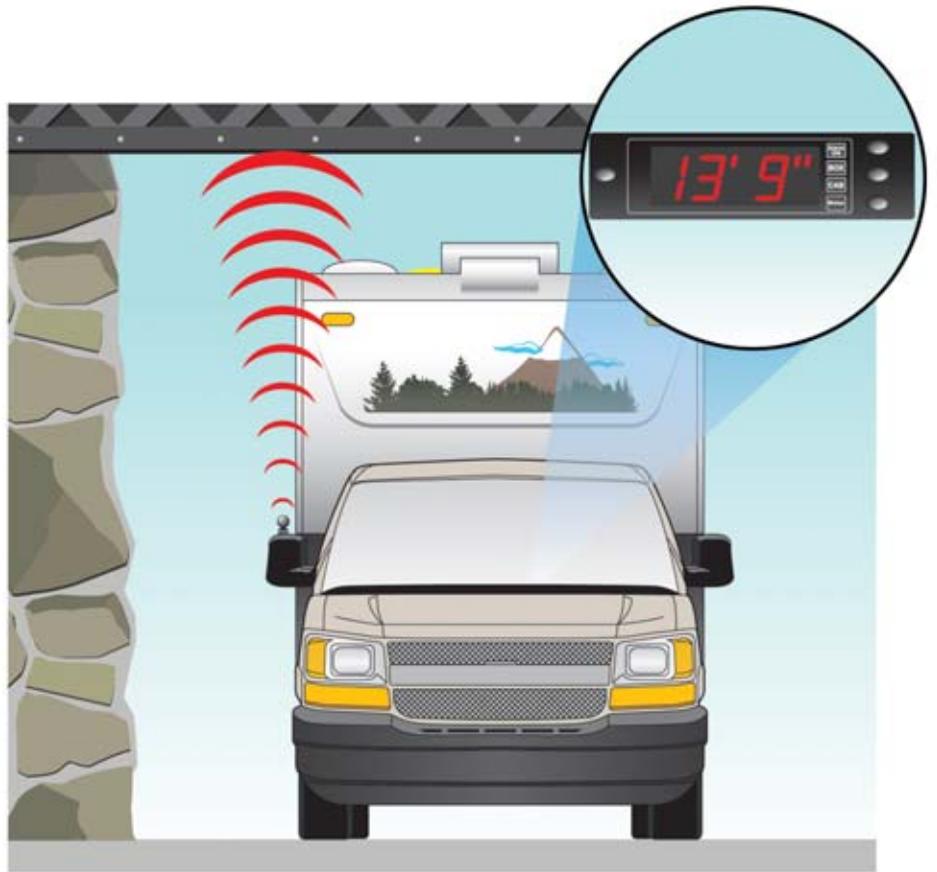
PEACE OF MIND » Although it's not effective at freeway speeds, the Giraffe G4 can prevent expensive and embarrassing mishaps on slower roads or inside campgrounds.



ready for use and will remain on standby. The alarm will sound if you approach an overhang lower than the input limits. For a one-minute interval, the feedback on the screen can be viewed by pushing the left button once.

How did it work? Although the G4 provides an accurate height reading, it works best at very slow speeds. When it comes to slow-speed maneuvering and parking in areas with low-hanging overhead obstacles the Giraffe G4 excelled in warning us before possible impact. It's not designed to warn drivers of low overpasses at highway speeds. The device is limited to warning while driving up to 30 MPH. At faster speeds the readout values jump around. Undoubtedly, a big benefit for RV owners is the ability to maneuver in campgrounds without guessing whether the RV will clear obstacles.

The RV kit sells for \$189.95; the magnetic mount is \$19.95, and the suction cup mount is \$44.95. 🚐



The Giraffe G4 warns drivers of encroaching overhead objects at speeds up to 30 MPH.

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DIESEL FUEL DIFFERENCES

Q I have a 2005 Chevy HD 2500 diesel pickup. Is there any difference between name-brand diesel fuels (Chevron, Shell, etc.) and the independent gas stations? I was told a few years back by a gas station owner that a Chevron plant in California produces all of the diesel fuel for California and Arizona. It seems that if one plant makes all of the diesel for California and Arizona, and if it is the same, why would people spend the higher price at Chevron or Shell or others? It is all No. 2 diesel. It would be nice to know and I am sure there are more people out there who would also like this info.
J Milner, Fremont, Calif.

A What a timely question, as the Chevron refinery in the Bay Area near you in Richmond, Calif., recently had a major fire that shut it down. That refinery made fuel for both Chevron and other distributors. Most diesel fuel sold now is ultra-low sulfur diesel, which must meet EPA regulations, be within a specified cetane range, and contain certain additives such as lubricity improvers. Diesel fuel blended for use during winter in mountainous and cold-weather areas is also blended to keep it from waxing and clogging filters. Chevron (and others) put certain additives in its fuels and does not announce what, if any, differences there are in the fuels it sells directly and those that it sells through other outlets. Unfortunately this is considered proprietary. So while you should have satisfactory performance with any of the products, and the differences (if any) may be imperceptible, you'll have to decide if brand names are important to you. - **Ken Freund**

UPGRADE WORRIES

Q I see a lot of information on powering up your truck and find it all interesting, but I recently had my turbocharger replaced by GM on my 2007 (new body style) Silverado Duramax at

53,000 miles. Before GM would replace the turbo under warranty, the dealer had to send in all the computer data from the truck. The dealer explained that GM could tell if any aftermarket equipment had ever been on the truck,

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 an RV enthusiast, mechanic and writer since he could hold a wrench.



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as it leaves data traces — which would void the warranty. Thankfully, I had never used aftermarket equipment.

I have also been interested in changing tire size. But, again, GM is really picky about that and voids warranties on suspension and steering modifications. Maybe others have not had problems with aftermarket parts and factory warranties, but I think I will stay stock.

Tim McCormick, Colville, Wash.

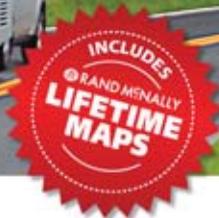
A Thanks for writing, Tim. This is certainly a contentious issue worth reviewing. There is a federal law called the Magnuson-Moss act, which regulates what companies can and can't do with their warranties. Part of it says that warrantors cannot require that only branded parts be used with the product in order to retain the warranty. The law does allow warrantors to void coverage if they can show that the product was abused by the end user, or that a non-stock

part caused the damage. However, they cannot cancel warranty coverage simply because some aftermarket part has been installed. The burden of proof is on the warrantor; for example, a manufacturer can't legally refuse coverage of the turbo simply because an aftermarket part was installed. They must be able to demonstrate that a modified part caused a failure in order to void coverage on that system or component.

Having said that, many dealers and manufacturer personnel either don't know the law, or pretend to not know it and hope to get away with ignoring it. Dealers generally get paid more for non-warranty repairs and therefore prefer warranty coverage be denied. Obviously the manufacturers save money if warranty coverage is denied. The problem is educating the dealership personnel and possibly others. Sometimes it takes a lawsuit, which can be both expensive and time consuming. - **K.F.**



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HITCH RECEIVER WEAR AND TEAR

Q I have a hitch problem and I have talked to the manufacturer of the hitch but they were unable to help me resolve this issue. Maybe you can help.

I tow a 27-foot SunnyBrook travel trailer. It probably weighs around 8,000 pounds when loaded. I use a 2007 GMC 3/4-ton four-door crew cab with the Duramax diesel — great truck. The hitch has a 10,000-pound rating. The hitch was used on a previous truck with no noticeable damage.

