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# MOTORHOME

NOVEMBER 2012

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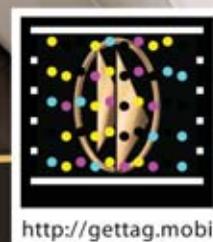
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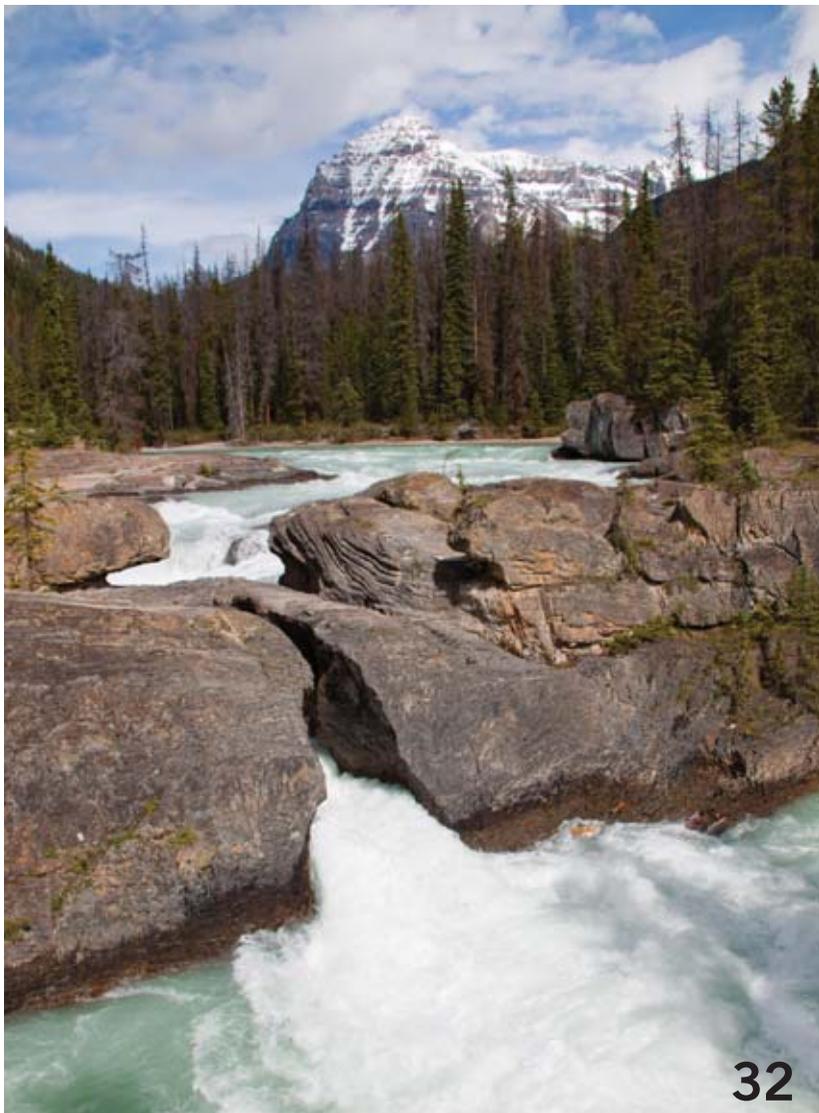
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**On The Cover:** Born Free's new 29-foot unit handles easily during a test trip in Southern California (see test on page 46). Photo by Chuck Campbell.

# A CLASSY C

**W**hen I got hooked on the RV lifestyle, motorhomes were a novelty. The motorized segment of the industry was experimenting with various configurations, many of which were quite comical when compared to today's motorhomes. Pickup campers were plentiful, and probably were considered the most common "self-propelled" RVs of that era. Somewhat of a stretch, indeed, since campers were mounted on trucks and not really motorized. But the field was packed with campers that fulfilled the desire to wander without towing a trailer.

Undoubtedly, pickup campers provided enthusiasts with an RV that could go anywhere; most owners of campers were considered adventurous, wandering into places like Mexico and America's backroads. But there wasn't a lot of room inside these compact RVs. In 1969, John Dodgen, the founder of Born Free Motorcoach, hung an extra axle in the back of an extended-length pickup camper and although onlookers were scratching their heads at first, the extra space afforded by the larger profile expanded the boundaries of camper livability. Dodgen's clever design made it possible for pickup trucks of that day to handle the extra weight and bulk. Who knew Dodgen's unique approach to building RVs would lead to a company that builds one of America's premier Class C motorhomes?

The Born Free motorhome is a true American icon, as is its founder. Dodgen's quest to build a rock-solid, high-quality Class C coach never succumbed to passing fads and trends during the last four-plus decades. That philosophy has earned Dodgen's company a reputation for building one of the best motorhomes on the road. I might even go as far as labeling the Born Free a cult motorhome. It certainly has an active following of loyal owners.

Born Free's latest iteration, the 29-foot Rear Island Bed, might be considered a coach created out of legacy thinking in today's slideout-driven market, but that feeling is not universal among all potential owners. While it's a toss up



whether most owners will miss the slideout (see the evaluation on page 46), I think I could live without it in this coach. Some say building a coach without a slide is behind the times, but Born Free has the experience to best utilize available space. The company has always boasted proven construction techniques, precision craftsmanship and Old-World integrity, which are key elements that put these coaches at the high end of this segment. And it has quietly added slideouts to some models.

Class C's are an institution in the RV industry. The basic configuration hasn't changed since its inception: cutaway van chassis, cabover bed (or an entertainment center), van-type cockpit and a driving position that most closely emulates driving passenger cars and pickups. Most floorplans follow templates that allow for rear beds, corner or split baths, center kitchens and front living rooms with a dinette and couch. While slideouts have enhanced floorplan versatility, the quintessential Class C still gives owners a lot of bang for their buck. Throughout the years, Class C's have been graced with rear party lounges, bunks, gourmet kitchens and comfortable cabover beds, which I believe is the game-changer when it comes to sleeping accommodations for families.

While many people think a Class C is a stepping stone to a Class A — and most media coverage seems to focus on the big Class A's for their inherent bling — a lot of long-time owners are giving up their ultra-large coaches for the convenience of a mini-motorhome, the original category designation for Class C's.

My wife, Lynne, and I took our first motorhome trip in a Class C, and that adventure to Oregon and California's redwoods was certainly as much fun as any trip we have taken in a large Class A. ♦

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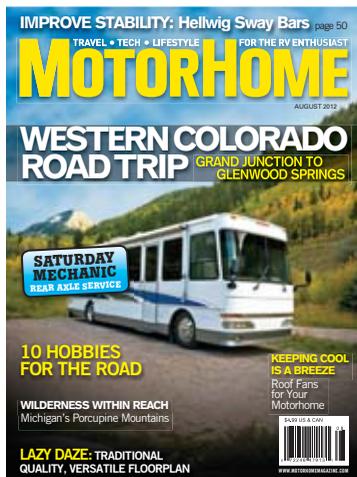
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## HOW OFTEN DO YOU WEIGH YOUR MOTORHOME AND HOW DO YOU KEEP IT FROM BEING OVERLOADED?

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

### MANAGE YOUR CARGO

A reader was concerned about the weight limits on the Itasca Reyo with four people aboard. These smaller units, like our 2007 Winnebago View, are best for two people, not four. These units are for touring; they are not vacation homes. We have our rig weighed every couple of years at CAT scales beside the interstates and are always below the limits. You don't need to carry enough food for three weeks, just shop often. Also, manage the weight in the water tank and holding tanks. The only time to fill up the water tank is when you dump the holding tanks. Disconnect the water hose so all the water you use winds up in the holding tanks so the total weight is a constant. The last secret is obvious: Don't carry so much stuff. If we haven't used something on the last trip or two, we don't carry it on the next trip. I am amazed at how little we take now compared to our first time out in 2007.

**BOB DUTHI | NASHVILLE, TENN.**

### TRACK WEIGHT CHANGES

Until my latest purchase of a small Class A motorhome, I was not worried about overloading. With my previous units I would only buy one with at least 2,000 pounds of cargo carrying capacity (ccc). This was more than sufficient for my wife and me. My new unit only has 1,674 pounds of ccc, so I decided to weigh all of the items that will be loaded into the rig. I also plan on having the new coach weighed with my expected fuel, LP-gas and water loads to make sure I don't exceed the gross vehicle weight rating (gvwr) of 16,000 pounds. This will establish a baseline that I can use to track weight changes moving forward. From there, I'll decide how to best track potential weight changes during the upcoming season.

One option is to trade fuel for ccc by filling the tank with only 60 gallons instead of the maximum 80 gallons. I may also limit the amount of fresh and gray/black water. Perhaps in the future someone will develop a system to monitor the weight at each wheel (much like the tire pressure monitors in use today) to inform operators of any overload condition.

As a side note, I would like to see an in-depth article about how the gvwr is calculated by the chassis manufacturer because in the case of the published data for the Ford F53

chassis there seems to be no rhyme or reason. Some of these chassis units have up to 1,500 pounds of unused gross axle weight rating (GAWR), front and rear. I'd like to know why.

**MIKE KAVENAGH | GREENFIELD, N.H.**

### LIGHTEN THE LOAD

We have a 24-foot Coach House motorhome on an F-450 chassis. It was right at the edge of the weight limit after I mounted a 200-pound electric motorcycle on a rear rack. Now, after upgrading to a 400-pound electric cycle, I needed to lighten the load.

First, I replaced the hitch cycle rack with a one-wheel trailer from [www.smarttrailer.com](http://www.smarttrailer.com). This connects to the motorhome at two points and rides on one trailer wheel in the center, which swivel-steers like the front wheel of a grocery cart. I outfitted the trailer with a wheel track, chocks and tie-downs, and it carries most of the cycle's weight.

Next, since I have Good Sam Roadside Service and the F-450 uses easily available tires, I removed the rear-mounted heavy spare wheel and tire plus jack and tire wrenches to save weight. It is still close to the maximum rear axle weight, but not over, and a tire pressure monitor keeps tabs on proper inflations, including that smaller trailer tire.

**STEVE WILLEY | SANDPOINT, IDAHO**

### HALL OF FAME SUPPORT

When my wife and I read Bob Livingston's eye opening comments in the August "On Ramp" about the financial situation of the RV/MH Hall of Fame in Elkhart, Ind., we were surprised and amazed.

First, we had just visited this world-class museum, library and Hall of Fame that is completely dedicated to America's unique RV lifestyle and the industry leaders that make it all possible. Second, we were surprised to learn about the troubled but improving financial status of this impressive institution, as it was not obvious during our visit. We spent two days touring the remarkable displays and researching our vintage motorhome in its expansive library. We spent time getting to know the staff and volunteers who have dedicated their lives to preserving the history of manufactured RVs dat-



ing back more than a century.

Livingston stated, "Keeping the Hall alive is a big deal," and we agree, so we wanted to do more than just pay our entrance fee and sign the visitor book. We contacted Al Hesselbart, the Hall's resident historian, and asked what the average RV enthusiast could do to help keep the doors open at this one-of-a-kind shrine. His response was simple and extremely effective: "You can become a lifetime member of the RV/MH Hall of Fame." It turns out it is very affordable to be a life member, especially if you sign up for the couples membership and/or are a Good Sam member. Single lifetime membership is \$55, couple's membership is \$75, and both are reduced to \$40 and \$55, respectively, if you are a Good Sam member. The fee is also tax deductible. We immediately signed up for the couple's membership and are encouraging all readers of *MotorHome* to do the same. It's as easy as visiting the website at [www.rvmhhalloffame.org](http://www.rvmhhalloffame.org) or calling 800-378-8694. If RVing is an important part of your and your families' lives, and you have the means, please consider our plea and sign up today!

**DENNIS AND CHERYL DENOI  
MADISON, S.D.**

### CUSTOMERS COME FIRST

I find the answer from Anthony Suddon, director of Consumer Affairs for Gulf Stream Coach very intriguing ("Delayed Reaction," Hot Line, August). I will be purchasing another Class A motorhome in the near future and had Gulf Stream on my short list. The problem the Kokers are experiencing is a manufacturing overlook and should have been addressed before Hot Line got involved. But to just pass it off as "out of warranty" is not an answer a prospective customer needs to see. I feel Gulf Stream has decided that profit is more valuable than new customers or even repeat customers. I have heard nothing but good things about Tiffin and its customer treatment. Guess I will have to start looking at a Tiffin.

**MICHAEL ROSSI | VIA EMAIL**

### FINALLY FOUND GREAT SERVICE

We've had trouble with some RV repair centers — we thought repairs were made, only to discover they weren't or were not made completely. We have spent thousands of unnecessary dollars on improper

and incomplete repairs and sadly have become jaded. Earlier this year we attended the Atlanta Camping and RV Show, which featured several RV repair centers. We talked in depth with their representatives; we were truly seeking a service center we could depend on.

We have a 2000 Winnebago Adventurer and were in the process of planning a cross-country trip from Georgia to California. We purchased an extended warranty from the Good Sam Club in January. Several months after purchasing the extended warranty, we took a trip to Lake Juliette, Ga., during which we lost the air conditioning and hot water heater, and several other smaller problems surfaced.

We came home early and began to review our options, including information from the RV show. We appreciated the response from David, a representative for Apalachee RV Center in Auburn, Ga., and decided to give Apalachee a try. Our experience with Apalachee RV Center was the best we have ever had. They listened, and took a detailed approach and made us feel we were a top priority. They handled each of our concerns and communicated with us repeatedly. The people at Good Sam were also very helpful. We were so impressed with Apalachee and Good Sam that we wanted to share it. There are good repair companies and warranty service providers that you can rely on and trust.

**SAM AND LINDA BARNES  
STOCKBRIDGE, GA.**



### Question:

**Can you solve the August cover mystery? We're asking readers to help us identify the make and model of the motorhome on the cover of our August issue. Share your guesses with us by sending an email to [letters@motorhomemagazine.com](mailto:letters@motorhomemagazine.com).**

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

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## HELPFUL RV TRIP LISTS

**O**ne secret to successful RVing is to make lists. This is especially true for people like us who go out on the road for months at a time.

Our trip preparation lists are stored in our laptop. This makes it easy to amend the content. We print out the lists and put them on a clipboard prior to a trip. Items on the list can get circled, have notes added to them and then get crossed off when they are packed.

When we first started RVing, our lists were short and simple. As our trips got longer and our RVs got larger, and we carried more stuff, our lists grew bigger.

Our "Inventory List" identifies every closet, cupboard and drawer by its location in our motorhome (living area, kitchen, bathroom and bedroom). It then lists the items that should be inside. Things like laptops, cameras and sunglasses, which are typically removed when we arrive home but have to be put back before our next trip, are typed in bold print. We also have a similar inventory list for the outside storage cabinets.

Prior to packing for a trip, we make a quick check of the motorhome's existing inventory. Missing items are circled on the list as a reminder to replace them. A few days before the rig is taken out of storage and we begin packing, the living room in our house becomes a staging area. Later, as items are moved into the coach, they are checked off the list.

This appears more involved than it really is. Actually, the motorhome remains stocked with everything we need except for food, clothing and miscellaneous personal items.

A "To Take List" supplements the inventory list. It is divided into sections that include banking and bill paying items (bookkeeping information, calculator, checkbook), office supplies (calendars, envelopes, postage stamps) and personal items (medicine, makeup, watches, passports).



WE KEEP A LIST OF THINGS TO BE DONE BEFORE A TRIP (ARRANGEMENTS FOR FORWARDING MAIL, WATERING PLANTS, STOPPING THE PAPER).

**THIS LIST ALSO REMINDS US TO STOCK UP ON ITEMS LIKE MEDICINE, VITAMINS AND GREETING CARDS, AND TO PREPARE A TRIP ITINERARY FOR OUR FAMILY.**

When we were in the seminar business, we had a "To Take List" that itemized our business-related necessities (seminar outlines, handouts, white board). It also listed what we needed for those occasions when we had to leave our motorhome, board a plane and stay in a hotel (airline tickets, car rental information and suitcases).

We keep a list of things to be done before a trip (arrangements for forwarding mail, watering plants, stopping the paper). This list also reminds us to stock up on items like medicine, vitamins and greeting cards, and to prepare a trip itinerary for our family.

The itinerary's purpose is to let

family members know how to get in touch with us during our journey. It includes a description of our vehicles and their license plate numbers, our phone numbers, the routes we will be taking, and the names and phone numbers of the places we will stay at along the way. The itinerary also reminds them how to gain access to our power of attorneys, living wills, family trust, wills, ownership certificates and other documents and information they may need if something should happen to us.

And then there is the "Last Minute List" of things to do before leaving the house. This includes tasks like programming the lawn sprinkler timer, setting the furnace, locking the windows and doors, and setting the alarm.

We've developed our lists over a number of years and they're a work in progress. Items we neglect to take on one journey are added to the list for the next trip. During the pre-trip inventory, anything we have not used for the past two years is re-evaluated and usually removed from the coach and the inventory list.

As we pull away from the curb, the inevitable question is asked: "Did we remember to bring ...?" Our standard response is, "Anything we forgot to bring (and occasionally there is), we will either do without or buy when we need it."

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





## As far as advanced adaptability goes, we did have one worthy opponent.

With the incredible ability to adapt to its surroundings, the resourceful chameleon can change colors to camouflage itself from predators. As impressive as the crafty chameleon is, ultimately it pales in comparison to the flexibility of the 2012 Mercedes-Benz Sprinter Cab Chassis. With Best-In-Class\* payload capacity, and the impressive torque of its BlueTEC engine, the Sprinter Cab Chassis is the ultimate adaptable platform, providing your business with an unmatched foundation for a world of RV possibilities.



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# escapes

by LAURA MICHAELS

EVENTS | NOTEWORTHY | WHEELS & GEAR | CROSSROADS

## THE FINERY OF FALL

### HIKE OHIO'S HOCKING HILLS FOR SEASONAL SPLendor

#### **New England is synonymous with fall color.**

Maine, Vermont, New Hampshire and Massachusetts — they all tout their foliage as best in the country come autumn and they have the colorful vistas to back up those claims. But another state is making a name for itself as a destination to take in the russet reds, golds and browns of fall.

With miles of woodland canopies, a trip to Ohio will yield countless opportunities to witness the changing leaves. Vibrant yellows mix with deep oranges and burgundies throughout the state, and in the southwest,

Hocking Hills State Park in Logan boasts some of the most intense color around. With a camera and binoculars in hand, set off on Grandma Gatewood's Fall Colors Hike, a six-mile trek along the Grandma Gatewood trail from the Old Man's Cave Visitor Center to Cedar Falls, a 50-foot waterfall set in a massive chunk of sandstone. The overlooks of Cantwell Cliffs also provide views of deep valleys dressed in the season's finest. Stay for a few days at one of 156 paved campsites with 20-, 30- or 50-amp electrical service. For more information, visit [www.thehockinghills.org](http://www.thehockinghills.org) or [www.dnr.state.oh.us/parks](http://www.dnr.state.oh.us/parks).

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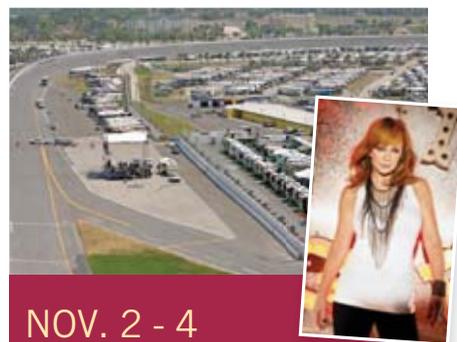
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**NOV. 1 - 3** | The **20th Annual North Carolina Pecan Harvest Festival** in Whiteville, N.C., is fun for the family with food vendors, games, rides, contests and two stages of live entertainment. In addition, the event includes a tour of homes, a 5K and 8K run, a pecan-inspired cooking contest, and a lunch with the 2012 Pecan Festival queen, Danica Honeycutt. Tickets are required for portions of the weekend's events; 910-234-0261, [www.ncpecanfestival.com](http://www.ncpecanfestival.com).

**NOV. 2 - 4** | Fly high at the **Balloons Over Anderson Hot Air Balloon Festival** in Anderson, S.C. Twenty-five hot air balloons take flight throughout the weekend. Visitors can take a ride across the sky in a balloon or take a tethered balloon ride. A variety of food and entertainment such as live music, a kid's area, games and other flying aircrafts on display highlight the event. Stick around late for Saturday night's illuminated balloon show; [www.balloonoveranderson.org](http://www.balloonoveranderson.org).



### NOV. 2 - 4

Head to the Daytona International Speedway for the third **Good Sam Rally** of 2012 in Daytona, Fla. Entertainment includes country superstar Reba McEntire and pop-singer Katharine McPhee, along with a variety of seminars, educational events, a rally dog show and a vintage RV village. Contact for tickets and more information; 877-749-7122, [www.therally.com](http://www.therally.com).

**NOV. 5 - 6** | The **Louisiana Swamp Festival** at the Audubon Nature Institute in New Orleans, La., takes guests through a celebration of Louisiana Cajun culture and heritage. Educational events and entertainment demonstrate cultural food, music and crafts. The zoo offers the unique opportunity to have a hands-on encounter with swamp animals and participate in animal feedings; 800-774-7394, [www.auduboninstitute.org](http://www.auduboninstitute.org).

**NOV. 7 - 10** | Presenting wines from more than 18 countries, the **8th Annual Denver International Wine Festival** in Denver, Colo., also includes wine and food produced in Colorado. Special events include a vintners dinner, a food and wine pairing competition, a silent auction to benefit the Help America Hear program, and a tour of three premium-level Colorado wineries and a distillery including lunch and transportation; 303-664-5700, [www.denverwinefest.com](http://www.denverwinefest.com).



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## RV SHOWS

### NOV. 2 - 4

**The Good Sam Rally 2012, presented by DISH**  
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## FULLY EQUIPPED CAMPER VAN

The latest addition to **Roadtrek Motorhome's** lineup of Class B vans not only boasts a lower price point and lighter weight, but an environmental enhancement as well. The new Ranger RT, designed to use only electricity and gasoline, excludes LP-gas to allow for simplified van systems that are easier to operate, require less maintenance and burn fewer fossil fuels. When not connected to shorepower, the 120-volt AC fridge, stove, microwave oven and water heater are powered by the 1,200-watt inverter hooked to dual large capacity auxiliary batteries. An LP-gas option including tank, stove and furnace is available for those who require ample space heating or extensive stove use while dry camping. A built-in generator is available. Roadtrek opted for water-based exterior paint and reduced use of wood.

The Ranger RT is ideal for two but can accommodate four. Convert the rear sofa into a king-size bed or twin beds for sleeping. The midsection houses the permanent bathroom.

The Ranger RT starts at \$72,800 and is now in production. **Roadtrek, 888-762-3873, [www.roadtrek.com](http://www.roadtrek.com)**

## PROTECTION FROM THE ELEMENTS

For many motorhome owners, the time for winter storage is fast approaching and **Classic Accessories** has released its new line of Permapro RV covers just in time. Made from a lightweight, yet strong, quick-drying fabric, the Permapro series uses the same ripstop technology seen in military-grade parachutes. Ripstop fabrics are woven using a crosshatch reinforcing technique the company says makes the material resistant to tearing. The covers also repel water, dirt and damaging UV rays. The fabric and Permapro vent system combine to reduce moisture, and zippered panels allow access to the motorhome's doors and storage compartments. Additional front and rear tension panels and elasticized hem corners provide a custom fit. A four-year warranty protects against any cover defects.

Permapro covers are available for Class A and Class C motorhomes and fit units up to 42 feet. Class C covers range from \$419.95 to \$599.95; the Class A price range is \$482.95 to \$669.95. The covers are available online through Camping World ([www.campingworld.com](http://www.campingworld.com)).

**Classic Accessories, 800-854-2315, [www.classicaccessories.com](http://www.classicaccessories.com)**



## NEW FLOORPLANS FOR PALAZZO

With a goal of providing "value driven" options, Thor Motor Coach has expanded its Palazzo line of diesel motorhomes. The company says the new 33.2 floorplan targets the first-time diesel-pusher buyer or the veteran RVer looking to downsize, while the 33.3 bunkhouse model provides extra sleeping capacity for families. The 33.2 floorplan offers several new amenities in addition to features of the original 33.1 model. The streetside Dream Dinette along with the opposing leatherette sofa and Euro-recliner create an inviting living area, and the captain's chairs swivel to add seating. The dinette arrangement allows for full view of the 32-inch LED TV. Additional features in the 33.2 include a convertible linen closet that can accommodate the optional stacked washer/dryer and a 30-by-36-inch shower in the curbside bathroom.

The 33.3 bunkhouse floorplan can sleep up to eight people — 10 with the optional overhead drop-down bunk bed. Extra wardrobe and drawer space was designed throughout the coach, providing ample storage. The Palazzo rides on a Freightliner XC chassis with a Cummins ISB diesel engine. The 95-gallon freshwater tank for extended dry camping is a new feature on all floorplans. Base MSRP for the 33.2 and 33.3 floorplans is around \$190,000.

**Thor Motor Coach, 800-860-5658, [www.thormotorcoach.com](http://www.thormotorcoach.com)**



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## RV/MH HALL OF FAME EXCEEDS FUNDRAISING GOAL

The RV/MH Hall of Fame is in celebration mode after reaching its fundraising goal to match the Ingram family's \$100,000 challenge grant. In July, the Hall announced it was still nearly \$10,000 shy of reaching the \$100,000 goal. That's when Jim Hammill, president of Roadtrek Motorhomes, a Canadian-based Class B motorhome manufacturer, called the RV/MH Hall of Fame and said he believed it was time the Canadian RV industry stepped up and showed its support for the Hall of Fame. Roadtrek contributed \$10,000 to make up the shortfall. In the meantime, long-time Hall of Fame supporters Derald Bontrager and Wilber Bontrager, president and CEO, respectively, of Jayco, each personally donated \$5,000, bringing the total to 110 percent of the goal. Thor Motor Coach President Bob Martin then visited the Hall, bringing two checks totaling \$50,000 honoring Thor co-founder Wade F.B. Thompson, who passed away in 2009.

In May, Tony Ingram, representing the Boots and Betty Ingram family, offered \$100,000 in the form of a challenge grant for the purpose of lower-



Left, Darryl Searer. Right, Thor Motor Coach President Bob Martin.

ing the Hall's bank loan at 1st Source Bank if the Hall could match the grant through contributions prior to Sept. 1.

Darryl Searer, the Hall's president, said he expects the total to rise higher once the NTP Brick Program promotion is complete. NTP Distribution Corp. offered to buy a brick in the RV/MH Walk of Fame honoring all customers who meet a minimum purchase level. The Ingram family had previously agreed to count contributions to the Brick Program as part of the matching donations.

## STEWARDSHIP AWARD GOES TO DEATH VALLEY

California's Death Valley National Park is the recipient of the National Park Service's (NPS) Wes Henry National Excellence in Wilderness Stewardship Award for "significant and long-term contributions to wilderness, in the park, in the community and in the nation." The award recognizes outstanding contributions to wilderness stewardship by an individual or group. As the NPS Wilderness Program manager, Wes Henry dedicated his life to the preservation of wild lands and was committed to finding innovative ways to educate others about the value of these special places.

