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TRAILER LIFE

FOLLOW THE ROAD TO ADVENTURE

OCTOBER 2012



Outdoor Entertaining
Movies, Music and Food
Pg. 42

FAMILY FLOORPLAN + LUXURY & COMFORT

CrossRoads Sunset Trail Reserve 26BH

Colorful Fall Getaways

Missouri River Drive
South Carolina's Cherokee Foothills

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User Guide

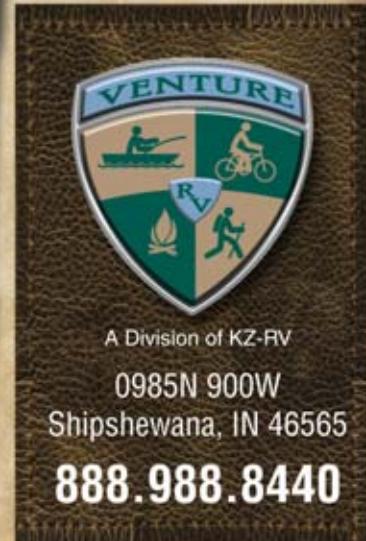
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Starcraft's Autumn Ridge line offers 13 different floorplans.

On the cover: The 2013 CrossRoads Sunset Trail Reserve 26BH at Ventura Ranch KOA, Santa Paula, Calif. Photo by Rich Cox Photography.

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THE MOST TALKED ABOUT NEW RV OF THE YEAR



www.Vantage-RV.com



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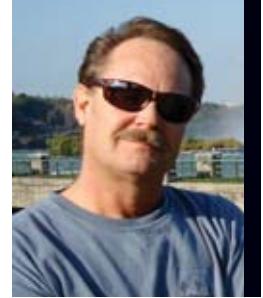
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Chairman & CEO Marcus Lemonis Executive VP Tom Wolfe

My Favorite Season

Nothing beats fall travel



Fall is my favorite season for RVing. The days are cooling off again, the leaves on many deciduous trees have begun showing their golden hues, the second (southbound) of the great semi-annual North American avian migrations is in full flight and, for the most part, the crowds of vacationers have gone back home.

Far too often, the easy destinations within a couple hours' drive of town are overrun with appreciation during summer, so we tend to avoid RVing during the summer months and, instead, make the most of the off seasons — especially fall.

It's also easier to find better campsites, or campground reservations at all, during autumn because the demand is lower. You can have that summer-camping activity level and find beautiful scenery, temperate days and cool nights — but with no crowds. It just requires a little planning and a high state of readiness to take advantage of quick-and-easy fall weekends near home. Here's how we do it:

Keep all your gear in stackable-style plastic packing tubs that are easily transportable. Keep a checklist that you can run through quickly and have all your gear tubs packed, stacked and ready to go Thursday night, to be quickly loaded into the camper when you get home from work Friday. That way as soon as you get the tie off, you can hit the road!

Practice setting up at night in the driveway, so it's a familiar chore when you arrive at your destination late on Friday night. Keep meals on Friday simple. Box, bag dinner or drive-through (make it decent) might be a good way to save some time on the road and get you to camp before it's too late, while appeasing potentially cranky passengers. Let people sleep late Saturday morning if you get into camp late Friday night — it tends to maintain a positive attitude.

These are just a few of the strategies we use to help best take advantage of the fall weekends and better RVing opportunities after the dog days of summer have gone. For more ideas of great places to spend your weekends this fall, read the destination articles in this issue of *Trailer Life* and check out the archive of travel stories available at www.trailerlife.com. Then pick a place to go, and enjoy my favorite season!

- Stuart Bourdon, editor-in-chief

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Fall Foliage Hot Spots

» Hit the keys and start searching for hot fall color destinations around the United States and you'll find websites such as www.squidoo.com where subjects such as the "The Best Fall Foliage Spots In The United States" are discussed, and links to leaf color updates in specific regions and states, as well as color-lined road trips are offered.



More Women's Content!

My husband and I have been receiving *Trailer Life* for many years. He really enjoys all the technical articles.

I have noticed over the years that your magazine has moved away from including any articles geared toward women — other than travel articles. Years ago there was an article written by a woman that I looked forward to with anticipation every month! I'm sorry I can't remember her name, but her articles were very informative and interesting to read and written with a very personal flair. Perhaps you would consider including more women-specific articles in the future.

Thank you again though for providing such a great magazine for us RV people!

Patricia Lennox, Sebastopol, Calif.

Silver Streaker

I just started receiving *Trailer Life* a short time ago. I am especially interested in classic travel trailer articles such as the one about Wally Byam and the Airstream trailers. We own an old Silver Streak travel trailer, which we enjoy a lot. It's a little rough on the outside, but almost perfect on the inside. I am hoping that more articles about classic travel trailers will continue in future issues.

I have unsuccessfully tried to get info on my trailer, and I'm hoping you folks would have more sources and better luck at it. I am also interested in finding unique artifacts pertaining to our trailer, but I am limited in knowing what related resources might be available.

Tony DeLuca, Virginia, Minn.

Tony, we're glad you're keeping your very cool Silver Streak trailer in action. A quick Internet search reveals several sources of information about the Silver Streak, including Tin Can Tourists (www.tincantourists.com) that has history, models, interior layouts, unique options and many pictures. You also might want to check

Towing Guide Gap

Thank you for the year-by-year tow vehicle ratings you offer on your website. I use it daily. I have noticed that one has been missing for some time. Is the data no longer available for all years? Where else can I find it?

Paul Chipman, Via email



BACK AGAIN

» Thank you for the note Paul. We're glad you enjoy using the tow ratings and guides. We've corrected the problem, and the complete collection of ratings and guides are now live again. All can be reached at www.traileralife.com/trailer-towing-guides.

out the *Airstream Guy* (www.airstreamguy.com) site that has good information, including older models listed for sale.

Eureka! Good Service

Somewhere north of Eureka, Calif., a grease seal failed. We didn't know it and when we stopped we saw what had happened — the damage was a twisted up spindle. We called our towing service and they put us in touch with Wright R.V. Sales and Service in Eureka (707-443-6542). He talked me through blocking up the bad axle on the tandem-axle trailer and we went limped back to Eureka. They let us stay in their lot overnight, diagnosed the problem and fixed it along with quite a few other good tips. They were true gentlemen, stuck to their estimate and got us on our way. We can recommend them with no reservations.

Edmund Strickler, Livingston, Tex.

Strumming the Guitar

My favorite thing to do at the campsite is to enjoy a crackling fire and take in the surroundings. A couple of months ago we spent a few days at Lake Lawtonka, near the Wichita Mountains, which are part of the wildlife refuge of the same name in southwest Oklahoma. Thanks for the excellent article

you recently printed about this place, it was helpful. We camped by the lake and spent our evenings watching beautiful sunsets with the campfire blazing. It doesn't get much better than that.

You asked what I like to do when I go RVing: I like to just hang out and strum the guitar a little bit, but I also enjoy fishing, boating, swimming and bike riding along with the things I mentioned above. Any articles pertaining to those things would interest me.

I would also enjoy more articles about places relatively close to where I live in southwest Oklahoma. There are city parks near me with RV hookups in Sayre and Anadarko. Maybe an article about such parks would be interesting to other readers too. Also, I really like reading about antique RVs.

Craig Custer, Via email ➔

FACEBOOK POLL

How would you describe your own RV lifestyle?

44% Part-time camper

32% Occasional camper

14% Full-timer living in my RV

7% Soon-to-be camper

TALK TO US!

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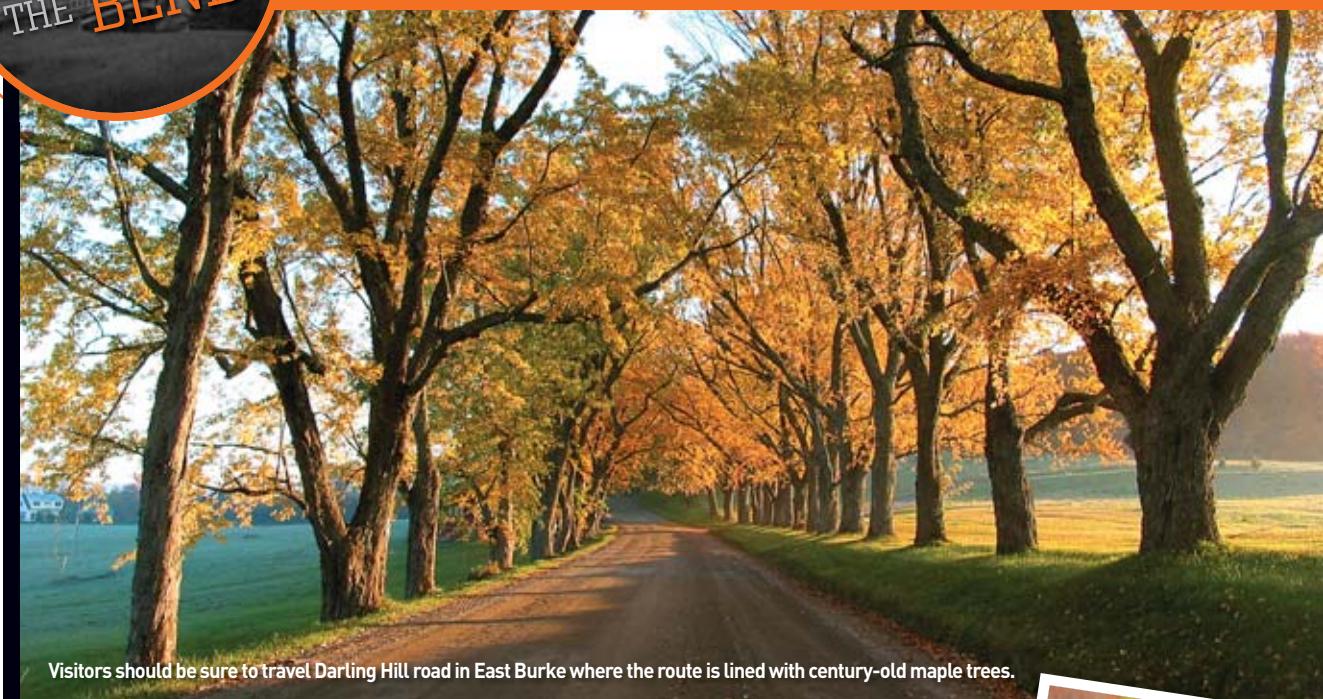
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LIFE FOLLOW THE ROAD TO ADVENTURE



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Visitors should be sure to travel Darling Hill road in East Burke where the route is lined with century-old maple trees.

PHOTOS COURTESY SHEADY ACRES (INSET) AND WILDFLOWER INN (MAIN)

Fall in Love

Vermont's "Northeast Kingdom" is a vacation paradise

As the air develops a chill and tree leaves change from green gradients to various shades of red, orange and yellow, many people venture out to enjoy nature's transformation. Fall colors can be seen throughout most of the country and some of the most popular places to catch a glimpse of nature's vibrant wonder are found along the New England states. In particular, Vermont's Northeast Kingdom offers a variety of foliage, animals, activities and history, sure to satisfy any traveler. Fifty towns and two cities are nestled throughout this part of the state known as the Northeast Kingdom spreading across approximately one-fifth of Vermont. The Kingdom is home to roughly 64,000 resi-

dents, or one-tenth of the state's total population, however in many towns, like Willoughby and Westmore, about twenty percent of the population heads to warmer climates from late fall until Memorial Day Weekend. The Kingdom truly appeals to outdoor enthusiasts by offering up nearly 200,000 acres within publically owned or have public recreation/access easements such as Big Falls State Park, Victory Basin Wildlife Management Area, Willoughby State Forest, Averill Mountain WMA, Bill Sladyk WMA, the Long Trail State Forest and the Nulhegan Basin Division.

The lifestyle of the Kingdom is set in a time where mom-and-pop businesses line the streets and every-

one knows each other's name. That said, farming the land is something Kingdom residents take pride in; living off of fresh-grown produce and raising animals for dairy and meat.

Mixing history and entertainment, the Kingdom explodes with a variety of places to go and things to see. Ideal for families, the Fairbanks Museum & Planetarium in St. Johnsbury was founded in 1889 and contains animals and artifacts, dolls and tools, shells and fossils, all set within a



classic Victorian building. Built in 1904, the Haskell Free Library and Opera House straddles the U.S.-Canadian border. For a truly unique experience, catching a show means that patrons in the auditorium are in the United States while performers on stage are technically in Canada.

Book travel to the Kingdom the last few weeks of September into the first few weeks of October to catch the peak of fall colors. Information: 800-884-8001, www.travelthekingdom.com.

DEAD NORTH – FARMLAND OF TERROR

October 5-6, 12-13; 7:30 p.m. Tickets are \$25. Wagon rides, a half-mile walk of terror through a haunted cornfield and buildings give visitors a Halloween-esque experience. 802-748-1399, www.vermontcornmaze.com

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Functional Inside and Out

Starcraft's 2013 Autumn Ridge travel trailers afford space and options for families of any size or while entertaining guests. Capable of bunking up to 9 people, Autumn Ridge travel trailers offer plenty of interior space among 13 floor plans ranging from 23 feet to 38 feet in overall length. Families with kids or grandkids will love the bunk-bed options on certain floor plans, giving kids their own area to play so the adults can enjoy a little

privacy. And while entertaining, there's no need to run in and out of the trailer to keep an eye on dinner or miss out on quality family or friend time, an outdoor kitchen including a fridge, sink and Coleman grill come standard.

Dual exterior speakers add your favorite playlist to a relaxing night outside the trailer with friends or keep you up-to-date with weather and news on the radio. Speaking of weather, no

matter heat or cool breeze, the directional vents provide a 20 percent increase in airflow throughout the trailer, keeping campers happy. Autumn Ridge's thoughtful addition keeps mud out of the trailer with a standard outdoor shower; perfect for dirty dogs, kids coming in from swimming or those who want to wash a day's dirt off their feet. Pricing starts at \$16,800. **800-945-4787**, www.starcraftrv.com.

Spotlight RV Show

The 60th Annual California RV Show takes place at the Fairplex in Pomona, Calif., October 12-21, where RVIA and RV manufacturers will be showcasing their newest products. This year, the show layout will welcome guests with a campground front entrance complete with several RV products. Additionally, a mobile application is being developed to release the show layout in advance with a list of RV seminars and cooking shows among more. Guests can enter to win a brand new 2013 Lance lightweight trailer by Lance Camper Manufacturing. Show goers can take advantage of complimentary RV parking, while vehicle parking is \$10. Tickets are \$10 for adults, children under 17 are free; multi-day wristbands are available for \$15. **818-248-6600**, www.thebestrvshow.com.



READER RECIPE: **PUMPKIN CARROT SOUP**

Ingredients:

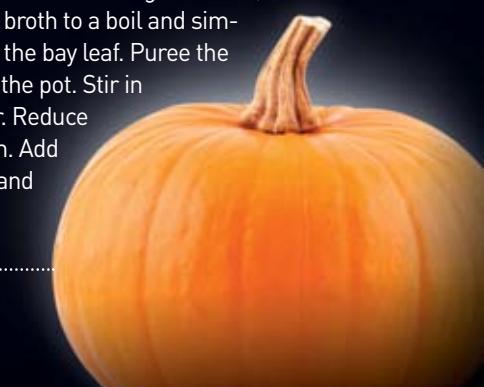
- 1 cup heavy cream
- 1 large onion, sliced
- 2 tablespoons butter
- 1 29-ounce can of pumpkin
- 2 carrots, chopped
- 3 13-ounce cans of chicken broth
- 1/4 teaspoon of nutmeg
- 3 tablespoons chopped chives or scallions
- 3 tablespoons brown sugar
- 1 bay leaf

Have a great recipe? Email your recipe and finished food photo to info@trailerlife.com.

(serves 8-10 people) Lindsay Strand, Minnetonka, Minn., says, "This hearty and comforting soup will warm you up on chilly autumn nights and has become a long-standing Thanksgiving tradition in our family."

Directions:

Saute sliced onion until golden brown. Bring the onion, bay leaf, carrots and chicken broth to a boil and simmer for 15 minutes. Remove the bay leaf. Puree the mixture and then return it to the pot. Stir in the nutmeg and brown sugar. Reduce the heat and stir in the cream. Add chives and/or scallions, salt and pepper to taste. Enjoy!



Clean and Efficient Fire

To save space as well as the hassle of a mess, the BIC FlameDisk is a product billed as a charcoal alternative for grills. FlameDisk fits comfortably inside most charcoal grills and offers a quick-heating, cleaner way to grill. Marketed as ready-to-use only a few minutes after lighting, the FlameDisk provides a steady flame for about 35-45 minutes and cooks at nearly the same rate as charcoal. When the flame burns out, FlameDisk cools rapidly for easy disposal with no ashes or soot, according to the company. Taking up less space (and weight) than charcoal bags, the FlameDisk is a welcome addition to just about any camping trip. MSRP: \$4.99 (one disk). www.amazon.com.



NEWSWIRE

Family Deal

Grab the kids and head to the San Diego Zoo, San Diego Zoo Safari Park (kids under 11 are free), SeaWorld San Diego and LEGOLAND California. It's going to be kids-free month in October. Kids are also free at more than 30 museums throughout San Diego. 619-232-3101, www.sandiego.org.



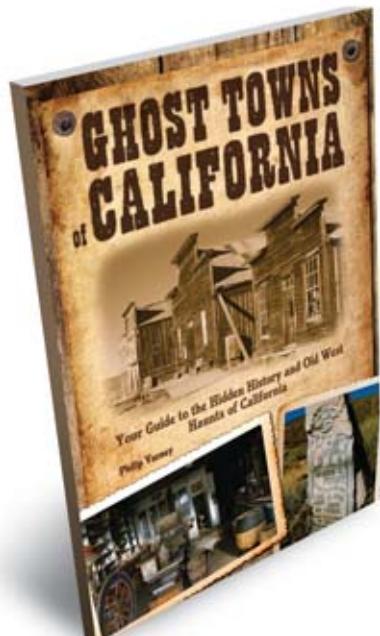
Fifth-Wheel (Anti) Freeze

Luxury fifth-wheel Infinity by Dutchmen Manufacturing, spent eight hours in sub-zero temps, maintaining an internal temperature of 72.21 degrees F. Dutchmen believes the standard Glacial Packages makes the Infinity its top choice for cold climates. 574-537-0600, www.dutchmen-rv.com.



Cypress Trail RV Resort Opening

Cypress Trail RV Resort is opening a new RV resort in Fort Myers, Fla. Introductory pricing for the 30-by-90-foot spaces starts at \$39,000. Enhanced hookups with 50-30-20-amp service, free Wi-Fi and developer-financed options are available. 239-333-3249, www.cypresstrailrv.com.



California's Spooky Past

Ghost towns, though not particularly scary, afford travelers the unique opportunity to catch a glimpse into the past. "Ghost Towns of California" by Philip Varney provides a brief history of the California Gold Rush and how thousands of people inhabited California cities to get rich quick. Within a few years, however, the promise of gold dwindled along with these towns' populations. "Ghost Towns" features 70 different sites complete with colored maps, walking and driving directions, town history, tourist recommendations and color photos. \$24.99. www.amazon.com.

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WEB-EXCLUSIVE



In this month's Web Exclusive, editors Tom Kaiser and Amanda Lepinski attend Winnebago's Grand National Rally in Forest City, Iowa.