The factory had me take some measurements with the stance of the truck both with and without the trailer, and with the trailer without the bars attached. All measurements proved to be right on.

Last spring we took a 4,400-mile trip down south and back up through Kentucky and Ohio, and then back to Minnesota, crossing several mountain ranges. When we got home I went to pull off the hitch, but could not get it

out of the receiver. The hitch pin came out OK, but the hitch bar was stuck. When I finally got it out of the receiver I noticed that the hole in the hitch bar and the receiver were worn oblong and there was a burr on the inside of the receiver, which was holding the hitch from releasing.

I had not changed any of the weight-distributing hitch tension settings since I installed the hitch in 2007, but to tighten up the hitch I increased the tension of the bars.

Glenn A. Peterson, Stacy, Minn.

A This doesn't seem like a weight-distributing adjustment problem, Glenn. While general wear and tear on steel parts that are heavily loaded may be the culprit, I'd say it's because your brake control gain isn't adjusted properly. When you apply the truck's brakes and the trailer brake control is too "lean" the trailer weight pushes forward against the truck, with the truck needing to supply an inordinate

amount of the lashup's braking action. That pushing takes place at the pin holding the hitch head in the receiver, and as a result, you have the oblong wear in the receiver holes as shown in your photos. When you release the brakes and accelerate again, the weight of the trailer pulls the hitch pin back against the back part of the receiver pin hole, which in turn aggravates the oblong wear-and-tear on the holes. I don't think your hitch receiver is worn enough to require replacing it yet, although for peace of mind, have it inspected by a qualified technician. You will definitely also want to have your brake control adjustment, and the trailer's brakes, checked for proper operation. — **Jeff Johnston** 📧

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to be destroyed. Wilder determined that we had defective axles. Northwood referred us to the axle manufacturer who said the axles were still under warranty, but added that we had to remove them and pay to send them to their facility. The dealership decided the cost for that, without any guarantee that they would be covered, was excessive. Wilder RV then paid for the local RV repair facility to install new axles on the trailer.

We had outstanding service from Wilder RV, but were disappointed with the response from the axle manufacturer. We were out the cost of the replacement tires. In the future, we will be crawling under the trailer to check the inside tire tread as part of our daily travel check.

Lang and Mary Hadley, Port Angeles, Wash.

THE COMPANY RESPONDED

Northwood Manufacturing has numerous vendors that supply us with the various parts needed to make the travel trailers and fifth-wheels that are produced in our manufacturing location. The majority of our suppliers take care of any warranty issues directly with the various dealers, not Northwood Manufacturing.

In an attempt to address the Hadley's concerns, we should keep in mind that there are numerous variables when it comes to axles and tires such as weight of the trailer when loaded, air pressure, road hazards, as well as many other obstacles that may be encountered while in travel. With 12,000-plus miles on any travel trailer tire, depending on conditions, the tire is on the upper end of its life expectancy, and without the suppliers being able to inspect the tires and axles for defects, there is no way to tell if they were showing signs of normal wear and tear or if they were indeed defective.

Matt Turley, Northwood Manufacturing

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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NEW 2012 Coleman COLEMAN CT265BHS WAS \$26,098 **NOW \$17,995** SAVE \$8,103 (888) 682-3036 Churchville, NY STK# CHU71120



NEW 2013 Coleman COLEMAN CTS274BH WAS \$25,347 **NOW \$17,995** SAVE \$7,352 (866) 415-9726 Golden, CO STK# KC512361



USED 2009 Thor SKAMPER 29RLK KODIAK WAS \$23,914 **NOW \$17,995** SAVE \$5,919 (888) 625-5187 Fort Myers, FL STK# FT-M12092A



USED 2006 Thor ADIRONDACK 301 WAS \$22,474 **NOW \$17,995** SAVE \$4,479 (888) 461-1123 Asheville, NC STK# ASH23463



USED 2010 Dutchmen LITE 288-GS WAS \$23,598 **NOW \$18,598** SAVE \$5,000 (888) 692-9016 Myrtle Beach, SC STK# MB129173



USED 2010 Keystone BULLETT 250RKS WAS \$32,254 **NOW \$18,750** SAVE \$13,504 (877) 371-2412 Flagstaff, AZ STK# FLG13122



NEW 2012 Coleman COLEMAN CT211RB LIST PRICE \$27,401 **NOW \$18,950** SAVE \$8,451 (888) 479-3568 Vacaville, CA STK# VAC15994 VIN# CD311424



NEW 2012 Coleman COLEMAN CT317BHS WAS \$30,713 **NOW \$18,999** SAVE \$11,714 (866) 289-0113 Chattanooga, TN STK# CH71586



NEW 2011 Keystone SPRINTER 264BHS WAS \$29,820 **NOW \$19,500** SAVE \$10,320 (888) 713-4351 Fayetteville, NC STK# FAY25424



NEW 2012 Starcraft AUTUMN RIDGE 245DS MSRP \$25,611 **NOW \$19,777** SAVE \$5,834 (888) 727-2952 North Little Rock, AR STK# LIT17640



USED 2003 Kountry Star KOUNTRY STAR 350SSK **NOW \$19,960** (888) 696-2165 Savannah, GA STK# SAV16597



USED 2009 Keystone OUTBACK 28RSDS WAS \$29,995 **NOW \$19,988** SAVE \$10,007 (888) 475-5918 Robertsdale, AL STK# RD40497



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



USED 1999 Teton PRESTIGE 32 FLAGSTAFF WAS \$37,500 **NOW \$19,995** SAVE \$17,505 (866) 820-0335 Council Bluffs, IA STK# CBI17237



USED 2007 Keystone COPPER CANYON 3121SLS WAS \$28,995 **NOW \$19,995** SAVE \$9,000 (888) 682-3036 Churchville, NY STK# CHU68788



USED 2004 Cedar Creek CEDAR CREEK 34RLBS WAS \$30,690 **NOW \$19,995** SAVE \$10,695 (866) 610-5049 Akron, OH STK# SRV19145



USED 2006 Sunnybrook MOBILE SCOUT 31BWFS WAS \$29,888 **NOW \$19,995** SAVE \$9,893 (888) 348-5909 Avondale, AZ STK# AV014593



USED 2006 Heartland BIGHORN 3055RL WAS \$36,999 **NOW \$19,999** SAVE \$17,000 (866) 289-0113 Chattanooga, TN STK# CH72448



NEW 2012 Keystone BULLET 246RBS LIST PRICE \$32,551 **NOW \$24,995** SAVE \$7,556 (888) 331-1595 Santa Clarita, CA STK# AMRV23110 VIN# CX422595



USED 2009 Dutchmen ADIRONDACK 31RL-DSL WAS \$29,999 **NOW \$19,999** SAVE \$10,000 (866) 289-0113 Chattanooga, TN STK# CH66940



USED 2006 Gulf Stream SEDONA 30FSKW WAS \$28,900 **NOW \$19,999** SAVE \$8,901 (888) 489-5784 Louisville, TN STK# KNOX19270



NEW 2012 Dutchmen ASPEN TRAIL 2910RLS WAS \$28,160 **NOW \$19,999** SAVE \$8,161 (888) 471-3546 Chichester, NH STK# GRV507473



USED 2009 Flagstaff V-LITE 30-WRLS WAS \$26,995 **NOW \$20,300** SAVE \$6,695 (866) 755-9604 Charleston, SC STK# CHN127200