Death Valley contains the largest NPS-designated wilderness area in the Lower 48 states with 3.1 million acres, or 91 percent of its entire land base. The park was recognized for developing a sustainable wilderness management program to promote the stewardship of its wilderness resources through initiation and promotion of new wilderness management concepts, committee representation and developmental

opportunities. As a result, the park has developed several innovative wilderness products including a comprehensive draft wilderness stewardship plan, led by Sandee Dingman from Lake Mead National Recreation Area. In collaboration with the Aldo Leopold Wilderness Institute, the also park developed a GIS model to indicate wilderness character, which was used to inform the wilderness planning effort.



## News Briefs

Rental firm **Cruise America** announced it recently took delivery on its 30,000th Class C motorhome, acquired over its 40 years of operation. The Mesa, Ariz.-based company said it has 4,000 Ford-powered rental RVs operating throughout the United States and Canada. For 25 years, Cruise America has teamed up with Thor Motor Coach, which manufactures all of the company's Class C motorhomes, each designed and built to Cruise America's specifications. In addition, as new inventory comes in, the used coaches are reconditioned, refurbished and sold to the public. During the last 40 years, Cruise America has sold 26,000 used Class C motorhomes to customers.

The **Good Sam Club's** RV Rally schedule will incorporate two Rallies in 2013. The first event will be held in Albuquerque, N.M., at the Balloon Fiesta Field, April 11-14, and the second Rally will be in Syracuse, N.Y., June 13-16, at the New York State Fairgrounds. This will be the first year a Good Sam Rally is offered in New York, but the club did hold a Rally in Albuquerque in 2009, utilizing the Balloon Fiesta Field for members' RV parking only. In 2013, all of the Rally activities will be held at the Balloon Fiesta Field. Visit [www.therally.com](http://www.therally.com) for updates on the 2013 Rallies.

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## THE BEAUVOIR OF BILOXI

**Its name means “beautiful view,”** and with rolling waves and a white sand beach greeting visitors as they gaze out from its front steps, the Beauvoir lives up to that meaning.

Facing the Gulf of Mexico, the Beauvoir in Biloxi, Miss., was the home of Jefferson Davis, the only president of the Confederate States of America. Davis, elected by the Southern states in November 1861, served as the Confederate president during the American Civil War. He retired to Beauvoir in 1877 to write his memoir, *The Rise and Fall of the Confederate Government*, and eventually bought the property in 1879. Built by wealthy plantation owner James Brown, the main house at Beauvoir was completed in 1852 as a summer home for his family. Its high ceilings and large windows were designed to welcome cool breezes from the gulf. Set on massive pillars instead of the ground, Beauvoir’s foundation allows floodwaters to flow underneath but that didn’t stop it from suf-



fering damage from Hurricane Katrina. Now fully restored, Beauvoir is open daily from 9 a.m. - 5 p.m.

**For more information,** call 228-388-4400 or visit [www.beauvoir.org](http://www.beauvoir.org).

PHOTOS: MISSISSIPPI DEVELOPMENT AUTHORITY/TOURISM DIVISION

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- 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

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

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

## EXCITING HISTORY AND FUN AWAIT

### Passing through southeast

Oklahoma affords the opportunity to park your rig, enjoy the view, take advantage of outdoor activities and explore caves riddled with scandal. Robbers Cave State Park spans 7,602 wildlife management area acres across the hills of the San Bois Mountains and includes 189 lake acres with Lake Carlton, Lake Wayne Wallace and Coon Creek Lake. According to legend, Robbers Cave was a former hideout for famous outlaws Jesse James and Belle Starr — ultimately giving the park its name. Seemingly built for lovers of the outdoors, the park offers a multitude of activities: horseback riding (including equestrian campsites), rappelling, trails for hiking and walking, trout fishing, cave exploration, boating, hunting and plenty of places to capture the lingering fall colors.

Those interested in kicking back outdoors with a low-key activity can take advantage of miniature golf, paddleboat



rentals, a nature center with exhibits and programs, swimming in the pool or at the designated beach and an amphitheater where local bands often perform for the public. A small grocery store and restaurant make leaving the park unnecessary. Eighty-three sites with 30- and 50-amp hookups are available, along with a dump station, restrooms and showers, playground and a group picnic area.

**For more information,** call 918-465-2565 or go to [www.travelok.com](http://www.travelok.com).

— Amanda Lepinski ♦

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# ASSATEAGUE ISLAND PLAYGROUND

CAMP AND EXPLORE AMONG THE WILD HORSES  
WITHIN THIS NATIONAL SEASHORE

**W**hite, foam-crested waves crashed into the shoreline as my running shoes dug into the wet sand, and the warm, salty wind passed over my face, swirling and lifting my hair. I felt as wild and free as the horses that inhabit this island. I was on Assateague, a barrier island located on the eastern shore of Maryland and Virginia, a few miles south of the popular resort destination Ocean City, Md.

We had come to the island to camp, enjoy the ocean, hike the nature trails and see the wild horses of Assateague Island National Seashore. Camping is only allowed on the Maryland side of the island, so we settled our Class B into a campsite near the sand dunes. Within Assateague Island National Seashore, RVers have a choice of camping on the ocean side or the bay side of the island, but neither side offers hookups. Because of a heavy mosquito population in the warmer months, we recommend the ocean side where sea breezes blow the mosquitoes inland. Every campsite has a picnic table and fire grill, and the campgrounds have cold water showers and chemical toilets, as well as drinking water. If you need a campsite with electricity, there are 39 30-amp hookup sites at the adjacent Assateague State Park.

## MEETING THE WILD HORSES

There are two schools of thought about the origin of the wild horses of Assateague Island — they were either survivors of a shipwreck off the coast of Virginia, or they were horses owned by the area's settlers. Undisputed is the stamina of these small



Author Patricia Krasenics starts her morning by enjoying breakfast with Assateague's well-known wild horses.

horses, who have survived ocean storms, hot summer sun, mosquitoes and a diet mainly of cordgrass, salt marsh plants, beach grass, seaweed, poison ivy, rose hip, bayberry and greenbrier. There are also two entities that oversee the wild horses. On the Maryland side, the National Park Service manages the horses; on the Virginia side the horses are privately owned by the Chincoteague Volunteer Fire Department.

As the morning light filtered through the back window of our motorhome, I slid open the side door and felt a refreshing ocean breeze. Then I stepped out of the camper and found myself

PHOTOS: VICTOR KRASENICS



sharing our campsite with seven horses — three golden brown, two chestnut and two painted ponies. The horses grazed on beach grass and a bayberry bush while several orange-billed cattle egrets strutted around snatching up displaced insects. As I set up breakfast, Chee Chee, our Chihuahua, sat tethered in a camp chair watching the horses.

As soon as my husband, Victor, joined me for breakfast, the stallion walked toward us. I quickly grabbed the cereal and Chee Chee and scurried inside the motorhome. Victor stepped back, as the stallion's nose pushed the remaining dishes off the table. We stood inside the motorhome laughing. The horses stayed for another hour resting and rolling around on the grass.

Our introduction to the wild horses reinforced what we'd been told about keeping a safe distance from these unpredictable animals. All visitors are given a brochure outlining the dangers of petting, feeding and approaching these horses.

**BIKE RIDING**

The horses eventually trotted toward Bayberry Drive and I thought it was a good time for us to take Chee Chee for a ride on the four-mile bike trail. Chee Chee sat secured in his pet carrier as we passed pine trees, wax myrtle and bayberry bushes. A rabbit scurried into the thicket under a cluster of poison ivy. We turned off Bay-

berry Drive and rode a short distance to Old Ferry Landing. Fishing, crabbing and kayaking are the recreations of choice for this inlet. Children and adults stood on the dock fishing, while a female boat-tailed grackle hopped on the railing.

Sharing the bike path with horses, we left the park and rode on Route 611, encountering a mare with a foal and a herd of grazing horses. Another mare crossed the road in front of us, halting all traffic. As we continued riding we passed a great egret and glossy ibis fishing in a mud marsh. Once we reached the Verrazano Bridge, the gateway to Assateague Island, we crossed over Sinepuxent Bay on the footbridge and watched sailboats skimming over the water and terns flying under the bridge.

Arriving at the Assateague Island Visitor Center, we ate our brown bag lunches and walked around the viewing deck. Since dogs are not permitted inside the building, I waited on a bench chatting with an elderly gentleman while Victor went inside. The center has a marine aquarium, touch tank, trail maps, a film about the island's wild horses and a variety of educational books. We recommend visitors stop at the center before entering the park.

We rode back to our campsite and rested, while the sound of breaking surf and the smell of a distant campfire filled our senses.



The author and her Chihuahua pause after crossing the Verrazano Bridge.

**SILHOUETTE SUNRISE**

The following morning while I slept, Victor woke at 5:30, dressed quickly, grabbed his camera and hiked across the sand to the dunes. It was dark as he climbed the dune, sinking his feet into the soft sand. At the top of the dune, an orange glowing sky and the silhouettes of six horses lying on the beach greeted him. As the sun began its ascent, some of the horses stood up. Led by the stallion, the herd walked over the dunes, past the campsites and into the woods. Victor was convinced that losing a few hours of sleep was worth the experience.

**NATURE TRAILS**

Another morning, we woke to the sound of a whinny followed by a snort. The horses outside our motorhome were talking to

Canada geese are common year-round on Assateague Island.





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**Left: The Krasenics' Roadtrek motorhome occupies a paved site near the sand dunes on the Maryland side of Assateague. Below: An old oak tree casts wiry shadows over the trail.**



each other. Since it was 4 a.m., I pulled the blanket over my head. After breakfast and dog walking, we drove to South Ocean Beach to hike Life of the Dunes trail. Since dogs are prohibited on nature trails, we left Chee Chee napping in our air-conditioned motorhome.

Covered with sunscreen and bug repellent, we followed a sandy path bordered by beach grass, beach heather, yellow flowered prickly pear and bayberry. Catching a glimpse of a brown speckled dowitcher sitting on an abandoned fence post, we walked off the path to find a broken, cracked blacktop road known as Baltimore Boulevard.

Baltimore Boulevard was part of a planned beachside resort constructed in the 1950s and destroyed by a storm in 1962. After the storm, developers abandoned the idea of an island paradise. The federal government purchased the land

and established Assateague Island National Seashore in 1965.

We walked along the fractured road for approximately a quarter-mile and reached an observation deck with signboards describing plant life. Leaving the observation deck, we continued on the trail and passed the beach where men were fishing while others drove over-sand vehicles (OSV) along the coastline.

A Sika deer watched us as we followed the trail into the woods and encountered a large scrub pine casting tentacle shadows on the sandy needle floor. The hot noon sun combined with hungry mosquitoes caused me to walk briskly to the parking lot. The best time to hike this trail is early morning or at dusk.

Our next hike was Life of the Forest, a half-mile loop near Old Ferry Landing. A canopy of loblolly pines and red maples shades the forest path. We walked the trail bordered by thorny greenbrier, poison ivy, serviceberry and blueberry bushes, which provide food for resident catbirds, mockingbirds, flickers, woodpeckers, red foxes, opossums and raccoons. The song of an eastern towhee filled my ears as the scent of pine tickled my nose.

The path changes into a boardwalk taking you across the marsh with signboards explaining the complex ecosystem. We passed a large group of orange striped dragonflies clustered around a leafless bush. The dragonflies appeared to be eating bugs from the broken branches.

Looking across the marsh, we saw an abundance of slender salt meadow cordgrass, which protects nesting shorebirds and small animals from marsh hawks and

screech owls.

From the observation deck, I watched a great egret land gracefully on a shallow saltwater pond while horses grazed on marsh grass. Walking back on the forest path, we passed fresh-water ponds that provide drinking water for the horses. As we stepped out of the forest on to Bayberry Drive, my thoughts drifted back to the diversity of this natural barrier island and the storm that saved it from development.

Assateague Island National Seashore is one of the few places in this country where you can camp and see wild horses in their natural habitat. This diverse landscape, with its multitude of wildlife, miles of sandy beach, nature paths, docks for fishing, inlets for crabbing and kayaking, and wild horses, is sure to provide visitors with a unique outdoor experience. ♦



**A Sika deer is spotted along Life of the Dunes trail.**



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

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# ALL ABOARD!

## GOOD TIMES AND GOOD FRIENDS ROLLIN' FROM LOUISVILLE TO DAYTONA

by SUE BRAY

The excitement began as 2,033 RVs from all across North America, and even as far away as Australia, rolled into Louisville, Ky., June 21-24 for the Good Sam Rally. Over the next few days, thousands of rally-goers attended valuable and interesting seminars, ranging from computer technology and traveling to Alaska to RV engine performance and the evolution of Kentucky bourbon.

History buffs stepped back in time at the vintage RV display and through seminars presented by the RV/MH Hall of Fame. Foodies gobbled up the Good Sam

Culinary Experience, learning useful cooking tips. Kids and teens were treated to all-day youth programs.

There was something engaging for everyone at Louisville's Kentucky Exposition Center, site of the second of three Good Sam Rallies this year, presented by DISH. From pop-up campers to luxury motorhomes, new RVs of all types and sizes spread their awnings and opened their doors to Rally guests; aisle after aisle of booths exhibited everything from RV generators and hand tools to clothing and jewelry.

Whatever the musical tastes of

Rally-goers get ready to spin the wheel and win at the Woodall's booth. Kids take part in one of many youth activities offered during the Rally.

guests, the Rally had it covered. There were the Gatlin Brothers' country hits, along with the nostalgic love songs and melodies of Burt Bacharach, followed by an action-packed evening with pop superstar Sheryl Crow. For fans of the "King of Rock 'n' Roll," Elvis was definitely in the building, performing a rousing, hip-swiveling closing act.

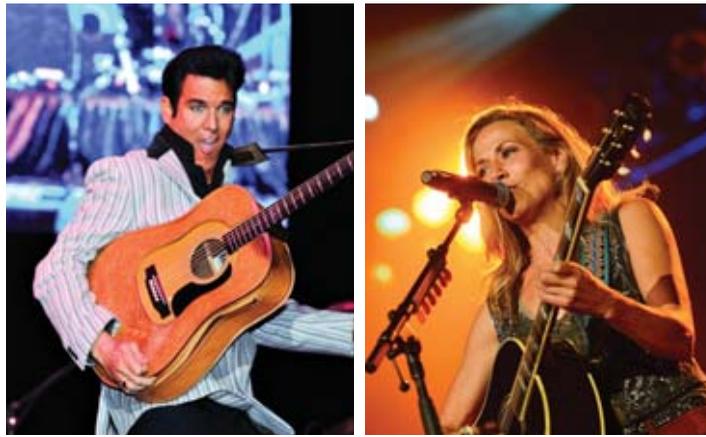
Vendor booths and new RVs packed the exhibit hall, not to mention the thou-

Thousands of RV enthusiasts packed Louisville's Kentucky Exposition Center for the Good Sam Rally, held June 21-24. Rally-goers check out the vintage 1953 Vagabond display. Plenty of colorful and patriotic costumes were on display during the Rally dog show.



PHOTOS: W. SCOTT MITCHELL

## GOOD SAM GIVES BACK



One of several Elvis impersonators entertains the crowd. Grammy-winning singer-songwriter Sheryl Crow performs before a packed house on the final night of the Good Sam Rally in Louisville, Ky.

sands of happy campers looking for the latest products to enhance their RV lifestyle. Hundreds of participants found their match during Camping World's Match n' Win game, which not only introduced them to new friends but also made them eligible for the giant drawing to win hundreds of RV products.

Women enjoyed an exclusive driving seminar and a Kentucky Derby hat show. Even the Rally's dogs had their day, with their very own bark park. There was a Rally dog show and training tips from Dogs for the Deaf's Robin Dickson, plus a successful pet adoption event.

As part of the Good Sam Culinary Experience, the host of the Food Network's "Surreal Gourmet" and "Glutton for Punishment" Bob Blumer conducted three cooking demonstrations, showing Rally-goers how to create fun dishes from basic ingredients. Also on hand was Evada Cooper, author of *The RV Centennial Cookbook — Celebrating 100 Years of RVing*, who demonstrated how to make an RV kitchen more efficient, with tips on stocking and storing supplies for an RV galley. *MotorHome* and *Trailer Life* magazine publisher Bob Livingston also offered sage RV advice and answered Rally-goers' questions in his RVing 101 seminar.

During the Salute to Veterans, military veterans proudly marched behind the flag of their branch of service through the halls of the Kentucky Exposition Center. Retired U.S. Army Brig. Gen. Julius "Bud" Berthold and two Medal of Honor recipients, Woody Williams and Don Jenkins, reviewed the Good Sam troops.

### DRIVING TOWARD DAYTONA

Sites are still available and many favorite Louisville activities will take place again in Daytona Beach, Fla., during the next Good Sam Rally, Nov. 2-4. As always, there will be a huge trade show and hundreds of educational seminars, along with the crowd-pleasing dog show, vintage RVs on display and the veterans' recognition parade. All this will take place in the infield of the Daytona International Speedway.

Reba McEntire, the biggest star ever to appear at a Good Sam Rally, headlines Daytona's entertainment lineup. McEntire has sold more than 56 million records and appeared in the long-running television series "Reba." Katharine McPhee, discovered during the fifth season of "American Idol" in 2006 (she's currently starring in "Smash" on NBC), will likewise grace the Daytona stage.

**For more information** about the Daytona Rally, call 877-749-7122 or visit [www.TheRally.com](http://www.TheRally.com). ♦

Mark Douglass, president of the RVing Accessibility Group, was invited to the Louisville Rally to establish handicapped routes at the venue and communicate with Rally guests with special needs. Having spent 14 years in a wheelchair, Douglass founded the RVing Accessibility Group to provide resources to help physically challenged individuals experience the joy of RV travel. At the Rally, Good Sam and Camping World Chairman and CEO Marcus Lemonis announced a \$10,000 donation to this organization from the Good Sam Club.

The director of Flags4Vets, Fred Moore, was instrumental in honoring Rally-goers who served in the military at the Rally's Salute to Veterans. An organization dedicated to placing American flags on U.S. veterans' graves, Flags4Vets collected nearly \$9,000 from Rally participants in contributions, and another \$10,000 donation came from the Good Sam Club.

Good Sam's reigning RVers of the Year, Joyce and John Williams, were also honored at the Rally. The Good Sam Club donated \$13,000 to two of the couple's favored service organizations — \$10,000 to Habitat for Humanity and \$3,000 to NOMADS, a United Methodist volunteer labor group.

For the past 30 years, Good Sam members and chapters have contributed to Dogs for the Deaf, an Oregon-based program that rescues dogs from animal shelters and professionally trains them to assist people with a variety of challenges, from hearing loss to autism. The organization's longtime president, Robin Dickson, attended the Rally and gratefully accepted \$439 in donations from Good Sam members. That is in addition to the generous \$9,973 contributed by members during the March 2012 Good Sam Rally in Phoenix.

Project Linus, another admirable charity, comforts children who are seriously ill, traumatized or otherwise in need by providing them with handmade blankets. At the Louisville Rally, Good Sam "blanketeers" made and donated 268 blankets to this cause.

And finally, Louisville Metro Animal Services towed its SPOT (Stop Pet Overpopulation Today) trailer to the event, full of homeless dogs looking for new homes. Six lucky dogs found compassionate homes with Good Sam members who attended the Rally.



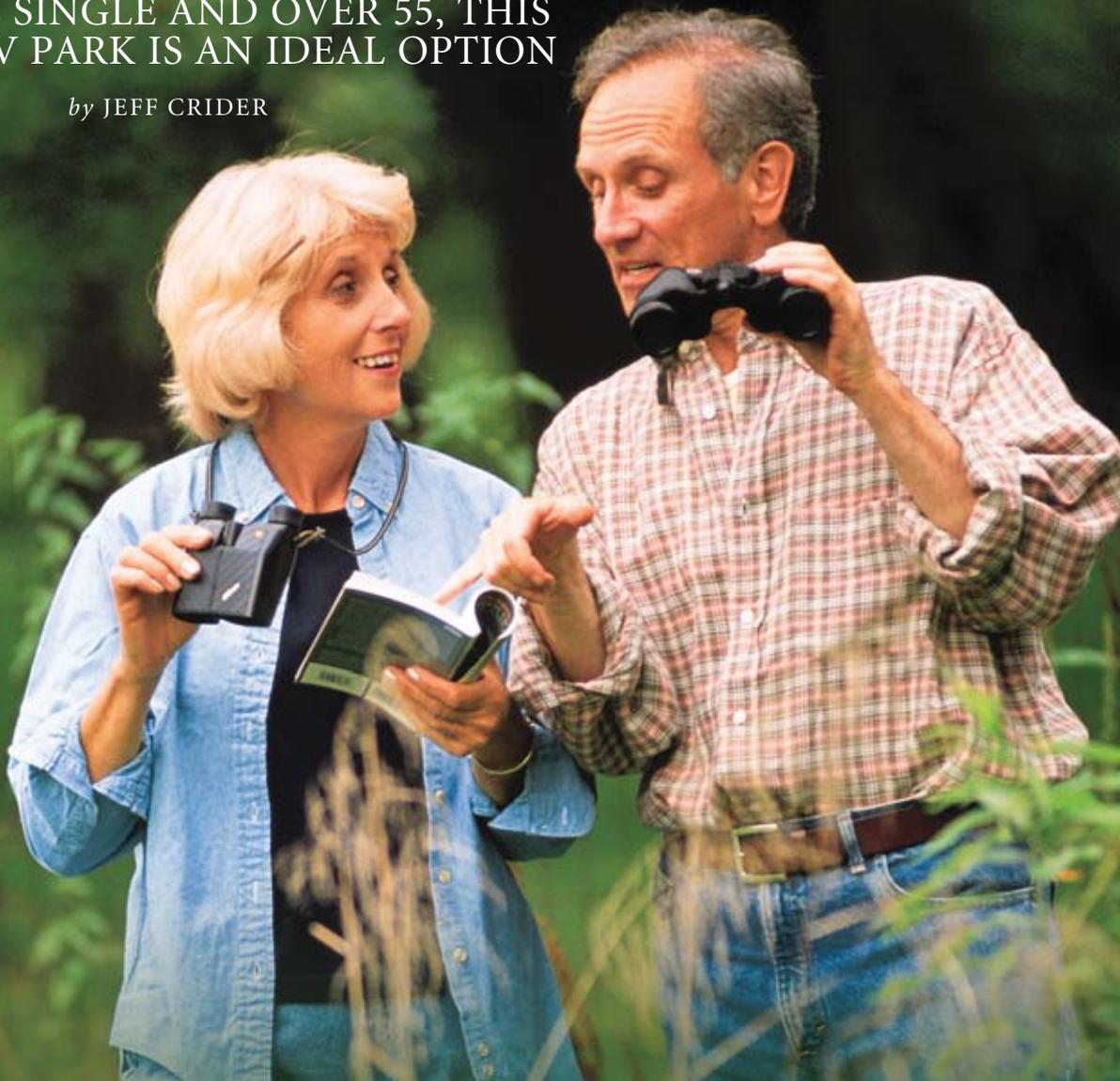
Sue Bray, Good Sam Club Member Benefits Director, has served for 28 years on the board of the American Recreation Coalition (ARC) and on the advisory board for the U.S. Department of Transportation's Scenic Byways program. In 2009, Sue was inducted into the RV/MH Hall of Fame.



# SINGLED OUT

FOR THOSE SINGLE AND OVER 55, THIS FLORIDA RV PARK IS AN IDEAL OPTION

by JEFF CRIDER



**R**V parks and resorts often compete with one another on price, location and the quality of their amenities and service. But Florilow Oaks RV Park in Bushnell, Fla., sets itself apart using another criteria: it's one of the nation's only 55-and-over parks for single RVers. And it's the only park of its kind where single RVers can purchase ownership rights to their campsites, according to Park Manager Kathryn Lane.

"The park was originally started by five women from Vermont who were either sin-

gle or widowed. They started it as a park for singles," Lane explained.

But even though the park has been in existence for nearly 30 years, it hasn't had any trouble maintaining its focus on single RVers, nor has it encountered much in the way of competition. In fact, the only other park in the country that caters to single RVers over 55 is the campground at Loners on Wheels headquarters in Deming, N.M., Lane said, although the Deming park does not offer ownership rights.

What both parks do have in common, however, is a customer base comprised

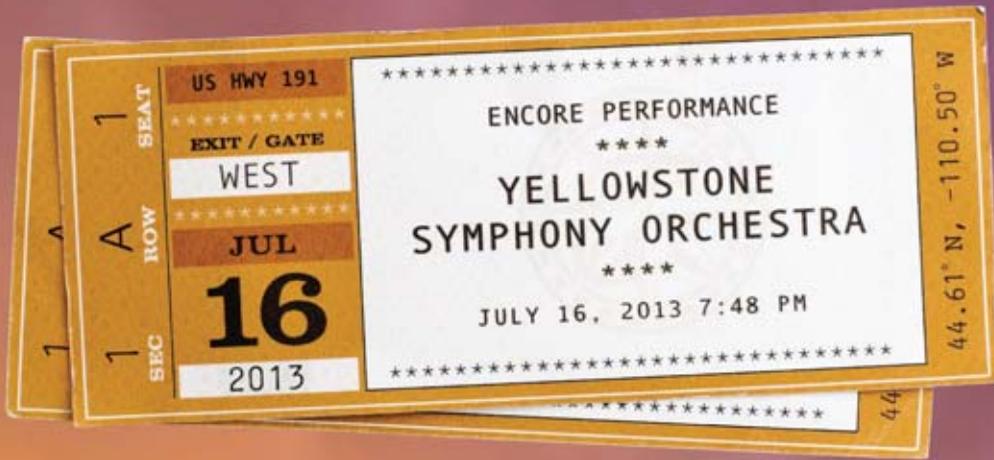
largely of members of Loners on Wheels or the LOWs, the national RV club that regularly organizes RV trips and other activities specifically for single RVers.

Sixty-nine-year-old Tom Johnson said Florilow is appealing to 55-and-older RVers who want an active social life with other single RVers without feeling any pressure to start a relationship with anyone.

"It's a very comfortable place to camp," said Johnson, an Indiana resident who spends his winters at Florilow. "People don't

CONTINUED ON PAGE 30





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Florilow's natural setting also attracts an abundance of wildlife.

**RVers enjoy socializing at one of Florilow's gathering spots.**

go there to find a mate or someone to couple up with."

Lane said the park is successful in part because it doesn't make any effort to encourage its singles to pair up or form relationships.

"They are fiercely independent," Lane said of her campers.

Many of the single women at Florilow are well-educated professionals who aren't looking to marry someone for financial security.

"The majority of the people in here are widows or widowers," Lane said. "They had a good, full life with the spouse they had and they don't want to replace them."

But that doesn't mean single RVers want to spend their remaining years alone, either. Many crave interaction with other single RVers.

Seventy-year-old Trena Manville of Tampa remembers what it was like after her husband passed away in 1991.