Trailer Life editors take you inside the industry with the latest in RV news and offer a forum so you can ask the experts for tips on RV maintenance and new products.



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RV LINKS

Browse through our RV Links section for additional information about the best campgrounds, services and other info from the Good Sam family.



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A Rotting Roof

Persistent mildew on the roof of their travel trailer had Wayne and Judy Smith frustrated trying to get satisfaction. They reached out to RV Action Line for help.

» My wife and I purchased a new Carriage Cameo fifth-wheel in December 2010. In June 2011, we were at the dealership and questioned why one section of the rubber roof had mildew on it. After inspection by the service techs, we were told that apparently during construction a piece of plywood under this section must have been wet. The service manager called Carriage, which referred him to Dicor, claiming Carriage was not responsible. The service manager got the same response from Dicor. His recommendation to both Carriage and Dicor was to replace the rubber roof. Both denied responsibility even though it had been less than one year since it was purchased new. Since Carriage is now out of business and Dicor refuses to accept responsibility, can you help?

Wayne & Judy Smith, Monroe, N.C.

THE COMPANY RESPONDED

Dear Mr. and Mrs. Smith,

We have received notice that you have contacted RV Action Line concerning your fifth-wheel and the discoloration.

According to the letters and pictures submitted to *Trailer Life*, Carolina Coach and now to Dicor, the discoloration has to do with the wood underlayment. A 4-by-8 section may have been wet or contaminated when the unit was manufactured and caused the discoloration to appear in the form of mold/mildew.

Dicor has specific cleaning instructions for mold/mildew, which apparently weren't followed for fear of damaging the unit's paint. The instructions were designed to be consumer-friendly and not damage any other part of the unit. We have had excellent results with cleaning mold/mildew following the instructions.

Dicor's warranty covers the sheeting only against premature deterioration due to weathering. It does not cover the discoloration. Although it is unsightly, it does not affect the performance of the roof. Dicor only supplies the membrane and installation components. We do not supply the wood decking and, since the problem originated from the decking, Dicor is not responsible for the discoloration.

In the spirit of goodwill, Dicor will offer to send replacement membrane and installation components to the dealer of your choice if you choose to replace the roof. We will not cover any labor, since the decking was chosen and installed by the manufacturer.

Sincerely,

Tim Hoover, sales representative, Dicor Corporation, Elkhart Lake, Ind.

Half-Hearted Furnace

Trailer Life's RV Action Line received a letter from reader, Sandy Childs, who was having problems with the heating unit in her Keystone Bullet. Documentation, including photographs, emails and invoices, were forwarded to Keystone customer service along with a cover letter from us indicating the

reader's dissatisfaction. Below is the letter we received from Childs in an effort to resolve her complaint:

» I am writing you in regards to a problem I had with the Suburban heating unit in my 2011 Keystone Bullet. When I turn the furnace on, it comes on for about two minutes then

shuts off. It doesn't warm up or stay on. I checked the propane — it was on — and even changed to a full tank just in case. The same thing happened when I turned on the thermostat for the furnace — it stayed on two minutes and then shut off. Before this trip, there had never been a problem with the furnace. The warranty on the trailer has run out, but the furnace has a two-year warranty, so I called Redlands Truck and RV to drop it off on the way home.

Once Redlands got into the furnace, they found Styrofoam debris in it. They said a piece of the Styrofoam had been wedged in one of the contacts, thus not making a good contact for the heater to work. I paid the bill for the work, then I contacted Keystone with what was found. I also sent them an email with all the facts and a statement from Redlands.

It is my belief that this is a workmanship problem even though the warranty has run out. The assembly line should not have left any debris in place, especially in such a significant place. That would be like purchasing a fine piece of furniture costing many thousands of dollars and opening up a drawer to find that the workman had left wood shavings in the drawer. This is not a big-ticket RV, but it is an investment I have made and I would expect the same quality and workmanship to be put into each and every RV that Keystone rolls out, regardless of the cost.

Could you please help me be reimbursed for \$349.98 — the cost of the repair from Keystone?

Sandy Childs, Anaheim, Calif.

THE COMPANY RESPONDED

Dear Mrs. Childs,

I am in receipt of and have carefully reviewed your letter. Keystone RV is committed to building a defect-free product, and I am sorry to read that you are experiencing problems with your 2011 Keystone

(continued on pg. 14)



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Big East Powersports Show
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Fall Atlantic City RV Show
St. Paul Ice Fishing & Winter Sports Show

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

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

RV ACTION LINE

(continued from pg. 12)

Bullet. Occasionally a problem will present itself on one of our units. Knowing the reality of this, Keystone provides each customer with a one-year limited warranty.

A review of your unit's file shows that we did assist with repairs that arose and were presented to us during the warranty timeframe. The warranty on your unit did expire on 8/31/2011.

Considering the above-mentioned facts and the time your unit has been in service, we regret to inform you that Keystone will be unable to participate in the reimbursement requested. We do continue to stand ready to assist you with answering technical questions

brakes checked, which is when the tech discovered the tires were wearing on the inside, and this is also when we discovered the rear axle was out of alignment and wore the tires down to the steel belts. They realigned the rear axle and, in turn, we had to replace the rear tires. We were told that this wasn't covered under our extended warranty and we had to pay out of our pockets.

Our extended warranty ended this May in the middle of the month. We went camping Memorial Day weekend only to have our gray tank go on us. We took it back to the dealer where we purchased it. They told us the flange came off from the tank. The company

"If we didn't take care of our unit, I could see it having some of these problems, but we do take good care of it."

and locating dealers and/or repair centers should the need arise.

Sincerely,

Bruce Sanders, customer relations specialist, Keystone RV Company, Goshen, Ind.

A Laundry List

» I'm writing because I don't know whom to turn to for help. My husband and I purchased a new 2007 Montana fifth-wheel and have had nothing but trouble with it.

I do not believe they did a pre-check before it left the factory: water leaked under the kitchen and ruined a cupboard; seals were missing from the living room slides; a cupboard on top of the counter was never attached to the wall; we found screws, nails and chunks of wood under carpeting, and ruined carpet from all the water damage. This was all fixed under extended warranty.

We went to have the wheel bearings re-packed last year and the

told us we should take the underbelly off every year, that it was a maintenance problem and they refused to replace it. Once again, we were stuck paying to have it fixed.

If we didn't take care of our unit, I could see it having some of these problems, but we do take good care of it. If you could help us out we would really appreciate it.

Robert and Ann Oxx, Wayland, N.Y.

After receiving a letter from RV Action Line and background materials from the Robert and Ann Oxx, Keystone declined to extend out-of-warranty coverage or reimburse them for repairs for their 2007 Keystone Montana. Robyne Hakes, customer relations specialist at Keystone, said that the company did assist with repairs that arose during the unit's original one-year warranty, but that their warranty expired on March 23, 2008. The company reiterated its commitment to assist the couple in locating qualified technicians should the need arise. 

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



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Dish Network, Circle 121 on Reader Service Card

Capture the Adventure

High-tech gadgets to record and share your travels

Capturing the fun of your RVing adventures and sharing them with loved ones has become an outdoor sport unto itself. As technology continues to advance, there's a new generation of gadgets that will outperform any iPhone or low-end digital camera. With today's weatherproof camcorders, GPS-equipped cameras, wearable video cams and the return of instant-printing Polaroids, you can take your outdoor fun, animal-watching and video-shooting skills to the next level wherever you roam.

We've assembled a few examples of compelling new outdoor image-capture devices and accessories to help explore the world, record your memories, keep them organized and share them all with friends and family back home.

INSTANT GRATIFICATION

Polaroid is back in the business of building instant film cameras. The brand-new Polaroid Z2300 has a 10 megapixel lens, high-def video recording capability, a 3-inch LCD screen, a rechargeable lithium-ion battery and prints 2-by-3-inch full-color prints that are smudge-proof and water-resistant — without any ink cartridges or ribbons to replace.

You can view and crop images on the camera before printing, and can even add borders (including the classic "Polaroid border") and print in black and white.

MSRP: \$159.99
800-765-2764, www.polaroid.com

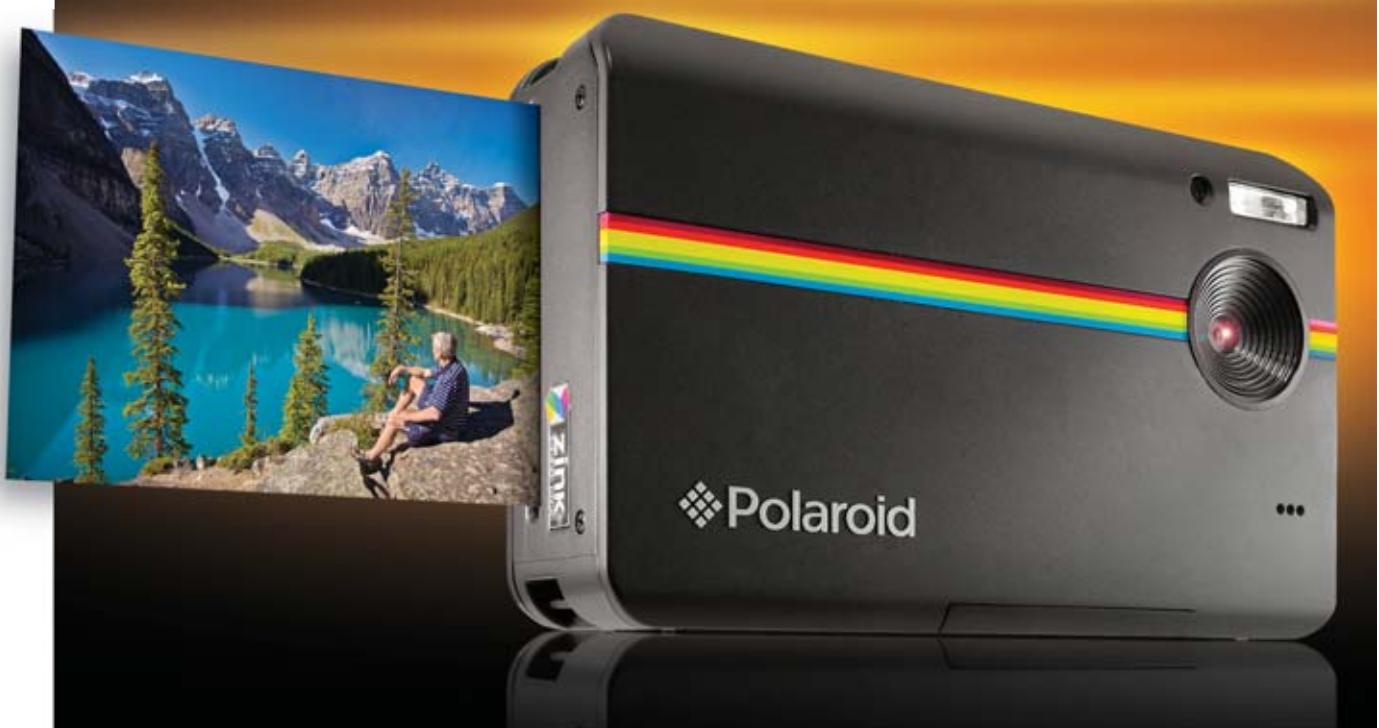
THE ALL-IN-ONE

When you can bundle the latest features and gadgets into one device, it's



a home run. In terms of features, the Panasonic Lumix DMC-TS4 knocks it out of the park. The Lumix is waterproof for up to 40 feet underwater, drop-proof for up to 6.6 feet, all contained within a hard, light aluminum body with a 2.7-inch screen. The camera shoots 12.1 megapixels and includes a 360-degree panoramic option. It not only takes stills, the Lumix also shoots about 100 minutes of video. It's equipped with a GPS that records your travel path — handy for remembering where your photos were taken, especially when you've been on an extended trip covering multiple places.

MSRP: \$399.99
800-211-7262, www.panasonic.com





WEARABLE VIDEO CAMERA

GoPro's HD Hero2 is a high-quality, wearable video and photo camera that fits into the palm of your hand. With a range of accessories including a detachable LCD screen (\$79.99), Wi-Fi and remote control combo (\$99.99), an additional battery (\$49.99), a 3-D add-on (\$99.99) and many unique mounting kits, you can have a do-it-all camera that records whatever you're doing with shockingly high-quality and all-conditions durability. The Outdoor Edition includes a vented helmet strap, head strap, curved and flat adhesive mounts and a three-way pivot arm.

MSRP: \$299.99
www.gopro.com

WEATHERPROOF CAMCORDER

Waterproof, shockproof and dustproof, Sony's Handycam HDR-GW77V/W captures high-definition video and photos without the worry of damage from the elements. Its lens takes 60p HD video and 20.4 megapixel photos, while the shell is designed to withstand depths up to 16 feet and falls up to 5 feet, while shrugging off dirt, dust, snow and rain. The viewfinder is a clear 3-inch touchscreen LCD. Other features include GPS geotag-



ging with NAVTEQ maps, 17x zoom, "active mode" image stabilization and four hours of recording with 16 gigs of flash memory.

MSRP: \$699.99
877-865-7669, www.sony.com

VERSATILE VISION

Designed for point-and-shoot cameras or pocket video cameras, the GorillaPod by Joby weighs about 1.6 ounces for easy transport and has three flexible legs bonded with more than two dozen leg joints. The Gorilla Pod is marketed to set up just about anywhere with legs that bend and rotate 360 degrees, wrapping around tree limbs or poles. Extra stability on flat or unstable terrain is supported by the rubber-

ized foot grips. With a quick-release clip, cameras and iPhones stay securely in place when in use or devices can be removed quickly and easily for the next step. The GorillaPod is available in 10 colors. Accessories for iPhone attachments can be purchased separately.

MSRP: \$19.95
www.joby.com



SHARE THE FUN :)

With social networking and photo sites, sharing your adventure with friends and family has never been easier. Popular photo sharing sites like Picasa, Photobucket and Flickr give users ample free space (with the option to buy more) to host libraries of photos and share them with whomever you choose, instead of abandoning them to a life of loneliness on your hard drive or memory card or in a shoebox.



Boston's Historic Harbor

America's Story Amid the Islands

Other American cities have numerous and significant historic sites, but Boston, Mass., has earned the moniker "Cradle of Liberty" for plenty of good reasons. The first major battle of the American Revolution took place in the Boston area, and the region is teeming with historical sites that played crucial roles in forming our nation. Therefore, traveling history buffs should allow plenty of time to explore Boston, being sure to visit Boston Harbor Islands National Recreation Area and Boston National Historic Park. RVers who are not history buffs can at least enjoy the views and the outdoor activities the area affords.

Most visitors reach the islands of the recreation area via a ferry that departs from and returns to Long Wharf-North in Boston. However,

four-wheeled travelers can drive onto the peninsulas that lead to Nut Island, Deer Island, World's End and Webb Memorial. And, of course, should boaters feel so inclined, they can arrive by water and then pitch a tent on many of the 34 islands that exist within the recreation area.

Choosing which of those islands to visit could prove difficult for visitors, though most everyone will appreciate Spectacle Island. Once used as a dumping ground for the city, Spectacle Island is now a shining example of revitalization, today featuring a green visitor center, more than five miles of hiking trails and pristine sandy beaches, only a handful of which exist on these islands. Lifeguards preside over the swimming areas in summertime.

Visitors to the islands can check

out a Civil War fort and view historic lighthouses. While they are in the region, they should also be certain to visit the numerous historical sites that fall within Boston National Historic Park, on the mainland.

National Park rangers conduct daily 90-minute walking tours of Boston's Freedom Trail, from mid-April through November. Bunker Hill Monument and Faneuil Hall offer historic talks year round, and the U.S. Navy conducts tours of the U.S.S. Constitution. The Paul Revere House and Old North Church are both privately administered, but both are nearby and played pivotal roles in America's history. ■

Boston National Historic Park

617-242-5642, nps.gov/bost

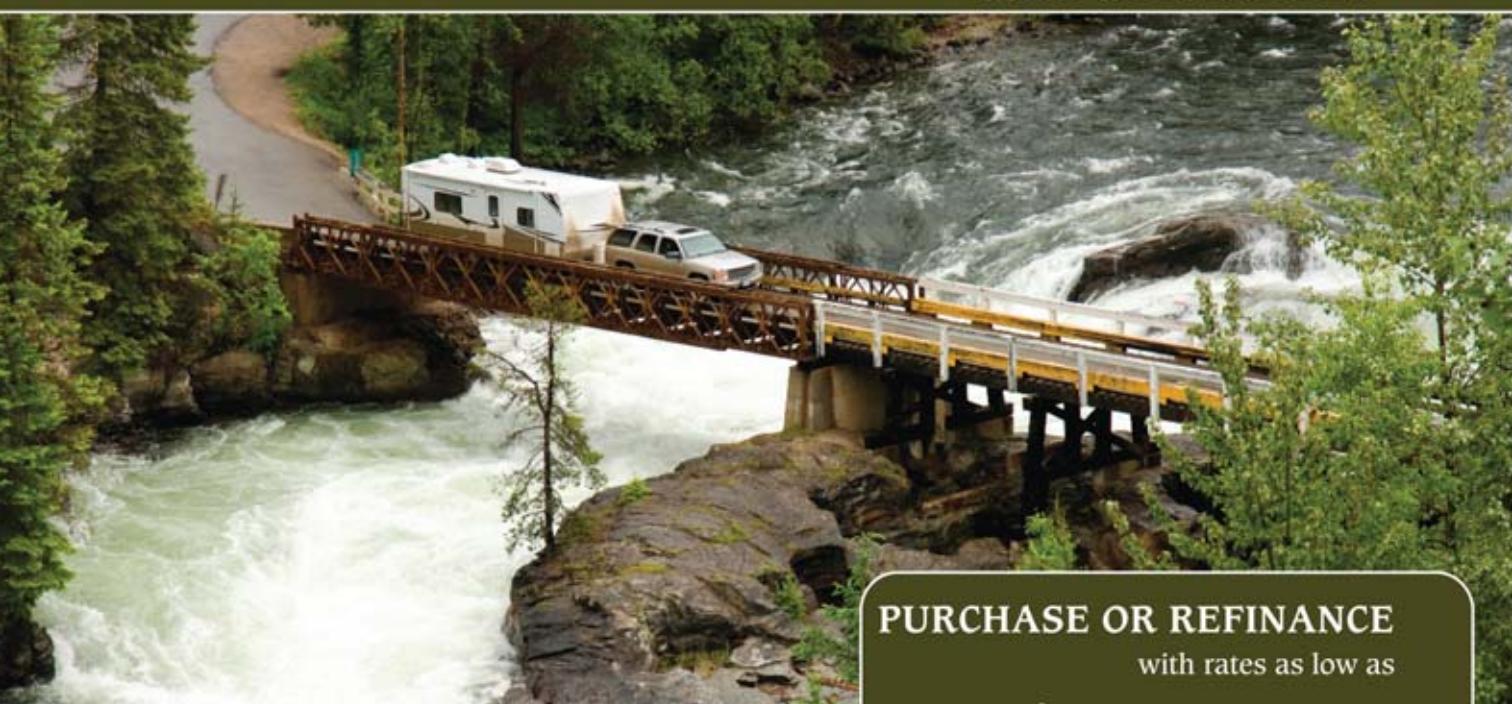


DID YOU KNOW?