NEW 2012 Coleman COLEMAN CT265B-HS WAS \$25,542 **NOW \$20,433** SAVE \$5,109 (888) 475-5918 Robertsdale, AL STK# RD40124



NEW 2012 Dutchmen KODIAK 220BHKS LIST PRICE \$29,334 **NOW \$20,988** SAVE \$8,346 (888) 480-3175 Sacramento, CA STK# SAC17101 VIN# CK131382



NEW 2012 Coleman COLEMAN CTU289RL WAS \$33,212 **NOW \$20,995** SAVE \$12,217 (866) 610-5049 Akron, OH STK# SRV20121



USED 2006 Newmar CYPRESS 33RLPK WAS \$39,900 **NOW \$20,999** SAVE \$18,901 (866) 289-0113 Chattanooga, TN STK# CH67666



USED 2005 Keystone MONTANA 3475RL **NOW \$21,850** (888) 617-5406 Oakwood, GA STK# DRV18007





USED 2007 Gulf Stream CANYON TRAIL 30FBHS NOW \$21,947 (888) 815-7523 Woodstock, GA STK# WDS17820



USED 2011 Jayco EAGLE SUPER LITE 256RKS NOW \$21,986 (888) 696-2165 Savannah, GA STK# SAV18087



NEW 2011 Keystone SPRINTER 271FL MSRP \$28,695 NOW \$21,987 SAVE \$6,708 (888) 641-0925 Kaysville, UT STK# KY37922



USED 2007 Forest River CARDINAL 29RK WAS \$39,988 NOW \$21,995 SAVE \$17,993 (888) 475-5918 Robertsdale, AL STK# RD40424



NEW 2011 Keystone SPRINTER 271FL MSRP \$28,477 NOW \$21,987 SAVE \$6,490 (888) 641-0925 Kaysville, UT STK# KY37923



NEW 2012 Coleman COLEMAN CTU240RB WAS \$30,228 NOW \$21,988 SAVE \$8,240 (888) 859-6653 Hillsboro, OR STK# HIL38701



NEW 2012 Keystone SPRINTER 308BHS WAS \$32,643 NOW \$21,995 SAVE \$10,648 (888) 625-5187 Fort Myers, FL STK# FTM17196



NEW 2012 Coleman COLEMAN CTU240RB LIST PRICE \$32,348 NOW \$21,995 SAVE \$10,353 (877) 834-0429 Bakersfield, CA STK# SLV22036 VIN# CK130166



NEW 2012 Jayco JAY FLIGHT 29QBH WAS \$31,994 NOW \$21,995 SAVE \$9,999 (866) 415-9726 Golden, CO STK# KC512506



NEW 2012 Jayco JAY FEATHER ULTRA-LITE 254 WAS \$27,894 NOW \$21,995 SAVE \$5,899 (866) 415-9726 Golden, CO STK# KC512493



NEW 2012 Crossroads ZINGER 25RB WAS \$31,510 NOW \$21,999 SAVE \$9,511 (877) 554-3516 Lakewood, NJ STK# LAK8925



USED 2009 Forest River SALEM LA 326RBDS WAS NOW \$22,900 (888) 844-1758 New Braunfels, TX STK# SW10164A



NEW 2012 Coleman COLEMAN CTU289RL LIST PRICE \$36,231 NOW \$22,988 SAVE \$13,243 (888) 480-3175 Sacramento, CA STK# SAC16928 VIN# CK131134



NEW 2012 Coleman COLEMAN CT-F259RE WAS \$41,192 NOW \$22,995 SAVE \$18,197 (888) 865-1507 Hamburg, NY STK# BUF69774



NEW 2012 Keystone OUTBACK 210RS MSRP \$33,949 NOW \$22,997 SAVE \$10,952 (888) 727-2952 North Little Rock, AR STK# LIT22653



NEW 2012 Keystone BULLET 284RLS MSRP \$34,037 NOW \$23,478 SAVE \$10,559 (888) 614-5201 Draper, UT STK# ABRV38957



NEW 2012 Keystone SPRINTER 272BHS WAS \$30,413 NOW \$23,950 SAVE \$6,463 (866) 820-0335 Council Bluffs, IA STK# CBI15339



NEW 2012 Keystone BULLET 284RLS
 WAS \$34,420 **NOW \$23,988** SAVE
 \$10,432 (888) 850-5575 Wood Village, OR
 STK# POR38801



NEW 2012 Keystone SPRINTER 255RKS
 WAS \$34,036 **NOW \$23,988** SAVE
 \$10,048 (888) 850-5575 Wood Village, OR
 STK# POR37999



USED 2007 Forest River CARDINAL 33TBH **NOW**
\$23,995 (888) 815-7523 Woodstock, GA STK#
 WDS17480



NEW 2012 Keystone COUGAR 268HS
 WAS \$31,285 **NOW \$23,988** SAVE \$7,297
 (888) 386-5187 Houghton Lake, MI STK#
 HL6054



USED 2007 Jayco EAGLE 314BHDS
NOW \$23,995 (888) 331-1595 Santa
 Clarita, CA STK# AMRV23132 VIN#
 71CT0274



NEW 2012 Crossroads CRUISER 29RLX WAS
 \$40,781 **NOW \$23,995** SAVE \$16,786 (866) 610-
 5049 Akron, OH STK# SRV19698



NEW 2012 Crossroads SUNSET TRAIL
28FL WAS \$36,672 **NOW \$23,995** SAVE
 \$12,677 (866) 502-8238 Bath, NY STK#
 BAT70136



NEW 2011 Keystone SPRINTER 277RLS
 WAS \$31,955 **NOW \$23,995** SAVE \$7,960
 (866) 820-0335 Council Bluffs, IA STK#
 CBI15346



NEW 2012 MVP RV
IMPACT 24FS WAS
 \$30,703 **NOW \$23,997**
 SAVE \$6,706 (888) 463-
 3995 Colorado Springs,
 CO STK# KC211913



NEW 2012 Starcraft AUTUMN RIDGE
315RLSA WAS \$32,625 **NOW \$24,777**
 SAVE \$7,848 (877) 289-0812 Las Vegas,
 NV STK# LVN39040



NEW 2012 Heartland PROWLER 29PRET
 LIST PRICE \$38,449 **NOW \$24,988** SAVE
 \$13,461 (888) 480-3175 Sacramento, CA
 STK# SAC20659 VIN# CE247087



NEW 2012 Crossroads CRUISER 28RKX
 MSRP \$41,678 **NOW \$32,995** SAVE
 \$8,683 (877) 371-2412 Flagstaff, AZ STK#
 FLG18428



NEW 2012 Keystone SPRINTER 255RKS
 WAS \$34,038 **NOW \$24,988** SAVE \$9,050
 (888) 859-6653 Hillsboro, OR STK#
 HIL37998



USED 2008 Heartland BIG COUNTRY
3490BH **NOW \$24,995** (888) 668-6715
 Katy, TX STK# KAT10133A



USED 2007 Keystone
RAPTOR 299 MP
NOW \$24,995 (888)
 828-9906 Lowell, AR
 STK# LOW24548



NEW 2012 Keystone OUTBACK 301BQ
 WAS \$35,903 **NOW \$24,995** SAVE
 \$10,908 (888) 625-5187 Fort Myers, FL
 STK# FTM13977





NEW 2011 Keystone SPRINTER 255RKS
LIST PRICE \$35,385 **NOW \$24,995** SAVE
\$10,390 (877) 834-0429 Bakersfield, CA
STK# SLV21977 VIN# B1533234