"The reality is when you lose your spouse, you lose your social life," she said.

But Manville built a new social life by

meeting other RVers after joining the LOWs in 2001. She purchased ownership rights at Florilow two years ago. She agreed Florilow is appealing to 55-and-older RVers who want an active social life.

Florilow has an activities director during the winter season and there are numerous dinners, day trips and other activities scheduled throughout the season. Residents also schedule their own activities and publicize them on the park's bulletin board.

"We do a lot of biking, kayaking, game playing and volunteer activities," Manville said, adding several park residents have also volunteered with Wreaths Across America, the group that places wreaths on the graves of veteran's cemeteries to honor their ser-

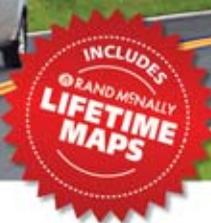
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vice and to call attention to the sacrifices they have made for the country.

Other Florilow shareholders volunteer with Hope Ministries, which provides food and clothing to the homeless and others who need help in their lives.

"We have people who go down there every week," said Lane, who also volunteers with the local humane society.

But while Florilow encourages people to enjoy a wide range of activities for single RVers, it also provides a safety net for its residents. For example, if someone doesn't show up for an activity, people will go to check on them to make sure they're OK.

"Everybody looks out for everyone else," said Eileen Ricker, a 64-year-old who lives at Florilow year round.

Ricker got a taste of Florilow's internal safety net when she broke a bone in her foot last year. She was repeatedly visited by other park residents who asked if they could help her with groceries, laundry or other errands.

Ricker likes the park so much she encouraged her divorced mother and father to move there. And while they live in

**This waterfront gazebo is a hangout for Florilow residents.**



separate RVs at opposite ends of the park, Ricker likes being able to check up on them, while giving them the independence they both desire.

"I've talked to them about assisted living and whatever might come next, but [the conversation] always comes back to, 'I want to stay here as long as I can.'"

Florilow has 145 sites, 100 of which are designated for shareholders or leaseholders, while the remaining 45 are set aside for transient RVers. The park includes all types of RVs, including motorhomes, travel trailers, park models and some mobile homes. Sites are available on an overnight basis, for lease and for purchase. But while the park's bylaws make it clear that the park is intended for singles only, if you happen to fall in love and marry another RVer while staying at Florilow, it won't necessarily lead to your eviction.

"We have never kicked anyone out [for getting married]," Lane said. ♦



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

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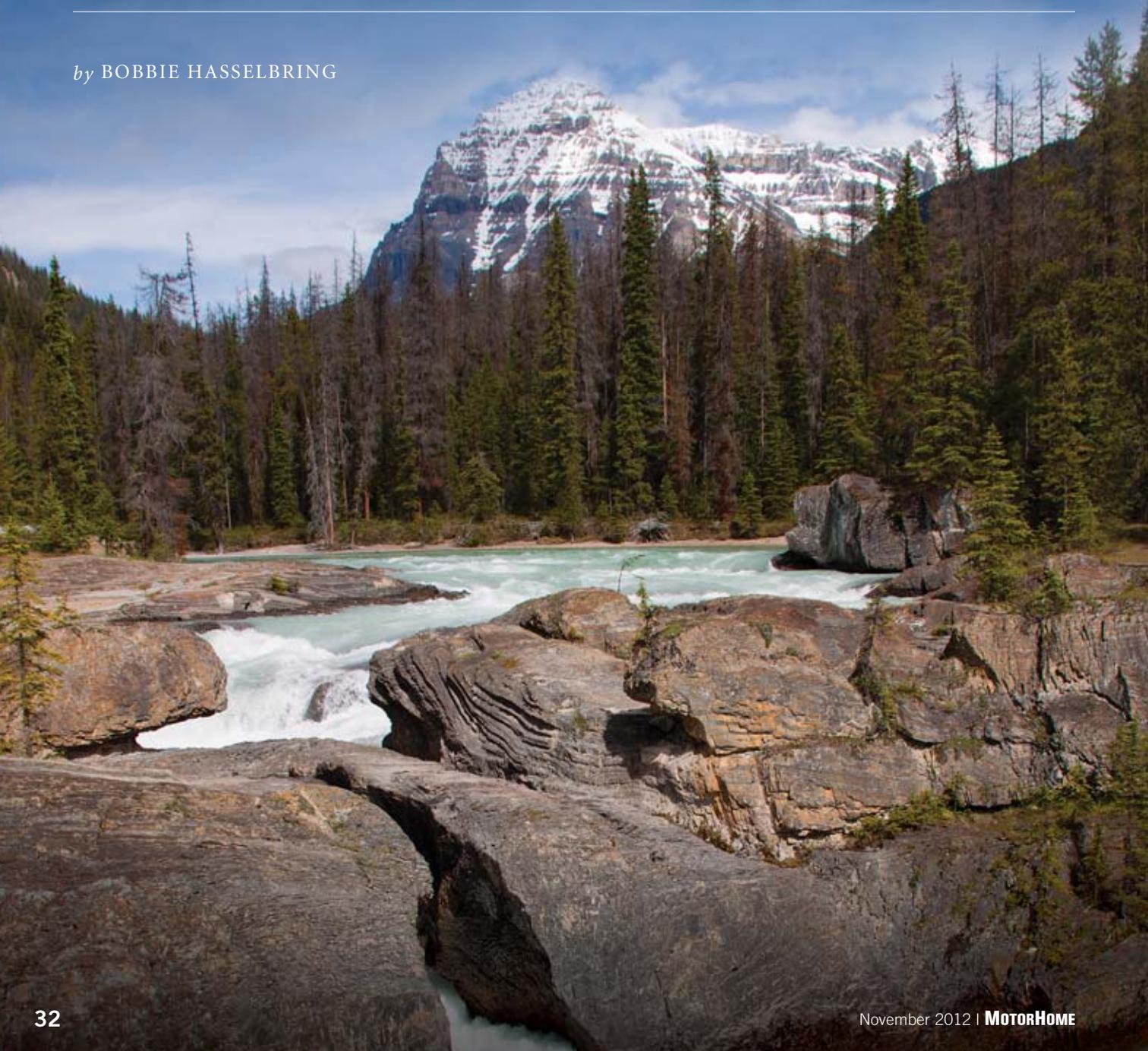
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# KOOTENAY: AWE-INSPIRING CANADIAN ROCKIES

DELVE INTO THE MOUNTAIN SPLendor OF BRITISH COLUMBIA

by BOBBIE HASSELBRING





**T**hey rise up like titans, ancient seabeds thrust into vertical slabs of sedimentary rock, bent and folded into towering peaks capped with icy glaciers. Welcome to the Kootenay (“koot-knee”) Rockies, southeastern British Columbia’s impressive and largely undiscovered mountain playground — a perfect place for an RV getaway.

British Columbia’s Rocky Mountains are like the U.S. Rockies, only higher, steeper and even more spectacularly breathtaking. Kootenay, named after the indigenous Ktunaxa people of North America, is a place where scenic byways outnumber people. Rivers, lakes, waterfalls, mineral hot springs, alpine meadows and snow-dusted mountains dominate this region that’s also home to four of British Columbia’s national parks. The roads are well maintained, the wildlife is plentiful, and there are numerous beautiful and out-of-the-way places to park the motorhome.

We start out from Calgary, traveling west on Highway 1, Canada’s famed Trans-Canada Highway. We pass through Alberta’s grassy, rolling plains and, at Canmore, 30 minutes outside of Banff, we’re confronted by the stone giants that make up the Front Range of the Canadian Rockies. The road divides and follows the Bow River while the mountains get higher, climbing to between 7,000 and 8,000 feet.

We notice several wide concrete



Visitors can rent canoes to paddle Emerald Lake. The trail around Emerald Lake is an easy three-mile hike and half of the trail is wheelchair accessible. The water of the Kicking Horse River was higher than it had been in 30 years, which made rafting it thrilling and challenging.

overpasses topped with trees and bushes. These are wildlife bridges, Canada’s innovative answer to keeping migrating wildlife from crossing the highway. Animals from elk to lynx to black and grizzly bears use these million-dollar crossways.

Suddenly the road descends sharply. This is the “big hill,” named by railroad pioneers who maneuvered trains — and often derailed — down this steep grade. A wide turnout with kiosks tells about the spiral tunnels, an ingenious series of passageways bored through the mountains that enabled trains to negotiate the treacherous hill.

### **AWE AND WONDER IN YOHO**

We turn off at Yoho National Park’s West Gate and Kicking Horse Campground. “Yoho” is Cree for “awe” or “wonder” and it’s an apt name. The campground has no hookups, but it sits along the glacial Kicking Horse River hard up against the vertical faces of Mount Stephen and Mount

Field and within sight of magnificent Mount Cathedral. This is a great place to spend a couple of days exploring this part of the Kootenays.

We pull into a level gravel spot, one of 75 RV spaces in this campground, next to our fire pit and picnic table. We’ve paid a little extra so we can load up on pre-cut firewood. Later, we’ll take advantage of the flush toilets and surely use the water fill and dump station, but, for now, we enjoy the mountain views and the sound of the river.

After breakfast, we head a short distance along the river to Emerald Lake, the largest of Yoho’s 61 lakes. The lake is a beautiful green pearlesque color due to glacial sediment, called “rock flour,” from the grinding action of slow moving glaciers feeding the lake. We meet a Parks Canada interpretive guide for an easy three-mile hike around the lake. Half the trail is paved, making it wheelchair accessible.





Creston, a picturesque town in the Creston Valley, is home to a beer distillery, two wineries and an artisan cheese company. The family-owned Kootenay Alpine Cheese Company in Creston Valley makes delicious organic, non-pasteurized Alpine-style cheeses. Below: Kicking Horse Campground offers views of Mount Stephen and Mount Field.



Well, aside from the loon that plays hide and seek as we paddle the calm waters.

### HOT SPRINGS AND VINEYARDS

The next morning, as we leave Kicking Horse Campground, we're treated to a big black bear grazing on dandelions alongside the road. We head west on Highway 1 toward Golden. The Kicking Horse River is renowned for its white-water rafting and we've hooked up with Glacier Rafting Company to experience it for ourselves.

After being outfitted with life jackets and neck-to-toe neoprene wet suits complete with booties and mittens that make us look like Gumby, we board a school bus for the short ride to the raft launch. Isaac, a veteran with 10 years of experience on the river, tells us the water today is higher than it's been in 30 years. One look at the swirling, frothing chocolate brown water confirms his observation.

For the next couple of hours it's a wild ride on class two, three and four rapids with names like Man Eater and The Last Waltz that buck like the horse for which this river is named. Fortunately for us, our guides are skilled and they get us down the river safely and, all too soon, we're high-fiving our crewmates, total strangers who now feel like new friends.

We head south from Golden on Highway 95 into the Columbia Valley wetlands and the headwaters of the mighty Columbia River. This is the largest continuous wetland in North America and, judging from the dozens of osprey and ducks we spot, an important birding habitat.

The land opens, becoming rolling ranch land studded with cottonwoods.

The lake is surrounded by the mountains of the President Range, Mount Burgess and Wapta Mountain, which together create a "weather bowl" that traps severe storms and high snowfalls. It makes this area unique and more like a coastal rain forest with Douglas fir, cedar and horsetail ferns. We pass the remnants of an avalanche scar, a barren area that climbs far up the mountainside. Our guide tells us that in February 2011 a huge avalanche dumped debris that nearly filled the lake. It took workers three months to clean out the trees, rocks and sediment. Today, the area is populated with glacier lilies, one of the first flowers to return after an avalanche, and visitors can often see grizzlies and black bears munching on them here.

The guide points out other wildflowers — fairy slippers, purple mountain orchids, white mountain avens and purple butterwort, the area's only carnivorous wildflower. She also shows us Burgess Shale Fossil Site high up on Burgess Mountain, where scientists have found fossils 505 million years old from an ancient sea that once covered the area. The fossils were not only some of the oldest ever found, the mud that buried them preserved soft tissues, even stomach contents, of the nectocaris, odontogriphus and anomalocaris creatures in the shale. Visitors can take a vigorous six-mile guided hike to this important geological find.

After our hike, we grab a quick grilled salmon salad and duck breast pizza at Emerald Lake Lodge's Cilantro restaurant before heading out in one of the rental canoes. The weather is cool and the clouds swirl overhead so we have the lake to ourselves.



We're in the Rocky Mountain Trench, a wide area between the Rockies and the Purcell Mountain range that's so large it can be seen from space. This is where the North American tectonic plate and the Pacific Plate come together and the pressure from these two colliding behemoths formed the Rocky Mountains.

This highway is part of the Mountains and Vineyards Circle Route and the area is home to hot springs like Radium Hot Springs, a classic health resort whose Swiss architecture is a throwback to the 1960s. It's also part of Kootenay National Park. We stop long enough to snap a few pictures of the pools, but we have a date with another hot spring so we keep going.

The land has become mountainous again and, since this area is in the Purcell Mountain rain shadow, the trees are ponderosa pine, aspen and birch that thrive in drier climates. We spot four Rocky Mountain sheep with big curled horns grazing on the side of the road and pause to shoot pictures. Before long, there's what locals call a "ram jam" of cars and RVs stopping to take a look.

We turn off at Fairmont Hot Springs Resort, the largest natural hot springs in Canada, and park the motorhome at its deluxe RV park. While the resort boasts championship golfing in summer and skiing in winter, the biggest draw is the natural mineral hot spring. The same process that raised the Rocky Mountains left deep faults in the rock where water collects and runs deep into the mountains. Super-heated, the water bubbles back to the surface, forming mineral-rich, and, some say healing, hot springs.

Lucky for us, Fairmont offers 244 level, concrete sites — many pull-throughs — with full hookups, picnic tables, shower houses, a covered group

**Rocky Mountain sheep like these often cause "ram jams" along the highway as the drivers of cars and RVs stop to take photos. Just outside Kicking Horse Campground, a big back bear grazes along the road.**



pavilion and magnificent views of the Rockies. Just a skip away are hiking trails and a bridge that connects the RV park to the resort's hot pools. You can't have open fires in this park, but just down the road the resort's Spruce Grove RV Park has fire pits and sites right on the Columbia River.

We settle into the park and pull on our bathing suits. After our chilly Kicking Horse white-water adventure, the hot water feels perfect and we soak in pools of various temperatures until we resemble prunes.

After a quick breakfast the following morning, we're on Highway 93S and it's not long before we come to Fort Steele Heritage Town, a former 1860s gold rush boomtown that's been restored, complete with wooden sidewalks, vintage buildings, and employees in period costumes giving demonstrations in blacksmithing and candy making. There's even a daily old-time live theater and an antique steam locomotive visitors can ride.

We pass through the City of Cranbrook, past Moyie Lake, and take the highway to the little town of Creston, a quaint farming community tucked into a verdant valley. We easily while away the day touring the Columbia Beer Distillery, sipping wine and enjoying lunch at the Baillie-Grohman Estate Winery and Skimmerhorn Winery and Bistro, and sampling excellent organic, unpasteurized Alpine-style cheeses at the Kootenay Alpine Cheese Company.

Our visit to Creston has taken us out of our way, but it was a great detour. We head back on scenic Highway 3. Eagle's Nest RV Park on Moyie Lake looks inviting, but we're keen to explore Fernie, an artist colony in the southwest corner of British Columbia that's famous for some of the best skiing in the west.

It's worth the push. The two-and-

a-half-hour drive takes us along the Elk River and through beautiful canyons. It's 7 p.m. when we pull the motorhome into Mount Fernie Provincial Park Campground. This same road will take us to Island Lake Lodge, a cat-ski lodge that's renowned for some of the deepest winter powder in the world.

Tomorrow we'll head up the road and explore the old growth grove and take a heart-pounding hike up the lodge's Tamarack Trail for spectacular views of the Lizard Range. Then maybe we'll even tuck into some of the lodge's fork-tender elk osso bucco.

But, for now, we're content to enjoy our shady spot amid the trees, listen to waterfalls, and, as the light fades, let the peaks of the Kootenay Rockies put on a show. ♦



**Bobbie Hasselbring is an award-winning travel and food writer and editor of [www.realfoodtraveler.com](http://www.realfoodtraveler.com), which covers authentic food and travel. Bobbie owns a 2003 Jayco Greyhawk SS Class C.**

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# PLAY AND **STAY**

THESE 13 CASINOS WITH RV PARKS ARE A SAFE BET

*by* AMANDA LEPINSKI

**T**raveling in your motorhome affords ample opportunity to see America's finest landscapes, but those seeking a different adventure can enjoy many casinos with RV parks scattered throughout the country. In fact, 2011

boasted an upswing in gaming revenue and casino-visitor volume, according to the American Gaming Association's annual report. Check out our list of casinos with RV parks, in locations convenient for wherever your travels take you.



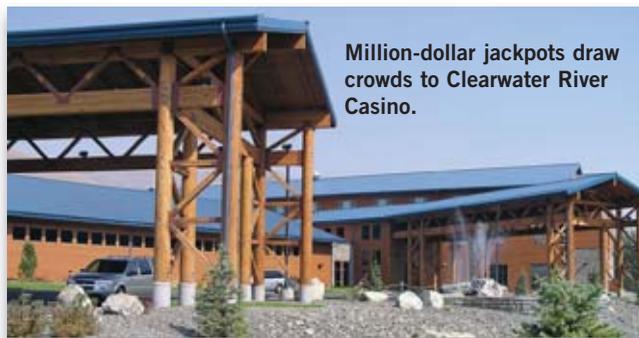
## ARIZONA

1. Hon-Dah Resort-Casino, nestled in the White Mountains of Pinetop, Ariz., boasts a variety of gaming options including blackjack, live poker and more than 800 slot machines. For slot-enthusiasts, Hon-Dah offers reel and video slots along with video poker machines. Wheel-of-Fortune progressives and a variety of in-house progressives appeal to those wanting to win it big. The less adventurous can take advantage of the casino's penny slots. And those who prefer table games can check out Vegas-style blackjack. Poker starts every day at 9 a.m. with \$3-\$50 table limits. Put on your poker face for Live-Action Texas Hold 'Em or Omaha Hi-Lo in the poker room where tournaments are held five days per week.

When you've worked up an appetite, head to the buffet served in the Indian Pine Restaurant or check out the casino's recommended Sunday brunch served at Timbers Lounge. Live music, comedy shows and other special events are featured throughout the year. Casino-goers can check out the year-round RV park complete with 258 sites, laundry facility, satellite TV, Wi-Fi, dump station, security and phone hookups; **800-929-8744, [www.hon-dah.com](http://www.hon-dah.com)**.

2. Travelers wanting a variety of entertainment amid views of three mountain ranges should check out the Apache Gold Casino and RV Park. Always open, the Apache Gold Casino calls itself the home of the most penny games in Arizona. Bets range from one penny to \$5 a pop. The blackjack tables are open for business daily from 3 p.m.-12 a.m. If slots and tables don't feed your fancy, Apache Gold also offers paper-only bingo. For variety, exercise or entertainment while your partner hits the casino floor, the Apache Stronghold Golf Course has nine- or 18-hole packages at a 3,200-foot elevation set against a mountain range backdrop and several greens with various pars.

If you've worked up an appetite, entrust your stomach to the award-winning chefs preparing either buffet-style or sit-down food options. Wickiup Buffet is open daily with all-you-can-eat meals for as low as \$5.95 per person. For a heartier appetite, Apache Legends BBQ has all-you-can-eat ribs for \$11 and weekly lunch specials starting at \$6. Rest and relax in the casino's RV park, offering full hookups, with 30- and 50-amp electrical service. Other amenities include a pool, wash facility, basic cable and Wi-Fi; **800-272-2438, [www.apachegoldcasinoresort.com](http://www.apachegoldcasinoresort.com)**.



Million-dollar jackpots draw crowds to Clearwater River Casino.

## IDAHO

More than 600 video machines across smoking and non-smoking casino floors attract visitors to the Clearwater River Casino & Hotel in Lewiston, Idaho. Open 24/7, Clearwater River Casino offers a variety of games including video poker, video blackjack, Keno and hundreds of titles like Mystical Temple, Pirate's Loot and Diamond Factory. The progressive slots like Wheel of Fortune and Mega Bucks even have million-dollar jackpots.

The casino's Riverside Restaurant is open daily for upscale or casual dining; including buffet specials, daily specials and early-bird specials Monday through Friday.

Featuring 23 full-hookup sites, the Clearwater River Casino and Hotel RV Park offers a seasonal outdoor pool, laundry facility and 30- and 50-amp electrical service; **877-678-7423, [www.crcasino.com](http://www.crcasino.com)**.

## IOWA

Lakeside Hotel Casino in Osceola, Iowa, makes staying and playing easy with an RV park located just outside the casino area. Forty-seven sites come with water, sewer and electric hookups, and Wi-Fi. With no weekend rates and comps for complimentary stays, many take advantage of the \$20/night rate. A casino shuttle takes guests between the casino and RV park upon request.

Lakeside offers more than 1,000 slot and video poker machines with bets ranging from a penny to \$25. Specialty table games such as blackjack, craps, roulette, pai gow, Texas Hold 'Em and live poker keep the casino floor booming with activity.

The Heartland Café offers a variety of daily special buffets, while the Lakeside Sports Bar is open daily and also provides a place to fuel an appetite after a day at the casino; **877-477-5253, [www.terribleslakeside.com](http://www.terribleslakeside.com)**.



Lakeside Hotel Casino has more than 1,000 slot and video poker machines and 47 sites for RV guests.





More than 200 campsites are available at Paragon Casino and Resort.

## LOUISIANA

There are plenty of ways to win at Paragon Casino and Resort in Marksville, La. Find more than 2,000 slot machines including Big Buck Hunter Pro, Life of Luxury progressive, Draw Poker, Lord of the Rings, and old favorites on the casino floor. Poker enthusiasts can enjoy Texas Hold 'Em tournaments, hi-hand poker giveaways and special poker room-exclusive giveaways. Blackjack, craps and roulette are among some of the popular table games available at Paragon. Or sit for a game of flop poker, three-card poker progressive, Let It Ride Bonus, Fortune Pai Gow Poker and Mississippi stud. Blackjack tournaments are held throughout the week. Free lessons on all Paragon table games are available to casino-goers Monday through Friday at 8 a.m.

For a change of scenery, the Paragon Casino and Resort Spa La Vie offers a variety of spa services ranging from massage to anti-aging treatments. Or catch one of three movies playing at the Paragon Cinema. The grandkids are sure to get a kick out of Paragon's wildlife specialist and resident alligator showing every Saturday. When you're aching to get outdoors, Tamahka Trails Golf Club is a three-time U.S. Open qualifier host.

More than 200 campsites are offered at the Paragon Casino RV Park. Amenities include a pool, bathhouse, volleyball courts, dump station and fresh-water station; **800-946-1946**, [www.paragoncasinoresort.com](http://www.paragoncasinoresort.com).

## MISSISSIPPI

A comfortable stay at Harrah's Tunica in Robinsonville, Miss., includes plenty to do in the casino or at the Mid-South RV Park. Boasting the largest casino between Las Vegas, Nev., and Atlantic City, N.J., Harrah's Tunica has 140,000 square feet of casino space. Open 24 hours a day, guests can enjoy 2,000-plus slots with roughly 1,700 different games including the traditional favorites; 60 table games such as three-card poker, mini-baccarat, blackjack, Caribbean stud, craps and roulette; and poker rooms Harrah's says are the largest in the South. In addition to the casino, a spa and salon, golf course, willows trap, skeet and sporting clay opportunities, and a variety of bars and live entertainment round out the fun at Harrah's Tunica. Whether on a quest for casual dining, a quick meal or upscale dining, Harrah's offers six dining options with a variety of food choices. Poolside guests can enjoy a meal off the cabana menu.

The Mid-South RV Park offers 200 spaces with full hookups, Wi-Fi access, laundry, showers, lodge and lounge. A 2,000-square-foot pool awaits swimmers while horseshoe pits, shuffleboard and

Enjoy 140,000 square feet of casino space at Harrah's Tunica.



a basketball court appeal to those looking for outdoor games. Designated pet areas are also available; **800-946-4946**, [www.harrahstunica.com](http://www.harrahstunica.com).

## NEVADA

1. Don Laughlin's Riverside Resort & RV Park in Laughlin, Nev., boasts more than 1,400 slot machines and 50 live-gaming tables including poker, blackjack, roulette, three-card poker, Texas Hold 'Em and craps. Live Keno and bingo are also hot games. The Riverside Resort hosts a variety of entertainment for casino-goers, including live music and performances, a 34-lane bowling alley, movie theater, auto museum, arcade and a collector's area where antique slot machines are on display. A variety of restaurants, bars and cafés feed the crowds just about any time of day.



A multilevel, 740-space RV park includes electric, cable, sewer and water for every site. Handicap-accessible bathrooms, showers and laundry facility are also available to RV park patrons. While staying at the park, guests can take advantage of the hotel amenities including pool, spa and salon; **800-227-3849**, [www.riversideresort.com](http://www.riversideresort.com).

2. More than 300 slots — old-fashioned games and current games — are offered at Gold Ranch Casino & RV Resort in Verdi, Nev., across roughly 8,500 square feet of casino floors. Video poker and Keno, reel slots such as IGT, Konami, WMS, Bally's and Aristocrat draw guests to the casino. Near the California border, Gold Ranch Casino sells lottery tickets, a perk you won't find in most Nevada casinos. Working up an appetite, casino-goers can

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## PLAY AND STAY



Photo: David Spiegel

check out the Sierra Café where breakfast is served all day.

The Gold Ranch RV Park offers 105 spaces (68 of them wide pull-throughs) and all include full hookups, 30- or 50-amp electric and cable. Complimentary Wi-Fi is available in the clubhouse for guests of the park. Handicap-accessible restrooms (including showers) and a laundry facility are also available. RV park customers can also enjoy the perks of hotel stay by taking advantage of the pool and hot tub. A nearby golf course is suggested for anyone wanting to skip the slots for the day; **775-345-6789**, [www.goldranchrvcasino.com](http://www.goldranchrvcasino.com).

3. The Saddle West Casino and Hotel in Pahrump, Nev., includes 300 slot machines, new electronic table games and more than 100 multidenomination video poker and video Keno machines. More than 150 penny slot and video reel machines also entice guests to check out Saddle West. Bingo fans can check out the paper bingo area where specials run throughout the year. A variety of food is available at the casino's Silver Spur Buffet and Café.



Staying at Saddle West is easy with 80 extra-wide pull-through spaces that include full hookups, 24-hour security, showers, dump stations, a laundry facility, cable TV and a pool and spa area. Guests looking for a nearby adventure can check out a mixture of activities including ranches, a ghost town, wineries, hot springs and sand dunes; **800-433-3987**, [www.saddlewest.com](http://www.saddlewest.com).

4. Nestled among the lights of Las Vegas is Sam's Town Hotel & Gambling Hall. Claiming to be the second largest casino in Vegas, Sam's Town has more than 2,700

slots covering roughly 100,000 square feet of gaming space. A poker room includes 11 tables with popular games such as Texas Hold 'Em, seven-card stud and Omaha hi/lo split. Daily tournaments allow guests to try their luck. Live Keno and bingo also draw in guests. The casino includes a bowling alley, dance floor and restaurants.