Boston's deep harbor and advantageous geographic position helped it to become the busiest port in the Massachusetts Bay Colony, surpassing both Plymouth and Salem. From its founding until the 1760's, Boston was America's largest, wealthiest and most influential city.



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** The 4.87% APR is available for consumer transactions only on loan amounts \$75,000 or greater. For refinance, RV must be 2002 model year or newer and current loan must be open for a minimum of six months. For Purchase, RV must be 2004 model year or newer. For RV 2009 model year or newer, maximum loan term is 17 years for loan amounts \$75,000 - \$99,999 and 20 years for loan amounts \$100,000 or greater. For RV 2008 model year or older, maximum loan term is less than 17 years, contact Essex Credit Corporation for those terms. Maximum loan to value is determined by but not limited to credit score, model year and is based upon base wholesale value. An application for credit must be submitted by October 31, 2012 to be eligible for the 4.87% APR. APR is valid for 30 days from date of loan approval. A 17 & 20 year loan at 4.87% APR will have a monthly payment of \$7.22 and \$6.53 respectively per \$1,000 borrowed. Information is accurate as of August 14, 2012. This offer is not available to applicants who use their RV as a principal dwelling (Full-Timer). Other rates and terms are available.

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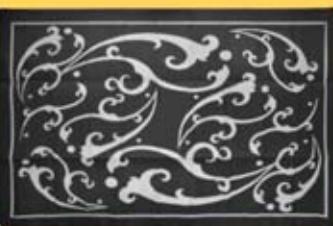
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Technicolor

Cherokee Foothills National Scenic Highway

When it comes to spectacular fall color, South Carolina takes the cake. Driving south in early November along Interstate 26 toward Cherokee Foothills National Scenic Highway, we were treated to a dazzling display that went on for miles. It was a Technicolor show as fine as anything Disney ever produced. Every leaf along the heavily treed route blazed with color: red, yellow, peach, orange or burgundy, according to tree type.

For fall color drives, nearly any road in the Palmetto State will do; but the 110-mile "Cherokee," aka South Carolina Highway 11, that winds through the foothills of the Blue Ridge Mountains in the Up-country not only offers the adventurous RVer gorgeous autumn color but fascinating history and outdoor adventure as well.

The trip begins at Cowpens National Battlefield, now an 842-acre park on Highway 11 just west of Interstate 85. Here on Jan. 17, 1781, Brigadier General Daniel Morgan, his militia and 600 Continentals routed the British army under Lt. Col. Banastre Tarleton.

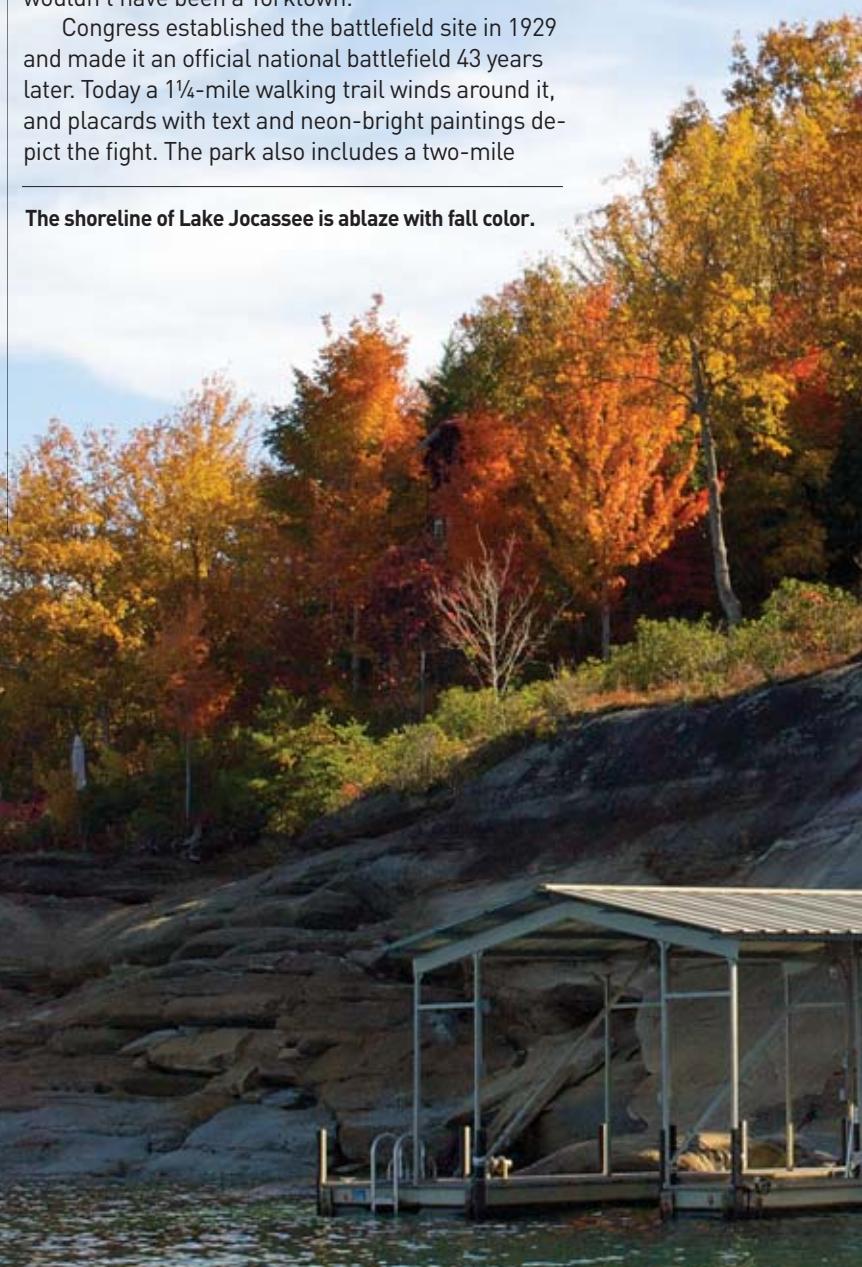
The summer before, backcountry patriots had been ordered to swear allegiance to the British

Crown. Instead, they waged a two-week campaign that ended with a British defeat at King's Mountain, and soon another at Cowpens. It was a decisive battle that led to the eventual British surrender at Yorktown.

At the visitor center, an 18-minute film "Cowpens: A Battle Remembered" tells the story, explaining, "if it hadn't been for Cowpens there wouldn't have been a Yorktown."

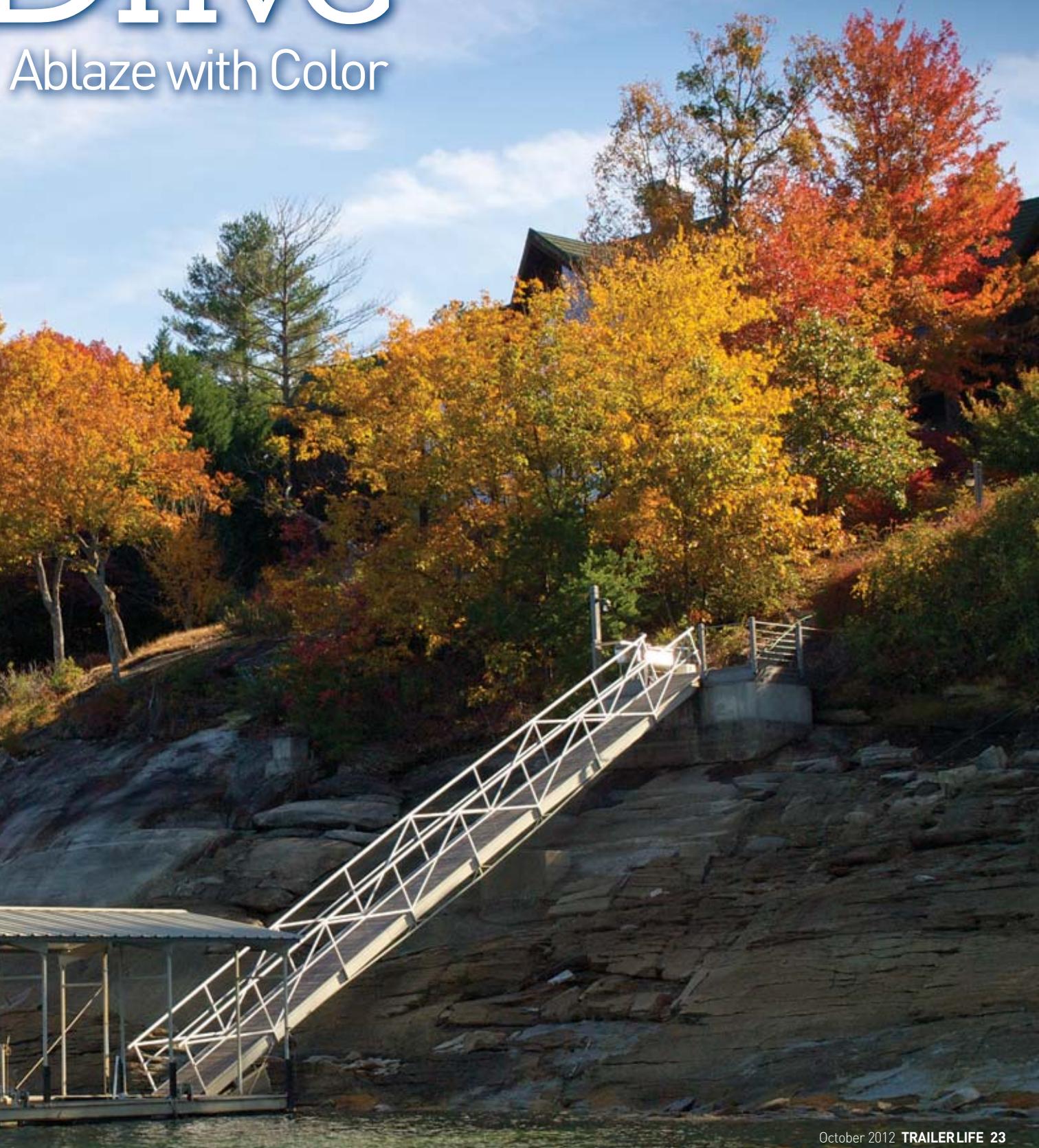
Congress established the battlefield site in 1929 and made it an official national battlefield 43 years later. Today a 1½-mile walking trail winds around it, and placards with text and neon-bright paintings depict the fight. The park also includes a two-mile

The shoreline of Lake Jocassee is ablaze with fall color.



Drive

Ablaze with Color



October 2012 TRAILERLIFE 23

Cherokee Foothills National Scenic Highway

nature trail, and three-mile auto loop with a stop at the Robert Scruggs House. The restored cabin was built by postmaster Scruggs in 1828 and moved here from nearby in the 1970s.

Two miles west of the battlefield is quaint Chesnee, the first town on the drive. Carolina Foothills Artisan Center is here, as is 1950s-style diner, Bantam Chef Chesnee, a virtual theme park to the era. The décor includes antique filling station signs, gas pumps and several classic Studebakers.

The drive continues west, passing peach orchards and strawberry fields. These summertime crops were finished for the year during our trip, but produce stands offering apples, squash and tomatoes remained.

From here, the mountains loom large on the northwest horizon, shrouded in a late afternoon blue-gray haze that, according to Cherokee legend, is the shadow of an enormous spirit moving across the land.

But as you drive west the hues of the mountains start to pop. Long flanks become tapestries embroidered with the boldest reds, oranges and yellows you can imagine — and the colors stay bright long after the sun has set.

Of South Carolina's 47 state parks, more than half a dozen lie along Highway 11 or nearby and many offer camping. Headquarters for our five-day visit was the wooded campground at Table Rock State Park located halfway along the drive. We recommend leaving the camper parked for the duration.

Built by the Civilian Conservation Corps in the 1930s and now on the National Register of Historic Places, the 3,000-acre park offers 96 campsites, 92 of these include water and electricity, and there is a dumpsite available. Rates are \$21-\$25 per night. A well-recommended visitor center is across the highway.

We began the next morning at Campbell's Covered Bridge Historic Park (drive south 2.2 miles on Highway 14 and watch for signs). The 35-foot-long bridge, the only remaining covered bridge in the state, dates back to 1909.

(Left) Whitewater activity is popular on the Chattooga River, the rocky boundary between South Carolina and Georgia. **(Right)** The Poinsett Bridge, built in 1820, is the oldest bridge in the state.



The Robert Scruggs cabin at Cowpens is a replica built on the site of the 1828 original.

The site is grand, with stone viewing terraces, picnic table and a dozen benches.

Return to Highway 11, then watch for signs to the Gothic-style stone Poinsett Bridge, built in 1820 and the oldest bridge in South Carolina. A marker explains that the bridge, which spans burbling Little Gap Creek, was part of the old State Road between Charleston, S.C., and Asheville, N.C. To reach the bridge, take U.S. Highway 25 north and watch for signs. Fall color here is exceptionally gorgeous, with red and orange maple leaves glowing like stained glass across the landscape.

Continue west on Highway 11 to the Scenic Byway Welcome Center, newly opened in an 1870 former general store and post office, and now on the National Register. Historic artifacts displayed on original counters and shelves include photos, gingham dresses and antique bricks from the Greek Revival Blythe-Goodwin-Hagood House next door.

Various owners enlarged the house, built in 1793 as a stagecoach stop. The once-fine home was last lived in by Henry Hagood, who bought it in 1914 and ran a corn mill there into the 1950s. The home, in near ruins, was bought in

2005 by the Cherokee Foothills National Scenic Byway Association, which repaired the roof and foundation and has plans for more restoration.

Ahead at Cleveland, we suggest stopping at Big Bear Trading Post, where owner Frank Nicolette offers chainsaw sculptures. He opened the shop 17 years ago as a video game parlor and says he took up carving out of boredom. It became a passion, and some of his work is positively inspired.

But more intriguing is his dog, Sparky, a 17-year old black and tan with a remarkably high IQ. The two perform for visitors: Nicolette asks for a screwdriver or pliers, Sparky scuttles to a toolbox and returns with it; he plays a flute, she sings along; he asks how she greets a lady, she bows deeply.

Across the road is Don Forrest's F-Mart, an old-fashioned store that "sells a little bit of everything including the best hot dogs in town." The store, run by Forrest's family since 1940, offers groceries and a surprisingly extensive menu.

Just ahead is Wildcat Branch Falls, the most accessible of the Upcountry's 31 waterfalls.

(continued on pg. 26)





Powerful Ford E-450
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nothing-else-
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Coach House is different. The Coach House® Platinum® and Platinum II® are constructed with a patented *one-piece* hand-laid fiberglass shell, reinforced with carbon fiber. The result is an RV that is quieter and more durable than one manufactured in the traditional way.

Our one-piece shell is more costly and difficult to make, but we wouldn't have it

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Cherokee Foothills National Scenic Highway

"...we recommend a cruise for viewing several waterfalls, fall-garbed trees and a variety of birds."



The 30-foot falls, a trickle after weeks of near-drought, usually fans wide across a stone staircase. Alongside the falls are steps to a path that leads to another set of falls.

Though all the falls in the Upcountry area are lovely, the most spectacular is Raven Cliff Falls, which splashes along a ragged 400-foot descent. To see it, turn right on U.S. 276, a corkscrew road and mosaic of gorgeous fall color.

Along the way is Bald Rock Heritage Preserve, a 6-acre expanse of elephantine-smooth rock that provides stunning mountain panoramas, and Caesar's Head State Park, where a short, steep path leads to a profile view of the Emperor's garlanded head.

From the park's visitor center, a path leads to a deck at a dramatic overlook. Across the deep valley you see where the Blue Ridge Escarpment ends with an abrupt 2,000-foot drop to the foothills, and the Piedmont, French for "foot of the mountains," begins. Half a dozen peaks outlined on the horizon include 3,124-foot Table Rock Mountain and its 2,600-foot granite companion, Stool Mountain.

Parking for Raven Cliff Falls and the trailhead are ahead. It's an easy two-mile hike to the viewing platform for the falls, a series of cascades spanning outcrops on the craggy rock-face.

Return to Highway 11, and at U.S. Highway 178 turn left to Hagood Mill Historic Site and Folklife Center. Among the seven historic buildings are a pair of antique log cabins and the still-operational 1845 mill, one of South Carolina's oldest.

A new exhibit displays the 17 prehistoric petroglyphs recently discovered here. Previously, only 50 were known to exist east of the Mississippi.

Back on Highway 11, continue to Keowee-Toxaway State Park, which offers camping and a small museum, and on to Devil's Fork State Park, where camping is also available and 7,500-acre Lake Jocassee lies adjacent.

Half a dozen outfitters offer boat trips — by pontoon, canoe or kayak — and we recommend a cruise for viewing several waterfalls, fall-garbed trees and a variety of birds.

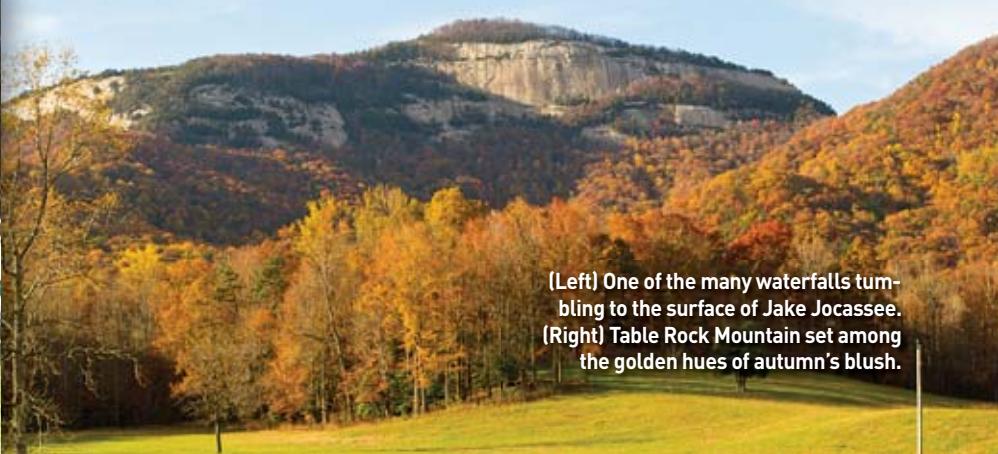
The 400-foot-deep lake was created in the 1960s to provide electricity, filling a valley where churches, cemeteries and houses stood, though most were moved away. Jocassee, where scenes from the film "Deliverance" were filmed, is also headwaters for 18,500-acre Lake Keowee just east, and 56,000-acre Hartwell Lake, the last attraction on the drive.

Ahead, turn right off Highway 11 on Oconee Station Road for Oconee Station State Historic Site, an 18th-century outpost and meeting place for European-Americans and Cherokees. A 1792 stone blockhouse is here, also a fine two-story brick house built in 1805 by William Richards, who ran a trading post; both buildings are on the National Register.

Continue on Highway 28 toward the highlight of this odyssey: a whitewater rafting trip on the National Wild and Scenic Chattooga River. The 57-mile river, so turbulent that only 13 miles can be floated, separates South Carolina and Georgia.

We met guides Erin McKergow and Brenda Lovell at Wildwater headquarters, located in the century-old former Long Creek Academy. Wildwater, established in 1971, is one of just three outfitters with permits to take visitors on the river and was grandfathered in before the Chattooga was given its designation in 1974.

(continued on pg. 28)



(Left) One of the many waterfalls tumbling to the surface of Jake Jocassee. (Right) Table Rock Mountain set among the golden hues of autumn's blush.