NEW 2012 Keystone SPRINTER 272BHS
WAS \$34,442 **NOW \$24,995** SAVE \$9,447
(888) 859-6653 Hill-
sboro, OR STK#
HIL38811



NEW 2012 Keystone SPRINTER 255RKS
WAS \$34,206 **NOW \$24,995** SAVE \$9,211
(888) 568-2177 Burlington, WA STK#
FRV10363



NEW 2012 Keystone PASSPORT 2650BH LIST
PRICE \$34,167 **NOW \$24,995** SAVE \$9,172 (877)
834-0429 Bakersfield, CA STK# SLV22064 VIN#
CX410223



NEW 2012 Keystone COUGAR 24RLS
WAS \$31,724 **NOW \$24,995** SAVE \$6,729
(888) 454-1707 Kissimmee, FL STK#
KS8688



**NEW 2012 Coleman COLEMAN
CTU289RL** MSRP \$30,850 **NOW \$24,995**
SAVE \$5,855 (888) 801-3226 Byron, GA
STK# MAC17623



**NEW 2011 Coleman
COLEMAN CT387DQDS**
MSRP \$34,287 **NOW \$24,998** SAVE \$9,289
(877) 371-2412 Flag-
staff, AZ STK# FLG13897



**NEW 2012 Keystone
COUGAR 27RBS** WAS
\$35,995 **NOW \$25,858**
SAVE \$10,137 (888)
254-9145 Meridian, ID
STK# MER17398



NEW 2012 Keystone COUGAR 276RLS
WAS \$34,995 **NOW \$25,858** SAVE
\$9,137 (888) 254-9145 Meridian, ID STK#
MER17413



NEW 2012 Keystone SPRINTER 310KBS
WAS \$35,407 **NOW \$25,887** SAVE \$9,520
(888) 471-3546 Chichester, NH STK#
GRV507468



NEW 2012 Coleman COLEMAN CTF259RE
LIST PRICE \$39,534 **NOW \$25,950** SAVE
\$13,584 (888) 479-3568 Vacaville, CA
STK# VAC16798 VIN# CP627805



**NEW 2012 Keystone
SPRINTER 270FWRET**
WAS \$37,475 **NOW \$25,995** SAVE \$11,480
(888) 625-5187 Fort My-
ers, FL STK# FTM17200



**NEW 2012 Coleman COLEMAN CT-
F267BH** MSRP \$36,274 **NOW \$25,995**
SAVE \$10,279 (888) 696-2165 Savannah,
GA STK# SAV16078



NEW 2011 Keystone COUGAR 27RBS
MSRP \$36,234 **NOW \$26,980** SAVE
\$9,254 (888) 641-0925 Kaysville, UT STK#
KY37692



NEW 2012 Keystone OUTBACK 272RK
WAS \$35,252 **NOW \$26,988** SAVE \$8,264
(888) 896-2801 Albuquerque, NM STK#
ARV16336



NEW 2012 Crossroads CRUISER 28RKX
MSRP \$43,264 **NOW \$26,995** SAVE
\$16,269 (888) 542-3819 Mesa, AZ STK#
MES17178



**USED 2011 Forest River WILDCAT
322RKBS** WAS \$39,995 **NOW \$26,995**
SAVE \$13,000 (866) 754-7302 Greenwood,
IN STK# GRW327103



USED 2007 Dutchmen WINNERS CIRCLE 36SRV WAS \$34,995 **NOW \$26,995** SAVE \$8,000 (866) 754-7302 Greenwood, IN STK# GRW327340



USED 2007 Coachmen WYOMING 342BHT **NOW \$27,500** (888) 617-5406 Oakwood, GA STK# ORV18270



NEW 2012 Keystone OUTBACK 277RL MSRP \$37,137 **NOW \$27,995** SAVE \$9,142 (888) 617-5406 Oakwood, GA STK# ORV17273



NEW 2012 Keystone PREMIER 27RB WAS \$40,552 **NOW \$27,664** SAVE \$12,888 (888) 903-6787 Harrisburg, PA STK# HAR70034



NEW 2012 Keystone SPRINTER 310KBS WAS \$35,567 **NOW \$27,888** SAVE \$7,679 (888) 568-2177 Burlington, WA STK# FRV10386



NEW 2012 Jayco EAGLE SUPER LITE 304BHS WAS \$36,693 **NOW \$27,995** SAVE \$8,698 (866) 415-9726 Golden, CO STK# KC512481



USED 2006 Cedar Creek SILVERBACK 33LBHTS WAS \$35,053 **NOW \$27,999** SAVE \$7,054 (877) 554-3516 Lakewood, NJ STK# LAK8987



NEW 2011 Coleman COLEMAN CT-F267BH LIST PRICE \$37,591 **NOW \$28,888** SAVE \$8,703 (888) 479-3568 Vacaville, CA STK# VAC17595 VIN# BP627463



NEW 2012 Keystone LAREDO 264SRL WAS \$40,063 **NOW \$28,979** SAVE \$11,084 (888) 672-5049 Syracuse, NY STK# SYU72283



NEW 2012 Crossroads CRUISER 29RLX WAS \$41,884 **NOW \$28,995** SAVE \$12,889 (888) 865-1507 Hamburg, NY STK# BUF72020



NEW 2012 Keystone SPRINTER 270FWRET WAS \$40,890 **NOW \$28,995** SAVE \$11,895 (888) 568-2177 Burlington, WA STK# FRV9801



USED 2007 Thor TRANSPORT 3450 WAS \$41,050 **NOW \$29,488** SAVE \$11,562 (888) 850-5575 Wood Village, OR STK# POR38210



USED 2011 Keystone SYDNEY 321 FRL WAS \$43,084 **NOW \$29,500** SAVE \$13,584 (888) 692-9016 Myrtle Beach, SC STK# MB128831



NEW 2012 Keystone PREMIER 29RE WAS \$39,698 **NOW \$29,788** SAVE \$9,910 (888) 474-1330 Bartow, FL STK# DCW8506



USED 2011 Gulf Stream AZTEC 32FREC WAS \$39,895 **NOW \$29,895** SAVE \$10,000 (888) 681-4635 Winter Garden, FL STK# WGA22993



NEW 2012 Heartland SUNDANCE XLT 277RL MSRP \$41,209 **NOW \$29,962** SAVE \$11,247 (888) 905-0490 Anthony, TX STK# LC16326





NEW 2012 Keystone SYDNEY 275FBH
MSRP \$44,432 **NOW \$29,964** SAVE
\$14,468 (888) 614-5201 Draper, UT STK#
ABRV38191



NEW 2012 Jayco OCTANE ZX T26Y MSRP
\$41,689 **NOW \$29,978**
SAVE \$11,711 (888)
614-5201 Draper, UT
STK# ABRV38477



USED 2006 Alfa SEE YA 30RL WAS
\$44,988 **NOW \$29,995** SAVE \$14,993
(888) 348-5909 Avondale, AZ STK#
AVO14464



NEW 2012 Coleman COLEMAN CTF259RE LIST
PRICE \$43,884 **NOW \$29,995** SAVE \$13,889 (877)
834-0429 Bakersfield, CA STK# SLV22037 VIN#
CP627627



USED 2007 Heartland LANDMARK SHENANDOAH WAS \$42,988 **NOW \$29,995** SAVE \$12,993 (888) 542-3819 Mesa, AZ STK# MES13837