Nearly 500 RV spaces await motorhome travelers, with full-hookup, pull-through sites, cable TV, laundry and shower facilities, phone hookups and Wi-Fi. A barbecue area, pet run, swimming pool and hot tub are just a few features park guests can take advantage of while relaxing between sessions at the casino; **800-897-8696**, [www.samstowntlv.com](http://www.samstowntlv.com).

## NEW MEXICO

Sky City RV Park in Acoma, N.M., includes the latest Vegas-style table games such as blackjack, roulette, craps, three-card poker progressive and blackjack switch. With more than 669 slot machines, Multi-Strike Poker, Clue, Triple-Play Draw Poker Multi-Hand, Golden Panda and Michael Jackson King of Pop are all options for casino guests. Live bingo, special tournaments and tourist packages are offered. A variety of live music acts and performance entertainment grace the stage at Sky City throughout the year. Satisfy hunger with several dining options including Huwaka Restaurant, Huwaka Snackbar or the Pinon Tree Coffee Bar.

Sky City RV Park provides 42 75-foot big-rig-friendly pull-through sites with 30- and 50-amp electrical service with water and sewer at each site. A dump station, free Wi-Fi, laundry and travel center are available to park patrons. Leashed pets are welcome; **888-759-2489**, [www.skycity.com](http://www.skycity.com).

## OREGON

Oregon's Mill City Casino Hotel & RV Park in North Bend provides a little more than 29,000 square feet of gaming space and

CONTINUED ON PAGE 71



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# BEST IN SHOW

IT'S A DOG'S LIFE IN A MOTORHOME

by CHRISTINE GOODIER



Bob and Deb Meaut bought a motorhome for dog show travel with their poodles, Razz and Savannah.



PHOTOS: ROBERT GOODIER

The Meauts meet a new puppy at the dog show. Is there room at home for a third poodle?

**D**eb Meaut and Razz wait on a dirt floor under bright lights at the edge of a show ring in the 90,000-plus-square-foot Reaves Arena at the Georgia National Fairgrounds complex. At his handler's command, the little dog is off like a shot, leaping over jumps, weaving around poles and plowing through tunnels, guided by Deb's voice and hand signals as she runs alongside him. Job done, tail wagging, he gazes up in adoration and hopes for a treat on the way out.

This weekend is showtime for Razz, a 4-year-old black miniature poodle competing in agility trials at the four-day 2012 Peach Blossom Cluster Dog Shows in Perry, Ga. Deb's 8-year-old white standard poodle, Savannah, is participating in obedience trials. Savannah's a veteran, holding Master Agility Excellent and Master Agility Jumper titles in addition to a Rally Novice title.

As the day's trials end, instead of driving to a motel that welcomes canine guests, Deb and the dogs can walk home in five minutes. They're staying at a campsite right on the fairgrounds with her husband, Bob, in their 39-foot Class A Safari Zanzibar motorhome.

"After competing with Savannah for about four years and traveling to agility trials by myself, we discussed the idea of an RV for our home away from home," Deb said. The discussion turned into Deb's

surprise birthday gift four years ago. With plenty of pooch paraphernalia onboard, Bob and Deb have driven to Perry once again this year from their home in Beaufort, S.C., where Deb is a contracting officer's representative at the Naval Hospital and Bob is the owner of Hilton Head Garage Doors.

"The best part of owning a motorhome is having my husband with me on weekends; having a clean, comfortable bed to sleep in and a place to have decent food without having to go to a restaurant all the time; and being in a safe place, particularly when walking the dogs at night in a strange location," Deb said.



The little dog is off like a shot, a black blur racing toward agility jumps, guided by his handler, Deb Meaut.

A lot of dog owners enjoy the same benefits: approximately 325 RVs are registered at the fairgrounds for the show.

Gayle and Vince Mercurio, who drove up from their Melbourne, Fla., home in a Class A motorhome, are experts on RV living with dogs.

"We've been married 41 years, and our first purchase was a Volkswagen camper with a pop top," Gayle said. The couple traveled with a dog from the start and they have never been without an RV in the past four decades. Their poodle traveling companions are Calvin, a miniature grey; Z, a miniature black; and Gus, a toy.

The Mercurios said a motorhome is ideal for traveling to shows.

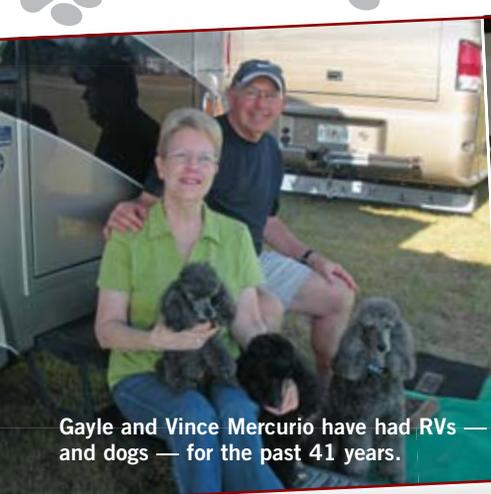
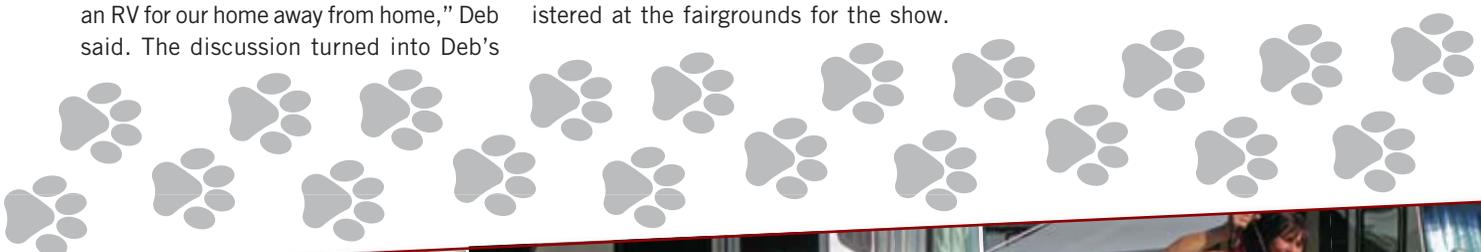
"The dogs are not distracted or stressed while competing. It's important to keep to the same routine they have at home," Vince said.

Willard Brown also travels to dog shows via a Class A motorhome and has for seven years. He believes miniature schnauzers like his are perfect RV travelers because they're small, don't shed and become much-loved members of the family.

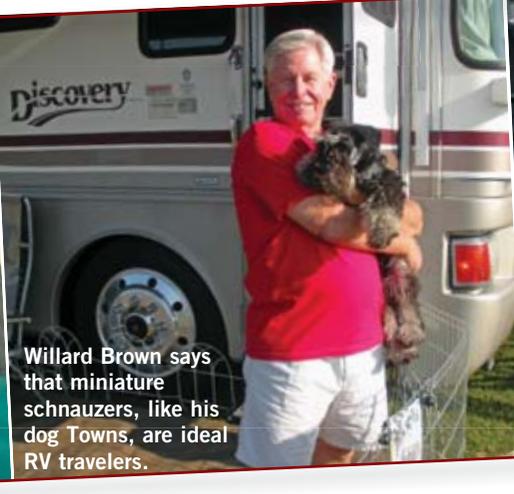
"If it came down to a choice between Sophie and me, my wife would take the dog," Willard joked. "Dogs give you unconditional love, and there aren't many people you can say that about."

As the sun sets back at the Meauts' motorhome, people from nearby RVs bring over their camp chairs to discuss the day's events under the awning.

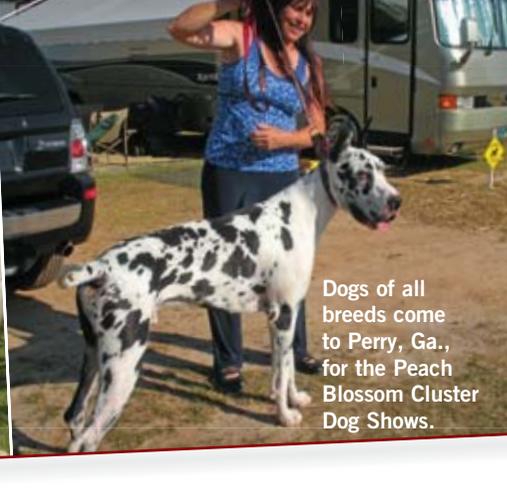
"The camaraderie among friends at the



Gayle and Vince Mercurio have had RVs — and dogs — for the past 41 years.



Willard Brown says that miniature schnauzers, like his dog Towns, are ideal RV travelers.



Dogs of all breeds come to Perry, Ga., for the Peach Blossom Cluster Dog Shows.



**Poodles are on parade as their handlers prepare to enter the conformation ring.**

campsite and sharing a meal and a glass of wine together at the end of the day with our dogs underfoot is what it's all about," Deb said.

After a good night's rest, she's up early, joining other handlers who are walking dogs of all shapes and sizes around the fairgrounds. The four-day show, one of the largest in the South, presents a rare opportunity for dog lovers to see outstanding representatives of more than 100 different American Kennel Club breeds gathered in one place.

At the obedience venue this morning, Deb and Savannah demonstrate the dog's ability to follow the trial's requirements, including the Long Sit (one minute) and Long Down (three minutes) in the presence of other dogs while handlers stand across the ring. "The handler's body language is very important in obedience," Deb said.

After the morning's trials, poodle breeder Jane Beckman, owner of Dancing Cloud Kennel in Georgia, stopped by the Meauts' motorhome to say hello accompanied by Nina, a 5-month-old white poodle available for the right home. Deb



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- Pick a regular place in the motorhome for non-spill water and food bowls
- Ask your dog's vet for a microchip implant and include your cellphone number in the enrollment contact information
- Keep a doggie first-aid kit with flea treatments, antibiotics, etc., in the motorhome
- Use indoor-outdoor area rugs and sheets to protect carpets and upholstery
- Be considerate of others nearby if the dog barks
- Clean up after your dog wherever you go



Friends gather outside the motorhome to share a meal and talk about the day's events at the dog show.

noted the cuddly puppy's friendly personality and strong resemblance to Savannah at the same age, but Bob wasn't quite convinced the family needed a third dog.

With her events done for the day, Deb headed over to the vendor booths for a little shopping and stopped in at the conformation venue nearby, just in time to see the judging of the poodle entries. Conformation is what many people envision when they hear the term "dog show." A judge examines each dog and notes how closely it compares to his or her mental image of the "perfect" dog described in the breed's official standard.

In the conformation ring, dogs and handlers are meticulously groomed (sometimes with a touch of hairspray for both), and business suits replace the workout clothes handlers wear during other trials. Spectators gathered to watch the dazzling dogs go through their paces, a close-up, live version of the annual televised Westminster Kennel Club Dog Show.

Late Sunday morning, when the last agility trial has ended, Bob Meaut starts packing up the motorhome. It's been a great weekend. Razz (AKC name: Belle Story's Brazen Razz Ma Tazz) has qualified in Excellent "A" Standard Agility, taking a first place, working toward his Agility Excellent title. Savannah (AKC name: Island Sun over Savannah) has earned her Obedience CD title to add to the show ribbons that adorn her crate back home.

"Despite the titles that my dogs have earned, it's the journey with your four-legged friend that keeps you coming back again and again," Deb said. "It's the thrill of seeing your training at work and seeing a happy and motivated dog. And it keeps both you and your dogs active and fit."

During the four-hour drive home, Bob Meaut began thinking. Maybe it's not such a bad idea to get more information about that poodle puppy looking for a home. Deb's birthday is coming up ... and there's always room in a motorhome for a little more unconditional love. ♦



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

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# BORN FREE 29-FOOT REAR ISLAND BED

NON-SLIDEOUT FLOORPLAN OFFERS RESIDENTIAL BENEFITS AND  
UPSCALE AMENITIES

by CHUCK & TERESA CAMPBELL

**B**orn Free is a family-owned business that has been manufacturing and marketing high-end Class C motorhomes since 1969 — a phenomenal endurance feat in this day and age of economic volatility and escalating fuel prices. And because of its longevity and continued manufacturing success in an often unpredictable RV market, the company has firmly established itself as a reliable source of high-quality vehicles that are sure-fire performers.

Our 29-foot tester is a new floorplan from Born Free, and is built on an extended Ford E-450 chassis. This model appears to be a derivative of the company's winning Class C manufacturing methods, with coachwork consisting

of a wooden frame, three tubular steel roll bars for added safety and structural integrity, fiberglass batt insulation throughout, and molded gel coat fiberglass sides, roof and end caps with distinctive vinyl accents.

The floorplan features a rear bedroom with island-style 60-by-75-inch queen bed as one of its predominant, residential selling points. Ahead of this is a more traditional mid-coach, enclosed, streetside lavatory with porcelain toilet and washstand, and separate placement of the shower stall against the bedroom's forward, curbside wall. Taking up the front of the unit is a full-featured curbside galley of relatively standard proportions, and a streetside sofa with folding and stowable table for meals.

PHOTOS: CHUCK AND TERESA CAMPBELL



## BORN FREE 29-FOOT REAR ISLAND BED

### WHAT'S HOT

Van-like handling and performance. Superb interior fit and finish. Electrically actuated day/night shades throughout. First-rate cabinetry. Blue accent lights in window valences. Walk-around queen bed. 40-inch Sony LCD TV. Front center console for wrangling keys, cellphones, etc.

### WHAT'S NOT

Limited exterior storage. 9.5-foot rear overhang tends to drag when entering/exiting driveways. Overhang also creates a significant tail swing when turning. Lavatory floor level is several inches above main floor; stepping into or out of lavatory without due care can result in bumping one's head.

Born Free's 29-footer carries a suggested base retail price of \$120,000, which seems a little high for a Class C. This is mainly because most amenities often considered options in competing products are standard equipment here.

Some of the more significant standard features include oak cabinetry, solid surface countertops, a Villa sofa bed, 4.0 kW generator, 1,000-watt inverter, 13,500 Btu roof air and a manual patio awning.

About the only optional items added are a 40-inch Sony LCD TV in the lounge (\$480), an upgrade from oak to natural solid cherry cabinetry and trim (\$1,920), and leather upholstery for the sofa (\$1,100) and captain's chairs (\$650). All told, the suggested retail price for this model as outfitted is \$124,150.

### HITTING THE ROAD

One of the primary attractants of a Born Free is that it performs and handles like a family van, with residential amenities of a motorhome thrown in for good measure. This was evident in the non-slideout-equipped vehicle, though things were a little squeezed together when a queen bed, sizeable galley cabinet and streetside sofa were factored in.

After loading up and easing into the super-plush, adjustable captain's seats, we pointed the aerodynamically proportioned Born Free north on U.S. Highway 101 in Southern California in anticipation of giving it a thorough once-over. The unit demonstrated quick and willing acceleration as we entered the freeway,

which aided in seamlessly merging into the congested cluster of passing traffic. Swiftly up to speed, there was no problem maintaining 65 MPH on level roadway and rolling hills.

Ford's E-450 chassis makes an excellent Class C platform, with its potent Triton V-10 engine and five-speed automatic transmission that deliver superb performance throughout the system's power range. With 305 HP and 420 LB-FT of torque at one's beck and call, there were not many driving situations encountered throughout our test where we did not have the upper hand.

Steering is positive, with good highway feedback thanks to the chassis' heavy-duty, Twin I-Beam, independent front suspension (IFS) with coil springs. A SuperSpring helper was added to the rear suspension's spring pack to handle extra weight.

About the only concern we had with handling in general was that drivers needed to pay close attention to actively steering the vehicle. As it was, the slightest distraction or inattentiveness allowed things to easily stray off course.

The Born Free's peppiness was no surprise as we forged our way northward, since we already performed timed speed runs before embarking. With strong acceleration considering the coach's wet weight of 12,922 pounds, it averaged 0 to 60 MPH in 17.1 seconds, with 40 to 60 MPH intervals of 9.2 seconds.

Driving a Born Free is similar to a family van, rather than a bulkier conventional Class C or larger Class A. It even has front passenger air bags and was almost rattle free inside during the course of our trip. And thanks to its size and weight, plus a respectable power-to-weight ratio, it had plenty of oomph when needed on mountainous roads and steep grades.

Over the course of three days, we were able to witness the motorhome's game performance when pitted against challenging terrain. On one 7 percent grade, we managed 56 MPH uphill at 3,200 RPM in third gear: not too bad considering our weight, two passengers and cargo.

We also like Ford's Tow/Haul feature that helps drivers decelerate when encountering steep downgrades. Activating Tow/Haul with the push of a button on the shift lever, it only takes a foot tap on the brake pedal to direct the transmission to downshift. On several occasions on grades varying from 5 to 7 percent, we utilized this method of deceleration and engine holdback to slow downhill progress, and save wear on brake pads. On a 6 percent grade in north Santa Barbara County, we managed reduced speeds of 50 MPH in second gear at 3,900 RPM.

Our test took us over miles of winding two-lane country roads, through traffic-cluttered, touristy towns and large stretches of suburban freeway. Throughout the drive, we were duly impressed with the vehicle's tight handling, steering accuracy and decent turning radius. Even with a design issue like a 9.5-foot rear overhang that caused it to drag its rear skids when negotiating steeper driveways and tail

swing that could take out a gas pump if not watchful, the Born Free is otherwise a breeze to drive and an enjoyable and dependable road companion.

Despite the driving challenges we encountered during the test — from mountain passes to timed speed runs and stop-and-go traffic to a good length of freeway cruising — we still averaged respectable fuel consumption of 9 MPG.

**LIVABILITY**

Born Frees are sold factory direct. This allows prospective buyers the latitude of choosing floorplans, décor treatments and residential appointments from a wide array of manufacturer offerings that suit their own individual tastes.

In the case of our test coach with its 29-foot layout, significant highlights included the rear, walk-around queen bed and a streetside convertible sofa in the forward compartment that can be manually extended 12 inches on either end. The couch can also be electronically transformed into a 36-by-68-inch auxiliary bed as needed, with the mere push of a button.

Interior décor elements are done in cozy earth tones that are contemporary and stylish. Born Free also plans to offer three additional décor packages as this model goes into production, along with an optional cabover bed and several other furniture alternatives.

A core element of the unit's décor package is the optional solid cherry wood cabinetry and paneling that is perfectly joined and burnished to a warm glow. Another prime example of the Born Free cabinetmaker's art is a roomy, under-bed storage compartment within the queen's pedestal that has been divided into several separate bins. This site is ideal for stashing clothes, linens and other smaller items, and is handily accessed by either raising the bed top on its hinges, or through drawers from the fore-and-aft sides of the pedestal.



**SPECIFICATIONS**

**PERFORMANCE**

**FUEL ECONOMY:** 9.0 MPG  
**ACCELERATION:**  
 0-60: 17.1 SEC  
 40-60: 9.2 SEC

**CHASSIS**

**MODEL:** FORD E-450  
**ENGINE:** 6.8-L V-10  
**SAE HP:** 305 @ 4,250 RPM  
**TORQUE:** 420 LB-FT @ 3,250 RPM  
**TRANSMISSION:** 5-SPEED AUTO  
**AXLE RATIO:** 4.56:1  
**TIRES:** LT225/75R16E  
**WHEELBASE:** 194"  
**BRAKES, F/R:** ABS DISC  
**SUSPENSION, F/R:** INDEPENDENT FRONT I-BEAM WITH COIL SPRINGS; NON-INDEPENDENT LIVE AXLE WITH LEAF SPRINGS AND SUPERSPRING SUPPLEMENT  
**FUEL CAP:** 55 GAL  
**WARRANTY:** 3 YRS/36,000 MILES OVERALL, 5 YRS/60,000 MILES CHASSIS

**COACH**

**EXT LENGTH:** 29' 1"  
**EXT WIDTH:** 7' 11"  
**EXT HEIGHT:** 9' 9"  
**INT WIDTH:** 7' 5"  
**INT HEIGHT:** 6' 4"  
**CONSTRUCTION:** WOOD FRAMING, TUBULAR STEEL ROLL BARS, MOLDED FIBERGLASS SKIN AND ROOF, FIBERGLASS INSULATION  
**FRESHWATER CAP:** 26 GAL  
**BLACK-WATER CAP:** 35 GAL  
**GRAY-WATER CAP:** 21 GAL  
**WATER-HEATER CAP:** TANKLESS LPG ON DEMAND  
**LP-GAS CAP:** 19.5 GAL  
**AIR CONDITIONER:** 13,500 BTU WITH HEAT STRIP  
**FURNACE:** 30,000 BTU  
**REFRIGERATOR:** 7 CU FT  
**INVERTER/CHARGER:** 1,000 WATTS  
**BATTERY:** (1) 12-VOLT CHASSIS, (2) 12-VOLT COACH  
**AC GENERATOR:** 4.0 KW  
**BASE MSRP:** \$120,000  
**MSRP AS TESTED:** \$124,150  
**WARRANTY:** 3 YRS/36,000 MILES; 10 YRS LIMITED ON FIBERGLASS SHELL

**WET WEIGHT**

(WATER & HEATER, FUEL, LP-GAS TANKS FULL; NO SUPPLIES OR PASSENGERS)  
**FRONT AXLE:** 3,940 LBS  
**REAR AXLE:** 8,982 LBS  
**TOTAL:** 12,922 LBS

**CHASSIS RATINGS**

**GAWR, F/R:** 5,000/9,600 LBS  
**GVWR/GCWR:** 14,500/22,000 LBS  
**ROCCC:** 1,578 LBS  
 (DEDUCT WEIGHT OF PASSENGERS FOR NET CARGO CAPACITY)

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

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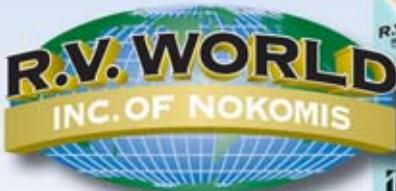


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**Top:** A key feature of this new floorplan is the rear walk-around queen bed.  
**Above:** A porcelain toilet and washstand occupy the streetside lavatory.

Additional interior accouterments include a vinyl tile floor, Corian-type solid surface countertops in a dark "Coffee Bean" hue, brushed nickel cabinet door/drawer pulls and sink hardware, and a soft vinyl headliner for optimum acoustics. We also liked the electronically controlled, individual day/night shades that helped control inside temperatures during the day, as well as imparting privacy.

We drew the long straw, and landed a pull-through site with full hookups at one of our favorite RV parks on California's central coast. The trip to the campground, plus the balmy summer climate, made us as hungry as deck hands, and we were not to be denied. Once leveled off and hooked up to cable and shorepower, we swiftly

moved to the galley to hustle up some serious chow.

Everything is at arms length in the well-appointed galley, including a large stainless steel sink, gas cooktop, overhead convection/microwave oven, and 7-cubic-foot refrigerator. With these at hand, and a generous countertop affording more than 11

square feet of surface workspace, we were able to do some creative cooking.

This floorplan does not come with a fixed dinette, but is equipped instead with a 19-by-30-inch folding table that stows neatly beneath the couch. This setup worked fine for the two of us, but the table was a bit wobbly and the dining area was somewhat confined overall. Despite this, we became quickly accustomed to the idiosyncrasies of the galley and lounge areas, and made full use of their creature comforts.

Once dinner was cleaned up, we sat back on the plush, stuffed sofa that offers two 12-inch pullout extensions for extra seating. In all, the U-shaped piece of furniture provided a comfortable location to lay back and enjoy the optional 40-inch TV. With its accompanying Blu-ray disc player and excellent sound system, we enjoyed several great movies during our nights aboard the coach, as well as a bit of cable programming.

Bathing in the rear, curbside shower stall takes a bit of finesse. What makes things a bit weird is that the facility is essentially part of the rear bedroom zone, near the foot of the bed. Though the roughly 32-by-32-inch stall with 72 inches of headroom provides enough space to wash up for the average size individual, it requires some added care to keep from dragging dampness out into the bedroom. Again, this layout works fine; it just takes a bit of getting used to. Likewise, the motorhome's modest fluid capacities will call for water conservation measures if dry camping is on the schedule.

The streetside lavatory with porcelain toilet and washstand allowed enough room to get one's business done, though it too was a little cramped. Despite this, there was at

least 16 inches of floor area ahead of the toilet. What was maddening about the architecture in this enclosure was that its floor was roughly 2 inches higher than the rest of the coach. This created a step up that when entering wasn't too bad, but was a bit problematic when exiting.

At 6 feet tall, I smacked my forehead sharply on the top doorsill a half dozen times before I finally learned to duck. Some people just take longer to get the message than others. At 5 foot 8 inches tall however, the distaff member of our crew never hit it once.

For a motorhome of limited dimensions, we really liked its rear walk-around queen bed. It was comfy enough to sleep in, plus easy to make up the next morning, thanks to 12-inch clearance on all three sides. To us, a good night's sleep is essential to ensuring that travel and camping are pleasurable experiences.

Storage zones on the Born Free were limited, mainly because of its compact overall design. There were only two molded fiberglass exterior bins that offered a meager 6.5 cubic feet of cumulative space. Our folding chairs would not fit in either receptacle.

Inside, things are considerably better with the compartments beneath the queen bed, and a small half closet in the rear of the bedroom for hanging items. Added to this is a roomy, mid-coach, curbside 14-by-24-by-72-inch compartment that has been sectioned into upper and lower zones: the top for hanging clothes and the bottom for general storage. Added to these alternatives, the model affords overhead cabinets in the bedroom, galley and lounge among other places.

Born Free's new 29-foot floorplan with rear island queen bed has a lot to offer for those desiring a less complicated motorhome experience. The well-crafted unit comes with many amenities found on larger, more accessorized products, though in a much tighter, easier to manage package. With a driver-friendly Ford E-450 van chassis, lots of power and excellent coachwork, this vehicle warrants serious attention from anyone looking for a compact, go-most-anywhere motorhome. ♦



Chuck Campbell served 31 years as a sworn member of a state law enforcement agency. He is a frequent contributor to *MotorHome*, and he and his wife, Teresa, enjoy traveling in their Class C.





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by BILL ESTES

---

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PHOTO: RICH COX PHOTOGRAPHY



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User Guide

Contents





**WINTER DESTINATIONS**

The challenges begin with destinations — where to park a motorhome overnight during a season when many RV parks are closed. Every state has a selection of parks that are open year round; to find one, go online to [www.trailerlifedirectory.com](http://www.trailerlifedirectory.com), click on “Find a Campground” and under “More Search Options” select “Open All Year.” Some of the RV parks may have limited hookups, so check with the campground before you book a site.

A few examples of individual parks that offer full service and are open during winter include Bear Den RV Resort near Grangeville, Idaho ([www.bearndenrv.com](http://www.bearndenrv.com)), Danforth Bay Camping & RV Resort in Freedom, N.H. ([www.danforthbay.com](http://www.danforthbay.com)), Park City RV Resort in Park City, Utah ([www.parkcityrvresort.com](http://www.parkcityrvresort.com)) and Tiger Run Resort ([www.tigerrunresort.com](http://www.tigerrunresort.com)) in Breckenridge, Colo.