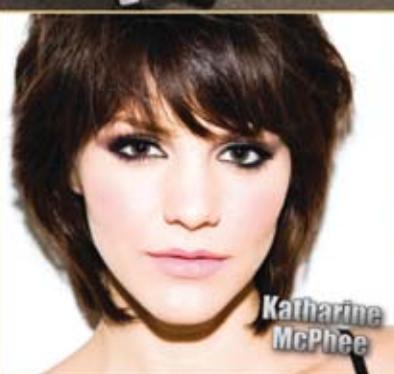
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Cherokee Foothills National Scenic Highway

As we drove with them to the river, McKergow explained that at least two inflatable boats must be together at all times. On this occasion, it was us and McKergow in a 10-foot raft and Lovell in an inflatable kayak.

Of the various trips Wildwater offers, we chose the four-hour Scenic Mini-Trip, which includes a stop for lunch on Garnet Beach on the Georgia side.

Much of the run involves dodging rocks, inching through tight passages and drifting along short stretches of fairly mellow whitewater. But we came for the rapids — and they are plentiful. Up to 8 feet high, with names like Watauga Chute, Rock Jumble and Screaming Left Hand Turn, each one is more thrilling than the last. It's a fabulous trip and highly recommended.

Our last day of the trip, we drove to Hartwell Lake State Recreation Area, which attracts 14 million visitors a year. They come for the boating, swimming, hiking and camping, and in summer, rare is the cove without swimmers or small boats bristling with fishing poles.

We saved our last stop — an overlook deck atop lofty Sassafras Mountain — for sunset. To get there return along Highway 11 and drive west on U.S. Highway 178, 12 miles to the summit. It's a winding, narrow, steep road, but a magical drive in late afternoon when long shafts of amber sunlight illumine the trees. And the view from the top is phenomenal.

We arrived just as the sun dipped

below a far ridge, leaving a wide fuchsia stain along the horizon in its wake. Nearer hills were draped in purple mist and Lake Jocassee, no bigger than a reflecting pool from this vantage, shimmered metallic blue.

Night comes on fast and there are no lights at the Overlook. But as we started back down the mountain a luminous globe appeared through the trees, the full moon was up. ☽

MORE UP COUNTRY ATTRACTIONS

While following South Carolina's Cherokee Foothills National Scenic Highway, you might want to venture off the highway to enjoy other Upcountry attractions. Some suggestions:

Upstate Horseback Tours	864-836-0821
SkyScapes of America, LLC	864-221-0552; www.skyscapesofamerica.com
The Happy Berry	864-868-2946; www.thehappyberry.com
Dark Corner Tour	864-468-4949; www.squireofdarkcorner.com
Historic Pendleton Tours	800-862-1795; www.pendletondistrict.org
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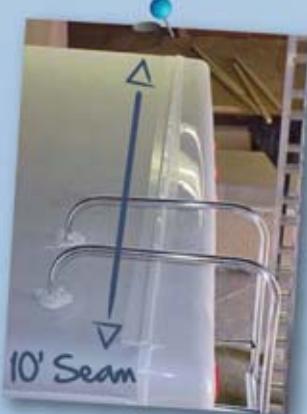


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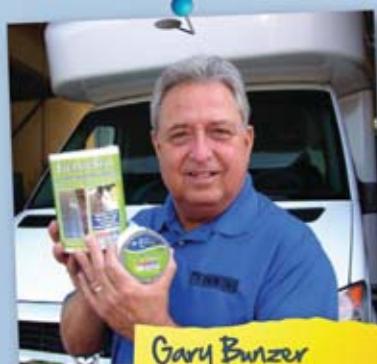
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ROLLING BEAUTY

GLACIAL HILLS SCENIC BYWAY IN KANSAS IS A ROLLER COASTER OF SCENERY AND RVING ACTIVITY



The brochure's invitation to "travel through history along our river bluff road" was too tempting to ignore. Photos showed the two-lane Glacial Hills Scenic Byway crossing over a rise, and then diving amid groves of oaks and maples festive in fall color. The serpentine Missouri River, thick woods encroaching upon its banks, could be seen from a hilltop; a larger-than-life bronze Buffalo Soldier on horseback appeared to leap from the page and a stately white frame and brick home with Gothic-style windows stood proudly. A Midwestern autumn transformed the northeastern Kansas summer's jade into bright yellow, scarlet, orange and hues of amber along this 63-mile drive.

The route follows Kansas Highway 7, beginning at the intersection of K-7 and K-92 in Leavenworth, a town of about

35,000 that was founded in 1854 as the "First City of Kansas." Twenty-seven years earlier, just to the north along the Missouri River bluffs, Col. Henry Leavenworth established the fort that bears his name. It would play an important role in keeping the peace between the various native tribes and the growing number of settlers heading west.

To get the story on the town, we recommend visiting Leavenworth Landing Park, once a jumping off point for settlers heading west (at Cherokee and Esplanade streets), site of the Port of Leavenworth. Interactive displays called "Waysides" tell the story of this once-thriving community.

Also worth a visit are First City Museum, which displays frontier railroad and manufacturing industries memorabilia; the Richard Allen Cultural Center, a museum of African-American heritage; Car-

roll Mansion, an elegant Victorian home built in 1882 and furnished in the era.

The C.W. Parker Carousel Museum houses an 90-year-old band organ, playing only songs popular before 1930; a 99-year-old carousel goes around and around, its colorful stable of 24 horses, two rabbits, three ponies, a chariot and a lover's tub offering rides to young and old.

Enthusiastic museum director Jerry Reinhardt explains that for nearly half a century the 40-foot diameter carousel, new in 1913, was part of a carnival that traveled a circuit around the Midwest. Then, after sitting idle for several decades, it was purchased by the Leavenworth Historical Museum Association in 1997. Reinhardt was among the dozens of volunteers who restored the carousel to its original appearance and function, and was instrumental in building the grand 20,000-square-foot



structure that now houses it.

The museum, which opened in 2005, is also home to the oldest operating wooden carousel in the world. Built around 1860 and bought by the National Carousel Association, it's here on permanent loan. Its dozen solid-body wood horses and two farm wagon seats offered rides until 1990, said Reinhardt. He demonstrated how it operates, cranked by hand, but said it's now too fragile for riders.

Here, too, is a 1950 carousel with 20 horses of cast aluminum, made by C.W.'s son, Paul Parker, who ran the business — the largest carousel maker in the world — until 1955. There's also a large gift shop of carousel-themed items and a museum of memorabilia.

Fort Leavenworth, the third oldest active military installation in the country, is next along the drive. (Be prepared to show a photo I.D. at the entrance.) Today it's a city unto itself, with schools, restaurants, rows of apartments, a museum, baseball diamond, fitness center and more. But the historic sites include a National Cemetery, one of the first 10 established by President Lincoln, the U.S. Army Command and General Staff College (founded by General Tecumseh Sherman in 1881), historic Memorial Chapel, a swale created by the thousands of wagons that passed by the fort on the Santa Fe and Oregon Trails, and the 1834 Rookery, which is the oldest building in Kansas.

The imposing bronze Buffalo Soldier Monument is here, its rider (of brochure fame) reining in his mighty steed at the edge of a cascade of indigo-colored water. The monument, dedicated by Gen. Colin Powell in 1992, is in memory of the 9th and 10th Cavalry Regiments made up of African-American soldiers.

The group, headquartered in

(Left) Jerry Reinhardt of the C.W. Parker Carousel Museum at Leavenworth demonstrates what is believed to be the oldest operational carousel in the world. The hand cranked ride was made in Baltimore in the 1860s and features horses carved from solid logs. (Center) A sugar maple glows like a stained glass window on a quiet street overlooking the Missouri River in Leavenworth. (Right) This obelisk marks the state line between Kansas and Nebraska. It was placed the same year as the Kansas-Nebraska Act, which ignited "Bleeding Kansas" and was one of the key events that brought on the Civil War.

Louisiana and Leavenworth, Kan., was organized in 1866 to protect the frontier, establish forts and preserve the peace. Cheyenne warriors gave them the name "Buffalo Soldiers," possibly for their "short curly hair like buffalo," reads another placard. They fought in the Indian Wars, the Spanish-American War, Philippine Insurrection and World War II; were deactivated in 1944, re-

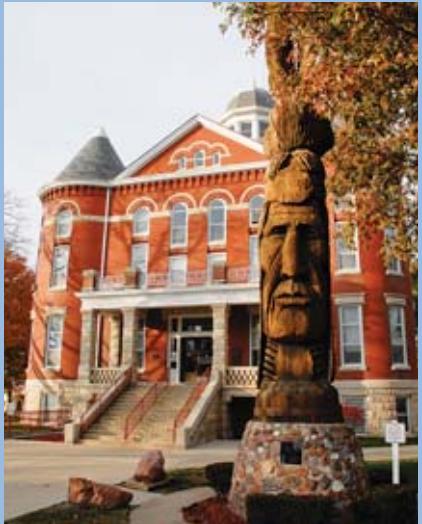
designated as the 509th Tank Battalion and activated in 1950, and integrated into the regular army two years later.

Heading north from town, the two-lane road winds through a bucolic landscape of plowed fields, trim farms, wooded hillsides and lush pastures where cattle graze. According to a sign, the Santa Fe Trail, protected by soldiers from the fort, crosses by a dozen

A giant steam engine of the Atchison, Topeka and Santa Fe Railroad sits in a park in Atchison.



Glacial Hills Scenic Byway



(Left) The Troy courthouse and the world famous "Tall Oak" sculpture by Peter Toth (1979). Troy was the first stop on the Pony Express and is a short ride from the Missouri River and St. Joseph, MO, the starting point of the famed route. (Right) An antique store in White Cloud was once the town depot and has since been moved and became a general store.



or so miles north of Leavenworth. A historical marker gives a brief timeline of the fort, which was the army's primary base of operations on the western frontier for 30 years.

Ahead is Atchison, a town of 11,000, famous as the founding city of the Atchison, Topeka and Santa Fe Railroad, though most proud of having been the birthplace of aviatrix Amelia Earhart. Travelers can see and visit the Amelia Earhart Airport, Amelia Earhart Earthwork (an acre-size portrait in plants and stone), Amelia Earhart Historic District and the Amelia Earhart Birthplace Museum, among others.

Earhart was born July 24, 1897 in her grandparents' home, a Gothic Revival manse atop Quality Hill, a high bluff overlooking the Missouri River. According to Louise Foudray, who leads tours of the home/museum, Earhart spent her childhood school years here in an intellectual atmosphere that fueled her love of travel and adventure.

As an adult she wrote prose and poetry, gave talks on women's rights and aviation, and set flying records. Shortly before her 40th birthday, on July 2, 1937, attempting to circle the globe, Earhart went down in the South Pacific and was never heard from again. The home she was born in, a private residence until 1984, has been restored to its early 20th-century appearance.

Driving or walking tours of the surrounding historic district — about 30 homes dating from the early 1860s through the 1920s — are available at the Atchison Area Chamber of Commerce. Other attractions include the Atchison Trolley, offering sightseeing tours, the Atchison Rail Museum, Lewis and Clark Pavilion (Riverfront Park), and International Forest of Friendship, a memorial to those who have contributed to aviation and space exploration.

The scenic drive continues north through a rich land of golden fields, prairie grass and corn stubble, that arc over rolling hills sculpted by glaciers

The famed statue of the Buffalo Soldier Monument at Fort Leavenworth. Named by the Cheyenne for their bravery under fire, the soldiers of the 9th and 10th Cavalry regiments will forever be the "Buffalo Soldiers." The monument was dedicated by Gen. Colin Powell in 1992.

some 10,000 years ago. Ahead, Troy, population 800, (follow the signs from Highway 7) is a lovely town of antique brick streets, a fine brick courthouse built in 1906 and a scattering of white-frame Victorian mansions.

A 30-foot-high chainsaw sculpture of a Native American – “Tall Oak, to the American Indian, by Peter Toth, 1979,” reads a placard — stands on the courthouse grounds. Just north of town on a lonely hillside is a life-size steel silhouette of a Pony Express rider galloping along what is now U.S. Highway 36, but in 1860-61 was the express route west from St. Joseph, Mo.

Ahead, the drive winds along bluffs of sandstone and loess (German for “loose soil,” brought here by wind and the river) toward White Cloud, a town of steep streets and antique buildings, which “had 1,100 residents in 1910, when barge traffic on the Missouri was heavy, but probably only about 250 [residents] now,” says Regina Stillman, pastor of Foster Memorial Church.

At her suggestion we looked up Bob Breeze, the town historian who was born here 81 years ago. A railroad, the Atchison-Nebraska City, also came through, he said, but not since 1933. Breeze, with a grizzled beard, long gray ponytail and bright blue eyes, explained that he, too, left to join the Army then continued on to work in Hollywood where he acquired the nickname “Wolf River Bob,” but returned to his hometown 40 years ago.

In 1970 he established the White Cloud Flea Markets. These three-day events are held every May and September and draw some 15,000 visitors to 400 vendors. Breeze, who runs an antiques shop in the weathered former railroad depot, also founded the local historical society/museum, which occupies a stately brick building that was a

school from 1871 to 1969.

Breeze observed, “everybody knows about piggybanks, but not many know they originated here.” He explained that a local boy, Wilbur Chapman, was 10 years old in 1910 when he heard about a youngster with leprosy. To help, Chapman sold a pig for \$25 and sent the money to the Leprosy Foundation. From this came the idea of distributing piggybanks to school children to raise money for fighting the illness, Breeze said. By 1938, when a monument to Chapman was dedicated, 100,000 cast iron piggybanks collected more than \$1 million. Later, similar banks, such as the one Breeze keeps handy to show visitors, were of aluminum.

The drive continues two miles farther north to the Kansas/Nebraska state line, where a large sign explains the boundary between the two. In 1785 Congress adopted the still-in-use system of land survey, using distances measured from two perpendicular lines, north-south meridians and east-west base lines. Generally base lines fall within states, but here and in four other U.S. locations base lines are also boundaries.

The Kansas-Nebraska Act of 1854 created territories that had to be surveyed before they could be settled. The sign tells the story of how in 1855, a 6-foot-tall, 600-pound cast iron obelisk was hefted up the 100-foot bluff just west of the road to mark this boundary/base line. You can’t see the obelisk from the road. But we recommend hiking to the top (it’s a hardy climb, but there’s a leaf-strewn dirt path and periodic handrail) as a fine way to wrap up your trip to this region. Placards at the summit tell more history of the area. There’s also a book to sign, and a bench where you can sit and enjoy an incredible view of the beautiful rolling landscape spread out before you. ☎



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Trail Blazer

CrossRoads' Sunset Trail Reserve blends a family floorplan and upscale appointments



When searching for a new trailer, there are generally some sacrifices to be made. If you want a lightweight floorplan that is easy and fuel-efficient to tow, you usually sacrifice a bit of living space; if you want a budget-friendly trailer, there might have to be some concessions in the quality of components like furniture, bedding, countertops, etc. It truly is a difficult proposition to ask that a travel trailer be all things to all

people. CrossRoads RV seems willing to tackle that challenge head on, and the result is the Sunset Trail Reserve trailer series. It toes the line between kid-friendly and luxury and does so in convincing fashion.

At less than 6,000 pounds dry, the Sunset Trail 26BH is quite easy to tow, and can likely be pulled by the midsize truck or SUV you already have in your driveway. The Secure Stance EZ Lube wide axles, part of the required Sunset

Package (\$5,068), stand 15 inches apart and help stabilize the ride, and ensure that the tail will have a tough time wagging the dog. The sleek trailer will also likely garner looks from other drivers; the Champagne filon exterior and Moulded Chocolate front cap (part of the Reserve package) are a striking departure from the standard white fiberglass outer shell.



The mattress in the master bedroom was comfortable, but the corner wardrobes presented some forehead clearance issues for this author. An upgraded kitchen and entertainment pillar highlight living space. Super Dinette slide holds a five-seater convertible diner and a sofa bed.

It's refreshing to see that there was a good amount of planning by Cross-Roads to come up with such a sharp-looking combination.

Setting up in camp is made even easier with the electric A-frame jack and electric stabilizers (again, thanks to the Reserve package). While not necessities, such conveniences are extremely helpful when setting up in the intense heat or in the middle of a fierce downpour; the weather at Southern California's Ventura Ranch KOA we stayed in was perfect, but the devices were much appreciated nonetheless.

Exterior storage is plentiful, with a lighted front pass-through compartment to handle some of your bulkier items. The rest can be tamed using the large rear curbside storage hatch, which opens directly to the area below the bottom bunk. This is a nice concept, but whatever is stored there has to come out for the bunk to be used, so plan accordingly. Other models in the Reserve line use this space for an exterior kitchen. A rear-bumper-mounted barbecue is a fun family inclusion.

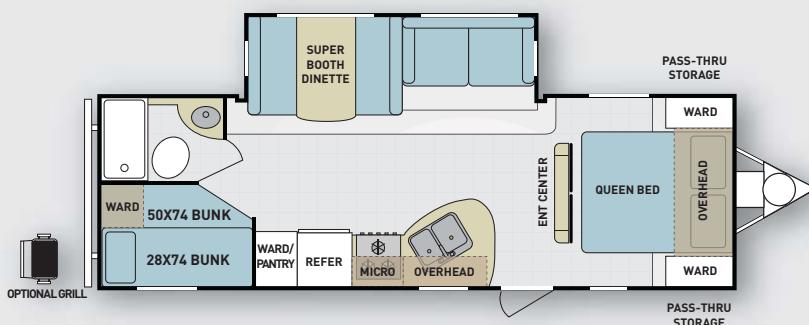
Based on the overall impression of the trailer's interior, your first guess wouldn't necessarily be that the 26BH is for a family, until you spot the bunks in the back. The solid-surface countertops, upscale cabinetry, faux leather sofa and dinette cushions seem to have all been lifted from a high-end fifth-wheel, yet they work so well with the décor and flow of the floorplan that they fit right in. The bunks are located rear curbside, and featured the most comfortable bunk mattresses our 8-year-old tester has ever experienced. Each bunk also features its own light, which is a thoughtful addition that makes reading before bed easy for the kiddies.

The bunks can be sectioned off from the rest of the trailer via the included curtain, which gives the younger RVers their own "fort." The wardrobe in this area should more than handle the children's duffles and stuffed animals.

Directly across from the bunk area

is the bathroom, which appears small but is just big enough to do the trick. We were grateful for the full-size RV tub that allows owners to give the kids a proper bath, and we really liked the shower enclosure that bows out, maximizing shower space in the abbreviated

QUICK INFO



Ext Length 30' 11"

Ext Width 8'

Ext Height 11' 2"

Int Width 7' 8"

ConstructionOne-piece rubber roof, I-beam frame, aluminum floor joists, fiberglass exterior

Freshwater Cap 40 gal.

Black/Gray Water Cap ..40 gal./40 gal.

LP-gas Cap 10 gal.

Water-Heater Cap 6 gal.

Refrigerator 6 cu.-ft.

Furnace 25,000 Btu

Air Conditioner 13,500 Btu

Converter 55 amps

Tires ST 205/75R15 C

Suspension Leaf Spring

Dry Weight 5,760 lbs.

Hitch Weight 726 lbs.

Axle Weight 5,048 lbs.

gvwr 7,726 lbs.

gawr 2 @ 3,500 ea.

MSRP, base \$29,115

MSRP, as tested \$34,331

Basic warranty 24 mo.