NEW 2012 Coleman COLEMAN CTF259RE
LIST PRICE \$42,017 **NOW \$29,995** SAVE
\$12,022 (877) 834-0429 Bakersfield, CA
STK# SLV22020 VIN# CP627608



NEW 2012 Keystone COUGAR 32SAB WAS
\$41,232 **NOW \$29,995**
SAVE \$11,237 (888) 860-
8684 Strafford, MO STK#
STR17782



NEW 2012 Coleman COLEMAN CTF267BH
WAS \$41,087 **NOW \$29,995** SAVE \$11,092
(877) 289-0812 Las Vegas, NV STK# LVN40038



USED 2003 Teton EXPERIENCE LARAMIE WAS \$39,997 **NOW \$29,997** SAVE \$10,000 (888) 463-3995 Colorado Springs, CO STK# KC2CS396



USED 2007 Americamp SUMMIT RIDGE RESERVE 38RL WAS \$41,900 **NOW \$29,999** SAVE \$11,901 (888) 489-5784 Louisville, TN STK# KNOX19263



NEW 2012 Keystone LAREDO 266RL
WAS \$44,551 **NOW \$30,999** SAVE
\$13,552 (888) 672-5049 Syracuse, NY
STK# SYU72285



USED 2008 Coachmen WYOMING 335 RETS WAS \$41,650 **NOW \$31,799** SAVE \$9,851 (877) 468-3214 Jacksonville, FL STK# JAXC21958



NEW 2012 Keystone SYDNEY 283FRE
WAS \$43,072 **NOW \$32,888** SAVE
\$10,184 (888) 568-2177 Burlington, WA
STK# FRV9781



NEW 2012 Keystone LAREDO 316RL
WAS \$45,585 **NOW \$32,985** SAVE
\$12,600 (888) 471-3546 Chichester, NH
STK# GRV507256



USED 2009 Heartland BIG COUNTRY 325TSL WAS \$46,050 **NOW \$32,988** SAVE \$13,062 (888) 850-5575 Wood Village, OR STK# POR37152



NEW 2012 Crossroads CRUISER PATRIOT 315RE WAS \$53,912 **NOW \$32,995** SAVE \$20,917 (866) 610-5049 Akron, OH STK# SRV19095



NEW 2011 Keystone MOUNTAINEER 285RLD WAS \$48,040 **NOW \$32,995** SAVE \$15,045 (888) 454-1707 Kissimmee, FL STK# KS8754



NEW 2011 Dutchmen LAKEWOOD 400RLP WAS \$48,314 **NOW \$34,566** SAVE \$13,748 (888) 474-1330 Bartow, FL STK# DCW9300



NEW 2011 Starcraft LEXION S-LITE 315BSSA WAS \$53,530 **NOW \$34,777** SAVE \$18,753 (877) 289-0812 Las Vegas, NV STK# LVN40266



NEW 2012 Keystone RAPTOR 26FS WAS \$58,689 **NOW \$34,995** SAVE \$23,694 (888) 681-4635 Winter Garden, FL STK# WGA25160



NEW 2012 Coleman COLEMAN CT-F325RL WAS \$46,677 **NOW \$34,950** SAVE \$11,727 (888) 859-6653 Hillsboro, OR STK# HIL39160



USED 2007 Jayco DESIGNER 38RDQS WAS \$44,950 **NOW \$34,988** SAVE \$9,962 (888) 850-5575 Wood Village, OR STK# POR37624



NEW 2011 Dutchmen KOMFORT 3230FRK WAS \$57,502 **NOW \$34,995** SAVE \$22,507 (888) 674-0275 Gulf Breeze, FL STK# GB39133



NEW 2012 Keystone SYDNEY 328FRK WAS \$55,510 **NOW \$34,995** SAVE \$20,515 (888) 450-7060 Dothan, AL STK# DOT40090



USED 2007 Heartland CYCLONE 4012 WAS \$46,815 **NOW \$34,995** SAVE \$11,820 (888) 348-5909 Avondale, AZ STK# AV014476



NEW 2012 Dutchmen DENALI 274REX WAS \$43,491 **NOW \$34,995** SAVE \$8,496 (888) 674-0275 Gulf Breeze, FL STK# GB41739



USED 2005 Forest River DAY DREAMER 37RLTS WAS \$59,500 **NOW \$34,999** SAVE \$24,501 (888) 242-0293 Madison, WI STK# MAD21481



USED 2008 Coachmen CHAPARRAL 331RLTS WAS \$48,897 **NOW \$35,995** SAVE \$12,902 (888) 682-3036 Churchville, NY STK# CHU70644



USED 2007 Alpenlite ALPENLITE 34RL WAS \$51,277 **NOW \$36,796** SAVE \$14,481 (888) 672-5049 Syracuse, NY STK# SYU71856



USED 2007 Rage'N STRYKER 4005BH **NOW \$36,900** (888) 844-1758 New Braunfels, TX STK# SW10302A



NEW 2012 Crossroads CRUISER SAHARA 320CK WAS \$49,624 **NOW \$36,988** SAVE \$12,636 (888) 386-5187 Houghton Lake, MI STK# HL6164



NEW 2012 Keystone COUGAR 326MKS WAS \$49,549 **NOW \$36,988** SAVE \$12,561 (888) 386-5187 Houghton Lake, MI STK# HL6058



NEW 2012 Dutchmen DENALI 278RXX LIST PRICE \$48,643 **NOW \$36,995** SAVE \$11,648 (888) 331-1595 Santa Clarita, CA STK# AMRV22627 VIN# CD312054



NEW 2013 Heartland GREYSTONE 30CK
 WAS \$56,212 **NOW \$44,995** SAVE
 \$11,217 (888) 450-7060 Dothan, AL STK#
 DOT42018



NEW 2012 Keystone MONTANA 3000RK
 MSRP \$71,003 **NOW \$45,895** SAVE
 \$25,108 (888) 641-0925 Kaysville, UT
 STK# KY37893



NEW 2012 Dutchmen INFINITY 3000RL WAS
 \$80,992 **NOW \$48,995** SAVE \$31,997 (888) 819-
 7952 Longmont, CO STK# KC112196



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



USED 2012 Yellowstone RIDGELINE
36REQ WAS \$63,464 **NOW \$46,995** SAVE
 \$16,469 (866) 996-3140 Calera, AL STK#
 CLE19463



NEW 2012 Keystone MONTANA 3400RL WAS
 \$73,357 **NOW \$49,988** SAVE \$23,369 (888) 386-
 5187 Houghton Lake, MI STK# HL6187



NEW 2012 Keystone VIZION 3544 LIST
 PRICE \$68,448 **NOW \$49,888** SAVE
 \$18,560 (888) 480-3175 Sacramento, CA
 STK# SAC21318 VIN# CF810979



NEW 2012 Keystone MONTANA 3455SA
 WAS \$80,313 **NOW \$49,995** SAVE
 \$30,318 (888) 903-6787 Harrisburg, PA
 STK# HAR69989



NEW 2012 Keystone
MONTANA 3100RL
 MSRP \$74,560 **NOW**
\$49,995 SAVE \$24,565
 (888) 641-0925 Kaysville,
 UT STK# KY37895



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



USED 2009 Keystone MONTANA 3665
 WAS \$68,000 **NOW \$49,995** SAVE
 \$18,005 (888) 242-0293 Madison, WI
 STK# MAD17274C



NEW 2012 Dutchmen KOMFORT
3230FRK WAS \$61,696 **NOW \$49,995**
 SAVE \$11,701 (888) 568-2177 Burlington,
 WA STK# FRV10371