An RV park eliminates most of the winter challenges by supplying full hook-

ups at the site, or partial hookups such as electricity at the site along with a fresh-water source and a dump station (you may need to move your motorhome to get them) nearby.

Of course, the more primitive destinations, without hookups, present the greatest challenges — and often the greatest beauty. One example is the Michigan State Parks network; winter sites can be searched online at [www.michigandnr.com/parksandtrails](http://www.michigandnr.com/parksandtrails)

PHOTO: BILL ESTES

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(select "Campground Search").

Another example is the Oregon Sno-Park system, which can be found at [www.tripcheck.com](http://www.tripcheck.com) (click "Travel Center", then "SnoParks"). My favorite is Wanoga Sno-Park, 15.5 miles west of Bend and seven miles east of Mount Bachelor Ski Resort; cost is \$5 daily for a permit, or \$30 for a season. It's very motorhome-friendly and near the parking loop is a cabin with a wood stove, where winter sports enthusiasts gather to tip back a few with friends and enjoy getting acquainted with lots of strangers who enjoy winter sports. Nearby Mount Bachelor Ski Resort invites motorhome owners to park in an area dedicated to RV overnighting (\$10 per night, no hookups).

Other possibilities include state parks in other snow-country states, snowmobile and cross-country ski trailhead parking lots, and downhill ski area parking lots. Most are without hookups, and in some cases they present limitations imposed by nighttime snowplowing schedules. Local snowmobiling club websites are great sources of information because

it's necessary to check with local sources for information on motorhome suitability in trailhead parking lots.

Doing without hookups may seem like an invitation to discomfort and freeze damage. But many of us winter birds welcome the challenge of successfully enjoying winter without hookups — while appreciating everything the motorhome has to offer, including a hot shower. It's defi-

nitely a contest with nature, but if we're well prepared, we usually win!

If a specific winter destination has aroused your interest, the next step is to analyze the suitability of your motorhome for temperatures ranging down to zero. If temperatures are predicted to drop below zero, it may be a good idea to postpone the trip until the next break in the weather.



PHOTO: RICH COX PHOTOGRAPHY

**THROUGH LIFE'S UPS AND DOWNS,  
WE'LL HANDLE THE DOWNS.**

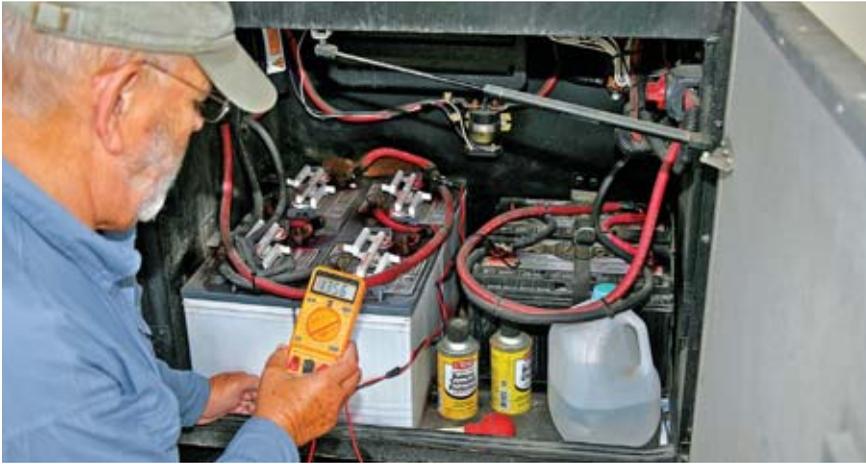
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An advertisement for RV brake. The top half shows a blue car on a steep, rocky hillside, with a white RV partially visible on the left. The bottom half features a yellow and black RV brake device with a digital display. The background is a scenic view of mountains and a blue sky with clouds.

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Before heading out on any cold-weather RV trip, make sure the batteries are in good condition and water is topped off. The digital voltmeter is a valuable tool.

### BATTERIES

Without an outside source of electricity, the most immediate challenge may be battery reserve power — keeping appliances, especially the furnace, going overnight without the need to run an AC generator. Demand on batteries is higher in winter because of low ambient temperatures, fewer daylight hours and recharge limitations created by cold batteries (resistance to charging). Power requirements can be handled by relying on an AC generator, a good electrical converter/charger and a good set of house batteries with a total of at least 210 amp hours (350 minutes of reserve capacity at the 25-amp rate), or more if the motorhome is large.

The converter/charger is critical; it transforms 120-volt AC to 12-volt DC. Aggressive multistage battery charging is needed. Check specs on your brand and model; it should have a bulk-charging phase rated for at least 40 amps. The goal is rapid battery recharging and less AC generator running time.

### WINDOWS AND SLIDEOUTS

Motorhomes with dual-pane windows have a big advantage; those with single-pane windows are subject to more heat loss. In those situations, some windows may be covered with insulation, or storm window kits (available at hardware stores) can be used — clear plastic that is stretched over window frames.

Most coaches have slideouts, and it's necessary to clear them of snow or ice that may have collected while they were extended; this may require a ladder. Slideout seals should be checked for air leakage.

### WATER AND TANKS

It's essential to prevent water lines, holding tanks and valves from freezing unless you plan to winterize using RV antifreeze. Never use automotive antifreeze in any RV water system. Unfortunately, freezing can occur in some motorhomes even when the interior is well heated.

Check all water lines and tank valve areas (to the extent possible) to see if the lines and pump are not adequately exposed to the heated interior, or to furnace heat ducted into subfloor areas. Exterior fresh-water connections and tank valves may be located in utility bays that have uninsulated plastic floors and are not well heated by the furnace.

It is not necessary to keep the lines room temperature — just higher than 32 degrees Fahrenheit. When it's difficult to judge, insert the wire probes or wireless sensors of electronic thermometers (available in hardware stores) into the questionable areas and record low tem-



Insulating materials are used to protect areas exposed to extreme cold.

peratures on a cold night with the furnace set to 60 degrees.

Additional insulation may be needed to reduce the rate of heat loss. Among many insulation choices, foil-backed bubble-wrap (Reflectix, available in hardware stores), is useful for lining compartments and for many other applications.

For areas that cannot be adequately protected by heat from the furnace, strategically placed 120-volt AC droplights (60-watt bulbs) often can provide enough heat. Power must come from an outside electrical hookup or from the motorhome's inverter — if battery capacity and recharge capability are adequate. It's best not to run an AC generator while sleeping, because of the possibility of carbon monoxide (CO) poisoning if the exhaust system were to loosen and leak. An operational (regularly tested) CO detector is essential.



Wrapping the water hose with heat tape and pipe insulation will prevent freezing when hooked up.

RV nontoxic antifreeze can be used overnight to protect P-traps, drains and holding tanks/valves. The amount used in holding tanks must vary with ambient temperature and the anticipated amount of fluid in the tank. Even when tank valves are protected with antifreeze, the compartment must be heated if it contains



RV antifreeze is poured into sink and shower drains to protect the P-traps.

PHOTOS: BILL ESTES



fresh-water lines. If you have an icemaker, the water line should be disconnected and drained.

For the more challenging freeze-protection situations, electric heating cables and pads are available for dump valves, pipes, water lines and tanks. These heaters, available from UltraHeat Inc. ([www.ultraheat.com](http://www.ultraheat.com)) in a variety of types and sizes, are thermostatically controlled and are offered for 12-volt DC or 120-volt AC power sources. The company's website is a good source of information about winter motorhoming.

### CATALYTIC HEATERS

On a cold day a portable catalytic heater feels like sitting in front of a stove, leveling the temperature inside the coach and reducing cycling of the forced-air furnace. The heater most commonly used in motorhomes is the Olympian ([www.uscatalytic.com](http://www.uscatalytic.com)), offered in sizes ranging up to 8,000 Btu.



**Catalytic heaters make a good addition for supplemental heat.**

The Olympian catalytic heaters require a connection to the LP-gas system, but not to a 12-volt DC electrical source, which reduces battery drain in no-hookup situations. They're flameless, producing radiant heat, and are highly efficient in terms of fuel usage because they're not vented to the outside. They produce very small amounts of carbon monoxide, resulting in a recommendation by the manufacturer that a window or vent should be left partially open. During winter, adequate ventilation is necessary anyway — to com-

bat condensation, the potential for which is increased by a catalytic heater.

A catalytic heater should not be used as the major source of heat because operation of the RV furnace is needed to circulate warm air throughout the coach, among the water lines, tanks and valves.

### WINTER DRIVING

When we change from our typical driving in a car to winter roads in a coach, a significant reorientation is necessary, especially for those of us who do not live in snow country.

Motorhomes have good winter traction due to heavily loaded tires, especially on rear-drive axles. Nevertheless, the weight of a motorhome is comparatively high and it's important to address the most common winter driving problem: excessive speed. Anticipate the need for braking far in advance. With anti-lock brakes (ABS), use steady pressure on the pedal (no pumping) and the system will prevent wheel lockup. However, remember ABS does not ensure you'll be able to stop in time on a slippery road.

Tires with good tread are important, as are tire chains to be held in reserve for icy roads (and gloves for their installation). Chains are mandatory in some states under adverse conditions. If you use an auxiliary braking system for your dinghy vehicle, take care to adjust it so wheel lockup does not occur.

Make sure the windshield washer systems on the motorhome as well as dinghy contain freeze-protected fluid. For diesel engines and generators, ensure that your latest fuel purchase is winterized fuel, and/or use an anti-gel fuel additive. Follow manufacturers' cold-weather recommendations for oil viscosity in the engine and AC generator. And, of course, a snow shovel is essential.

It's very wise to limit travel to daytime hours and to heed weather forecasts that predict slippery roads.

Winter motorhoming can be quite an adventure, especially satisfying if you're into the mechanical aspects of your coach as well as the travel. ♦



Bill Estes is the publisher emeritus for *MotorHome* and worked for the magazine for more than 38 years. He is a member of the RV/MH Hall of Fame and was the first recipient of the RVIA Excellence in Journalism award.

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# FOREST RIVER FORESTER 3171DS

The company's flagship bunk bed floorplan offers sleeping for 7 and a one-of-a-kind 'Kids Zone'

**F**orest River's top-drawer Class C, the Forester, returns for the 2013 model year combining the proven utility and function of Class C design with features a large family can enjoy.

The 3171DS is the largest of 10 Forester floorplans designed for the Ford E-450 cutaway chassis. There are also four floorplans available on the Chevy 4500 counterpart.

Inside, the 54-by-80-inch cabover bunk is equipped with a pair of storage cubbies, which have sloped and padded covers for comfortable viewing of the optional (\$553) swing-out 24-inch TV. A center mattress cushion section provides headroom to comfortably slide into either of the optional (\$413) Ultraleather cockpit captain's chairs.

In place of the traditional rearview mirror is an optional color backup camera and GPS monitor, part of the "Safe and Sound" option bundle (\$1,876). The package also includes heated and remote mirrors, 5.1 Dolby home theater surround sound with five ceiling speaker pods and a behind-the-couch subwoofer, and, most importantly, a handy black-tank rinse system. Some options are also available individually. The standard in-dash 7-inch touch screen system handles travel entertainment with AM/FM/CD/DVD/USB/MP3/WX and Bluetooth phone functions. Keyless cockpit entry is available on the Ford chassis.

The main cabin, with its 7-foot-high ceiling and upper



surround storage cabinetry, is refreshingly arranged with the facing booth dinette overlooking your campsite rather than your neighbor's. The popular Dream Dinette table used in the Forester quickly and easily converts the dinette into a 44-by-68-inch sleeping space. A 12-volt DC power plug and AC outlet are provided on the rear-facing bench, and a full-extension drawer under each dinette seat provides useful storage space. The forward-facing bench has seat belts for two, and for young family members, a pair of seatback D-ring restraints for car seats are supplied.

The 39-by-61-inch jackknife sofa bed, which is in the 18-inch-by-8-foot driver's side slide, holds seat belts for three and allows cockpit conversation while traveling. Sharing that slide are the cooking appliances in the efficient L-shaped galley. The Suburban three-burner stove with gas oven and overhead Advent microwave oven are standard. A cookware storage drawer is located under the gas oven. The galley sink is set into the countertop laminate





## SPECIFICATIONS

<b>CHASSIS:</b> FORD E-450	<b>INTERIOR HEIGHT:</b> 7'
<b>ENGINE:</b> 6.8-L V-10 TRITON	<b>WHEELBASE:</b> 220"
<b>FUEL:</b> 55 GAL	<b>FRESHWATER CAP:</b> 44 GAL
<b>GVWR:</b> 14,500 LBS	<b>GRAY-WATER CAP:</b> 30 GAL
<b>LENGTH:</b> 32' 3"	<b>BLACK-WATER CAP:</b> 30 GAL
<b>WIDTH:</b> 8' 5"	<b>LP-GAS CAP:</b> 9.8 GAL
<b>HEIGHT WITH SAT</b>	<b>BASE MSRP:</b> \$90,334
<b>DOVE AND A/C:</b> 11' 3"	<b>MSRP AS REVIEWED:</b> \$97,946

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 574-262-2212,  
 WWW.FORESTRIVERINC.COM

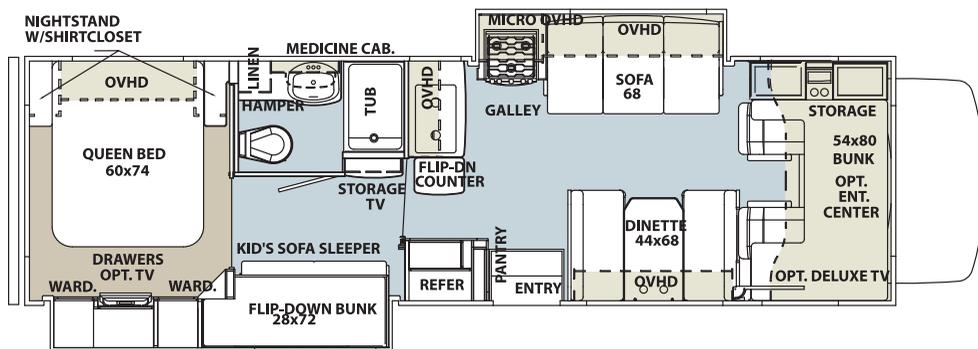
and has a deep stainless steel twin basin. A tall fixed-head swivel faucet is connected to the optional (\$119) whole-coach water filtration system.

A sink basin cover and a 19.5-by-15-inch flip-up countertop extension augment countertop space in the galley. Useful task lighting is provided throughout the kitchen and is complemented by a working countertop window between the sink and stove. Cabinet and drawer storage above and below the sink should handle most needs, but there's also an additional six-shelf pantry storage cabinet that shares space on the end of the Dometic 6-cubic-foot, two-door refrigerator cabinetry. Matching glazed cherry cabinet door inserts are used on the refrigerator. By the time you read this, a four-door refrigerator will have replaced the two-door unit; a factory representative told us it's the first four-door fridge in a Class C motorhome.

In addition to the forward sleeping positions, the 3171DS offers what Forest River calls the "Kids Zone." Unlike any other Class C currently available, the For-ester substitutes a 41.5-by-74-inch



jackknife sofa bed (without seat belts) in place of the lower bunk. The upper bunk can be latched up at a 45-degree angle for more sofa headroom. And to complete this perfect gaming area, a fixed-mount, 12-volt DC, 19-inch TV is recessed in the passageway wall alcove across from the couch. Media storage with 120-volt AC power outlet and the wall-mounted stereo system controls are located below this TV.



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Across the passage from the bunks is the bath. A 24-by-36-inch combo step-in tub and shower stall, with 6 feet of headroom and a 10-inch tub depth, should handle the aftermath of any human or canine outdoor adventure. A family size medicine cabinet and linen storage are provided as well as drawer storage under the large countertop. Laundry can be corralled in a large mesh hamper stowed in the sink base cabinet. Baseboard nightlights are thoughtfully provided both in the bath and entry.

Upon entering the carpeted bedroom, your eyes are drawn to the large rear-wall

window, which provides panoramic vistas from the Serta mattress. The walk-around platform queen has nightstands, one with a lower bookrack and both with 120-volt AC outlets on the platform. The expected Jack-and-Jill wardrobes with overhead storage surround the headboard, but larger 15.5-by-17.5-inch cedar-lined wardrobes with 50 inches of hanging length and space for shoes share remaining space in the 11-foot-by-18-inch second slide. The TV alcove with storage shelving and more drawers below separates the wardrobes. Additional storage is located behind the TV cabinetry and is accessed through the aft wardrobe, creating a functional bedroom for travel.

Outside, a crowned fiberglass roof minimizes maintenance and black streaking. The block foam insulated 2-inch side walls are vacuum-bonded using the moisture resistant and lightweight Azdel substrate product. A single 13.5k Btu ducted A/C roof unit supplies cooling and a 15k Btu A/C with heat pump (\$490) is also available. The 4.0 kW Guardian generator is standard, or choose the optional (\$560) Onan 4.0 kW Microquiet unit. Equipped with large pass-through rear storage across the entire width of the coach, it should easily accommodate the cargo of a growing family.

The Forester 3171DS represents an excellent choice for large families to enjoy the outdoors together yet not feel cramped or confined when indoors.

Our thanks to the staff of Mike Thompson's Southern California RV Super Stores for providing the Forester for our review. ♦



Fred Pausch is a regular contributor to *MotorHome*. After a lifetime of camping and nearly a decade of evaluating the newest motorhomes and latest technology, the RV lifestyle continues to be Fred's most rewarding outdoor activity.

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# A BREATH OF FRESH AIR

REPLACE YOUR ENGINE AIR FILTER TO KEEP  
YOUR MOTORHOME RUNNING SMOOTHLY

*by* E. DON SMITH

PHOTOS: E. DON SMITH





**W**e use filters to clean things in many areas of our life. The air inside most houses and motorhomes is filtered, as is the fuel that enters engines and the oil that circulates inside. The water that enters your motorhome is also filtered, and so is the air that enters your engine. For those of you driving a turbodiesel coach, that big turbocharger is running at more than 100,000 RPM to literally overstuff your combustion chamber with up to 32 PSI and it needs a lot of fresh air to breathe.

If you've ever paid attention as you change the air filter in your home's HVAC system, it can be shocking how much dust and dirt is trapped. If your motorhome engine could live in your house it would only be exposed to dirt and dust, but since we drive down the road in all sorts of

After locating the access panel for the air filter, we removed the door to allow easy access to the large diameter filter that hides behind the door. On this motorhome, the panel is found inside the rear-most storage bay on the driver's side of the coach and it is marked well by Tiffin with a decal indicating its purpose.



Once the screws are removed from the access door, pull it away and set it aside.



Now that the door is removed, you can see the large filter connected to the black pleated hose on the right that pulls air through the rear cap of the motorhome.



First, loosen the band clamp that connects the black hose to the inlet of the filter body.

weather and road conditions it is forced to breathe air a lot dirtier than the air inside your house.

The purpose of the engine air filter is to remove all those particles of dirt, dust, grit, etc., and keep them out of your engine where they can cause damage. If you've ever read an engine oil analysis report, they often note the presence of silica, which usually comes through the air intake system and ends up in the oil, causing abrasions and damage to cylinder walls and bearings. The better the air filter, the less of this silica that will get inside your engine and the longer it will last.

As the filter builds up with miles worth of road dirt and grime, it reduces the airflow (measured in CFM) and it can starve the engine of air and reduce its efficiency. Many motorhomes have a dirty filter reminder, which is actually a vacuum gauge located near the engine to show you



Next, you'll need to crawl under the coach and locate the exit of the filter where it connects to the inlet of the turbocharger. Usually there is a large black rubber boot with a band clamp, as shown here. Loosen that clamp completely to allow removal of the filter.



Now that the band clamps are loose, open the large buckles that hold the body of the filter to the frame. Usually there are two of them.

**Rip it. Stick it. Done.**

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when the filter needs replacement. The Freightliner shown here suggests changing the filter when the vacuum reaches 25 inches, or every two years or 24,000 miles, whichever comes first. Some motorhomes do not have this device, so you're left to perform a visual inspection or simply change it out at the specified interval. Each chassis manufacturer has its own protocol for filter change intervals depending on a variety of factors, so refer to your specific owner's manual for more information.

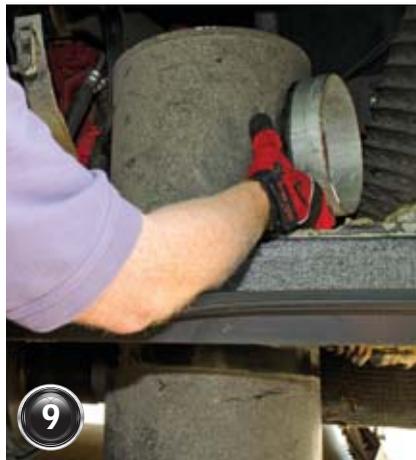
This chassis is a Freightliner XCR under a Tiffin Phaeton motorhome that has easy access to the filter through one



The next step is to slide the pleated inlet hose off of the air filter housing. If it's stuck you may have to use a flat stiff blade to gently pry it away from the housing. Just be careful you don't damage the hose.



While lying under the coach, rotate the filter housing and pull the outlet of the filter free from the rubber boot. Be careful and do not allow any residual dirt to enter the boot, which directly feeds the turbo. If the boot is dirty, wipe it off before you disconnect it from the filter.



Once the outlet of the filter is free from the rubber boot, rotate it upward and then slide the entire filter toward the rear of the coach. Once past the buckles, the filter will drop to the ground and can be removed.



To ensure the filter meets all the proper specs, we used the OEM-specified filter, which is a Racor model that we purchased from a local Freightliner dealer. Take the new filter and reverse the last step. Feed it up from the bottom then guide it into the buckles that secure it to the chassis.



Although the filter was not showing excessive vacuum on the gauge (above right), it was due for replacement based on the time in use and as you can see there is a significant amount of dirt inside the pleats. Failure to change the filter often enough can result in a catastrophic failure of the filter material causing it to be inhaled into the turbocharger and engine, which is not a covered warranty item. When this happens the result is usually an engine rebuild, so don't let it happen to you.



Once in the proper location slip the rubber boot over the exit flange of the air filter. It may be helpful to apply a small amount of silicone spray to the inside of the rubber boot to ease installation. Make sure the boot is completely over the tube before tightening with a nut driver to ensure a perfect seal.



Now, you can clamp the buckles on the metal straps to secure the filter in place before moving on to the next step.



After you have the air filter installed, reinstall the door.



Slide the pleated hose over the air filter inlet and tighten the metal band clamp to secure it.



Reset the Filter Minder gauge by pressing the button on top and you should see a drop in vacuum compared to before the change. Now you can sigh with relief and breathe easy knowing your engine is getting a fresh stream of clean air.

of the side storage bays on the driver's side. Other rear diesel engine models may have similar access doors or they may be reached from the bottom, through the rear engine door or even through the engine access panel in the bedroom.

Typically, front engine motorhome air filters are accessed through the engine door or behind the nosepiece of the coach. Each one is different but the basic steps are the same, and if you have an hour and a few basic tools you can perform your own air filter change just as we did and have the satisfaction of doing it yourself and saving some money. If your filter is especially dirty, you may even experience an increase in fuel economy upon changing it.

All we needed were a few simple hand tools and the proper air filter from our local Freightliner dealer (for less than \$100) and we were ready to begin. ♦



E. Don Smith is a Tennessee-based freelance writer and photographer who has been a contributor to *MotorHome* magazine since 2006. He is the proud owner of a Tiffin Phaeton coach.

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# 2013 NEWMAR DUTCH STAR 4318

**NEW-LOOK** EXTERIOR JOINS INTERIOR UPGRADES ON THIS DIESEL-PUSHER



**C**ontinually among the best sellers in the diesel-pusher market, Newmar's Dutch Star has made a name for itself through quality construction, attention to detail and functional floorplans. That approach continues for Newmar's 2013 product lineup and what the Nappanee, Ind.-based builder calls a "total life-cycle redesign" of the Dutch Star.

A new front cap with stainless steel grille and LED accent lighting, along with a new hood design that adds a heavier duty windshield wiper system, highlight changes to the Dutch Star's front, while the redesigned rear cap features new automotive taillights with LED accents. Buyers can choose from four standard exterior graphics packages, each with five different colors blended with paint fades.

The Dutch Star's new look continues on the inside, where you'll find polished porcelain tile flooring with textured glass inserts, now-standard maple hardwood cabinetry and a feature ceiling with LED accent lighting. Six new floorplans headline the 2013 lineup, and the Dutch Star 4318 integrates luxury appointments with a functional layout.

Coming in at nearly 43 feet in length and with its 7-foot-high ceiling, the bath-and-a-half 4318 faces no shortage in living space. A full-wall streetside slide expands the living, kitchen and bedroom areas, and houses several of the 4318's amenities — including the fireplace. Standard on the 4018 and 4318 floorplans, the fireplace is located behind the Ultralux



## SPECIFICATIONS

**CHASSIS:** FREIGHTLINER TAG AXLE XCR  
**ENGINE:** CUMMINS ISL, 450 HP  
**FUEL:** 150 GAL  
**GVWR:** 47,000 LBS  
**EXTERIOR LENGTH:** 42' 9"  
**EXTERIOR WIDTH:** 8' 5"  
**EXTERIOR HEIGHT:** 12' 10"

**WHEELBASE:** 276"  
**FRESHWATER CAP:** 105 GAL  
**GRAY-WATER CAP:** 65 GAL  
**BLACK-WATER CAP:** 45 GAL  
**LP-GAS CAP:** 32 GAL  
**BASE MSRP:** \$311,272

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leather captain's chair. A 46-inch Sony LCD TV rises from behind the fireplace and is easily viewed from the opposing L-shaped Flexsteel Extenda Flex sofa. For another sleeping choice, opt for Flexsteel's hide-a-bed sofa. Find storage above the TV or within the media center.

A decorative backsplash continues the upscale feel in the kitchen, where meal preparation is made easy with a three-burner cooktop, convection microwave and 10-cubic-foot Norcold refrigerator. A range cover and flush sink covers expand usable solid surface countertop space, as does the pullout cabinet. Residential style full-extension



drawers provide ample storage space, as does the refrigerator's neighboring pantry. Enjoy meals at the hide-a-leaf dinette or choose the optional round hardwood dinette table with two fixed and two folding chairs.

Amidships, the Dutch Star 4318's half-bath is accessible even with all three slides closed. In addition to the overhead cabinets, the half-bath offers linen storage space and a mirrored medicine cabinet.