CrossRoads RV, [260] 593-3850, www.crossroadsrv.com Circle 201 on Reader Service Card. Thanks to Family RV (909) 622-3003, www.familyrvusa.com, for loaning the trailer for this review. Special thanks to Ventura Ranch KOA, (877) 779-8080, www.koa.com, for its hospitality during our photo shoot and review.

area. The sliding hard-side/vinyl hybrid curtain was also a nice touch.

In the galley, food storage is via a four-shelf pantry, in which three of the shelves can be adjusted to suit your needs. The usual suspects — three-burner stove, oven, microwave and refrigerator — are available for your culinary efforts, and the counterspace is just what you'd expect from a trailer this size. This unfortunately results in a smallish dual-basin sink, which made washing large pots and pans a true adventure for the test crew. Our desire for a larger sink is a direct result of the trailer's overall feel; it seems larger

and upgraded, so we expect a larger and upgraded sink. But that's a gripe we can live with.

The living room is housed in the trailer's only slide, located streetside. The aptly named Super Dinette is quite large, and managed to seat our family of five with no trouble. The solid-surface table can easily be retracted when the sun goes down using the struttet arm below. Both dinette benches are equipped with cabinets featuring plastic removable drawers for storing odds and ends. The leather sofa bed is big and comfortable, but the mattress was merely average when it came time to turn in.

Both the sofa and the dinette are great seating areas for viewing the 32-inch LCD TV located in the entertainment-center pillar. Movies are played via the standard Jensen stereo/CD/DVD player. But the large TV is definitely not the first thing to catch your eye here; that would be the electric fireplace, which can be strictly ornamental, or functional, keeping you toasty on a chilly autumn evening. The great thing about both the TV and the fireplace is they can be swiveled around to be enjoyed in either the living area or the master bedroom.

The master bedroom can be sectioned off using the accordion curtains flanking each side of the pillar. This type of layout usually means taller RVers will have to pull their legs up and sleep in a

"Setting up in camp is made even easier with the electric A-frame jack and electric stabilizers."



semi-cramped posture, but the slightly recessed paneling on the pillar enabled me to sleep in a straight, natural position. The mattress, like those on the bunks, was downright comfortable.

There are his and hers wardrobes in the bedroom, and a small nightstand surface for glasses, books and the like. The corner shelves above the bed seemed like a great idea until I smacked my head on them for the eleventh time. Perhaps RVers who learn lessons quicker than me will appreciate them. Cabinets above the bed will hold most any leftover luggage you have on hand.

The Reserve 26BH is a nice floor-plan for a family of four or five. It is a 30-foot, 11-inch trailer, so although there may not be room for the whole neighborhood, it could definitely accommodate another one or two friends or family members before things begin feeling too cramped. The upscale look of the interior belies the fact that this is a solid family trailer, and one that is surely worthy of your consideration. 



The rear bunks have ultra comfortable mattress pads, each has its own reading lamp, and make a great fort for the kids. The bathroom has a full-size tub with a shower enclosure that bows out maximizing shower space in the small area allowed.

Which would you rather spend your time doing: lining up your trailer? Or exploring?

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Proper Packaging

The Dutchmen 202RBS packs big features in a little, affordable trailer

Dutchmen has a wide selection of travel trailers and fifth-wheels to offer the adventurous traveler out to discover America. Some of the hottest-selling units with the most useful floorplans and features are among Dutchmen's "half-ton towable" category of travel trailers.

The Dutchmen 202RBS is light enough for most half-ton trucks, yet it has features that will make you feel like you've taken a part of your home with you on the road. The 202RBS is defined by a wide-open, single-room

layout, with a three-quarter bath and dressing room at the back. A bedroom with a queen mattress is at the head of the trailer, and has windows on both sides of the bed large enough to brighten up the room. The slide-out dining area greatly expands the living space in the 202RBS. It has an oversized U-shaped dinette that's a comfortable area for four adults to eat or play games. The dinette can be converted into another sleeping space the size of a double bed. The slideout room also has a flush floor to prevent



stubbed toes and provide more vertical clearance. With square footage at a premium the entertainment center is placed against the back wall, next to the bathroom door. This location, prepped for a 42-inch flat screen, makes the TV viewable from two-thirds of the dining area and from the bed. In addition to the TV prep, the 202RBS comes standard with an exte-



PHOTOS BY TRENT RIDDLE



rior speaker and stereo system control panel, so you can listen to music inside or outside.

The master bed was a little short for my height. While it is listed as a queen, the sloping nose of the trailer is also the headboard. As such, your head can't get all the way to the top of the bed. This six-footer found his heels hanging off the end of the bed.

(Left) A cozy kitchen and master bedroom with a queen mattress fill the single-room Dutchmen. (Right) The dining area will comfortably seat four and converts to a small bed.

On the other hand, the convertible dinette bed was just long enough for me to be comfortable. The difference is only two inches, 71 inches versus 73 inches in bed length. However, when you're tall, that can make all the difference when it comes to a good night's sleep.

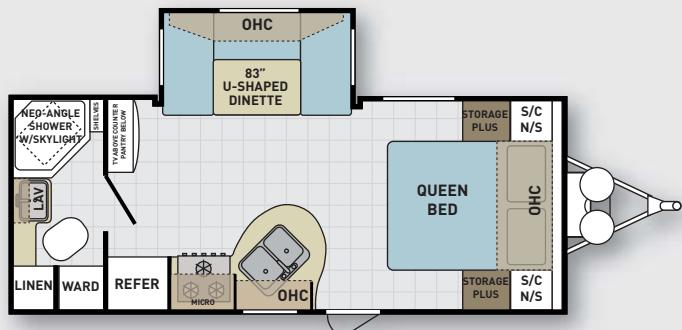
The bathroom was surprisingly spacious. This is due to the ergonomic design that placed the toilet on an angle for more space on the sides and front, and a shower that is also angled for the same reason. In addition, the sink is reasonably

sized for such a small space. The optional skylight (\$116) turns what could be a dark space into a warm and well-lit area.

The kitchen was not much smaller than the one in my first apartment, and that was microscopic, but we have to admit it is nicely outfitted, with a standard stovetop and optional oven (\$218), fridge-freezer and dual sink. This unit also came with a microwave. The microwave is up and out of the way, and large enough to really cook with. The three-burner stove has enough space



QUICK INFO



Ext. Length	24'	Black-/Gray-Water Cap	42/42 gal.
Ext. Width	8'	Hitch Weight	682 lbs.
Ext. Height	11' 4"	Dry Weight	5,050 lbs.
Int. Height	6' 10"	GVWR	7,600 lbs.
Freshwater Cap	52 gal.	BASE MRSP	\$18,836

Dutchmen Manufacturing Inc., 574-537-0600, www.dutchmen-rv.com
Circle 202 on Reader Service Card. Thanks to Richardson's RV Centers, Inc. (www.richardsonsrv.com) for providing the trailer for this review.

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WALK-THROUGH: DUTCHMEN 202RBS

for large pots and pans, and the oven is large enough for baking a pie or casserole. All the appliances had black finishes, and matched well with the darker wood cabinets.

As reviewed, our trailer had the optional value-added package (\$4,350), which included a power awning, power tongue jack, and power front and rear stabilizers. Other niceties such as keyless entry, 6-gallon gas/electric water heater, aluminum wheels and full window shades are also part of the package.

Regarding storage, the Dutchmen 202RBS has lots of it, beginning outside with a full pass-through compartment across the nose of the trailer. This compartment can be accessed from either side and from an access hatch next to the master bed. The bed hinges up and is supported by gas struts. Above and beside the master bed headboard are storage cabinets. The slide has storage under the seats and the kitchen area is chock full of cabinets in every conceivable location. Even small undersink spaces are finished inside and fitted with a door for cabinet space. The bath has storage under the sink, a medicine cabinet and a small closet area with cabinet space and drawers, too.

On the liquid side, the 202RBS offers fairly generous capacities for a trailer of this size. It can carry 52 gallons of fresh water and 42 gallons each of black/gray water.

The pass-through storage compartment was large enough to stow just about any lengthy gear you can conceive carrying. The ability to access it from inside the trailer means that food, blankets and other things you might want can be placed where you can reach them without going out into the dark and/or rain. We found the interior layout to be quite user-friendly, and we love all the storage space. The standard 13,500-Btu AC unit impressed us as it quickly cooled down the trailer on a hot day and kept it cold as we entered and exited all day. During our towing exercises, the trailer pulled easily and tracked predictably. It's also compact enough to make it manageable in smaller campgrounds and parking lots. Overall, we found the Dutchmen 202RBS to be a practical, attractive and comfortable trailer. ☀



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NOW THAT'S ENTERTAINMENT!

MANUFACTURERS ARE BRINGING THE INSIDE OUT WITH EXTERIOR AUDIO AND VIDEO UPGRADES

One of the main reasons to enter the RV lifestyle is to enjoy the great outdoors. A travel trailer allows the family to pack up the essentials, hit the open road and set up on a lakeshore, the beach, a secluded desert site or high in an alpine forest. But as we become more accustomed to what some may consider over-the-top luxury, from pillow-top mattresses to gourmet galleys to cineplex-worthy home theater systems, we're forever in search to enjoy our favorite pastimes without compromising quality.

A recent trend has been trailers that offer an outdoor kitchen in addition to the indoor galley as a way to expand dining options beyond its floorplan-dictated environs. Given the overwhelmingly positive consumer response to this option, it's only natural that builders have turned their attention to another favorite activity: Enter-

tainment. It used to be that if you decided to watch a movie or the news, you had to hole up in the trailer, effectively shutting out the world. To that end, quite a few manufacturers are beginning to offer models that take the entertainment experience outside, so movie night (or game day) can be combined with the sights and smells of the surrounding area, not to mention a fun way of sharing the experience with a group.

Ranging from a simple TV mount (the TV is often brought out from the master bedroom in the trailer) and satellite-TV hookup all the way up to dedicated outdoor TV and audio, these systems are designed with the latest LCD/LED and plasma TV technology, and are often supplemented by surround-sound speakers that rival those inside the trailer. While some centers offer operation completely independent from that inside, many are controlled through the DVD player in the living room.

We have showcased a few new travel trailers equipped with outdoor entertainment centers that caught our eye. If you're interested in this option on a trailer not listed here, check with the manufacturer.



Whether it's kitchens or electronics, RV designers are bringing the fun outside.

CrossRoads Sunset Trail ST32PB

The Sunset Trail ST32PB is truly a model built for entertaining. The front of the unit features an entertainment center with a swivel 32-inch LCD TV (or fireplace) and dinette, while the master bedroom offers a queen bed for a good night's rest. The large picture window in the living area helps keep things bright and airy. The ST32PB also features a rear multi-functional room with a large dinette, sofa and flip-up bunk situated around the entertainment center, also with a 32-inch LCD HDTV. A bench in this area can be moved outside for comfortable seating while watching the TV. Other standard highlights include a 7-foot barrel roof, a "super dinette" in the living area and two exterior awnings to provide shade and to help with the glare on the exterior TV.

With a stroke of manufacturer ingenuity, the exterior entertainment center (standard on this floorplan) is actually the same one that's inside, in the rear of the trailer. The center is housed in a rear slide that, when deployed, moves the TV outside for campsite viewing, which helps tremendously when considering storage or security issues.

Ext Length	35' 11"
Ext Width	8'
Ext Height	11'11"
Int Height	7'
Freshwater Cap	40 gal.
Black-/Gray-Water Cap	40 gal/40 gal.



The Sunset Trail's slideout entertainment center is a very innovative, efficient and secure setup.

LP-gas Cap	14 gal.
Hitch Weight.....	900 lbs.
GVWR.....	9,500 lbs.
MSRP	\$32,705
(260) 593-3850, www.crossroadsrv.com	

DRV Mobile Suite 36TKSB3

DRV touts the Mobile Suite as a durable, four-season, full-time fifth-wheel, and based on the construction techniques, it's tough to argue. Every Mobile Suite comes with a standard 15-inch triple box channel frame, heavy-duty 8,000-pound axles and automotive disc brakes. The 3.25-inch-thick sidewalls offer R16 insulation without using any Flex Foil material. Inside, invaluable conveniences such as a copper water manifold and a

customized plenum system on the furnace provide perimeter heating and forced heat to the holding tanks. Add to that Corian countertops, hardwood cabinetry and walk-in closet area, and you have the makings of residential luxury from the comfort of the campsite.

DRV offers a 26-inch LCD HD Samsung television package (\$1,154) located in the dinette slideout. It is protected behind a thick baggage door on gas struts, and is completely wired into the Sony components for the living room TV, meaning users can watch Blu-ray discs, standard DVDs, satellite programming or local channels. The center is built into the back of the buffet cabinet housing the extendable dinette table in the dining area inside the trailer.

DRV's Mobile Suite includes a 26-inch LCD HD Samsung television under a baggage door.



Entertainment Centers



The Aviator's Sony-based entertainment center is an option that brings a 32-inch LED TV, a CD/DVD player and two marine-grade Xplod speakers.

Ext Length	36' 11"
Ext Width	8' 4"
Ext Height	13' 2"
Int Height	6' 8" (bedroom ceiling)
Freshwater Cap	100 gal.
Black-/Gray-Water Cap	50 gal/ 75 gal.
LP-gas Cap.....	20 gal.
Hitch Weight	2,800 lbs.
GVWR.....	18,500 lbs.
MSRP	\$81,970 (base) (260) 562-1075, www.drvsuites.com

Forest River Aviator Wright Flyer

The Aviator's distinctive exterior features an aerodynamic-shaped front cap and panoramic windshield. Highlights include solid-surface countertops, high-end Williamsburg furniture, torsion axle suspension, Sony LCD TVs with residential-style 5.1 Dolby Digital surround sound (inside), a standard electric fireplace, complete interior/ex-

terior LED lighting, a one-piece fiber-glass roof and standard full-body paint. All Aviators feature four-season composite construction that is completely wood-free.

Aviator floorplans offering the exterior entertainment center option (\$1,550) feature all Sony components. The center consists of a 32-inch Sony 1080p LCD/LED TV, two 6-inch Xplod marine-grade speakers and a Sony CD/DVD head unit with removable face plate, making the exterior entertainment center completely independent from the center inside the trailer. The system is located low on the outside for optimal viewing, and is housed behind an oversized slam-latch door.

Ext Length	34'
Ext Width	8' 5"
Ext Height.....	11'1"
Int Height	6'10"

Freshwater Cap	57 gal.
Black-/Gray-Water Cap	47 gal/ 47 gal.
LP-gas Cap.....	14 gal.
Hitch Weight	985 lbs.
GVWR.....	11,300 lbs.
MSRP	\$55,000-\$85,000, depending on floorplan and options www.forestriverinc.com

Jayco Seismic 3210

The Jayco Seismic 3210 SURV offers an extensive list of features, including solid-surface countertops, raised-panel cabinetry and a walk-in closet. The 7-foot 10-inch spring-assisted ramp door features a 3,000-pound capacity, which means all your toys can come out and play. Three optional paint schemes allow owners to customize their unit, and the 18-inch diamond rock guard adds to the trailers aggressive appearance. Inside, luxury appointments like

Jayco's Seismic 3210 includes an optional party deck for outdoor entertainment.



an upgraded queen mattress, porcelain toilet and available recessed halogen lighting make this as posh inside as it is rugged outside. Plus, the Seismic is built with the new Magnum Truss Roof System, which Jayco claims to be 50 percent stronger than other roof designs. The exterior entertainment center (\$707) features a 26-inch LCD HDTV and enables owners to catch the race while cleaning the day's grime off their ATVs or motorcycles at the campsite.

Ext Length 37'
 Ext Width 8' 5"
 Ext Height w/ AC 13' 4"
 Int Height (living area)..... 8' 6"
 Freshwater Cap (includes water heater) 148 gal.
 Black-/Gray-Water Cap ..50 gal/87 gal.
 LP-gas Cap..... 21 gal.
 Dry Hitch Weight 2,795 lbs.
 GVWR..... 16,500 lbs.
 MSRP (base) \$68,429
 (574) 825-5861, www.jayco.com/products/toy-haulers/seismic



Seismic's entertainment center (\$707) combines all you need to catch the game or hang out under the awning in one compact compartment.

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Entertainment Centers

Keystone

Outback 230RS Kargoroo

For the rugged RVer, the rear of the Outback Kargoroo SURV expands to make up into a king-size bed, while a ramp door and cargo/bedroom area up front provide plenty of room to store your toys. Like most Outback models, the 230RS includes an outside camp kitchen with two-burner cooktop, sink with running water and a built-in cutting board. Other standard features include

a 13,500-Btu roof-mounted air conditioner, a two-way refrigerator, vaulted ceiling and extra deep overhead cabinets to store helmets and more. The Outback Campsite Theater (standard on this floorplan) makes it easy to move the 32-inch LCD TV from the inside to the exterior center so users can watch your favorite programs while sitting outdoors. The TV pairs nicely with the outdoor kitchen, making dining and entertainment a one-stop experience.



The Outback Kargoroo includes an outside kitchen with two-burner stove, too.

Ext Length	27'
Ext Width	8'
Ext Height	10' 11"
Int Height(at center of trailer)	6' 11"
Freshwater Cap	43 gal.
Black-/Gray-Water Cap ..	30 gal/30 gal.
LP-gas Cap.....	14 gal.
Hitch Weight.....	590 lbs.
GVWR.....	7,550 lbs.
MSRP	\$26,888

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²The NPD Group U.S. Retail Tracking May 1999–March 2012.

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New Horizons's high-end party center.

New Horizons

MF41RLK4SS

New Horizons is a custom trailer builder that offers a variety of floor-plans that buyers can make their own. The Majestic shown here delivers dual recliners, a sofa bed, an island kitchen and an interior entertainment center with a fireplace. A MOR/ryde independent suspension and Tuson ABS braking system make towing the large fifth-river rather easy, while various upgrades throughout the interior make this a true full-time fifth-wheel. Just about everything on a New Horizons trailer is custom, so prices vary depending on the selected options.

The Exterior Entertainment Center package (\$2,495) includes a 40-inch Samsung LED TV, a home-theater sound bar and a subwoofer, and con-

ncts via a dedicated HDMI cable. The system is controlled by the living room DVD player and uses the same remote controls. The option can be installed in either the side of the trailer with a flip-up door (pictured) or in the basement storage with articulating arm. The basement configuration stows away easily with protection and allows for more mobility and easier viewing closer to street level, while the LED screen provides optimal viewing, especially with the outdoor lighting.

Ext. Length.....	41'
Ext. Width	8' 6"
Ext. Height.....	13' 4"
Freshwater Cap	100 gal.
Black/Gray- Water Cap	70gal/70 gal.
LP-gas cap	20 gal.
Hitch weight	3,900 lbs.
GVWR.....	24,530 lbs.
MSRP	\$225,235

(800) 235-3140, www.horizonsrv.com

Redwood 36RL

The Redwood 36RL is designed to be towable by short-bed and extended-cab pickups. The trailer is filled with high-quality residential touches, from the hardwood cabinetry to the entry closet to solid-surface countertops throughout. The kitchen and pantry in the Redwood 36RL are the true stars of the floorplan. The galley is designed to be a chef's kitchen, with a standard 9-cubic-foot fridge, deluxe baker's oven and three-



Redwood's outdoor entertainment center is about as high-end as it gets.

burner flush-mount stove. The convenient pantry has five pull-out drawers, and there is even a coffee station/work station for additional prep area.