NEW 2012 Heartland BIG COUNTRY
3595RE WAS \$62,649 **NOW \$49,995**
 SAVE \$12,654 (866) 996-3140 Calera, AL
 STK# CLE19333



NEW 2012 Keystone ALPINE 3700RE
 WAS \$75,286 **NOW \$49,999** SAVE
 \$25,287 (877) 554-3516 Lakewood, NJ
 STK# LAK8952



USED 2010 Keystone
MONTANA 3465 SA
 WAS \$70,270 **NOW**
\$54,269 SAVE \$16,001
 (866) 755-9604
 Charleston, SC STK#
 CHN127433



NEW 2011 Keystone RAPTOR 3812TS
 WAS \$77,353 **NOW \$54,777** SAVE
 \$22,576 (877) 289-0812 Las Vegas, NV
 STK# LVN41224





NEW 2012 Dutchmen INFINITY 3520MS
MSRP \$74,439 **NOW \$55,900** SAVE
\$18,539 (888) 844-1758 New Braunfels,
TX STK# SW10011



NEW 2012 Keystone MONTANA 3400RL
MSRP \$83,410 **NOW**
\$56,978 SAVE
\$26,432 (888) 614-
5201 Draper, UT STK#
ABRV38617



NEW 2012 Keystone FUZION 305 MSRP
\$73,340 **NOW \$57,421** SAVE \$15,919
(888) 903-5066 St. George, UT STK#
SGU24048



NEW 2012 Jayco PINNACLE 36REQS MSRP
\$72,657 **NOW \$59,867** SAVE \$12,790 (888) 614-
5201 Draper, UT STK# ABRV38760



NEW 2012 Dutchmen INFINITY 3850RL
WAS \$86,136 **NOW \$58,988** SAVE
\$27,148 (888) 896-2801 Albuquerque, NM
STK# ARV16301



NEW 2011 Keystone RAPTOR 4014LEV
WAS \$78,959 **NOW \$59,777** SAVE
\$19,182 (877) 289-0812 Las Vegas, NV
STK# LVN41225



NEW 2012 Dutchmen INFINITY 3520MS WAS
\$76,144 **NOW \$59,877**
SAVE \$16,267 (888) 474-
1330 Bartow, FL STK#
DCW8571



NEW 2012 Dutchmen VOLTAGE 3900 MSRP
\$94,875 **NOW \$59,995**
SAVE \$34,880 (888)
542-3819 Mesa, AZ
STK# MES13770



NEW 2012 Keystone ALPINE 3700RE
WAS \$74,189 **NOW \$59,995** SAVE
\$14,194 (888) 625-5187 Fort Myers, FL
STK# FTM15419



NEW 2012 Dutchmen INFINITY 3870FK
WAS \$89,057 **NOW \$62,988** SAVE
\$26,069 (888) 896-2801 Albuquerque, NM
STK# ARV16298



NEW 2012 Dutchmen INFINITY 3870FK
MSRP \$93,775 **NOW \$63,670** SAVE
\$30,105 (888) 905-0490 Anthony, TX STK#
LC16295



NEW 2012 Dutchmen INFINITY 3870FK
MSRP \$92,101 **NOW**
\$64,900 SAVE \$27,201
(888) 844-1758 New
Braunfels, TX STK#
SW10153



NEW 2012 Keystone MONTANA 3455SA
MSRP \$88,765 **NOW \$64,989** SAVE
\$23,776 (888) 696-2165 Savannah, GA
STK# SAV17249



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USED TRAVEL TRAILER TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2005 Thor WANDERER 25T	OKC65371	\$5,950	\$5,058	(866) 962-3441
2006 Coachmen COACHMEN 30DBD	OKC65358	\$5,950	\$5,058	(866) 962-3441
2006 TI Industries TRAVEL LITE 32SC	OKC65359	\$5,950	\$5,058	(866) 962-3441
2006 Skyline NOMAD 300LTD	OKC65367	\$5,950	\$5,058	(866) 962-3441
2002 Dutchmen LITE 28BHSSL	OCA19079A	\$8,995	\$7,988	(877) 774-0328
2002 Sunline SOLARIS 2470	CHN129259	\$9,856	\$7,999	(866) 755-9604
2004 R-Vision TRAIL CRUISER 17	GR127814	\$10,995	\$8,995	(888) 484-3906
2004 Forest River PALOMINO STAMPEDE 17	STA129007	\$10,995	\$8,995	(866) 673-0250
2009 Americamp AMERICAMP 24FB	JAXC26744	\$14,809	\$11,699	(877) 468-3214
2002 Fleetwood TERRY 34PEX	CNW23245	\$14,788	\$11,889	(877) 439-7857
2004 Fleetwood PROWLER 260FLS	CHW58622	\$16,451	\$12,995	(888) 848-7312
2002 Coachmen CATALINA GSX 290RLS	LAC22771	\$13,995	\$12,995	(888) 378-1057
2009 Forest River SALEM 28RLSS	OCA201558	\$15,995	\$13,888	(877) 774-0328
2008 Keystone FREEDOM LITE 185QB	CRV82673	\$16,240	\$13,995	(877) 450-7415
2005 Forest River WILDCAT 26FBS	RAL26456	\$16,500	\$15,500	(888) 868-1486
2003 Keystone MOUNTAINEER 305FKS	RED23950A	\$17,950	\$15,640	(888) 853-4034
2007 Jayco JAY FLIGHT 25RKS	JAXC2290	\$17,944	\$15,900	(866) 648-5288
2008 Keystone OUTBACK 28KRS	CFX4817	\$18,995	\$15,995	(888) 457-4801
2006 Keystone COUGAR 304BH	COL23626	\$18,700	\$15,995	(888) 848-7312
2006 Fleetwood PROWLER 300FQS	HAR71183	\$19,995	\$15,995	(888) 903-6787
2006 Forest River FLAGSTAFF 831BHSS	LAC21406	\$16,995	\$15,995	(888) 378-1057
2007 Dutchmen CLASSIC 26L	LAC24508	\$16,995	\$15,995	(888) 378-1057
2006 Keystone OUTBACK SYDNEY 31RQS	NAS65399	\$19,888	\$16,948	(888) 459-5385
2008 Forest Rivers SALEM LE 26TBSS	COL20239	\$19,511	\$16,995	(888) 848-7312
2008 R-Vision TRAIL CRUISER 30QBSS	KCS0G1087A	\$19,995	\$16,995	(866) 415-9726
2005 Forest River FLAGSTAFF 831RLSS	STA128673	\$19,995	\$16,995	(866) 673-0250
2011 Palomino PUMA 28KRB	RAL65233	\$22,100	\$17,500	(888) 868-1486
2007 Jayco EAGLE 328RLS	RED21014	\$21,015	\$17,556	(888) 853-4034
2010 Dutchmen COLEMAN CT260	GB41734	\$19,409	\$17,995	(888) 674-0275
2006 Jayco JAY FLIGHT 318HDS	GRW327471	\$22,995	\$18,995	(866) 754-7302
2008 Keystone COUGAR 29RLS	JAXC20088	\$23,499	\$19,919	(877) 468-3214
2007 Keystone COUGAR 304BH	RAL25623	\$23,800	\$21,500	(888) 868-1486
2010 Keystone BULLET 294BHS	FAY26511	\$24,966	\$22,618	(888) 713-4351
2010 Keystone OUTBACK 268RL	CHN128506	\$28,589	\$22,800	(866) 755-9604
2012 Jayco WHITEHAWK 29SQB	OKC64898	\$25,500	\$23,175	(866) 962-3441
2007 Keystone MOUNTAINEER 31RLD	CFX4795	\$26,999	\$23,998	(888) 457-4801
2011 Keystone OUTBACK 280RS	ROA65892	\$26,995	\$24,987	(866) 775-0682
2008 Forest River CARDINAL 32TS	ROA64544	\$29,900	\$27,500	(866) 775-0682
2008 Forest River ADIRONDACK 31RL-DSL	CHN128877	\$29,856	\$27,896	(866) 755-9604