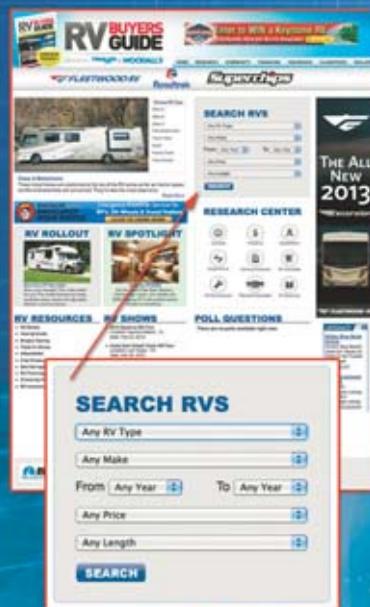
A flat-panel door opens to the king-size bed with plush leather headboard and dual nightstands. Carpet is the standard flooring, though Newmar offers the option to extend the porcelain tile into the bedroom. Relax in front of the 32-inch TV with double-door wardrobe on each side. A chest of drawers provides even more room for clothes or other cargo.

Step up into the master bathroom with glass-doored, 36-inch radius shower and Thetford Aqua Magic toilet, standard on 40-foot and 43-foot Dutch Stars. A residential vanity makes attending to grooming needs easy, and to really make the 4318 feel like home, add the optional Whirlpool washer/dryer in place of one wardrobe.

Several former options were made standard for the 2013 model year, including auto generator start, a WeatherPro electric awning, Oasis power entry door awning and side view cameras. Two Penguin heat pump central air conditioners are also standard. ♦

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## LATCH ON, LATCH OFF ▲

The latch on our motorhome's shower door was difficult to operate. The plastic knob had to be twisted to get the door open. I was a happy camper when my wife announced that the latch had finally broken. I wanted a simple latch to replace it, and a visit to our local boat supply store produced an uncomplicated brass twist latch — the kind used on boats to keep cabinets closed in rough weather.

I used a punch on the center pin to increase the friction. I then shaped a scrap of oak to create a mount for the latch. Attaching the striker plate on the door was more of a challenge. I found a plastic sleeve the same diameter as the hole originally occupied by the plastic latch. A screw through the sleeve holds a wooden block and striker plate. I stained them to match our existing cabinets, and the job was done.

**RUSS STEELE | NEVADA CITY, CALIF.**

## ILLUMINATED PARKING

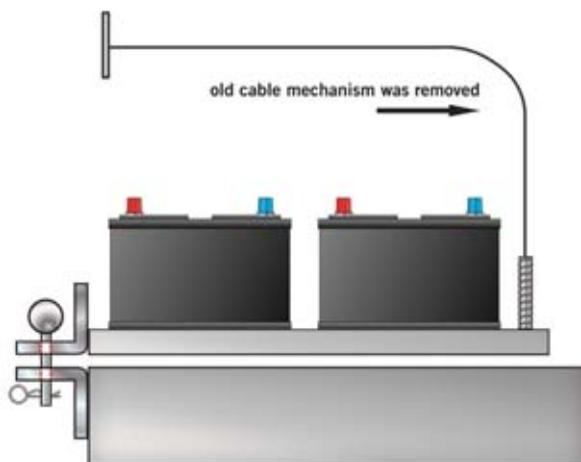
Since my husband and I both work, we usually pull our rig into camp after dark. The flashlight-assist system is just not a workable option with an RV as big as ours. So we use Christmas rope lighting and lay down a "runway" for us to use as a back-up guide. When we pull in, I get out of the rig, plug in the rope of lights (we use blue) and we have instant runway lighting! He can back straight in, and usually land it on the first attempt. No more holding the flashlight.

**KAREN MCABEE | FORT WORTH, TEXAS**

## DOOR HANDLE HELPER ▼

Like most motorhomes, ours came with small handles at the door for stability when entering or exiting the rig. We found these small handles were mounted too high for our grandchildren to reach. The kids love to camp with us, but they needed something to hold on to when climbing the steps. Even the larger collapsible handles were not long enough. I went to the hardware store and bought a grab bar — the kind usually installed in showers or tubs — and mounted it vertically next to our door. This not only extends low enough for the children to reach, but provides more area for adults to grab hold.

**HOMER KISNER  
WESTMINSTER, S.C.**



## TRAY TRICK ▲

After having the release cable mechanism to my motorhome's battery tray fail a number of times, I unhooked it and bolted a set of L-brackets on the tray and the frame. The tray is on rollers so now all I have to do is release the removable pin to access the batteries.

**PETER NEURURER | WAVERLY, MINN. ♦**

### WE WANT TO HEAR FROM YOU!

Quick Tips, our monthly column of useful and simple tips by fellow RVers, is looking for submissions. Please send your DIY ideas to: *MotorHome* Quick Tips, 2575 Vista Del Mar Drive, Ventura, CA 93001, or email [letters@motorhomemagazine.com](mailto:letters@motorhomemagazine.com). Include photos, illustrations or drawings, if necessary. You'll receive \$35 if your tip is published.

ILLUSTRATIONS: BILL TIPTON

HANDS-ON | by BOB LIVINGSTON

## BATTERY WATERING

Pro-Fill takes the chore out of keeping open cells at proper electrolyte levels

**Using golf cart batteries to provide 12-volt DC house power** is efficient and cost effective. It's common practice to replace two 12-volt batteries wired in parallel with 6-volt golf cart counterparts wired in series because they have the same footprint and provide additional capacity for non-hookup service. They are also more durable, can take deeper discharges and withstand many more charging cycles.

The downside is golf cart batteries have a higher profile, so in many cases access to the caps to add water becomes restricted when mounted in tight compartments. Since open-cell batteries need to be topped off regularly, owners relegated to mirrors and turkey basters are sometimes neglectful when it comes to adding water because they dislike the process. The Pro-Fill on-board battery watering system takes the stress out of battery maintenance.

There are various kits available, depending on battery type and number of batteries, but the company offers a dual 6-volt system designed specifically for this application. Special valves attached to manifolds replace the existing cell caps and fit the golf cart batteries — using standard 2 11/16-inch spacing — right out of the box.

Installation is simple, but heed a few precautions. First, you're dealing with open cells and electrolyte, which is battery acid. It's easy to burn skin, clothing and eyes if proper protection is not employed. Second, make sure the water level is topped off and the batteries are fully charged. Neglected batteries that are filled with water just prior to the installation of the Pro-Fill valves are subject to water level expansion while charging, which leads to messy spillage and corrosion.

Once the original caps are removed, the valves are installed using a 1/4-turn to lock in place. If your batteries have other than standard cell spacing, the system can be customized using flexible manifolds that come with the kit. The manifolds are linked using a length of tubing that's cut from the 5-foot piece attached to the quick connect coupler. Five feet is more than enough tubing so cutting from the free end presents no installation complications. There are three barbs on each manifold for tubing routing. The fill tubing is connected to a barbed fitting on one



manifold and the extra fittings are capped. Up to six batteries can be configured with one fill tube.

Pro-Fill's optional Handy Pump is used to fill the batteries by using the aforementioned tubing attached to the batteries via the quick connector. One end of the Handy Pump tubing is put in a jug of distilled water (positioned below the batteries to avoid siphoning) and the bulb is squeezed until it becomes hard, letting the user know the cells are filled. The automatic shut-off feature in each valve prevents overfilling.

The process is clean, simple and convenient, and leads to healthy battery maintenance. Kits are made in the USA and sell for around \$70; the Handy Pump is \$21. Pro-Fill RV Battery Watering Systems are available at Camping World stores.

**Flow-rite Controls, 616-583-1700, [www.flow-rite.com](http://www.flow-rite.com) ♦**

PHOTOS: BOB LIVINGSTON





# WARRANTY DISPUTE

BELIEVING HE WAS OWED MONEY FOR CONSEQUENTIAL DAMAGES AS A RESULT OF A REFRIGERATOR FAILURE AND TRYING TO PURCHASE AN EXTENDED WARRANTY FROM THE RV APPLIANCE MANUFACTURER, A READER ASKED US TO GET INVOLVED. HE EXPLAINED:

My Dometic refrigerator quit working recently while I was camping. I had an RV repair shop replace the unit, and my extended warranty plan picked up most of the expenses. I also purchased an extended warranty from the manufacturer for additional protection.

Soon after the new refrigerator was replaced, it quit working. I tried to get it repaired, but that unit had to be replaced as well. I was pleased to have the new refrigerator, but I was concerned when I found out that my existing Dometic extended warranty would not apply to this unit.

The company did offer to refund my money for the cost of the warranty, but I would like the opportunity to buy an extended warranty from Dometic on this new refrigerator. I would also like to be reimbursed for the loss of food in my old refrigerator. Any help you can provide in this matter would be appreciated.

**R.L. STERLING**  
SAN ANTONIO, TEXAS

*In general, consequential damages (such as loss of food, etc., due to a refrigerator failure) are not covered in a case like this. However, we contacted Dometic Corp. regarding the extended warranty request. We heard back from Sterling, who filled us in on the outcome of his situation: He was able to purchase a three-year service contract from Dometic to cover his new refrigerator.*

## SUCCESSFUL COMPLAINT RESOLUTION

*From some of the mail we receive regarding cases that have been published in this column, it appears there sometimes are 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 chances 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 and name 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 coach, 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 Hot 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 Hot Line, please send a letter to MotorHome Hot Line, 3300 Fernbrook Lane N #200, Minneapolis, MN 55447, or email info@motorhomemagazine.com. Include copies (do not send originals) of any relevant bills and correspondence, as well as a self-addressed, stamped envelope. ♦*

TO CONTRIBUTE TO HOT LINE, please refer to Contact MotorHome, on page 7.

**MotorHome's Free Travel Information** helps RVers with trip planning. The following attractions, states and Canadian province offer free information about their facilities. To request materials, tear out the postage-paid card opposite the Advertisers Index, circle the numbers that correspond to your selections, fill out the card and drop it in the mail. For faster service, visit [www.motorhomemagazine.com/info](http://www.motorhomemagazine.com/info) and request your information online, and visit each listing's website for immediate information.

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For more information, visit [www.floridastateparks.org](http://www.floridastateparks.org), or call 850-245-2157. For reservations, go to [www.reserveamerica.com](http://www.reserveamerica.com). Circle 207 on Reader Service Card.

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## CANADA

Yellowhead Highway — Crossing the Trans-Canada Yellowhead Highway is a journey into Canadian history, including prairie mysteries and mountain legends. Request your free travel guide and map to explore the Yellowhead Highway in greater detail. Yellowhead it! Visit [www.yellowheadit.com](http://www.yellowheadit.com) or call 877-Go-Yello. Circle 218 on Reader Service Card.

## PLAY AND STAY CONTINUED FROM PAGE 40

nearly 750 slot machines ranging from nickel to \$5 bets. Other popular casino games include blackjack, craps and roulette. Unique to most casinos, Mill City offers iGaming — guests pick up an iPad from iGaming hosts, take a seat in a designated room, choose a game and gamble from the comfort of their own space. iGaming options include Keno, Money for Nudgin, Deuces Wild, Jacks or Better, and Slide Ways 3,4,5. Three restaurants, as well as two bars, offer a variety of dining options.

The Mill Casino RV Park is 335,670 square feet and offers 102 full-hookup sites with 30- and 50-amp service, shower and laundry facilities, access to a fitness room, complimentary Internet service, outdoor hot tub and indoor pool, and a shuttle traveling between the RV park and the casino or dining areas. The park is pet friendly and Good Sam Club members receive a discount on their stay; **800-953-4800, [www.themillcasino.com](http://www.themillcasino.com)**.



## CONNECTICUT

Foxwoods Resort and Casino in Mashantucket, Ct., includes more than 6,300 slot and video poker machines along with roughly 250 tables featuring games such as craps, mini-baccarat, blackjack, roulette, and pai gow, among others. Foxwoods' bingo hall claims to be one of the largest bingo halls in the world, with a maximum capacity of 3,600 people who can partake in high-stakes bingo. Boasting the largest poker room on the East Coast, poker games go on 24/7 with several tables complete with a variety of gaming options.

Motorhomes are welcome to park in the designated parking lot of the casino. RV camping is an option at Aces



High RV Park, top-rated by Woodall's, in East Lyme, Ct. Open year-round, the campground offers 90 full-hookup sites including 47 pull-throughs. All sites have 50-amp electricity with an average site width of 45 feet. Showers, laundry facility, ice, grills, fire rings, picnic tables, RV supply store and public shower facilities are on site. For the casino, **800-369-9663, [www.foxwoods.com](http://www.foxwoods.com)**; for Acres High RV Park, **860-739-8858, [www.aceshighrvpark.com](http://www.aceshighrvpark.com)**. ♦



Amanda Lepinski is the associate editor of *MotorHome* and *Trailer Life* magazines. In her spare time she enjoys painting, drawing, collecting old books, sharing recipes with her friends and exploring Minneapolis, Minn.

## Intermittent Generator Power

I have an Onan gasoline generator that starts and runs, but does not always supply power to the motorhome. Sometimes I get power and other times I have to turn off and restart the generator several times for it to work. Could the automatic transfer switch cause this? I do not have the coach connected to any power source when I run the generator. Can the auto transfer switch be bypassed?

**CHARLES ADAMS  
BERNALILLO, N.M.**

*Starting the genset several times to get power in your electrical system is not caused by a tripped circuit breaker. It may be a sticking transfer switch. It could be bypassed temporarily for testing (by a qualified technician) when not connected to shorepower, but it should never be permanently bypassed or disabled. If found to be faulty, install a new automatic transfer switch, or convert it to a manual system. Automatic transfer switches are not usually prone to trouble, but of course they can go bad. Many older motorhomes have a simple outlet for generator output and you plug the shorepower cord into it to get power from the genset. It's a little more trouble than an automatic system, but you have to get out and open the compartment anyway to extend the cord for shorepower.*

### **BRAKE WARNING LIGHTS**

We have a 2008 Georgetown model 373 Class A on a 2007 Ford F53 chas-

sis with a V-10 engine. About half the time the parking brake light and brake reserve system light come on, sometimes for a short time, and other times for an extended length of time. Last fall they were on for 500 miles then off for the next 3,000 miles. It seems rough roads and/or bumps turn them on or off.

**HARLEY BEALL | SIOUX CITY, IOWA**

*Sometimes the parking brake pedal switch may be faulty or out of adjustment. With the ignition switch on, cycle the parking brake pedal up and down several times and see if the light stays on when it shouldn't. The next thing you should check is the brake fluid level. If it is not near the maximum level, top it off with the brake fluid recommended by Ford. The brake fluid level drops as brake pads wear and the caliper pistons move outward, so if*

**BRAKE FLUID LEVEL DROPS AS BRAKE PADS WEAR AND THE CALIPER PISTONS MOVE OUTWARD, SO IF IT'S BEEN A WHILE, THE BRAKES SHOULD BE CHECKED FOR WEAR, AND WHILE YOU'RE AT IT, THE SLIDING COMPONENTS SHOULD HAVE BRAKE LUBE APPLIED TO PREVENT STICKING.**



*it's been a while, the brakes should be checked for wear and while you're at it, the sliding components should have brake lube applied to prevent sticking.*

*A low fluid level can also result from a loss of fluid anywhere in the system, including out the back of the master cylinder bore, so have that checked, too. If it has been more than two years since the fluid was flushed and changed and the system bled, a qualified technician should do this. If no problems are found the master cylinder fluid level sensor may be faulty.*

### **SPORADIC DIESEL STARTING**

I have a 2006 Fleetwood Expedition diesel-pusher motorhome that I purchased new. It has a 300-hp Caterpillar engine on a Freightliner chassis. The unit runs fine while operating it but when I stop and turn off the engine and then try to restart the engine a few minutes later, while still at operating temperature, it may or may not start.

When I turn the key nothing happens. The diagnosis light panel dims out and I do not hear any sound when I turn the key in the ignition. The frustrating part is that if I keep turning the key, usually within five minutes the starter will kick in and the engine will start and all is OK. This only happens occasionally, about a third of the time.

I have never taken it to a shop for diagnosis because I have been told that the problem could be in the engine or chassis, since it only happens occasionally. I think this would be a waste of time and money since it only happens once in awhile. Any suggestions or help for a cause of this frustrating failure would be greatly appreciated.

**GORDON TOWNE | ARVADA, COLO.**

*The first step should be to check all the battery terminals and ground connections and clean them as needed. The starting circuit includes the switch the driver operates, the neutral safety switch, the starter solenoid and the starter and associated wiring. If the problem only occurs when the engine is at operating temperature, it may be that the starter fails when it gets hot*

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and works when it cools off. I've run into this a number of times. That the dash lights dim indicates power is getting all the way through the starter circuit to the starter.

A test wire could be run from the starter's main power terminal to the driver's position, and when the problem occurs, voltage could be measured right away to determine if enough voltage is reaching the starter. Any shop that works on diesel motorhomes, trucks or buses should be able to test starter draw and the batteries when the engine is warm.

### SLIPPIN' SLIDE

We have a 2004 Providence motorhome with four slideouts. The bedroom slide is tilted forward causing closure difficulty because it is rubbing against the wall. Could you provide insight as to what may be causing this problem and how to repair it?

**TONY ROMERO | VIA EMAIL**

*It could be that a track or guide has come loose or bent, or other parts are misaligned. If you are handy, you might save some money by carefully checking the sliding mechanism of the bedroom slide. Otherwise take it for an inspection by a competent repair technician to determine what is wrong.*

### WATER PRESSURE LOSS

We are having a perplexing problem with our hot water tank. The pump is working properly, but we will lose pressure suddenly. We can restore pressure by opening and closing the cutoff on the front of the hot water tank. This does not completely solve the problem, since we have to do it over again, when using the water later.

**RAY MCCOY | TRAFFORD, PA.**

*It may be a faulty check valve at the water heater. Are there any external leaks or dripping faucets, etc.? Is this problem only with the pump? Is it fine on city water? You'll have to do a little checking before you can solve this one.*

### SECURING PORTABLE SURGE PROTECTORS

In the August issue, "Portable Surge Protectors" referred to securing a portable surge protector to the post to prevent the

protector from being stolen. You suggested using a locking hasp, but this product is not very secure.

A cheaper and better solution is to use a 3- or 4-foot length of welded chain. Loop the chain tightly around the power cord where the surge protector plug is, then put the end of the chain through a link and insert the open padlock through this link. Then loop the other end of the chain around the post where the campsite power connection is. Place a link (with the chain tight enough so it will not be able to slip over the post) into the still open padlock and lock it.

This secures the surge protector to the post and the only way to remove it is to cut the chain. A chain with about 1/8 or 3/16 (or heavier) links cannot be cut with a pliers or typical tools carried in an average toolbox.

**ROBERT PALMERSHEIM  
LAWLER, IOWA**

*Thanks for sharing your solution, Robert. We're always looking for tips and ways to save money, so I'll gladly pass this on.*

### BATTERY CONTROL CENTER

We have a 1999 Class A Damon Challenger and have had continuing issues with the battery control center. My first concern is that the isolator solenoid is continually hot to the touch. I can't believe that this is how it should be. I would think this would be a big waste of power, not to mention the already 3 percent voltage drop from the back of the coach, caused by the very long run of wire.

I am thinking about bypassing the entire battery control center and installing a Magnum Battery Isolator/Combiner (or the like) to rid myself of all of the diode-based technology in the motorhome. Is there a better-rated isolator out there that would be simple to install? What concerns are there for the onboard charging circuit?

**JOHN RODGERS | DALLAS, TEXAS**

*If the isolator solenoid gets hot from simply charging the batteries, its contacts are probably burned and there's a significant voltage drop, which can be measured with a digital voltmeter across the terminals when current is flowing. You can reduce voltage drop by running a heavier gauge*

*wire for charging.*

*The Magnum Battery Isolator is a two-bank battery isolator/combiner designed to monitor and charge both battery banks by using a portion of the alternator current that is charging the engine starting (chassis) battery bank to charge the coach batteries. It could help you solve a charging distribution problem to the batteries. However, it will not change*

CONTINUED ON PAGE 96

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Routine inspections for optimal air flow and burner/flue cleaning can prolong the life of your refrigerator and keep it operating efficiently.

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Recommended every 75 hours of operation or annually for operating safety

- Clean main burner orifice & blower wheel
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- Clean/inspect/adjust electrode assembly
- Inspect fan motor
- Clean & inspect vent tubes and outer casing
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- Test module board/inspect & clean board contacts

Offer is not retroactive and cannot be used in combination with any other offer. Additional shop supplies and taxes may apply. Must present coupon at time of purchase. Expires 11/5/12. Discount Code: 1855

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User Guide

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**USED 1987 Travelcraft TRAVELCRAFT G30 VAN**  
 WAS \$7,995 **NOW \$6,995** SAVE \$1,000 (888) 378-1057 Lake City, FL STK# LAC65026



**USED 1988 Fleetwood PACE ARROW 34**  
 WAS \$14,995 **NOW \$8,995** SAVE \$6,000 (866) 415-9726 Golden, CO STK# KC-5CG10868



**USED 1994 Holiday Rambler VACATIONER 31** WAS \$21,790 **NOW \$9,988** SAVE \$11,802 (888) 386-5187 Houghton Lake, MI STK# HL6405C



**USED 1991 Holiday Rambler ALUMA LITE XL** WAS \$15,000 **NOW \$10,900** SAVE \$4,100 (888) 242-0293 Madison, WI STK# MAD17311B



**USED 1998 Fleetwood BOUNDER 34J** WAS \$19,995 **NOW \$11,198** SAVE \$8,797 (866) 755-9604 Charleston, SC STK# CHN127427



**USED 1995 Fleetwood CORONADO 33-M**  
**NOW \$12,999** (888) 853-4034 Redding, CA STK# RED26748A VIN# SJA08349



**USED 1997 Holiday Rambler VACATIONER 31CG** **NOW \$15,762** (888) 905-0490 Anthony, TX STK# LC15299AAA



**USED 1997 Itasca SUNCRUISER 37RW**  
 WAS \$50,000 **NOW \$18,360** SAVE \$31,640 (888) 242-0293 Madison, WI STK# MAD14692A



**USED 1997 Itasca SUNCRUISER 34RQ**  
 WAS \$24,900 **NOW \$19,900** SAVE \$5,000 (888) 625-5187 Fort Myers, FL STK# FT-M23705C



**USED 1997 Southwind STORM 34LS**  
 WAS \$24,950 **NOW \$19,950** SAVE \$5,000 (888) 859-6653 Hillboro, OR STK# HIL40186



**USED 1994 Winnebago VECTRA 35RQ**  
**NOW \$19,995** (888) 903-5066 St. George, UT STK# SGU25533



**USED 2003 Damon DAYBREAK 2960**  
 WAS \$29,995 **NOW \$19,995** SAVE \$10,000 (866) 502-8238 Bath, NY STK# BAT75005



**USED 1995 Winnebago VECTRA 35RQ**  
 WAS \$29,995 **NOW \$19,995** SAVE \$10,000 (866) 415-9726 Golden, CO STK# KC511146C



**USED 1999 Damon CHALLENGER 330**  
 WAS \$26,441 **NOW \$19,999** SAVE \$6,442 (888) 520-5908 Dover, FL STK# TPA66065





**USED 1994 Newmar KOUNTRY STAR 37WDSK** NOW \$21,988 (888) 480-3175 Sacramento, CA STK# SAC152888 VIN# RJB10470



**USED 2003 R-Vision TRAIL LITE 271** WAS \$29,995 NOW \$21,995 SAVE \$8,000 (866) 415-9726 Golden, CO STK# KC-5CG1088A



**USED 2000 Pace Arrow VISION 36B** NOW \$24,995 (888) 668-6715 Katy, TX STK# KATC9410A



**USED 1998 Fleetwood PACE ARROW 36** WAS \$47,894 NOW \$23,991 SAVE \$23,903 (877) 450-7415 Island Lake, IL STK# CRV5706



**USED 1998 Fleetwood BOUNDER 34J** NOW \$24,950 (888) 853-4034 Redding, CA STK# RED26156 VIN# W3311602



**USED 2007 Fleetwood JAMBOREE 22B** WAS \$31,995 NOW \$24,995 SAVE \$7,000 (888) 625-5187 Fort Myers, FL STK# FTM1273C



**USED 2006 R-Vision TRAILLITE M214** WAS \$39,995 NOW \$25,995 SAVE \$14,000 (888) 484-3906 Spartanburg, SC STK# GR126062



**USED 1998 Winnebago CHIEFTAN 36WL** WAS \$36,999 NOW \$25,995 SAVE \$11,004 (888) 865-1507 Hamburg, NY STK# BUF73130



**USED 1996 Fleetwood SOUTHWIND 36** WAS \$32,995 NOW \$26,995 SAVE \$6,000 (888) 815-7523 Greenwood, IN STK# GRW327657



**USED 2004 Thor HURRICANE 33SL** WAS \$39,647 NOW \$27,995 SAVE \$11,652 (888) 454-1707 Kissimmee, FL STK# KS9282A



**USED 2000 Fleetwood SOUTHWIND STORM 30H** WAS \$35,790 NOW \$28,988 SAVE \$6,802 (888) 386-5187 Houghton Lake, MI STK# HL6181A



**USED 2003 R-Vision CONDOR 1281** WAS \$59,995 NOW \$28,995 SAVE \$31,000 (888) 903-6787 Harrisburg, PA STK# HAR72373



**USED 2003 Itasca SUNOVA 30B** NOW \$29,900 (888) 844-1758 New Braunfels, TX STK# SW10425A



**USED 2001 Winnebago ADVENTURER 35U** WAS \$63,549 NOW \$29,991 SAVE \$33,558 (877) 450-7415 Island Lake, IL STK# CRV5395C



**USED 2000 Georgie Boy LANDAU 33** WAS \$40,790 NOW \$29,995 SAVE \$10,795 (866) 610-5049 Akron, OH STK# SRV20456



**USED 2003 Four Winds WINDSPORT 33SL** WAS \$39,900 NOW \$29,995 SAVE \$9,905 (888) 681-4635 Winter Garden, FL STK# WGAZ1007





**USED 2000 Georgie Boy CRUISE MASTER 3515** WAS \$36,999 **NOW \$29,999** SAVE \$7,000 (866) 289-0113 Chattanooga, TN STK# CHB132



**USED 2000 Georgie Boy CRUISE AIR 3615** WAS \$38,378 **NOW \$29,995** SAVE \$8,383 (888) 868-1486 Raleigh, NC STK# RAL26327



**USED 2002 Coachmen MIRADA 340MBS** **NOW \$31,996** (888) 905-0490 Anthony, TX STK# LC15164A



**USED 2003 Holiday Rambler TRAVELER 29RBD** WAS \$49,999 **NOW \$31,999** SAVE \$18,000 (866) 289-0113 Chattanooga, TN STK# CH7622



**USED 2003 Gulf Stream YELLOWSTONE 6295** WAS \$42,999 **NOW \$32,895** SAVE \$10,104 (866) 502-8238 Bath, NY STK# BAT72570



**USED 2007 Winnebago ACCESS 29T** WAS \$66,400 **NOW \$32,995** SAVE \$33,405 (888) 461-1123 Asheville, NC STK# ASH65458



**USED 2008 Winnebago CHALET 30BR** WAS \$69,900 **NOW \$34,495** SAVE \$35,405 (888) 489-5784 Louisville, TN STK# KNOX19650