Any Redwood trailer can have the outdoor kitchen and entertainment (\$4,500) unit as an option as it just slides into the rear hitch. The unit consists of a stainless-steel cabinet, a sink, a Big Green Egg BBQ and a 32-inch TV and DVD player. The cabinet is on wheels for easy maneuvering, and the entire unit is stored on the hitch when on the road.

Ext Length.....	38' 11"
Ext Width	8' 5"
Ext Height	12' 11"
Int Height	8' 5" (living room) 6' 7" (bedroom)
Freshwater Cap	104 gal.
Black-/Gray-Water Cap..	45 gal/ 90 gal.
LP-gas Cap.....	14 gal.
Hitch Weight	2,538 lbs.
GVWR.....	16,000 lbs.
MSRP	\$88,487

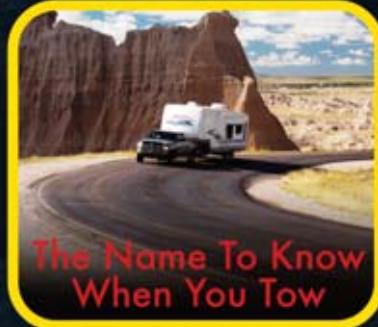
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The Good Sam Rally had many kid-friendly activities and was also the place where many visitors purchased the newest RVs.



PHOTOS COURTESY W. SCOTT MITCHELL PHOTOGRAPHY

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., and it continued building over the next few days as thousands of Good Sam Rally-goers attended four days of seminars, ranging from computer technology to traveling to Alaska and RV engine performance to the evolution of Kentucky bourbon. History buffs stepped back in time at the vintage RV display and seminars presented by the RV/MH Hall of Fame.

Foodies gobbled up the Good Sam Culinary Experience and learned 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, June 21-24, 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, and aisle after aisle of booths exhibited

everything from RV generators to hand tools to jewelry.

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

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

Vendors and attendees packed the halls of Louisville's Kentucky Exposition Center, along with several fashionable doggies.





Good Sam Gives Back

Mark Douglass, president of the RVing Accessibility Group, was invited to Louisville to establish handicap 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. During the Rally, Good Sam and Camping World Chairman and CEO Marcus Lemonis announced a \$10,000 donation to the 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 in contributions from Rally participants, and another \$10,000 donation came from the Good Sam Club. That translates to nearly 40,000 new flags that will be placed on veterans' graves around the country by this organization, which has already distributed flags in 40 states.

Good Sam's reigning RVers of the Year, Joyce and John Williams, were also honored at the Rally. The Michigan couple is a shining example of Good Sam members who give of themselves by donating their time and effort to making the world a better place. 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 lovingly made and donated 268 beautiful blankets to this worthy cause. Add to that the more than 500 blankets collected at the Phoenix event.

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 at the Rally.

Burt Bacharach and Sheryl Crow headlined the Rally's evening entertainment.

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 that not only introduced them to new friends but also made them eligible for the giant drawing for hundreds of RV products that was held at the Day Stage where entertainment was always occurring during the Rally. Ladies enjoyed an exclusive driving seminar and a Kentucky Derby hat show. Even the Rally 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.

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. *Trailer Life* and *MotorHome* 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 Brigadier General 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 of your favorite Louisville activities will take place again in Daytona, Fla., during the next Good Sam Rally, held November 2-4, 2012. As always, it will have a huge trade show and hundreds of educational seminars as well as the crowd-pleasing dog show, vintage RVs on display and the veterans' recognition parade, all taking place in the infield of the Daytona International Speedway: The World Center of Racing.

Daytona's entertainment lineup features Reba McEntire, the biggest star ever to appear at a Good Sam Rally. Often called the Queen of Country, McEntire appeared in the television series "Reba" and has sold more than 56 million albums around the world. Katharine McPhee, a hit since *American Idol* in 2006, who currently stars in "Smash" on NBC, will also grace the Daytona stage.

For more information about the Daytona Rally call 877-749-7122, and to view a slideshow of the great times enjoyed in Louisville or for more information visit TheRally.com. 

Diamond in the Rough

1947 AERO FLITE FALCON

Many of the classic travel trailers manufactured during the boom years immediately following World War II are being rescued by the enthusiasts and collectors who truly appreciate the styling, quality of construction and history associated with them. We saw one such example sparkling in the sun like it had just rolled off the assembly line, and John and Phyllis Green of Sacramento, Calif., recounted the story of their trailer and its escape from the wrecking yard.

In January 2005, the Greens bought this Aero Flite from a fellow who hauled cars near Sacramento, Calif. The prior owners asked him to remove the trailer from their property. Although the man didn't know much about it, he knew the

trailer was worth rescuing. He stored the trailer on his property instead of towing it to the scrap dealer.

John enjoys driving around looking for collectibles. During one of his usual errands, he drove down a side street where he spotted the Aero Flite trailer. John contacted the owner and a deal was struck, making the Greens the proud new owners.

"We were amazed to (discover) such a wonderful find just 10 miles from our house," Phyllis recalled. "We hauled it home in January and John immediately started the restoration process."

Much of the trailer was in bad condition. The interior sidewalls and ceiling paneling had to be replaced with new wood, the cabinets and closet



doors are original, but had to be stripped and refinished, and all of the cabinet hardware and the aluminum interior trim was retained. The kitchen is original but needed a thorough clean up, and the floor was replaced with new linoleum. In fact, the Greens designed and installed the diamond pat-



After rescuing this rare Aero Flite from salvage, John and Phyllis Green restored it to showroom quality.

The 1947 Falcon featured here is about 20 feet long with an 18-foot coach length. Its mahogany paneling had to be replaced, but the cabinet and closet doors are original. The polished aluminum trim is original. The kitchen with three-burner stove, oven and broiler needed cleaning, but is original, too.

23

23a

24

24a

25

25a



23 ►

23a



24 ►

24a



25 ►

25a

tern in the center of the floor. Phyllis said John was inspired to include that motif because he said the trailer was truly a diamond in the rough. The front exterior body panel had to be replaced because of damage done by the previous owners. The outer skin needed many hours of tedious polishing as well. For a finishing touch, John designed the aero license plate holder.

Phyllis thoughtfully explained the passion of their lifestyle, "John and I view this trailer as a piece of artwork. Another wonderful part of owning a vintage trailer is you meet such great people."

Aero Flite History

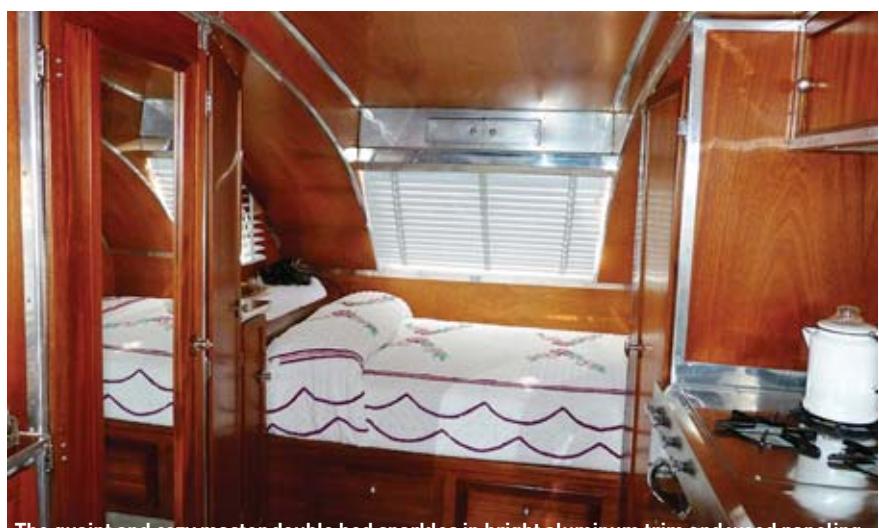
Two companies manufactured Aero Flite trailers from 1945 through 1949: Aero Services Inc. and Aero Lines Inc., at the Van Nuys Airport in Van Nuys, Calif. Former Navy man J. Gordon Hussey ran both companies. Only two prototype trailers were built by Aero Services; all other trailers were manufactured by Aero Lines Inc., which built two models: Eagle and Falcon. This Falcon trailer model was only manufactured for two years, 1947 and 1948, and according to the sales brochure it weighs 1,895 pounds. As with most trailers, this Aero Flite offered various floor plans, including one with a complete shower and toilet. The original price tag of \$4,995 was hefty for a trailer in 1947, when the average annual salary was \$3,500.

Only one Eagle photo, believed to be a prototype, is known to exist and it's not certain if any production Eagles were ever built. The Falcon featured here is about 20 feet overall with an 18-foot coach length. Falcons have a clerestory-style roof, which provides extra interior roof height.

The surrounding San Fernando Valley and Van Nuys area were hotbeds of aircraft manufacturing during WWII and many skilled workers were available. The firms hired aircraft designers and construction specialists and used the best materials, ensuring quality. Aero Flite trailers were built using an advanced design by Frederick C. Hoffman, whose credentials included aircraft engineering.

Hoffman's and Hussey's efforts resulted in what some collectors think may be the best-engineered and well-made travel trailers of the early post-war era. They combined modern styling, advanced features such as cross ventilation with filtered air, and lightweight yet strong materials.

Thanks to their advanced design Aero Flites are coveted as being among the most desirable brands of vintage trailers. There were about 120 Aero Flite trailers manufactured, and around 25 trailers are known to still exist. The Aero Flite Trailers website (www.aeroflitetrailers.com) contains more information and is intended to honor the people who designed and built them. ➤



The quaint and cozy master double bed sparkles in bright aluminum trim and wood paneling.

CLEARING THE AIR

THE TRUTH ABOUT ENGINE AIR FILTRATION

The basic job of an engine air filter is to supply the cleanest possible air with the least airflow restriction. Air filters don't stay clean long, though, and as the filter loads up with dirt, restriction increases. Sooner or later, there's enough restriction to impact power production. Around town, the operator of a lightly loaded vehicle may not feel that loss of power for a long while. An RVer with a full load out on the road will notice it quickly.

Today's light-truck air filters are often a mix of several media, including cellulose, non-woven synthetic fiber, nano-fiber, foam and oiled cotton gauze. You should not automatically dismiss any one material as worse or laud another as better, rather, look closely at how it's employed.

Cellulose media is plant-based fiber treated with resin to make it hold shape and resist deterioration. Sometimes treated with a tackifier, a sticky substance, to attract dirt, it's efficient at filtering, inexpensive and easily made. Because it's a surface loading media (collecting dirt on the outer surfaces), it gets restricted more quickly than synthetics. Per square inch of media, cellulose doesn't flow air as well as synthetics.

Synthetic media is man-made fibers of various types. Fiber size can be precisely controlled to manage airflow and

filtration and it's easy to form into a graduated density material. It's considered depth media, meaning it carries dirt inside the media as well as on the surface, and it can carry more dirt than cellulose with less restriction. The profile of the fibers can be engineered to further enhance filtration and tackifiers can be added as well. It's approximately equal to

cellulose in efficiency, but flows better and can be cleanable. Nano-fibers are a synthetic fiber but much smaller in diameter. Typically they are blended with larger fibers to enhance filtration and capacity. The main downside to synthetics versus cellulose is expense.

Foam, more precisely open-cell foam, is most often a polyurethane

Filters come in every shape and size. Here are just a few from K&N. Some filters use oiled cotton gauze sandwiched between wire mesh to obtain a high-flow rate. The variety of sizes and shapes of filters is often a compromise due to the available space under the hood.



material. Open-cell foam has a labyrinth of pores, the size and density of which can be controlled during manufacture. Varying densities of foam can be layered. A tackifier, usually oil, is needed to increase efficiency but foam filters are usually cleanable. The downsides to foam are finding a good compromise between airflow and efficiency, plus cost.

Oiled cotton gauze uses sheets of pleated cotton, which is fibrous, sandwiched between layers of wire mesh. By itself, cotton efficiency is low, but efficiency increases greatly when an oil tackifier is added. Oiled cotton gauze flows very well, can carry a high dirt load and is cleanable. Its efficiency is average. The main downsides are a need to be careful during cleaning so that the fibers are not damaged, and the cost.

EFFICIENCY AND CAPACITY

As filter media loads up, filtering efficiency improves. The filter is given an efficiency percentage and rated two ways. The initial percentage, which measures the efficiency after 20 grams of dust have been applied to new media, and the final percentage, which is taken at a specific restriction (2.5kPa/10 inches of water vacuum) over the initial new filter reading.

The auto industry is now shooting for an initial efficiency of around 98 percent, meaning the filter stops 98 percent of the dirt it ingests. Jon Wake, air filtration product manager at Parker Filtration (home of Racor), said "a filter might start at an initial 98 percent but within just a few thousand miles, it's gone up a full percentage point and by the time it reaches 20 to 25 inches of water vacuum, the usual maximum restriction range, efficiency has reached 99.9 percent."

Two percent doesn't seem like much on paper, but to your engine it's a big deal. Going from 98 to 99 percent is a 50 percent decrease in the amount of dirt that makes it into your engine. This is why early or overly frequent filter changes are not advised because, according to Wake, 90 percent of the lifetime amount of dirt that passes through a filter does so in the first 10 percent of use.

How much and what size dirt particle is harmful to your engine? Often that depends on the engine, and the motor

Dust cake, such as the one in this picture, collects and becomes filtration media in its own right. But is the filter ready to clean/replace? K&N techs say this oiled cotton gauze filter is ready to clean based on restriction. As with all air filters, efficiency improves as the filter loads up. From the day you install it, a filter may gradually improve two to three percentage points in efficiency before it's ready to be replaced or cleaned.



industry has not yet reached a general consensus. Modern engines have tight tolerances and emission controls have added new wrinkles, making air filtration more of an issue.

John Concialdi, chief engineer at AEM, pointed out numerous studies that show any dirt is potentially harmful, but high concentrations of particles in the 1 to 20 micron range are the most harmful to modern engines because they are small enough to get into places where they can do the most harm. In many ways, the city environment offers the most potential for harm because the air has higher concentrations of fine materials, such as diesel soot (which is essentially carbon and very abrasive).

Poor air filtration often shows up in the oil. A high silicon reading is one of the main indicators when the oil is analyzed. Dirt is highly abrasive, especially as it works down the cylinder bores, but also in the bearings after it migrates

into the oil. By then, it may be small enough to go through the oil filter (which typically can capture particles in the 20 to 30 micron range) but it's still big enough to increase wear.

Capacity is an issue unto itself. It's usually measured in grams and indicates the maximum amount of dirt the filter can hold before reaching a restriction limit. Capacity is relative to the physical size of the filter, more precisely the area of the filter media, which varies according to the number of pleats. More area equals more capacity. If you compare two filters for the same application and of the same material, the one with the most pleats usually has the higher capacity of the two.

AIR FILTER SEALING

One indicator of filter quality is how well it seals in the filter housing. As Jere Wall, test lab engineer at K&N, is fond of saying, "An air filter that doesn't

HOW MUCH DUST?

[For 10 lbs. of dust drawn into the air cleaner inlet]



EFFICIENCY OF FILTER ————— DUST INTO ENGINE

99.95%	0.005 lbs. (.08 oz., 2.27 g.)
99%	0.1 lbs. (1.6 oz., 45.4 g.)
95%	0.5 lbs. (8 oz., 226 g.)
90%	1.0 lbs. (454 g.)
.....	

Zero visibility = .028 g/ft³

Clearing the Air

seal properly in the housing is not a filter at all." Wall suggests inspecting each new filter for seal integrity. Sealing failures due to increased restriction or vibration can also occur in service.

Like anything else, there are quality variations that can dictate the useful seal life. It's vital to always ensure a good fit in the air-filter housing no matter what filter you use. It's best not to remove and replace the filter for inspection any more than necessary. Not only can you introduce dirt into the intake tract doing so, you may damage the seals. Seals may also deteriorate over time due to heat aging. Filter grease, such as the product K&N sells, can be



A new fuel injection programmer installation was being tested and tuned on a late-model Chevy Duramax, but performance in stock and tuned form was sluggish, until it was noticed that the filter restriction gauge was tripped to red. The dirty filter (right) was so packed that the valleys in the pleats were full.

particularly useful in sealing filters into the housing and preventing seal damage during inspection.

SHATTERED MYTHS

The Oak Ridge National Laboratory ran a series of tests in 2009 on the effect restricted air filters had on gasoline engine fuel economy. It restricted the air filters on a small group of cars and ran

them through the same test routines used to determine the EPA fuel economy ratings.

Fuel economy was not affected for the fuel-injected cars until the filter was at a very high restriction and then only by a small amount. Some cars were not affected at all. With the most affected fuel injected car, using the most stringent test, the Highway Fuel Economy



Both of these filters were recovered from the trash bin of an auto repair shop. The filter on the left looks nasty but when tested for airflow, was still below 20 inches of water vacuum. The one on the right has many years and thousands of miles to go. It was replaced prior to its most efficient point. Don't make the same mistake. A restriction gauge takes all the guesswork out.



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Test (HFET), the drop was only 1.7 percent. In the easier urban test, the drop was only 1.1 percent on the same car. The single carbureted car in the test showed a greater loss of 2.5 percent during HFET.

The fuel-injected systems, via oxygen sensors, airflow or manifold pressure sensors, constantly adjusted the fuel mixture. The 20-to-80-MPH acceleration of all the cars showed a definite performance loss with severely restricted filters. The tests also showed a highly restricted filter can collapse and be sucked into the engine.

Diesel fuel economy, especially with older mechanically injected diesels, is very much affected by air filter restriction because the fuel system is calibrated for a specific volume of air. If that volume isn't received, it still injects the same amount of fuel and more goes out the tailpipe.

WHEN TO CHANGE

The OEMs list an air filter change interval based on averages. If your driving situation matches their averages, the factory interval will serve you well. If you fall outside those norms, as many drivers do, you will either toss a filter away too soon, or too late. Extensive studies have been done by the automotive industry and there is no one-size-fits-all recommendation, hence the overly conservative OEM intervals. One average statistic we found is 60 grams of dirt per 30,000 miles for the average street vehicle. If filter capacity is 300 grams, then the service life "should" be in the 150,000-mile range. But this is all guesswork and a restriction gauge makes it a science.

As the pores in the filter get blocked with dirt, restriction increases and creates greater vacuum behind the filter. A restriction gauge is essentially a recording vacuum gauge. Some simply trip from green to yellow to red at predetermined points of restriction. Others deliver a read-out in inches of water vacuum or Kilopascals (kPa). The beauty of a restriction gauge is that it tells you exactly the right time to change the filter. That point could come in 5,000 miles of harsh conditions or 100,000 miles of easy driving.

FILTER RESTRICTION GAUGE

There is really only one accurate way to tell when an air filter needs changing and that's by using a restriction gauge. You can't tell much visually. Mild dirt and discoloration just show the filter's doing its job. Even with significant visual debris it may still flow within limits. Loss of power at full throttle is one way to tell but by the time most of us notice a big drop in normal driving, the filter will likely have been severely restricted for some time.

Ron Kelderman, director of sales for Filter Minder — a manufacturer and re-tailer of restriction monitoring devices — offered some advice on how best to use a restriction gauge.

"After new filter installation," he said, "run the vehicle in a full-load condition down the highway at high speeds, then, when you get back to the shop, note the position of the yellow position indicator ... this is your clean filter restriction. The Filter Minder can be checked periodically and reset. The next time, it should read the same or higher. Change the filter as it approaches or enters the red zone."