NEW TRAVEL TRAILER TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Jayco JAY FEATHER ULTRALITE 165	ARV16373	\$20,191	\$16,830	(888) 896-2801
2012 Jayco JAY FLIGHT SWIFT SLX 145RB	LC16146	\$12,344	\$10,729	(888) 905-0490
2012 Dutchmen DENALI 289RK	DOW9509	\$38,294	\$35,427	(888) 474-1330
2013 Crossroads Z-1 301BH	MAC17559	\$23,208	\$19,995	(888) 801-3226
2012 Heartland NORTH COUNTRY 2900K	CLE19341	\$28,780	\$22,995	(866) 996-3140
2012 Heartland NORTH COUNTRY 29RLSS	CLE19342	\$28,443	\$22,995	(866) 996-3140
2012 Keystone OUTBACK 210RS	KC212235	\$30,293	\$24,997	(888) 463-3995
2013 Coleman COLEMAN CTS310QB	DOT42176	\$34,106	\$28,995	(888) 450-7060
2013 Coleman COLEMAN CTU289RL	GB42272	\$29,238	\$26,995	(888) 674-0275
2012 Coleman COLEMAN CTS260BH	HAR70874	\$24,448	\$19,995	(888) 903-6787
2012 Keystone PASSPORT 2910BH	KS8760	\$31,876	\$25,498	(888) 454-1707
2012 Keystone PASSPORT 2650BH	KS8758	\$26,695	\$24,995	(888) 454-1707
2012 Heartland PROWLER 27PBHS	MER19317	\$26,995	\$22,858	(888) 254-9145

2012 Crossroads ZINGER 33FK	ORV17209	\$30,507	\$24,995	(888) 617-5406
2013 Coleman COLEMAN CTS14FD	OCA24566	\$16,099	\$13,654	(877) 774-0328
2011 Heartland PROWLER SPORT 23PFBB	RAL25440	\$23,648	\$19,950	(888) 868-1486
2013 Forest River WILDWOOD X-LITE 181BHL	RED23759	\$20,444	\$17,608	(888) 853-4034
2012 Coleman COLEMAN CT265BHS	RD40123	\$25,542	\$20,433	(888) 475-5918
2012 Coleman COLEMAN CT249BH	AMRV22333	\$29,863	\$24,787	(888) 331-1595
2013 Heartland PIONEER BH25	JAC2610	\$26,995	\$22,900	(866) 648-5288
2013 Keystone PREMIER 19FB	JAC41780	\$25,462	\$22,900	(866) 648-5288
2012 Keystone COUGAR 21RBS	SGU23018	\$32,370	\$29,694	(888) 903-5066
2012 Keystone SPRINGDALE 266RLSSR	SGU23003	\$30,690	\$28,339	(888) 903-5066
2012 Keystone COUGAR 31SQB	SGU23112	\$39,197	\$38,185	(888) 903-5066
2011 Crossroads Z-1 301BH	STA127581	\$23,078	\$21,995	(866) 673-0250
2011 Dutchmen ASPEN TRAIL 2710BH	WGA19161	\$22,627	\$17,971	(888) 681-4635
2012 Keystone BULLET 230BHS	WGA65001	\$28,443	\$24,988	(888) 681-4635
2012 Coleman COLEMAN CTS14FD	WDS17542	\$14,797	\$12,998	(888) 815-7523

USED FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1998 Alfa IDEAL 29RL	JAC44136	\$11,240	\$9,900	(866) 648-5288
2009 Starcraft CENTENNIAL 3612	JAC41620	\$11,995	\$10,995	(866) 648-5288
2003 Northwood ARCTIC FOX 29-ST	CNW23248	\$17,669	\$13,989	(877) 439-7857
2004 Keystone CHALLENGER 29RK	SGU65871	\$17,852	\$14,967	(888) 903-5066
2004 Fleetwood WILDERNESS ADVANTAGE 295RLTS	CRV77801	\$16,487	\$14,997	(877) 450-7415
2006 Forest River ROCKWOOD 8283SS	OCA19100A	\$16,995	\$15,888	(877) 774-0328
2006 Keystone OUTBACK 30FRKS	JAXC20086	\$20,570	\$16,929	(877) 468-3214
2008 Keystone COUGAR 245RKS	JAXC21653	\$22,995	\$18,809	(877) 468-3214
2006 Forest River ROCKWOOD 8285SS	GRW327120	\$21,995	\$18,995	(866) 754-7302
2011 Forest River CHEROKEE 245L	NAS65402	\$23,779	\$19,996	(888) 459-5385
2010 Palomino THOROUGHBREED ELITE 30	CFX4504	\$23,999	\$19,998	(888) 457-4801
2006 Americamp SUMMIT RIDGE 327RRK	CLE18948	\$29,995	\$24,995	(866) 996-3140
2007 Keystone MONTANA 2955RL	KC111752B	\$29,995	\$24,995	(888) 419-7952
2010 Forest River SALEM 316RKB 2/SLIDES	NAS65410	\$29,887	\$24,998	(888) 459-5385
2006 Forest River WILDCAT 29RLS	FAY64878	\$26,889	\$25,999	(888) 713-4351
2007 Keystone COPPER CANYON 302FWRL	FAY66478	\$28,999	\$26,998	(888) 713-4351
2009 Coachmen CHAPARRAL 278DS	ASH22319	\$34,875	\$29,995	(888) 461-1123
2007 Forest River CEDAR CREEK 34RLTS	LAC24258	\$34,995	\$32,995	(888) 378-1057
2011 Forest River CEDAR CREEK 33L	OCA23228A	\$36,995	\$33,888	(877) 774-0328
2009 Keystone MONTANA 2980RL	GR128605	\$48,995	\$39,995	(888) 484-3906
2010 Heartland BIGHORN 3385RL	STA128341	\$46,400	\$39,995	(866) 673-0250
2011 Keystone SPRINTER 292FWBHS	FAY25713	\$44,999	\$44,998	(888) 713-4351
2010 Keystone MONTANA 3075RL	RED26430	\$54,960	\$47,995	(888) 853-4034
2009 Heartland CYCLONE 3912	MER18786	\$55,995	\$49,858	(888) 254-9145
2010 Keystone RAPTOR 382LEV	WGA21355A	\$54,995	\$49,995	(888) 681-4635
2008 Cedar Creek DAYDREAMER 37RLTSD	MB129144	\$68,759	\$59,995	(888) 692-9016