**USED 2001 Winnebago ADVENTURER 35U** **NOW \$34,595** (888) 617-5406 Oakwood, GA STK# ORV18076



**USED 1996 Holiday Rambler ENDEAVOR M37WDS** **NOW \$34,900** (888) 844-1758 New Braunfels, TX STK# SWC10028A



**USED 2005 Fleetwood JAMBOREE V29** WAS \$49,995 **NOW \$44,995** SAVE \$5,000 (877) 371-2412 Flagstaff, AZ STK# FLG65150



**USED 1999 Fleetwood BOUNDER 34V** **NOW \$34,995** (888) 641-0925 Kaysville, UT STK# KY41113



**USED 2010 Four Winds CHATEAU 23A** WAS \$59,985 **NOW \$34,995** SAVE \$24,990 (888) 348-5909 Avondale, AZ STK# AVO14061



**USED 1998 Newmar DUTCHSTAR 38** WAS \$49,995 **NOW \$34,995** SAVE \$15,000 (888) 242-0293 Madison, WI STK# MAD186768



**USED 2003 Coachmen SANTARA 31** WAS \$47,658 **NOW \$34,995** SAVE \$12,663 (888) 674-0275 Gulf Breeze, FL STK# GB40685C



**USED 2000 Fleetwood PACE ARROW VISION 36Z** WAS \$47,429 **NOW \$35,990** SAVE \$11,439 (877) 468-3214 Jacksonville, FL STK# JAX19972



**USED 2007 Gulf Stream CONQUEST 6211** **NOW \$35,995** (888) 828-9906 Lowell, AR STK# LOW24835



**USED 2000 Gulf Stream SUNSPORT 8297** **NOW \$35,995** (888) 641-0925 Kaysville, UT STK# KY40960



**USED 2009 Winnebago CHALET 24VR**  
 WAS \$53,749 **NOW \$35,995** SAVE  
 \$17,754 (888) 461-1123 Asheville, NC  
 STK# ASH26213



**USED 2005 Thor FUNMOVE 31** WAS  
 \$44,995 **NOW \$35,996** SAVE \$8,999  
 (888) 475-5918 Robertsdale, AL STK#  
 RD43086



**USED 1999 Damon ULTRA SPORT 36** WAS \$49,995  
**NOW \$37,858** SAVE \$12,137 (888) 254-9145 Me-  
 ridian, ID STK# MER26177



**USED 2010 Four Winds CHATEAU 28A**  
**NOW \$36,495** (888) 828-9906 Lowell,  
 AR STK# LOW21824



**USED 1999 Holiday Rambler ENDEAVOR**  
**37WDS4 NOW \$36,988** (888) 480-  
 3175 Sacramento, CA STK# SAC21363A  
 VIN# CF28024



**USED 2008 Forest River SUNSEEKER 3100SS**  
 WAS \$62,900 **NOW \$37,999** SAVE \$24,901 (866)  
 289-0113 Chattanooga, TN STK# CH6869



**USED 1999 Damon ULTRA SPORT 3670**  
**NOW \$38,220** (888) 903-5066 St.  
 George, UT STK# SGU22292



**USED 2004 Winnebago MINNIE WINNIE**  
**30V NOW \$38,969** (888) 696-2165  
 Savannah, GA STK# SAV18089



**USED 2003 Chinook**  
**CASCADE 2400 NOW**  
**\$39,727** (888) 903-  
 5066 St. George, UT  
 STK# SGU65083



**USED 2003 Tiffin ALLEGRO 35DA** WAS  
 \$52,995 **NOW \$39,746** SAVE \$13,249  
 (888) 905-0490 Anthony, TX STK#  
 LC16441C



**USED 2011 Four Winds CHATEAU**  
**21C** WAS \$49,995 **NOW \$39,762** SAVE  
 \$10,233 (888) 457-4801 Colfax, NC STK#  
 CFX4732



**USED 2000 National TRADEWINDS 7370**  
**NOW \$39,870** (888) 617-5406 Oakwood,  
 GA STK# ORV18363



**USED 2000 Holiday Rambler AMBASSA-  
 DOR 36PBS** WAS \$64,950 **NOW \$39,950**  
 SAVE \$25,000 (888) 859-6653 Hillboro, OR  
 STK# HIL40344



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



**USED 2005 Winnebago**  
**CHALET 31P NOW**  
**\$39,995** (877) 834-  
 0429 Bakersfield, CA  
 STK# SLV22801 VIN#  
 4HA68628



**USED 2009 Damon DAYBREAK 3204**  
**NOW \$39,995** (888) 614-5201 Draper,  
 UT STK# ABRV38722



**USED 1998 Dutchstar DUTCHSTAR 38 DIESEL** WAS \$60,990 **NOW \$39,995** SAVE \$20,995 (866) 610-5049 Akron, OH STK# SRV20404



**USED 2011 Four Winds CHATEAU 21C** WAS \$52,700 **NOW \$39,995** SAVE \$12,705 (888) 242-0293 Madison, WI STK# MAD21263



**USED 2008 Four Winds Four Winds 28A** WAS \$49,895 **NOW \$39,995** SAVE \$9,900 (888) 865-1507 Hamburg, NY STK# BUJ74683



**USED 2001 Georgie Boy CRUISE MASTER 3816 DIESEL** WAS \$73,995 **NOW \$39,996** SAVE \$33,999 (888) 682-3036 Churchville, NY STK# CHU70662



**USED 2011 Four Winds CHATEAU 21C** WAS \$49,999 **NOW \$39,999** SAVE \$10,000 (888) 457-4801 Colfax, NC STK# CFX4276



**USED 2006 R-Vision TRAILLITE 28** WAS \$60,100 **NOW \$42,500** SAVE \$17,600 (888) 859-6653 Hillboro, OR STK# HIL39422



**USED 2000 Fleetwood BOUNDER 39Z** **NOW \$42,900** (888) 844-1758 New Braunfels, TX STK# SWC10063



**USED 2010 Four Winds CHATEAU 31P** WAS \$61,809 **NOW \$44,777** SAVE \$17,032 (877) 289-0812 Las Vegas, NV STK# LVN41316



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



**USED 2004 Fleetwood JAMBOREE 31W** **NOW \$44,995** (888) 641-0925 Kaysville, UT STK# KY39165



**USED 2000 Winnebago ADVANTAGE 36C** WAS \$88,998 **NOW \$44,995** SAVE \$44,003 (888) 672-5049 Syracuse, NY STK# SYU72144



**USED 2010 Four Winds CHATEAU 31P** WAS \$67,320 **NOW \$44,995** SAVE \$22,325 (888) 542-3819 Mesa, AZ STK# MES16221



**USED 2009 Winnebago CHALET 30B** WAS \$64,888 **NOW \$44,995** SAVE \$19,893 (888) 348-5909 Avondale, AZ STK# AV014362



**USED 2009 Winnebago CHALET 30B** WAS \$64,888 **NOW \$44,995** SAVE \$19,893 (888) 348-5909 Avondale, AZ STK# AV013155



**USED 2009 Winnebago CHALET 30B** WAS \$64,888 **NOW \$44,995** SAVE \$19,893 (888) 348-5909 Avondale, AZ STK# AV014054



**USED 1999 Winnebago CHIEFTAIN 36L** WAS \$59,995 **NOW \$44,995** SAVE \$15,000 (888) 474-1330 Bartow, FL STK# DCW78488



**USED 2003 Fleetwood BOUNDER 36D** WAS \$54,995 **NOW \$44,995** SAVE \$10,000 (888) 450-7060 Dothan, AL STK# DOT42672



**USED 2006 Damon DAYBREAK 3270**  
 WAS \$54,995 **NOW \$44,997** SAVE \$9,998  
 (888) 463-3995 Colorado Springs, CO STK#  
 KC2P10827



**USED 2004 George Boy PURSUIT 3470**  
**NOW \$45,360** (888) 479-3568 Vacaville,  
 CA STK# VAC25435 VIN# OA02844



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



**USED 2009 Winnebago CHALET 30B**  
**NOW \$45,495** (888) 853-4034 Redding,  
 CA STK# RED17472 VIN# 80A02626



**USED 2009 Winnebago CHALET 30B**  
**NOW \$45,495** (888) 479-3568 Vacaville,  
 CA STK# VAC13158 VIN# OA02623



**USED 2010 Four Winds HURRICANE 31D NOW**  
**\$46,995** (888) 614-5201 Draper, UT STK#  
 ABRV39881



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



**USED 2010 Four Winds CHATEAU 31R**  
**NOW \$47,995** (888) 828-9906 Lowell,  
 AR STK# LOW21825



**USED 2010 Four Winds**  
**CHATEAU 31R NOW**  
**\$47,995** (888) 479-  
 3568 Vacaville, CA STK#  
 VAC19568 VIN# C046279



**USED 2010 Forest River SUNSEEKER**  
**2600S WAS \$59,995 NOW \$47,996** SAVE  
 \$11,999 (888) 475-5918 Robertsdale, AL  
 STK# RD41643



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



**USED 2011 Four Winds CHATEAU 31R**  
**NOW \$48,900** (888) 668-6715 Katy, TX  
 STK# KAT10398



**USED 2009 Winnebago CHALET 30BR**  
**NOW \$48,995** (888) 331-1595 Santa  
 Clarita, CA STK# AMRV21880 VIN#  
 80A02611



**USED 2010 Four Winds CHATEAU 31**  
**NOW \$49,988** (888) 480-3175 Sacra-  
 mento, CA STK# SAC10219B VIN# D858878



**USED 2005 Fleetwood**  
**JAMBOREE 31M WAS**  
**\$64,998 NOW \$48,997**  
 SAVE \$16,001 (888)  
 459-5385 Nashville, TN  
 STK# NAS65411



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





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



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



**USED 2011 Four Winds CHATEAU 31R**  
 WAS \$74,995 **NOW \$49,995** SAVE  
 \$25,000 (888) 450-7060 Dothan, AL STK#  
 DOT42082



**USED 2004 Gulf Stream SUN VOYAGE 8351**  
 WAS \$68,895 **NOW \$49,995** SAVE \$18,900  
 (888) 682-3036 Churchville, NY STK# CHU68835



**USED 2002 Itasca ITASCA SUNCRUISER 35'**  
 WAS \$60,990 **NOW \$49,995** SAVE  
 \$10,995 (866) 610-5049 Akron, OH STK#  
 SRV20550



**USED 2008 Thor HURRICANE 300** WAS  
 \$61,998 **NOW \$49,997** SAVE \$12,001  
 (888) 459-5385 Nashville, TN STK#  
 NAS65407



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



**USED 2007 Four Winds HURRICANE 33H**  
 WAS \$69,900 **NOW \$53,995**  
 SAVE \$15,905 (888) 461-1123  
 Asheville, NC STK# ASH24945



**USED 2003 Fleetwood BOUNDER 35E**  
 NOW \$49,999 (888) 480-3175 Sacra-  
 mento, CA STK# SAC24754 VIN# 3349605



**USED 2005 Itasca SUNRISE 34** WAS  
 \$89,900 **NOW \$52,800** SAVE \$37,100  
 (866) 755-9604 Charleston, SC STK#  
 CHN126893



**USED 2007 Winnebago ACCESS 29T**  
 NOW \$54,898 (888) 479-3568 Vacaville,  
 CA STK# VAC24467 VIN# 1229985



**USED 2000 Country Coach INTRIGUE 10GVSR**  
 WAS \$80,151 **NOW \$54,980** SAVE  
 \$25,171 (888) 896-2801  
 Albuquerque, NM STK#  
 ARV16283C



**USED 2005 Winnebago ADVENTURER 35U**  
 WAS \$89,995 **NOW \$54,995** SAVE  
 \$35,000 (888) 542-3819 Mesa, AZ STK#  
 MES16231



**USED 2011 Four Winds CHATEAU 31R**  
 WAS \$49,995 **NOW \$48,995** SAVE  
 \$1,000 (866) 415-9726 Golden, CO STK#  
 KC512796



**USED 2011 Coachmen FREELANDER 21QB**  
 WAS \$68,475 **NOW \$54,995** SAVE  
 \$13,480 (888) 692-9016 Myrtle Beach, SC  
 STK# MB128431



**USED 2004 Coachmen CROSS COUNTRY 372DS**  
 WAS \$91,053 **NOW \$55,999** SAVE  
 \$35,054 (877) 554-3516 Lakewood, NJ  
 STK# LAK8895



**USED 2008 Coachmen CONCORD 2750S**  
 WAS \$106,283 **NOW \$56,995** SAVE  
 \$49,288 (888) 461-1123 Asheville, NC  
 STK# ASH64596



**USED 2009 Gulf Stream ULTRA 6268**  
**NOW \$57,726** (888) 479-3568 Vacaville,  
 CA STK# VAC23607 VIN# DB08907



**USED 2000 Winnebago ULTIMATE**  
**ADVANTAGE 36C** WAS \$81,995 **NOW**  
**\$57,858** SAVE \$24,137 (888) 254-9145  
 Meridian, ID STK# MER20552



**USED 2011 Four Winds CHATEAU 31R** WAS  
 \$76,010 **NOW \$59,800** SAVE \$16,210 (866) 648-  
 5288 St. Augustine, FL STK# JAC41731



**NEW 2011 Four Winds FREEDOM ELITE**  
**28U** WAS \$92,311 **NOW \$59,777** SAVE  
 \$32,534 (877) 289-0812 Las Vegas, NV  
 STK# LVN37221



**NEW 2012 Thor Motor Coach FREEDOM**  
**ELITE 28Z** WAS \$85,727 **NOW \$59,785**  
 SAVE \$25,942 (888) 865-1507 Hamburg,  
 NY STK# BUF74106



**USED 2001 Mountain High Coachworks SUMMITT**  
**3990** WAS \$98,649 **NOW \$59,991** SAVE \$38,658  
 (877) 450-7415 Island Lake, IL STK# CRV5997A



**USED 2011 Four Winds CHATEAU**  
**31R** WAS \$73,100 **NOW \$59,888** SAVE  
 \$13,212 (877) 774-0328 Ocala, FL STK#  
 OCA21258



**USED 2006 Winnebago SIGHTSEER 29R**  
**NOW \$59,980** (888) 696-2165 Savannah,  
 GA STK# SAV18361



**USED 2006 Monaco**  
**MONARCH 36PBD** WAS  
 \$85,855 **NOW \$59,995**  
 SAVE \$25,860 (877)  
 289-0812 Las Vegas, NV  
 STK# LVN41882



**USED 2007 Damon CHALLENGER 37TS**  
 WAS \$84,555 **NOW \$59,995** SAVE  
 \$24,560 (888) 542-3819 Mesa, AZ STK#  
 MES17992



**NEW 2013 Thor Motor Coach FREEDOM**  
**ELITE 23U** WAS \$80,358 **NOW \$59,995**  
 SAVE \$20,363 (877) 439-7857 Conway, NH  
 STK# CNW58630



**NEW 2011 Itasca IMPULSE 24V** WAS  
 \$84,714 **NOW \$59,998** SAVE \$24,716  
 (888) 457-4801 Colfax, NC STK# CFX3780



**NEW 2012 Thor Motor Coach FREEDOM**  
**ELITE 28Z** WAS \$95,757 **NOW \$63,796**  
 SAVE \$31,961 (866) 502-8238 Bath, NY  
 STK# BAT74639



**NEW 2012 Thor Motor Coach FOUR**  
**WINDS 31A** WAS \$107,944 **NOW \$63,995**  
 SAVE \$43,949 (888) 865-1507 Hamburg,  
 NY STK# BUF70573



**USED 2003 Jayco**  
**FIRENZA 35F** WAS  
 \$82,484 **NOW \$64,926**  
 SAVE \$17,558 (866)  
 775-0682 Roanoke, VA  
 STK# ROA65004



**USED 2010 Fleetwood QUEST 24L** WAS  
 \$99,995 **NOW \$64,995** SAVE \$35,000  
 (888) 474-1330 Bartow, FL STK# DC-  
 W8773A



**USED 2008 Coachmen COACHMEN 31SS** WAS \$89,995 **NOW \$64,995** SAVE \$25,000 (888) 450-7060 Dothan, AL STK# DOT42222C



**USED 2012 Thor HURRICANE 30Q** WAS \$83,334 **NOW \$64,995** SAVE \$18,339 (866) 962-3441 Oklahoma City, OK STK# OKC65388



**USED 2006 Rexhall REXAIR 340GT** WAS \$79,888 **NOW \$64,995** SAVE \$14,893 (888) 348-5909 Avondale, AZ STK# AVD14356



**NEW 2012 Thor Motor Coach FOUR WINDS 31A** WAS \$101,734 **NOW \$64,997** SAVE \$36,737 (888) 463-3995 Colorado Springs, CO STK# KC211615



**NEW 2011 Four Winds FREEDOM ELITE 28U** WAS \$92,697 **NOW \$65,955** SAVE \$26,742 (888) 471-3546 Chichester, NH STK# GRV507597



**NEW 2011 Four Winds FREEDOM ELITE 28U** WAS \$98,044 **NOW \$67,988** SAVE \$30,056 (888) 850-5575 Wood Village, OR STK# POR39134



**USED 2006 Holiday Rambler VACATIONER 34PDD** WAS \$100,853 **NOW \$67,999** SAVE \$32,854 (877) 554-3516 Lakewood, NJ STK# LAK8899



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



**NEW 2012 Thor Motor Coach CHATEAU 31K** WAS \$101,480 **NOW \$69,988** SAVE \$31,492 (888) 850-5575 Wood Village, OR STK# POR39762



**USED 2009 Fleetwood ICON 24D** WAS \$99,995 **NOW \$69,995** SAVE \$30,000 (888) 474-1330 Bartow, FL STK# DC-W8932A



**USED 2000 Tiffin ZEPHYR 42 DSL 450** WAS \$89,995 **NOW \$69,995** SAVE \$20,000 (888) 454-1707 Kissimmee, FL STK# KS9054A



**NEW 2013 Thor Motor Coach FREEDOM ELITE 28Z** WAS \$88,215 **NOW \$69,995** SAVE \$18,220 (877) 439-7857 Conway, NH STK# CNW26333



**NEW 2011 Four Winds FREEDOM ELITE 28U** WAS \$93,740 **NOW \$69,996** SAVE \$23,744 (888) 672-5049 Syracuse, NY STK# SYU71623



**USED 2007 Itasca SUNRISE 33V** WAS \$88,779 **NOW \$71,990** SAVE \$16,789 (877) 468-3214 Jacksonville, FL STK# JAX19980



**USED 2006 Gulf Stream SUNVOYAGER 8368** **NOW \$74,995** (888) 828-9906 Lowell, AR STK# LOW25215



**NEW 2012 Jayco GREYHAWK 31FK** WAS \$98,565 **NOW \$74,995** SAVE \$23,570 (888) 463-3995 Colorado Springs, CO STK# KC212099



**NEW 2012 Thor Motor Coach FOUR WINDS 31F** MSRP \$97,926 **NOW \$76,170** SAVE \$21,756 (888) 668-6715 Katy, TX STK# KAT10280



**USED 2007 Rexhal AERBUS GT 310** WAS \$101,450 **NOW \$76,988** SAVE \$24,462 (888) 850-5575 Wood Village, OR STK# POR39463



**NEW 2012 Itasca IMPULSE SILVER 26QP** WAS \$99,941 **NOW \$77,230** SAVE \$22,711 (888) 903-6787 Harrisburg, PA STK# HAR73495



**NEW 2012 Thor Motor Coach CHATEAU CITATION 28BK** WAS \$105,522 **NOW \$79,832** SAVE \$25,690 (888) 474-1330 Bartow, FL STK# DCW8871



**USED 2003 Fleetwood BOUNDER 34M** **NOW \$77,595** (888) 853-4034 Redding, CA STK# RED26772 VIN# 3CK82486



**NEW 2012 Winnebago VISTA 26P** WAS \$98,670 **NOW \$77,995** SAVE \$20,675 (888) 819-7952 Longmont, CO STK# KC111989



**NEW 2012 Thor Motor Coach FREEDOM ELITE 23S** WAS \$104,605 **NOW \$79,895** SAVE \$24,710 (888) 682-3036 Churchville, NY STK# CHU75656



**NEW 2012 Thor Motor Coach ACE EV029.1** WAS \$105,353 **NOW \$79,936** SAVE \$25,417 (888) 903-6787 Harrisburg, PA STK# HAR73398



**NEW 2011 Winnebago ACCESS PREMIER 31CP** WAS \$110,939 **NOW \$79,990** SAVE \$30,949 (877) 468-3214 Jacksonville, FL STK# JAX20336



**USED 2005 Fleetwood BOUNDER 39Z** WAS \$99,988 **NOW \$79,990** SAVE \$19,998 (888) 475-5918 Robertsdale, AL STK# RD40992C



**NEW 2011 Damon DAYBREAK 35BD** MSRP \$131,826 **NOW \$79,995** SAVE \$51,831 (888) 542-3819 Mesa, AZ STK# MES13019



**NEW 2012 Thor Motor Coach WIND-SPORT 32A** WAS \$121,983 **NOW \$79,995** SAVE \$41,988 (866) 610-5049 Akron, OH STK# SRV19622



**NEW 2010 Winnebago VIEW 24A** LIST PRICE \$120,387 **NOW \$79,995** SAVE \$40,392 (877) 834-0429 Bakersfield, CA STK# SLV22550 VIN# 89384037



**USED 2004 Georgie Boy CRUISE AIR 38 2XS** WAS \$100,990 **NOW \$79,995** SAVE \$20,995 (866) 610-5049 Akron, OH STK# SRV20521



**NEW 2012 Jayco GREYHAWK 31FK** MSRP \$97,650 **NOW \$79,995** SAVE \$17,655 (888) 905-0490 Anthony, TX STK# LC16270



**NEW 2012 Thor Motor Coach DAYBREAK 30FS** WAS \$120,783 **NOW \$81,995** SAVE \$38,788 (888) 463-3995 Colorado Springs, CO STK# KC212203



**USED 2007 Coachmen AURORA 36FWS** **NOW \$82,500** (888) 801-3226 Byron, GA STK# MAC18376



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



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



**NEW 2012 Jayco MELBOURNE 29C** WAS \$112,328 **NOW \$83,924 SAVE \$28,404** (866) 962-3441 Oklahoma City, OK STK# OKC65309



**USED 2010 Four Winds SERRANO 31Z** WAS \$109,988 **NOW \$87,990 SAVE \$21,998** (888) 475-5918 Robertsdale, AL STK# RD40752



**NEW 2012 Thor Motor Coach ACE EVO29.1** MSRP \$103,938 **NOW \$83,995 SAVE \$19,943** (888) 801-3226 Byron, GA STK# MAC17146



**USED 2004 Coachmen CROSS COUNTRY 354MBS** WAS \$112,558 **NOW \$84,997 SAVE \$27,561** (888) 713-4351 Fayetteville, NC STK# FAY65099



**USED 2008 Gulf Stream INDEPENDENCE 8360**  
**NOW \$86,998** (888) 815-7523 Woodstock, GA STK# WDS17433



**NEW 2012 Thor Motor Coach HURRICANE 31J**  
MSRP \$119,077 **NOW \$89,308 SAVE \$29,769** (888) 905-0490 Anthony, TX STK# LC16171



**USED 2011 Itasca ITASCA 25Q** **NOW \$89,786** (888) 696-2165 Savannah, GA STK# SAV18401



**USED 2008 Endura Max GLADIATOR 6371** **NOW \$89,896** (888) 696-2165 Savannah, GA STK# SAV17531



**USED 2007 Holiday Rambler VACATIONER 34PDD** **NOW \$89,995** (888) 801-3226 Byron, GA STK# MAC18353



**USED 2008 Holiday Rambler VACATIONER 34SBD** WAS \$139,995 **NOW \$89,995 SAVE \$50,000** (888) 484-3906 Spartanburg, SC STK# GR125968



**NEW 2012 Thor Motor Coach FOUR WINDS SIESTA 24SA** WAS \$118,819 **NOW \$89,995 SAVE \$28,824** (888) 625-5187 Fort Myers, FL STK# FTM19508



**NEW 2012 Itasca CAMBRIA 30C** MSRP \$117,572 **NOW \$89,995 SAVE \$27,577** (888) 815-7523 Woodstock, GA STK# WDS17411



**USED 2007 Forest River GEORGETOWN 373** WAS \$109,995 **NOW \$89,995 SAVE \$20,000** (888) 815-7523 Greenwood, IN STK# GRW327242



**USED 2007 Damon ASTORIA PACIFIC 3773** WAS \$126,439 **NOW \$89,999 SAVE \$36,440** (877) 468-3214 Jacksonville, FL STK# JAX19977



**USED 2011 Damon CHALLENGER 36FD** WAS \$126,673 **NOW \$92,500 SAVE \$34,173** (866) 755-9604 Charleston, SC STK# CHN128277



**NEW 2013 Thor Motor Coach CHATEAU CITATION 24SR** MSRP \$117,690 **NOW \$93,850** SAVE \$23,840 (888) 815-7523 Woodstock, GA STK# WDS17742



**NEW 2013 Thor Motor Coach HURRICANE 32D** WAS \$116,263 **NOW \$93,955** SAVE \$22,308 (888) 471-3546 Chichester, NH STK# GRV508041



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



**NEW 2012 Winnebago VIEW 24J** MSRP \$123,346 **NOW \$94,777** SAVE \$28,569 (888) 727-2952 North Little Rock, AR STK# LIT19358



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



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



**USED 2006 Coachmen CROSS COUNTRY 384TS** **NOW \$99,500** (888) 801-3226 Byron, GA STK# MAC17947



**NEW 2012 Itasca SUNSTAR 32K** WAS \$136,377 **NOW \$99,729** SAVE \$36,648 (888) 903-6787 Harrisburg, PA STK# HAR73492



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



**USED 2007 Fleetwood BOUNDER 38V** **NOW \$99,987** (888) 614-5201 Draper, UT STK# ABRV21005



**NEW 2012 Winnebago VISTA 35F** WAS \$131,221 **NOW \$99,995** SAVE \$31,226 (888) 819-7952 Longmont, CO STK# KC111993



**USED 2011 Four Winds SERRANO 31-Z** WAS \$152,321 **NOW \$99,999** SAVE \$52,322 (866) 755-9604 Charleston, SC STK# CHN127391



**NEW 2011 Four Winds SERRANO 33A** WAS \$170,756 **NOW \$104,991** SAVE \$65,765 (877) 450-7415 Island Lake, IL STK# CRV5955



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



**USED 2006 Gulf Stream TOUR MASTER 36M** WAS \$163,200 **NOW \$108,995** SAVE \$54,205 (888) 242-0293 Madison, WI STK# MAD19992



**USED 2011 Four Winds SERRANO 31Z** WAS \$147,900 **NOW \$109,900** SAVE \$38,000 (888) 489-5784 Louisville, TN STK# KNOX65068



**NEW 2012 Thor Motor Coach SERRANO 31V** WAS \$166,289 **NOW \$109,995** SAVE \$56,294 (888) 450-7060 Dothan, AL STK# DOT40536



**USED 2009 Gulf Stream CARRIBEAN M38** WAS \$138,740 **NOW \$109,995** SAVE \$28,745 (866) 775-0682 Roanoke, VA STK# ROA22925