Your vehicle or engine manufacturer has a maximum allowable intake restriction but it might not be easy to find. Some light trucks come with restriction gauges from the factory preset for their rated maximum restriction. In lieu of any specific OEM information, Kelderman recommends a maximum of 15 inches of water for fuel injected gasoline engines and 25 inches of water for diesels. He also suggests using 20 inches of water as a maximum restriction on diesels for maximizing fuel economy. Keep in mind there is usually some initial restriction, even with a new filter. Kelderman cautions that carbureted gas engines can be tricky applications for restriction gauges, because the operation of the choke can create false readings.

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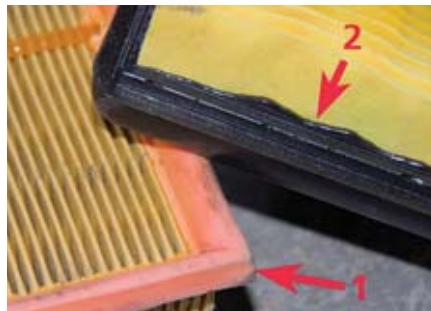
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Clearing the Air

CLEANING FILTERS

While it's possible to "clean" a non-cleanable filter and increase its operational life, it's just as possible and quite easy to unknowingly put holes in it, allowing dirt into your engine and slowly harming it. Cleaning is more a temptation for farmers and heavy equipment operators that count air filter life in days or weeks of operation. The average driver or RVer is normally looking at years of operation and tens of thousands of miles. If you get tempted, remember it's aged in other ways. You may be able to clean it sufficiently and do so without damage, but when you place that filter back into the housing, you might end up with sealing issues.

Some filters are cleanable but how you do it is very important to avoid damage and filter efficiency reduction. The big no-nos usually involve compressed air and harsh cleaners. Most cleanable filters are washed in water with mild soaps and laid out to dry in the shade. Our best advice is to always follow the instructions.



(Left) Whether it's a new or used filter, a quick inspection is worth the time before the unit is fitted into the air box. Hold the unit up to light and look for any holes or tears in the media. Look at the sealing areas for cracks, hardness or tears and at the perimeter of the filter, where the media is attached, to make sure it's not separated. (Right) One of the more recent innovations in filtration comes from Donaldson. Its Power Core fluted filters use a honeycomb design that is efficient, free flowing and long lasting. This filter has 100,000 miles on it and still doesn't trigger a restriction gauge set at 25 inches of water. On top of that it starts out approximately 99 percent efficient.

FILTERS AND PERFORMANCE

An engine needs a specific volume of air to generate its maximum rated power and torque. The required amount of air often increases according to tuning changes or other modifications you might make to the engine. Even things like a free-flow exhaust could increase

airflow needs on the intake side.

Concaldi at AEM said that engines seldom have all the air they can use. "We often find the air intake system lacking in airflow and that the engine can use more. Less restriction results in lower pumping losses (the power it takes to draw air against a restriction)

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User Guide

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but in the case of a tuned system, we can often take advantage of length and diameter tuning of the intake duct to increase power."

A tuned intake may also result in a lowering of intake air temperature. Cooler air is more densely packed with oxygen and the fuel-injection system will add more fuel in the right amount for a little more power and can maintain more ignition timing advance. Cooler air also reduces EGT (Exhaust Gas Temperature) in both gas and diesel engines.

Simply replacing a filter element with one that has less restriction seldom results in a noticeable power increase, but if filter area is increased with an upgrade, the filter can carry more dirt and maintain lower restriction over a longer period. That isn't exactly a power increase but it reduces power loss from restriction for a longer period. Fuel economy doesn't often increase, or increase much, from a performance intake on a gas engine, but gains are more possible with diesels.

The proper evaluation of a performance intake/filter should begin with its dynamometer test results and include total airflow (versus stock), reductions in intake air temp, improved filter efficiency, increased filter area/capacity and serviceability. With many low-cost, price point products on the market, though, cost is a useful comparison only on products with similar performance characteristics. The best air filter for your purposes often comes down to a decision on priorities. Now you know enough to make that choice with confidence. 

SOURCES

AEM Induction Systems

800-992-3000, www.aemintakes.com

Donaldson

952-887-3716, www.donaldson.com

Filter Minder

319-234-0231, www.filterminder.com

K&N

800-858-3333, www.KNfilters.com

Oak Ridge Fuel Economy Test

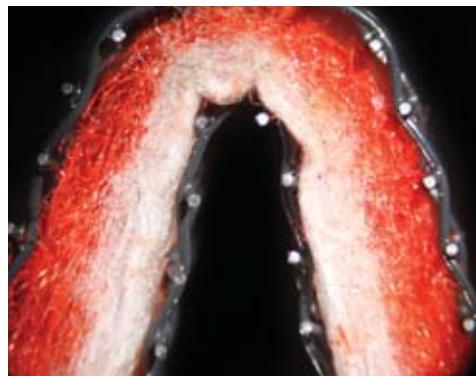
http://www.fueleconomy.gov/feg/pdfs/Air_Filter_Effects_02_26_2009.pdf

Parker Filtration

800-272-7537, www.parker.com

University of Northwestern Ohio

419-998-3120, www.unoh.edu



Here is an example of a graduated density synthetic media, in this case the latest AEM Dryflow media. The outer part in red is more open, but the media gradually becomes denser and traps smaller particles. The shape and design of the pleating here is no accident, but carefully chosen to deliver maximum airflow and filtration.

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TOW READY

Outfitting the '06 F-150 with a B&W Companion hitch, PopUp kingpin extender, SuperSprings, EZ Connector and Aero 2 mirrors makes a big difference

by Bob Livingston

Towing a fifth-wheel trailer with a 2006 Ford F-150 presented a special set of challenges as noted when we introduced the Fox Mountain project in the June issue (see "Project Fox Mountain"). While the truck has plenty of power to move the 8,000-pound Nash, the short bed (5 feet 6 inches) turned out to be problematic. For this segment we added the hitch, enlisted the use of a PopUp RV5 kingpin extender, added SuperSprings to adjust the attitude of the truck when hitched to the trailer, installed an EZ Connector for hooking up the umbilical cord and finished this phase of the project with Aero 2 Towing Mirrors.

THE HITCH

Our hitch of choice was the B&W Companion, which uses precision fitting crossmembers that bolt to the underside of the bed. This allows for installation of the hitch saddle and base assembly via a post that locks into the crossmember's center section. Once it

locks in place, the hitch is securely seated while allowing for easy removal when the open bed is needed for hauling. The hitch can be removed by simply pulling a lever accessible through the truck's wheel well, releasing the post that's attached to the base assembly. An option that has limited application

for recreational fifth-wheels is the use of a gooseneck ball that can be also locked into the crossmember.

Installation of the B&W hitch is not for the faint of heart, but can easily be accomplished by seasoned mechanics using the step-by-step instructions. The first step requires that a 4-inch hole be cut into the bed of the truck. Location instructions are provided and the installer should measure repeatedly before cutting the hole; you only get one shot at this. We used a hole saw, but a sabre saw can also be employed. It's best to use a piece of plywood as a guide to prevent the hole saw from jumping. In this case, we removed the bed liner because it makes cutting the hole easier.





1) Four-inch hole must be cut into the bed of the truck before the installation can begin. Measure twice (or more), cut once and use a piece of plywood as a guide. 2) Lifting the truck bed off the frame made it easier to maneuver the cross members. It only takes a few minutes to remove the bolts and insert a block to prop up the bed.



Our plan is to spray in a liner later. If you prefer to cut the hole through the liner, make sure the measurements are accurate and that the liner doesn't move during the cutting process.

Once we cut the hole, it was a matter of assembling the pieces. The hardware consists of front and rear crossmembers and a center section that fit precisely between the frame, so getting it positioned takes some maneuvering. We found that unbolting the bed and lifting it a few inches gave us some wiggle room. The round tube receiver in the center section lines up with the hole in the bed and once that's established, the crossmembers are bolted together after positioning the latch pin mechanism on the driver's side.

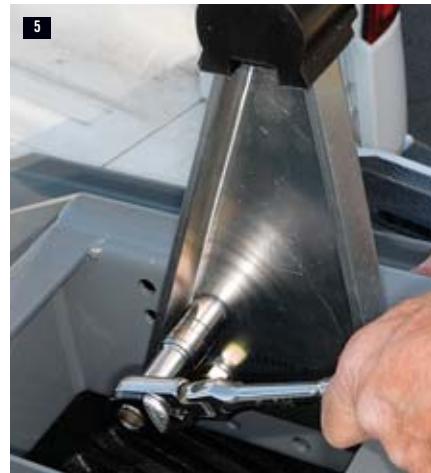
Side plates are bolted to the crossmembers and truck frame, which was a pretty straightforward procedure requiring a minimal amount of jockeying to line up the bolts. If the truck has a capless fuel filler neck, the drain/vent hose will have to be detached from the frame

and relocated before installing the side plate on the driver's side. This step did not apply to the '06 F-150. The bolts are torqued to specification after all the elements are aligned properly. Finally, the latch pin release handle was installed and it was time to go topside.

It only took 30 minutes to assemble the pivot arms to the base, attach a couple of U-bolts and the spring clip that levels the saddle/coupler. The pivot arms were set to the highest position to allow for as much clearance as possible before the base was attached via the U-bolts (torqued appropriately) to the post that goes into the receiver socket in the crossmember.

The saddle rides on polyurethane bushings that are lubricated with lithium grease. Pins are used to secure the saddle to the pivot arms. Versatility is the name of the game with the B&W Companion. Since the saddle can be easily removed from the base, weight is not much of an issue when removing/installing the hitch.

3) Center section cross member is bolted in place. This one has to line up with the 4-inch hole in the bed. 4) Side plates are bolted to the frame and cross members; lifting the bed made it easier to line up the plates. 5) Pivot arms on the hitch assembly were installed to provide the most clearance between the truck bed rails and fifth-wheel. 6) Spring clip bolted to the pivot arm keeps the articulating hitch saddle in a relatively level plane.





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7) Post that locks into the cross-member receiver is U-bolted to the hitch base, which provides a secure union of the two components. 8) A bolt through the hitch base and into the post provides additional strength. 9) Once the base is locked in place, the saddle can be mounted on the pivot arms. Separation of the two components makes the hitch more manageable when installing and removing. 10) The RV5 kingpin extender made it possible to turn almost 90 degrees, which was enough for most campground and parking maneuvers. 11) Clamp around stock kingpin is torqued to 250 ft-lb. Although the instructions call for access to these bolts through holes in side of extender, positioning the bolts to the rear proved to be more convenient. According to the manufacturer, that's the way most installers do it. 12) Cup-point bolts help position the extender and add stability; bolts are tightened to 85 ft-lb.

In use, owners will enjoy the mechanism that opens and closes the jaws in the saddle. Pulling the handle is an incredibly smooth operation, and since the saddle articulates, hitching and unhitching is painless.

In this case, we used the Model 3000 Companion rated to handle up to 18,000 pounds of trailer weight and 4,800 pounds of hitch weight, substantially more than the 9,500-pound rating of the project truck. The hitch retails for \$934 and the Turnoverball kit that mounts below the bed of the truck is \$494. Figure on approximately two hours of labor for the install.

EXTENDING THE KINGPIN BOX

After hitching up and verifying everything was secure, we quickly realized that sharp turning was going to be an issue. The short bed limited the necessary clearance to make sharp turns and there would likely be a meeting between the front of the trailer and rear of the cab when negotiating campsites in many of the parks the owners of the Fox Mountain visit.

Obviously, an automatic sliding hitch would be the solution, but it's hard to give up the convenience afforded by the B&W Companion hitch. Making the truck bed available for daily chores is

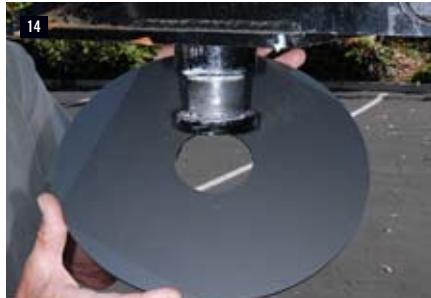
very appealing and the quality of the B&W product was compelling enough to find a solution to the turning restrictions.

The decision was made to use a pin box extender that falls within the recommendations documented by B&W. Use of extenders that change the pivot point from the hitch jaws to a point rearward of the hitch are strongly discouraged by B&W because of possible additional stress put on the hitch. A suitable product for use with this hitch, a PopUp Towing Products RV5 10-inch kingpin extender (manufactured by Young's Products), was attached to the existing kingpin box to improve clearance.

13) Eight bolts are used to keep the extender from moving laterally. For this installation, threads were tapped into the holes because there was no access for nuts. 14) NeverFail Whisper Disk mounted to the extender eliminates the need for greasing the kingpin area or hitch saddle. 15) RV5 extender installs cleanly on the existing kingpin box. Contact at the tailgate became a problem on irregular roads, but overall the handling remained unchanged. The tailgate will be replaced by a counterpart designed for fifth-wheel towing.



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Installation of the pin box extender is not particularly complicated, but it does require some lifting, so it's best done by two people not afraid to handle bulky pieces of steel. Once the extender is positioned through the kingpin, a very stout locking clamp is used to secure it. The extender must be squared to the kingpin box and four cup-point bolts are set after tightening the two 3/4-inch bolts that snug the clamp to the kingpin. These two bolts must be torqued to 250 ft-lb, which takes a hefty wrench to accomplish. Fortunately, our toolbox includes a torque wrench capable of handling those specifications. The set bolts are tightened to 85 ft-lb.

The next step is a little more time consuming. Eight bolts are used to secure the extension to the kingpin box, keeping it from rotating laterally. That requires drilling eight holes in the kingpin box. The use of nuts was not possible, so the threads were tapped in each hole, which took some time and patience. When done, the installation was neat and clean. A NeverFail Whisper



16) Stock rear springs on the Ford F-150 are not very stout. A little help was called in to level the truck when hitched to the fifth-wheel. 17) Installing the rollers on the SuperSpring shackles is a fairly simple step. Here the rollers were installed to provide the most lift. 18) The wheels and tires are removed to allow easier access to the factory spring pack for bolting on the SuperSprings. 19) SuperSprings bracket is mounted to the front of the stock spring pack.

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20



21



22

20) SuperSprings bolt right over the existing spring packs using specially designed shackles. 21) Front and rear shackles and rollers bolted in place in a matter of minutes. 22) SuperSprings successfully leveled out the rear of the truck after hitching the fifth-wheel. Installation is neat and clean.

Disk (\$28) was added to eliminate the need to grease the kingpin or hitch saddle, and we were ready to test.

While the extender improved the turning radius dramatically, 90-degree turns were still not possible. In reality, we discovered that the extender gave us plenty of turning clearance for maneuvering in most campgrounds and other fairly tight places. We found that clearance was also compromised at the tailgate, but our plan is to replace it with a specialized aftermarket product de-

signed for fifth-wheel towing, which will eliminate the potential contact point during articulation on irregular roads. We experienced no degradation in handling.

The PopUp RV5 extender sells for \$401 (plus \$38 shipping) and takes approximately two hours to install.

SUPPORTING THE REAR SPRINGS

Once we hitched up the Fox Mountain, it was immediately evident that the fifth-wheel's 1,400 pounds of hitch weight

caused the rear of the truck to squat more than we liked. With the fifth-wheel hitched, the rear dropped 3 3/8 inches from stock. The goal was to raise the height in the rear so the truck would have a level profile while towing. The fix was to install SuperSprings on the truck's existing spring pack. SuperSprings attach to the existing springs using a shackle and roller at each end.

The company's patented self-adjusting feature has little negative impact on ride quality when the truck is empty. In many cases, adding springs can make the unloaded truck ride harsher; in this case the ride was OK, since the springs only activate when loaded. A side benefit is decreased body roll and sway, although the amount of improvement was not significant with this truck.

Nevertheless, the rear of the truck picked up 2 7/8 inches with the SuperSprings in place and the fifth-wheel hitched—only 1/2-inch from the stock



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23) Hole is cut into the side of the truck bed to accommodate the EZ Connector socket housing. 24) Special low profile socket housing is offered to allow clearance between the inner and outer walls of the truck bed.

23



condition without the trailer. Super-Springs for our project Ford retail for \$385 and can be installed in approximately one hour.

Installation is simple, and most Saturday mechanics can bolt on the springs using conventional hand tools. There are multiple holes in the mounting shackles for adjusting the amount of lift. For this truck, we opted for the most lift.

We were cognizant of the additional weight added to this truck and its impact on the rear axle rating. The owners chose to use this truck because it was in perfect shape and paid for, but the rear axle was overloaded with the fifth-wheel hitched. Tires were upgraded to handle the additional weight and the combo still falls below the gross combination weight rating (GCWR) of the truck — although packing will be critical to control weight. The truck and trailer weighed in at 13,660 pounds (wet) and the GCWR for the truck is 15,000 pounds.

A ROBUST ELECTRICAL CONNECTION

Syncing the clearance lights, turn signals, brake control and charge line is as important as having the proper hitch equipment. Just about all towables use a 7-blade plug and socket to make these electrical connections. The design, utilizing interference fitting blades, has been virtually unchanged since its inception. Most owners will attest that these connectors are far from fail-safe. The blades are subject to abrasion when connected/disconnected with the power on and are always suffering from corrosive build-up due to exposure to the elements. Wire connections to the plug and socket are crude and not reliable. The later versions

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25) Integrating the EZ Connector into the truck's factory wiring harness is a plug-and-play operation requiring no cutting or splicing. 26) New harness is plugged into the factory receptacle, which makes it impossible to get the wires crossed. 27) Trailer's umbilical cord is cut at an appropriate location and the new molded plug/wire harness spliced in using butt connectors. Splices here were made close to the kingpin box to give the new cord an uncut look.

have a rubber gasket inside the cap, but less-than-precise sealing still allows moisture and debris (including salt) to attack the blades, leading to faulty connections and frustration. Also, the only thing holding the plug in the socket is a lip on the cap, which can be ripped off if the owner forgets to unplug before driving away from the trailer.

The EZ Connector system changes the paradigm. Powerful neodymium magnets hold the sealed plug and socket together with double O-ring seals that allow the manufacturer to stamp the product as waterproof. Solid brass, spring-loaded, face-to-face contacts are the key to the reliability of the EZ Connector. This prevents arcing and socket/pin abrasion from frequent plugging and unplugging. Electricity is allowed to pass freely from the socket to the plug without voltage drop, which promotes effective battery charging and proper operation of the lights and trailer brakes.

Installation is not complicated and aimed at the aftermarket customer. A number of versions are available with one specifically designed for fifth-wheel towing. The socket is configured so that it requires less clearance between the outer body and inner truck bed walls. Adapters plug right into the back of the factory socket (included with towing packages) and the harness is routed to the socket that's mounted in the bed of the truck. If the truck builder did not provide the socket, the harness can be hardwired.

The hardest part of the installation is stripping the wires into the trailer's umbilical cord. Terminals and a wiring diagram are provided, so the EZ Connector cord and sealed plug can be butt spliced and sealed with shrink tubing. If you have access to the trailer's umbilical cord origination point, then the new cable can be hardwired at this location.