NEW FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Jayco JAY SERIES 1208	KC112297	\$18,401	\$14,995	(888) 819-7952
2012 Coleman COLEMAN CTF259RE	RD40522	\$35,955	\$28,764	(888) 475-5918
2011 Coleman COLEMAN CTF267BH	COL15098	\$33,713	\$29,994	(888) 848-7312
2012 Keystone COUGAR 26SAB	MAC17801	\$36,950	\$33,500	(888) 801-3226
2012 Keystone COUGAR 246RLSHE	MER17405	\$44,995	\$38,858	(888) 254-9145
2012 Keystone COUGAR 28SGS	LOW20644	\$50,467	\$40,777	(888) 828-9906
2012 Keystone COUGAR 291RLSHE	STR20572	\$58,947	\$46,995	(888) 860-8684
2013 Heartland GREYSTONE 33CK	GB42314	\$58,137	\$49,995	(888) 674-0275
2012 Keystone MONTANA 3150RL	LOW18241	\$68,874	\$58,777	(888) 828-9906
2012 Keystone MONTANA 3100RL	LIT17927	\$73,842	\$59,777	(888) 727-2952

*Government fees, state taxes, title, license and dealer fees as applicable will be added to comply with state vehicle codes. Sales tax not applicable in OR. In Arizona, prices plus doc. fee of \$399 and pre-delivery inspection. In California, prices not inclusive of government fees and prep charge, finance charge, or emissions testing charge. Freight costs vary by state. Not applicable in CA, OH, AR, TX or OR. In Arizona, Texas and Arkansas, 'List Price' is equal to 'MSRP'. Inventory and floorplans vary by location. VIN numbers posted at dealership. Advertised inventory available at time of printing. Void where prohibited by law. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 10/30/12. FR019164-0812

Extra "Shoe" Pantry Storage

We found that there was never enough storage space in our trailer's pantry for canned goods so we bought a see-through plastic hanging shoe rack and hung it in the clothes closet next to the food pantry in the kitchen. We stock it with canned goods instead of extra shoes. The cans fit perfectly into the pockets made for shoes and, because they are see-through, we can see what the cans are and easily select what we need. It doesn't take up very much space and can hang on the inside of a door.

Brenda and Jim Ashton, Kingsport, Tenn.



Cheap Fridge Temp Gauge

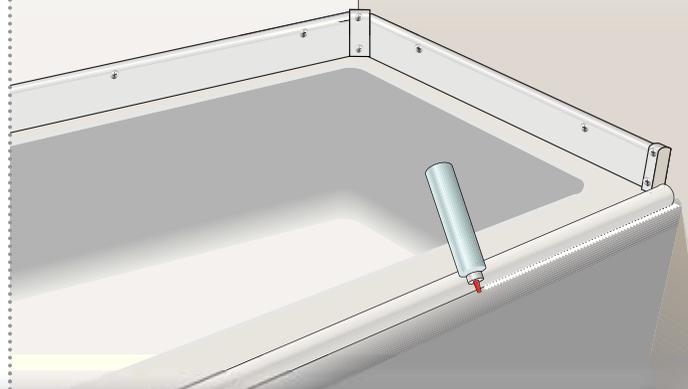
My older travel trailer's refrigerator does not have a built-in temperature gauge on the outside of it and I wanted to be able to keep track of that without having to open the door all the time. I found a wireless remote thermometer for about \$10 at Walmart and attached the sensor inside the refrigerator in a spot where it would not get wet from condensation, then secured the display unit on a wall where I can see it at a glance. It works just fine.

David Dorsey, Newark, Del.

Leak-Free Tub

We've occasionally had problems with water running over the edge of our tub and onto the bathroom floor when taking a shower. For a simple fix, we bought a plastic rod from a hardware store and glued it to the edge of the shower tub and used caulking to finish the job. Now it acts as an effective catch for the water, diverting it back into the basin and keeping our bathroom floor dry.

Wilhelm Resch, Saint Michael, Minn.



QUICK FIX

Odor-Be-Gone

We found an easy cure for persistent refrigerator odors. Wipe down the entire inside of the refrigerator with a solution of warm water and baking soda. Rinse it all off with more warm water. Then place an open pan (no cover) with several large pieces of charcoal in the pan inside the refrigerator for three to four days with the door shut. The odor will be gone. This worked for us like a charm.

Harold DeBruler, Marlon, Ind.

To send your submission, write to: 10-Minute Tech, 3300 Fernbrook Lane N, Suite 200, Minneapolis, MN 55447 or email: 10minutetech@trailerlife.com. Please include an illustration or photo if applicable. *Trailer Life* will pay you \$35 for original 10-Minute Tech ideas.

It's the Oysters

Lessons in the Art of Shucking



Highway 98 crosses Apalachicola Bay on a bridge that's four miles long. The bridge is not that high — it gives enough clearance to accommodate shrimp boats — but Florida is flat, so I have a good view. To the south is a 28-mile-long barrier island called St. George. Its tallest structure is a lighthouse, a restored remnant of the mid-1800s, here on the Gulf. By law, nothing on that island will ever be built taller.

Surrounding me are the emerald-green waters of the bay, nourishing some of the richest oyster beds in the country. Ninety percent of Florida's oysters come from here. It seems that when fresh water, flowing out of the Apalachicola River, mixes with the salt water of the Gulf, it creates a habitat where oysters flourish. So harvesting, shucking and shipping oysters is what folks do around here. Still others cook them up — or don't cook them up — and serve them in restaurants in various concoctions, or serve them raw on half of the shell they came in.

At one end of the bridge is Apalachicola and at the other is Eastpoint where I'm headed. Eastpoint is an edge-water town, elevation seven feet, maintaining a gruff, fishing village beauty. Its waterfront is scented with the briny waft of seafood docks that are targeted by seagulls, usually hanging over something long dead.

Most of Eastpoint's 2,400 residents are in the seafood business — oysters primarily. Lynn Martina is one of them. Her family has been in the oyster business here for 40 years. Now called Lynn's Quality Oysters, it's on the ocean side of Highway 98. I parked next to a truck with Lynn's name on it. It was being loaded with fresh oysters that were just hours away from the market in Jacksonville, Fla.

Starting at the age of nine, Lynn would get off the school bus here every day and shuck oysters until it was time to go home. As she got older she would often start dinner for her brothers, her parents could not leave their oyster house until the last truck left.

In time, she married her high school sweetheart, raised a couple of kids and is now the head of the family's oyster house. Her employees are mostly family and friends. The day I was there her aunt was helping out, garbed in the uniform of an oyster shucker: hairnet, apron, boots and heavy-rubber gloves.



(Top) Small, flat-bottomed boats are used to gather the day's oysters. **(Above)** Shucking involves standing at a stall for hours while a machine cuts the oysters and a flat tool slips the oysters out.

"Oyster beds are in comparatively shallow water. And there are winter beds and summer beds," Lynn told me.

"The guys go out in small, flat-bottom boats. They use tongs, like big yard rakes with long handles hinged together like scissors. The tongs are dropped onto a bed, closed and then lifted up. It's all done by hand. When you get a boatload of oysters, the culling starts. The ones that are legal size — they are about two or three years old — are put in burlap bags. The rest are thrown back. The limit is 20 bags a day per boat.

"Really high tech," I said.

"That's the way it's been done forever."

"Couldn't they use a net?"

"A net would wipe out the bed in one swoop," she said.

Shucking is the tough part. It requires standing at a shucking stall for hours, using a machine to cut the shell and a flat tool to slip the oyster out. They work fast — they get paid by the pound of shucked oysters — yet carefully as the oysters are delicate.

Lynn calls shucking an art, affirming that art stands defiantly in the eye of the beholder.

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Fig. 1 Saturn



Fig. 3 Asteroid Gaspra



Fig. 5 Mercury



Fig. 7 Jupiter



Fig. 2 Neptune



Fig. 4 Phases of the Moon



Fig. 6 Mars

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TRAILER LIFE

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