**USED 2008 Coachmen CROSS COUNTRY 382DS** WAS \$134,995 **NOW \$109,995** SAVE \$25,000 (888) 860-8684 Stratford, MO STK# STR15659A



**NEW 2012 Thor Motor Coach CHALLENGER 37DT** WAS \$147,118 **NOW \$112,895** SAVE \$34,223 (888) 682-3036 Churchville, NY STK# CHU72870



**NEW 2012 Thor Motor Coach CHALLENGER 36FD** WAS \$152,250 **NOW \$112,995** SAVE \$39,255 (888) 625-5187 Fort Myers, FL STK# FTM19511



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



**USED 2011 Four Winds SERRANO 33A** WAS \$169,985 **NOW \$115,488** SAVE \$54,497 (888) 681-4635 Winter Garden, FL STK# WGA23459



**USED 2006 Winnebago TOUR 40KD** WAS \$166,835 **NOW \$115,500** SAVE \$51,335 (888) 520-5908 Dover, FL STK# TPA65167



**NEW 2012 Thor Motor Coach CHALLENGER 36FD** WAS \$153,787 **NOW \$115,998** SAVE \$37,789 (888) 457-4801 Colfax, NC STK# CFX4438



**NEW 2012 Thor Motor Coach SERRANO 31X** MSRP \$167,972 **NOW \$117,500** SAVE \$50,472 (888) 617-5406 Oakwood, GA STK# ORV17890



**USED 2006 Coachmen ENCORE 38DS** **NOW \$118,016** (888) 480-3175 Sacramento, CA STK# SAC16290A VIN# CV77740



**NEW 2012 Thor Motor Coach SERRANO 33A** WAS \$178,109 **NOW \$119,995** SAVE \$58,114 (888) 625-5187 Fort Myers, FL STK# FTM17208



**USED 2008 Winnebago DESTINATION 39W** WAS \$171,698 **NOW \$119,995** SAVE \$51,703 (888) 484-3906 Spartanburg, SC STK# GR128972



**USED 2010 Damon ASTORIA 3470** WAS \$161,100 **NOW \$121,988** SAVE \$39,112 (888) 896-2801 Albuquerque, NM STK# ARV16223



**USED 2006 Damon TUSCANY 4076** WAS \$183,600 **NOW \$124,995** SAVE \$58,605 (888) 860-8684 Stratford, MO STK# STR24321



**USED 2008 Forest River CHARLESTON 4000S** WAS \$181,450 **NOW \$126,988** SAVE \$54,462 (888) 850-5575 Wood Village, OR STK# POR39103



**NEW 2012 Thor Motor Coach SERRANO 34M** WAS \$177,294 **NOW \$129,988** SAVE \$47,306 (888) 859-6653 Hillboro, OR STK# HIL40064



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



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



**NEW 2011 Damon ASTORIA 40KT** WAS \$248,128 **NOW \$159,991** SAVE \$88,137 (877) 450-7415 Island Lake, IL STK# CRV5954



**USED 2002 Monaco BEAVER MARQUIS** **NOW \$139,995** (888) 815-7523 Woodstock, GA STK# WDS18427



**NEW 2011 Damon ASTORIA 40KT** WAS \$247,769 **NOW \$149,995** SAVE \$97,774 (888) 903-6787 Harrisburg, PA STK# HAR70426



**NEW 2011 Damon ASTORIA 40KT** WAS \$256,879 **NOW \$159,995** SAVE \$96,884 (888) 896-2801 Albuquerque, NM STK# ARV15953



**NEW 2011 Damon ASTORIA 40BQ** MSRP \$264,364 **NOW \$169,995** SAVE \$94,369 (888) 542-3819 Mesa, AZ STK# MES20331



**NEW 2012 Thor Motor Coach ASTORIA 40KT** WAS \$258,185 **NOW \$169,995** SAVE \$88,190 (888) 682-3036 Churchville, NY STK# CHU72084



**USED 2006 Fleetwood DISCOVERY 39S** WAS \$178,500 **NOW \$129,995** SAVE \$48,505 (888) 860-8684 Strafford, MO STK# STR65906



**NEW 2012 Thor Motor Coach ASTORIA 36MQ** WAS \$268,206 **NOW \$179,988** SAVE \$88,218 (888) 896-2801 Albuquerque, NM STK# ARV16077



**NEW 2011 Winnebago JOURNEY 40L** MSRP \$280,333 **NOW \$179,995** SAVE \$100,338 (888) 727-2952 North Little Rock, AR STK# LIT14119



**NEW 2011 Itasca MERIDIAN V CLASS 39N** WAS \$246,787 **NOW \$179,995** SAVE \$66,792 (866) 996-3140 Calera, AL STK# CLE18939



**NEW 2011 Damon ASTORIA 40KT** WAS \$254,146 **NOW \$188,953** SAVE \$65,193 (866) 775-0682 Roanoke, VA STK# ROA16309



**NEW 2012 Thor Motor Coach ASTORIA 40BQ** MSRP \$259,475 **NOW \$189,900** SAVE \$69,575 (888) 801-3226 Byron, GA STK# MAC17154



**NEW 2011 Damon TUSCANY 42FK** WAS \$315,937 **NOW \$197,995** SAVE \$117,942 (866) 415-9726 Golden, CO STK# KC511531



**USED 2005 Monaco SIGNATURE COMMANDER 525** WAS \$267,880 **NOW \$189,988** SAVE \$77,892 (888) 896-2801 Albuquerque, NM STK# ARV16142C



**NEW 2012 Winnebago JOURNEY 36M**  
 WAS \$260,730 **NOW \$198,995** SAVE  
 \$61,735 (866) 996-3140 Calera, AL STK#  
 CLE19783



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



**NEW 2012 Thor Motor Coach TUSCANY 40LX** WAS \$283,238 **NOW \$207,955** SAVE \$75,283 (866) 820-0335 Council Bluffs, IA STK# CBI20190



**NEW 2012 Itasca MERIDIAN 36M** WAS \$261,171 **NOW \$208,936** SAVE \$52,235 (888) 475-5918 Robertsdale, AL STK# RD41806



**NEW 2011 Winnebago JOURNEY 40L** WAS \$314,411 **NOW \$209,990** SAVE \$104,421 (877) 468-3214 Jacksonville, FL STK# JAX19937



**NEW 2012 Thor Motor Coach TUSCANY 36UF** WAS \$312,574 **NOW \$209,995** SAVE \$102,579 (888) 848-7312 Columbia, SC STK# COL22690



**NEW 2012 Thor Motor Coach TUSCANY 42FK** WAS \$289,517 **NOW \$219,999** SAVE \$69,518 (877) 554-3516 Lakewood, NJ STK# LAK9157



**NEW 2012 Thor Motor Coach TUSCANY 42FK** WAS \$288,868 **NOW \$224,477** SAVE \$64,391 (888) 672-5049 Syracuse, NY STK# SYU74247



**USED 2006 Country Coach INTRIGUE OVATION 525** **NOW \$229,995** (888) 614-5201 Draper, UT STK# ABRV41745



**NEW 2012 Winnebago JOURNEY 42E** MSRP \$299,878 **NOW \$239,995** SAVE \$59,883 (888) 617-5406 Oakwood, GA STK# ORV17219



**NEW 2012 Winnebago TOUR 42QD** WAS \$366,181 **NOW \$266,995** SAVE \$99,186 (888) 819-7952 Longmont, CO STK# KC112189



**NEW 2012 Itasca ELLIPSE 42QD** MSRP \$371,670 **NOW \$289,900** SAVE \$81,770 (888) 668-6715 Katy, TX STK# KAT10350



**NEW 2012 Winnebago TOUR 42JD** WAS \$367,643 **NOW \$289,995** SAVE \$77,648 (866) 996-3140 Calera, AL STK# CLE19847



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



**NEW 2012 Winnebago TOUR 42QD** WAS \$371,228 **NOW \$299,500** SAVE \$71,728 (888) 681-4635 Winter Garden, FL STK# WGA20077



**NEW 2012 Winnebago TOUR 42JD** WAS \$366,615 **NOW \$299,995** SAVE \$66,620 (888) 378-1057 Lake City, FL STK# LAC25861



**NEW 2012 Itasca ELLIPSE 42QD** MSRP \$396,266 **NOW \$319,995** SAVE \$76,271 (888) 903-6787 Harrisburg, PA STK# HAR74537

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## USED CLASS C MOTORIZED

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1975 Winnebago MINNIE DODGE	MER19691	\$11,995	\$9,858	(888) 254-9145
2005 Four Winds MAJESTIC 23B	OKC65901	\$12,995	\$11,046	(866) 962-3441
1999 Coachmen LEPRICHAUN 31	HLR217B	\$20,790	\$17,988	(888) 386-5187
2003 Four Winds FOUR WINDS 27D	FAY25990	\$34,395	\$29,899	(888) 713-4351
2003 Gulf Stream BT CRUISER 5230	KN065513	\$34,000	\$29,999	(888) 489-5784
2007 Safari IVORY 255R	CNW65847	\$39,995	\$35,995	(877) 439-7857
2005 Four Winds CHATEAU SPORT 28 A	MB128170	\$39,995	\$35,995	(888) 692-9016
2004 Forest River SUNSEEKER 3100	HL39271	\$39,950	\$36,950	(888) 859-6653
2008 Coachmen FREEDOM EXPRESS 21Q	OCA190838	\$39,995	\$36,995	(877) 774-0328
2011 Four Winds CHATEAU 21C	FAY24929	\$51,479	\$45,300	(888) 713-4351
2009 Fleetwood TIIGA RANGER	RAL25650	\$54,400	\$45,900	(888) 868-1486
2011 Four Winds CHATEAU 21C	RAL22794	\$52,700	\$45,900	(888) 868-1486
2011 Four Winds CHATEAU 21C	DCW9390	\$51,200	\$46,950	(888) 474-1330
2008 Winnebago CHALET 331CR	JAC41658	\$57,900	\$49,800	(866) 648-5288
2007 Winnebago ACCESS 31C	BAT75021	\$59,996	\$49,895	(866) 502-8238
2007 Coachmen CONCORD 235SO	GB42844C	\$56,288	\$49,977	(888) 674-0275
2006 Fleetwood JAMBOREE GT31K	WGAC09144	\$54,995	\$49,988	(888) 681-4635
2006 Gulf Stream YELLOWSTONE CRUISER 5290	KS8931B	\$56,800	\$49,995	(888) 454-1707
2011 Four Winds CHATEAU 31P	GB42758	\$59,178	\$51,995	(888) 674-0275
2011 Four Winds CHATEAU 31R	CLE24201	\$69,995	\$57,995	(866) 996-3140
2008 Gulf Stream GLADIATOR 31'	FAY25986	\$72,995	\$59,900	(888) 713-4351
2004 Gulf Stream ENDURA 6340 EH	FLG64551	\$69,995	\$59,995	(877) 371-2412
2008 Four Winds 5000 24T	TPA66260	\$69,152	\$59,999	(888) 520-5908
2004 Dynamax ISATA TOURING SEDAN	MB128022	\$69,995	\$63,589	(888) 692-9016
2011 Four Winds CHATEAU 21BC	STA128187	\$69,995	\$64,788	(866) 673-0250
2009 Winnebago VIEW 24H	POR39108	\$84,950	\$69,988	(888) 850-5575
2005 Coachmen LEPRECHAUN 307KS	TPA65996	\$77,959	\$69,999	(888) 520-5908
2009 Gulf Stream VISTA CRUISER 4232-MINI	KC111041B	\$89,990	\$83,995	(888) 819-7952
2005 Chinook GLACIER GLACIER	MER26142	\$99,995	\$84,858	(888) 254-9145
2009 Endura ENDURA 6400	ROA19690	\$139,995	\$129,995	(866) 775-0682

## NEW CLASS C MOTORIZED

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Thor Motor Coach FOUR WINDS 23U	STR26697	\$69,357	\$59,995	(888) 860-8684
2011 Four Winds FREEDOM ELITE 28U	GR125106	\$69,995	\$63,992	(888) 484-3906
2012 Thor Motor Coach CHATEAU 23U	CB18566	\$74,392	\$64,995	(866) 820-0335
2012 Fleetwood JAMBOREE SEARCHER 25K	FRV11058	\$81,804	\$74,853	(888) 568-2177
2012 Thor Motor Coach FREEDOM ELITE 28Z	CB122255	\$86,715	\$81,995	(866) 820-0335
2012 Thor Motor Coach CHATEAU 31F	CB18567	\$97,751	\$82,450	(866) 820-0335
2012 Winnebago ACCESS PREMIER 31CP	LAC21871	\$98,262	\$84,995	(888) 378-1057
2012 Winnebago ERA 170X	AMRV22767	\$106,118	\$89,995	(888) 331-1595
2012 Winnebago VIEW 24G	GB41641	\$113,179	\$94,995	(888) 674-0275
2012 Itasca IMPULSE SILVER 31RP	SGU25564	\$110,958	\$98,995	(888) 903-5066
2012 Winnebago VIEW 24J	ORV17652	\$116,947	\$99,650	(888) 617-5406
2012 Itasca CAMBRIA 28T	SLV22758	\$107,836	\$99,995	(877) 834-0429
2013 Winnebago ERA 170A	OCA21178	\$107,101	\$99,995	(877) 774-0328
2012 Winnebago VIEW 24M	KS9052	\$117,698	\$109,995	(888) 454-1707
2012 Itasca NAVION 24G	SLV22760	\$120,864	\$111,760	(877) 834-0429

## USED CLASS A GAS MOTORIZED

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1995 Fleetwood PACE ARROW 35	OKC58865	\$6,995	\$5,946	(866) 962-3441
1989 Itasca WINDCRUISER 32RQ	FRV11085	\$13,995	\$12,995	(888) 568-2177
1993 Damon ULTRA SPORT 34	HL6094C	\$16,790	\$14,988	(888) 386-5187

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

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1996 Damon INTRUDER 2780	SIU72583	\$24,277	\$19,995	(888) 672-5049
1999 National DOLPHIN 5350 VRTEC	TPA65994	\$22,239	\$19,999	(888) 520-5908
1999 National SEA VIEW 8340	JAC41731	\$27,825	\$23,500	(866) 648-5288
2002 Winnebago ADVENTURER 37G	LAK9062	\$42,248	\$34,995	(877) 554-3516
2001 Itasca SUNCRUISER 31C	BAT71874	\$47,999	\$39,995	(866) 502-8238
2002 Newmar DUTCH STAR 32	STA128383	\$47,988	\$42,788	(866) 673-0250
2004 Forest River GEORGETOWN 326DS	FRV11045	\$49,995	\$44,995	(888) 568-2177
2004 Fleetwood FLAIR 31A	GRV508145	\$54,887	\$47,955	(888) 471-3546
2002 Winnebago SIGHTSEER 32L	JCC42079	\$56,425	\$49,900	(866) 648-5288
2005 George Boy LANDAU 3125DS	CFX4721	\$55,999	\$49,998	(866) 547-4801
2006 Damon CHALLENGER 372	OKC64872	\$59,900	\$50,915	(866) 962-3441
2008 Coachmen MIRADA M350DS	STA128377	\$67,899	\$64,780	(866) 673-0250
2006 National SEABREEZE LX 8360	GRW327603	\$79,995	\$65,995	(888) 815-7523
2010 Four Winds HURRICANE 31D	CHN129077	\$73,752	\$69,585	(866) 755-9604
2008 Gulf Stream INDEPENDENCE 8330	FLG64646	\$89,995	\$79,995	(877) 371-2412

## NEW CLASS A GAS MOTORIZED

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2010 Damon DAYBREAK 34SS	COL18597	\$101,115	\$89,995	(888) 848-7312
2012 Thor Motor Coach DAYBREAK 28PD	CB18366	\$112,796	\$98,450	(866) 820-0335
2013 Thor Motor Coach HURRICANE 32A	SW10427	\$123,138	\$104,900	(888) 844-1758
2012 Itasca SUNSTAR 30T	OCA21182	\$120,254	\$105,823	(877) 774-0328
2012 Winnebago VISTA 35F	LIT19359	\$141,375	\$119,777	(888) 727-2952
2012 Itasca SUNOVA 30A	RED20953	\$140,289	\$120,999	(888) 853-4034
2012 Thor Motor Coach CHALLENGER 36FD	COL22709	\$150,638	\$129,995	(888) 848-7312
2012 Winnebago SIGHTSEER 33C	LIT19360	\$163,316	\$139,777	(888) 727-2952
2012 Winnebago ADVENTURER 35P	LIT19361	\$174,395	\$159,995	(888) 727-2952

## USED CLASS A DIESEL MOTORIZED

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2005 Alfa SEE YA FOUNDER 36FD	GRW327561	\$89,995	\$79,995	(888) 815-7523
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2007 Coachmen SPORTSCOACH 40QS	GRW327539	\$189,995	\$159,995	(888) 815-7523
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2012 Itasca MERIDIAN 36M	RAL24911	\$265,332	\$225,950	(888) 868-1486
2012 Winnebago JOURNEY 40U	LAK9070	\$271,984	\$234,253	(877) 554-3516
2012 Fleetwood DISCOVERY 40X	FRV11065	\$303,329	\$249,988	(888) 568-2177
2012 Itasca MERIDIAN 42E	OCA21187	\$313,288	\$275,693	(877) 774-0328
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the voltage coming from the charging source during charging, and this is often the problem with various converters. The 13.2 volts you mention are not enough to fully charge a battery. We like the Xantrex Truecharge2 because it has an excellent multistage charging circuit.

### FROSTY FRIDGE II

I read Bill Goodman's "Frosty Fridge" letter in the September issue about his Norcold refrigerator with frost buildup on the cooling fins. I have a different brand 2008 motorhome that has a model 1200 series Norcold refrigerator. I had a similar problem and at a rally asked the Norcold representative about it. I was told that Norcold refrigerators of this type defrost every 49 hours.

While I was at the rally a Norcold technician came to my motorhome to check out the problem. He told me there was a bad batch of temperature sensors and that was the case with my refrigerator. The sensor makes the controller think the temperature is warmer than it actually is, causing the cooling unit to run continuously. He replaced the sensor and I have not had a problem since. That was three years ago. He also checked my door seals as described in your magazine.

**SCOTT THOMPSON  
BENNETTSVILLE, S.C.**

*Thanks for writing, Scott. We have received a number of letters on this subject, and interestingly every one had a different solution!*

### DELAYED AND HARSH TRANSMISSION ENGAGEMENT

Sometimes when shifting from PARK to REVERSE or DRIVE there is a delayed and harsh engagement in the TorqShift transmission. It doesn't matter whether it is hot or cold. What is the problem? Am I doing harm by continuing to drive it? Can you give me an estimate to have it fixed? Thanks in advance for your advice.

**KEN SCHILTZ | VIA EMAIL**

*When automatic transmissions have a delayed and harsh engagement when you first start the engine after sitting for hours, it often indicates that the fluid in the torque converter is leaking down while*

*parked because of hardened seals.*

*After startup, the front pump fills the converter and it jolts when it finally fills and starts to drive the vehicle. If it has a delayed and/or harsh engagement even when it has been running, it may be caused by faulty or sticking electronic control solenoids in the transmission.*

*Check the fluid level carefully, following the procedure in the owner's manual. Continued harsh engagements could cause internal damage, so have it diagnosed and repaired as soon as possible. We don't do repairs or give estimates, and a first-hand diagnosis is needed. Take it to a qualified transmission specialist.*

### PERFORMANCE UPGRADES

We have a 2007 Itasca Spirit 31H with the Ford E-450 chassis and V-10 engine. The performance is reasonable when traveling without a dinghy or on fairly flat ground with the dinghy attached. Once we attempt any grade greater than a Nebraska speed bump with the dinghy, we are permanently relegated to the right hand side of the road to endure the glares and pitying stares of the passing vehicles. Since we do most of our traveling in or west of the Rockies, this can create some problems.

Is there anything I can do to improve the torque and horsepower that is in an affordable range (\$2,000 - \$3,000)?

**MIKE FOLEY  
REDMOND, WASH.**

*You didn't mention the make and model of your towed vehicle, but I hope its weight keeps you under Ford's maximum gross combination weight rating (GCWR) for the chassis. The lighter the dinghy the better. If you are new to motorhoming, you're probably also new to driving heavy vehicles with relatively low power to weight ratios, compared to cars.*

*The laws of physics will prevent you from matching a car's acceleration, but there are some things you can do. Look into products engineered to work in motorhome applications, such as a Banks Power Pack (800-601-8072, www.bankspower.com). These have been thoroughly tested, work well, provide a power increase you can feel and won't damage your vehicle.*

### COACH RADIO GLITCH TIP

I read Bruce Dimon's "Coach Radio Glitch" problem with his AM/FM radio in the September issue. His radio works fine when run from the coach batteries, but has poor reception and static when he turned on his ignition. My AM/FM radio also had poor reception and static when I turned on my XM radio. An XM radio has the ability to send out a FM signal that can be used to listen to an XM station by tuning an FM radio to a preset frequency. To listen to FM radio I must turn off my XM radio receiver. If I don't, I have poor reception and static. It is possible that Dimon's XM radio is wired through his ignition system. When Dimon turns on his ignition he is also turning on his XM radio. When he listens to his AM/FM radio powered by his coach batteries, the XM radio is off. Bruce didn't say if he had an XM radio, but if he does his fix might be as simple as turning off his XM receiver.

**JD ALLEN | AUBURN, WASH.**

*Thanks for the tip. This simple solution should help a number of folks.*

### QUESTION ABOUT LED LIGHTING

I purchased some LED bulbs for my 2005 Newmar Kountry Star motorhome to replace my 1157 bulbs. When I installed them on the side marker/turn, the turn portion worked, but the marker portion did not. In the back in the tail/stop position I could not check the brakelight, but the taillight did not work. Does it have something to do with the fact that the turn light in the rear is separate from the brake/taillight? When you turn on the four-way flasher (with the regular bulbs) both the turn and brakelights flash. Any guess why they will not work?

**HOWARD HILL | STOUGHTON, WIS.**

*The side marker/turn bulbs rely on back-feed to work, and LEDs only work with correct polarity, so they're not going to work in that location. The LED bulbs draw so little current that a regular flasher probably won't work. Make sure the rear bulbs match the socket terminals. Install them one at a time and see what happens. ♦*

TO CONTRIBUTE TO COACH & POWERTRAIN, please refer to Contact MotorHome, on page 7.



## BACK TO BASICS Winterization and Storage

**Long-term storage can be hard on** a motorhome, and may lead to expensive repairs if proper pre-storage maintenance is not performed. Fortunately, a proper winterizing procedure is not difficult or expensive.

### FRESHWATER SYSTEM

Freeze damage is a serious threat to a motorhome in cold climates, but even in climates where freezing does not occur, water systems should be drained for long-term storage. In non-freezing climates, pour chlorine (household bleach) into the freshwater tank at the rate of 2 ounces per 15 gallons of water (dilute chlorine in 1 gallon of water first). Turn on the pump and allow water to flow from each faucet. Drain all water lines and the water tank by opening faucets and low-point drain valves, usually located under the floor. Drain the water heater.

If low-point drains don't exist, a blowout plug (available at most RV supply stores) may be used, although the use of RV antifreeze — identified by its pinkish color — is a better method. For use of non-toxic RV antifreeze (not automotive antifreeze, which is poisonous), follow your motorhome manufacturer's instructions, or use this procedure: With the motorhome tilted toward the water tank drain, open the drain valve and empty the tank completely. Close it and pour 2 gallons of RV antifreeze into the tank (3 if the motorhome is large). Use the manufacturer's antifreeze intake line to the water pump, if so equipped. Turn the water heater bypass valve to the bypass position, turn on the water pump and run the fluid through each faucet as well as the toilet, shower, and outside shower faucets until you can see its pink color. It may be necessary

to temporarily disconnect the icemaker, washing machine and water filter/purifier lines to run fluid into those lines. Close the faucets and then drain the water heater.

Tip: When returning the coach to service, drain excess antifreeze from the tank, add a few gallons of water and run water through all faucets and lines, beginning with the faucet closest to the pump. Repeat the process until evidence of the antifreeze disappears. Turn the water heater bypass valve to normal function; operate the water pump to refill the water heater.

### HOLDING TANKS AND P-TRAPS

Flush holding tanks using tank-flush fittings if equipped. Without fittings, the waste (black) holding tank should be drained, then refilled to the top and drained again. Always use a hose dedicated to waste tanks, and use disposable waterproof gloves. Fill and flush the gray tank as well. If below-freezing temperatures will occur, pour a cup of RV antifreeze into all drains.

### BATTERIES

Check electrolyte level in conventional (open-cell) batteries and check for corrosion. If the motorhome's electrical converter has a "float" phase (voltage not higher than 13.6), it can be left in continuous operation if a power source is available. A trickle/maintenance type charger can also be used if the motorhome is closer to a source of shorepower. If not, disconnect all batteries to ensure against parasitic drain. Charge them fully at least every two months.

### LP-GAS SYSTEM AND APPLIANCES

Turn off the LP-gas valve at the tank. Clean

and dry the refrigerator thoroughly, and prop the door open slightly. If power is left on, be sure all appliance controls are in the off position. Have your dealer perform a pressure-drop test before using your coach for the first time after taking it out of storage.

### CHASSIS PROCEDURES

**Tires:** Inflate to the pressure recommended by the motorhome manufacturer or to the pressure level listed on the tire sidewall. Clean the tires with a mild soap. Use a protectant that is free from petroleum distillates. Cover tires to protect from sun and ozone. For long-term storage, position tires on plywood or plastic to help prevent deterioration.

Lubricating oil should be changed in motorhome and AC generator engines prior to storage. Fill the fuel tank, add a fuel stabilizer and drive a mile or two before storage and operate the generator for a few minutes under load to distribute the stabilizer throughout the fuel lines. Perform other periodic chassis and generator maintenance as recommended by the manufacturers, including maintenance on jacks and slideout mechanisms. Fill the windshield washer reservoir with a freeze-resistant antifreeze-type fluid.

### EXTERIOR

Wash the coach, including the roof and slideouts in the extended position. Inspect all slideout seals for proper fit, and apply a protectant/lubricant made specifically for slideout seals. Inspect all roof seams and caulking closely for possible leakage.

With thorough storage preparation, you can rest assured that your motorhome will come out of its winter nap in good condition. ♦



Left to right: Check electrolyte levels and battery condition. Charge batteries at least once every two months. When winterizing, drain the water heater and then turn the valve to the bypass position. Winterization is easy with a built-in system for pumping antifreeze into water lines. Seals on slideouts should be inspected. Then apply a protectant/lubricant made for slideout seals.





About 30 miles southwest of St. Louis, Mo., on historic Route 66, is the town of Pacific. Here, near the east end of town, visitors will find striking cave-like holes that resulted from silica mining in the giant limestone bluff in the late 1800s. The silica sands abundant in the area were used to make fine glassware and gave the community a continuous economic boost.

Ray and Diana McCalment  
Depew, Okla.



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User Guide

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# TRAVEL • TECH • LIFESTYLE FOR THE RV ENTHUSIAST MOTORHOME

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