Making the connection for the first time might catch you off guard as the

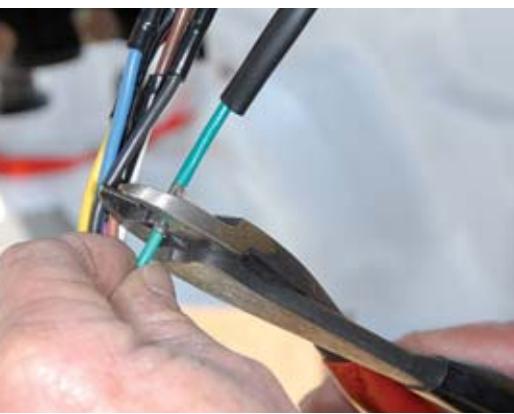
force of the magnets pulls the plug into the socket, which requires a strong tug to remove. You won't have to wonder if the connection is secure. This is, without a doubt, the best product of its kind on the market.

Generic kits (tow vehicle and fifth-wheel) designed to be hardwired into the system retail for \$180. Brand-specific kits, like the one for the project truck, retail for \$220. Dummy plugs, self-closing plug holders for mounting on the trailer, and a number of adapters for other towing (four- and six-way) applications are available. Be sure to order the EZ adapter (\$30) that converts the EZ plug to the standard seven-way in case the trailer needs to be towed temporarily by a different truck.

MIRROR, MIRROR

Although this particular Ford truck was factory equipped with most of the elements that make up a towing package,





the mirrors were not extendable. Trying to see around the Fox Mountain was difficult, especially when backing into a tight RV site. Drivers must be able to see approaching traffic on both sides and in back of the trailer. Obviously the non-extending mirrors did not afford that kind of visibility.

There are a number of mirror extensions on the market, many of which shake enough to make the driver dizzy. We found the Aero 2 Towing Mirrors at a trade show and, at the time, they were just being brought in from Europe (meets worldwide safety standards). The mounting hardware got our atten-

tion. A universal clamping system attaches the extension to the lip of the factory mirror housing. It's so easy to use that it makes removal when not towing practical, even while on a trip.

Two clamps made of high-impact plastic are spaced according to the contour of the factory mirror housing and once installed, allow the towing mirror to be extended up to 12 inches. The clamps do not interfere with the adjustability of the stock mirrors, which is a nice feature if the OEM mirrors are controlled electronically.

Adjusting the teardrop-shaped Aero 2 mirrors is strictly manual, so a helper will likely be needed to position the passenger mirror. When out of service, the mirrors are disassembled and stored in a convenient carry bag. Just be sure to mark them before removal so reinstallation will not require major adjustment.

In retrospect, we should have opted for the Grand Aero Towing Mirrors, which have a larger viewing surface. The Aero 2 mirrors are a little small for our tastes (and the owner's preference), but the shake is minimal.

I found a set of these mirrors on the Internet for \$92.

32) Aero 2 towing mirrors can be dismantled and stored in a convenient bag that comes with the kit. 33) Unique clamps are used to mount the mirrors to the truck's factory mirror housing. 34) The Aero 2 mirrors offer good views to the sides and rear of the trailer with minimal shake, but the viewing surface is on the small side.



READY FOR THE ROAD

No doubt the project F-150 is maxed out and we're pushing the limits of the drivetrain and suspension. Surprisingly, the truck moves the Fox Mountain with nary a complaint. The high-quality B&W hitch and other aforementioned equipment upgrades help make the truck more suitable, although add-ons will not change the maximum trailer weight and axle ratings of the F-150.

Now that the truck is ready for the road, we'll turn our attention to the trailer for future projects. ➤

SOURCES

B&W Trailer Hitches 1216 Hwy 224, Humboldt, KS 66748; 800-248-6564, www.turnoverball.com

Young's Products (PopUp Towing Products), 4330 S. Johnson Rd., Chanute, KS 66720; 800-837-8578, www.popuphitch.com

Mobile Outfitters (NeverFail Whisper Disk) 574-312-6654, www.themobileoutfitters.com

SuperSprings International 5055 6th St., Carpinteria, CA 93013, 800-898-0705, www.supersprings.com

EZ Connector 1010 E. Walnut Ave., Tulare, CA 93274; 559-686-5889, www.ezconnector.com

JR Products (Aero 2 Towing Mirrors), 9680 County Road, Clarence Center, NY 14032; 800-269-7622, www.jrprvinc.com

28) Heat gun is used to seal the butt connections with shrink tubing. 29) New plug fits into the socket mounted on the side of the truck bed within close tolerances. Force of the magnets actually pulls the plug into position. 30) Strong neodymium magnets, sealed brass face-to-face contacts and a waterproof O-ring seal makes the EZ Connector super reliable. 31) An adapter is used in case the fifth wheel has to be towed by a different truck. Four-and six-way adapters are also available.



Bluetooth CB Radio

Engineered for compatibility with current legislation, Cobra's 29 LX BT makes traveling easier by linking a driver's mobile phone via a one-touch Bluetooth connection for legal hands-free mobile calling. The Cobra's caller ID provides a vocal alert to who's calling in addition to its display. Other features include a text-to-speech conversion so you can hear incoming emails and texts, 10 NOAA weather channels, a four-color LCD display and a noise-cancelling microphone.

MSRP: \$189.95

773-889-8870, www.cobra.com

Circle 203 on Reader Service Card.



Solar Generator

Billed as an alternative to gasoline or LP-powered generators, the Goal Zero Yeti 1250 Solar Generator provides AC, DC and USB power using internal components and solar panels for recharging. The Yeti 1250 puts out 1,200 watts of continuous pure sine-wave, 120-volt AC power and up to 30 amps of 12-volt DC through various ports. It is designed to charge several electronic devices at once, and the Yeti 1250 AGM batteries are charged fully in 20-22 hours of sun.

MSRP: \$1,999.99

888-794-6250, www.goalzero.com

Circle 204 on Reader Service Card.



Remote-Controlled Fan

Turn your fan on or off, select from 10 speeds, open or close the lid, reverse the fan's direction or place it in automatic (thermostat) mode from the palm of your hand. MaxxAir's MaxxFan Handheld Remote Control, sold with all of the company's remote-control models, gives owners the ability to control their MaxxFan and MaxxFan Deluxe vent fans without having to adjust the fan by hand. Its easy-to-read screen indicates when a signal is transmitted to the fan, and it beeps to let owners know the signal was received.

MSRP: Complete kit w/fan: \$300

800-780-9893, www.maxxair.com

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RV Dehumidifier

Prevent moisture from making the inside of your RV a damp, musty environment with Eva-Dry's E-500 miniature dehumidifier. It's designed for use in areas up to 500 cubic feet, and draws moisture from the air without the use of batteries or cords. Even better, it's eco-friendly, non-toxic, silent and reusable for up to 10 years.

MSRP: \$34.95

877-382-3790, www.eva-dry.com

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Amsoil Synthetic Lubricants

Some synthetic products are not considered to be as good as natural ones, however this certainly isn't the case with engine oils and other automotive lubricants. RVing puts severe demands on the engines and drivetrains of tow vehicles and motorhomes, which are more heavily laden and subject to higher internal operating stresses than most passenger cars ever encounter. Synthetics do an excellent job protecting your engine and drivetrain. They're well-suited for high stress, including extreme temperatures, heavy trailer towing and high-mileage engines.

A pioneer in automotive synthetic lubrication, Amsoil produced the world's first API-qualified synthetic motor oil in 1972, and continues to offer a wide variety of automotive products today.

Synthetic Premium Protection Motor Oil

Designed for use in both gasoline and diesel engines, Amsoil Synthetic Premium Protection Motor Oil is said to offer multi-functionality and wear protection, especially for flat-tappet cams. It's available in several weights and is called for in applications where the extra protection of a higher-viscosity oil is desired.

Premium API CJ-4 Synthetic Diesel Oil

This synthetic CJ-4 diesel oil is suggested for model year 2007 and newer heavy-duty and pickup truck diesel engines requiring API CJ-4 oil. Designed to protect diesel engines in heavy-duty applications, it exceeds manufacturer's spec's for emission-controlled diesel engines and offers extended drain intervals. Synthetic 15W-40 Diesel Oil is a low-sulfated ash formulation that provides excellent performance in low-emission diesel applications. It is compatible with all exhaust treatment devices and is designed to extend the service life of diesel particulate filters (DPF). Meets API CJ-4, CI-4+, CF and SM specs.

Synthetic Heavy Duty Diesel & Marine Motor Oil

Designed for pre-2007 diesels in on-road applications, the heavy-duty synthetic diesel and marine grade oil is said to control acids from combustion blow-by and EGR, and additives control soot thickening, oxidation and wear. Its unique synthetic formulation and long-

drain additives deliver maximum protection, cleanliness and performance over extended change intervals, reducing vehicle maintenance and waste-oil disposal costs.

Synthetic Multi-Vehicle Automatic Transmission Fluid

Amsoil's Synthetic Multi-Vehicle Automatic Transmission Fluid is engineered to outperform conventional automatic transmission fluids and exceed the manufacturer's performance requirements of most North American, European and Asian vehicles. This formulation is designed for top performance and protection in the severe operating conditions of modern transmission designs.

Torque-Drive Synthetic Automatic Transmission Fluid

Engineered specifically for the Allison TES-295 transmission fluid specification, it replaces Allison/Castrol Transynd fluid. Engineered for protection in temperature extremes, it is claimed to ensure consistent, smooth clutch-pack engagement over the life of the fluid, and control clutch glazing. Torque-Drive is recommended as a direct replacement for TranSynd Synthetic ATF in heavy-duty, on- and off-highway automatic transmissions manufactured by Allison, General Motors, Ford, Voith and ZF, and meets the standards TES-295, TES-389, C-4, Dexron III, and Mercon.

Amsoil also offers oil analyses to its customers. For more information or the location of your nearest dealer, contact Amsoil: 800-956-5695, www.amsoil.com.

Gasoline Direct Injected Compression-Ignition Engines

According to MIT's Technology Review, automotive parts maker Delphi is developing a gasoline-fueled engine that uses diesel-engine technology to improve fuel mileage. Traditional gasoline engines use spark ignition, and diesel engines ignite fuel with the heat from compressing air. Delphi's experimental design, called gasoline-direct-injection compression ignition, mixes advanced fuel injection and air intake and exhaust controls including injecting gasoline in timed squirts. Delphi used a single-cylinder engine to test the method and



For engines or transmissions, synthetic oils last longer and provide better protection.



is now working with multi-cylinder engines to more closely replicate a production design. The engines could improve fuel economy of gasoline-powered vehicles by up to 50 percent.

2013 Chevrolet Suburban

Manufacturers have been building more crossovers and downsized SUVs, which has left a big gap for folks who want to tow larger travel trailers. Fortunately, the Chevrolet Suburban is still around for 2013. It not only has one of the widest tracks and longest wheelbases of any SUV available but still comes with a selection of powerful V-8 engines and three spacious rows of seating for large families. Many potential buyers will find the lighter-duty Suburban 1500 sufficient with its 320 horsepower, 5.3-liter V-8 and 6-speed automatic transmission; it's rated to tow up to 8,100 pounds. A cylinder deactivation system cuts out cylinders when they're not needed, and variable valve timing further improves efficiency. EPA ratings are up to 15 city/21 highway MPG.



PHOTO COURTESY GENERAL MOTORS

Heavier-duty Suburban 2500 models come with a 6.0-liter V-8 rated at 352 horsepower and have a higher load capacity and tow rating of 9,600 pounds, although they do have a stiffer ride and somewhat lower fuel economy. Both 1500 and 2500 models are available with either rear- or four-wheel drive.

The Suburban's 14-inch longer wheelbase compared to Tahoe or Yukon models provides third-row seating and cargo space. In fact the Suburban has 137.4 cubic feet of cargo space behind the first seats. First and second row seats are available as bucket or bench, while the third-row bench seat can be

folded down when not needed. Properly specified, the Chevrolet Suburban can seat up to nine, although the third row is best for children.

Choose from LS, LT, and LTZ trim levels. Standard on all models are Bluetooth connectivity, cruise control, three-zone air conditioning, and a six-speaker sound system with a USB port and satellite radio capability. Optional extras include a DVD navigation system with real-time traffic updates, rear-seat DVD entertainment system, Bose Centerpoint audio, leather upholstery, heated second-row seats, remote start and Autoride suspension. ■

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1 **2** 3 4 5

TIME TO COMPLETE

45 MINUTES

TOOLS NEEDED

WIRE PLIERS, SOCKET SET



The Brute 4500 has a built-in storage bracket for the trailer connector. It may seem like a simple thing, but the adjustable leg is a great feature; it cuts down setup time and increases the jack's overall range. Weather-protected switches control the jack operation and lights.

There are few things on a camping trip that can get crabbiest than me when I have to do a lot of cranking between the truck and trailer. In years past I had my sons turning the jack handle, but they're hiding better these days and my little granddaughter is not quite up to the task just yet.

There are two situations that require more cranking than just getting the trailer on and off the ball. First is properly setting up a weight distribution hitch, which requires lifting both the trailer A-frame and the truck enough to get the spring bars in place.

The second situation is a function of campsite selection. My wife has a particular talent for picking spaces that are "better for the dog," "private and cozy" or provide a "nice view," which often means more

cranking to get the trailer level.

What I need is some help, which is why we've been testing the 4500 Brute Power Jack (\$309.95) from Husky Towing products. The Brute's 2 1/4-inch main tube is designed to fit most A-frames and it's loaded with features that should elevate the general mood in campgrounds throughout the land.

At the Brute's core is the powerful 12-volt DC electric motor, which needs only moderate gear reduction. This produces a fast travel speed of 10 inches in as little as 38 seconds. The Brute's full travel range is 18 inches.

Lift efficiency is also aided by the Brute's ball screw design, which reduces friction with ball bearings that roll through the threads on the Brute's shaft and nut. This means the motor works less, draws less amperage, creates less heat and produces less noise. The ball screw design increases motor and jack life by greatly reducing wear on important components.

The Husky engineers incorporated what they call SmartStop technology into the Brute design. SmartStop senses the limits of the jack's range and shuts down the motor early enough to avoid the hard mechanical stop of simply running out of screw threads.

Installing the Brute was quick and easy. Three bolts were removed to take the old jack out and three reinstalled to

secure the new jack. With only a single wire to connect to the power source (grounding is done through the frame), it takes only a butt connector to the supplied inline fuse and whatever connector you need for the battery terminal.

The Brute has a useful 6-inch adjustable drop-down leg that provides extended adjustment for a variety of terrain. The leg tucks up tight into the end of the main tube during transport and has several adjustment points that mean greater reach and time saving in trailer setup at the site.

The Brute 4500 has three LED lights that illuminate the entire working area, including the hitch head and weight distribution brackets on the A-frame. Other features include weather-protected switches and a connector storage bracket that keeps the trailer's cable out of the way and out of the weather when not in use.

The Brute 4500 is available with a wireless remote control (\$349.95), which allows you to control the operation of the jack while monitoring the front-to-back leveling of the trailer from up to 40 feet away. The kit also includes two key fobs, which can control the jack from inside of the trailer while you are watching the refrigerator level out. 

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ADVICE FROM OUR TECH TEAM

LARGER CHARGE LINE

Q While traveling to Florida we sometimes stop and use only our 12-volt house battery for powering interior lights and other appliances. This drains a lot of the battery, and the normal plug-in from truck to trailer does not do much to recharge the battery.

My plan is to run an 8 gauge wire directly from the truck charging system to the house battery. Will trying to recharge a deep-cycle battery in this manner work?

David Sumner, Grand Haven, Mich.



A Running a new, larger-diameter charge line would indeed help your trailer battery-charging situation, David, but it's better to start by troubleshooting the system you have. It sounds like you may have a bad connection or two, or perhaps a damaged charge line, which is preventing your tow vehicle from adequately charging the batteries.

With the trailer hitched up and plugged in, start by checking the alternator voltage output on the tow vehicle. Next, check the voltage indicated at the trailer battery. I'll wager it will be significantly less than the alternator voltage, which means somewhere along the lines, there's a bad connection. Work your way back toward the alternator, checking each junction point — the battery charge line, the trailer's junction box, the trailer plug wire junction, the tow vehicle socket and so on. Somewhere along that line you'll probably find the voltage increases, which means you've narrowed down where the bad part of the circuit is. Then you'll need to clean the terminals or circuit connections, clean and tighten wire terminals and so on.

Be sure to inspect the trailer and tow vehicle's ground connections as well. The ground is just as important to completing the circuit, and if it's bad, the charge voltage still can't get through. - **Jeff Johnston**

TRAVEL TRAILER HITCH WEIGHT

Q I have read in past issues of *Trailer Life* that hitch weight should be 10 to 12 percent or more of the trailer's total weight. My question is, what does "or more" mean exactly? How much more? Mine is 144 pounds over the 12 percent. Thanks for any advice.

J.C. Brown, Via email

A If trailers have too much of their weight located aft of the axle centerline (center of mass) they are

likely to be prone to swaying and "tail wagging" that can result in loss of control. It has been found that conventional travel trailers with hitch weights in the 10-12 percent range tend to be stable without overloading the rear of the tow vehicle. There is no precise formula, and there are many factors that affect this, including tire sidewall stiffness, suspensions, ratio of rear overhang on the tow vehicle, etc. However, as long as your tow vehicle can handle that bit of extra weight, you

THE TECH TEAM



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



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



should be fine. It's better to be a little over the recommended ratio than under it. - Ken Freund

SHORTBOX SELECTION

Q I want to buy an '03 GMC 2500, extended cab, Duramax diesel with a short bed that should be 6.5 feet long. I have always insisted on a long bed to pull our '03 Wildcat 27RL in order not to have to worry about turns and possible trailer or truck cab damage. Can this size box accommodate a standard Reese-type hitch and have proper clearances for the sharp turns often encountered? I want to avoid any special hitches or an extended pin box, if possible.

Merland Clark, Corinth, Maine

A The average short-box truck cannot tow a standard fifth-wheel trailer with a standard hitch without risking damage during tight turns, Merland. That's why there's a proliferation of sliding hitches, extended pin boxes and other towing solutions on the market.

You can do the math to see for yourself how this is true. First, measure the distance from the back of the truck cab to the center of the rear axle, which is where the hitch pin pivot would be mounted. Now measure from the outside wall of your trailer to its centerline, where the hitch pin is located. You can readily see how half the trailer width is greater than the clearance from cab to pin pivot point. You can buy a standard hitch and be extra careful when driving, but sooner or later, your chances of experiencing some damage are pretty good. Better to go with one of the shortbox towing solutions on the market, and not have to worry about it. - J.J.

NISSAN FIFTH-WHEEL TOWING

Q I have a 2012 Nissan Titan Pro-4X and we would like to upgrade our trailer. We have found one we're really interested in, the Cougar X-Lite 29RBS fifth-wheel, and it says it is half-ton towable. The salesman says no problem, of course. I know I would have to install a fifth-wheel hitch in the truck, but I would like to be sure it will tow the load before

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we make this purchase. I hope maybe you can help me be sure my Nissan truck will be able to tow this. The truck has a max tow rating of 9,300 pounds.

Michael Southard, Reidsville, N.C.

A We couldn't find weight specifics on your 2012 trailer, Michael, but the 2013 model of that unit has a combined "shipping weight" and "carrying capacity" weight of 10,000 pounds. Keystone does not publish the gross vehicle weight rating (GVWR) and that would be a big help if we had it.

It looks like the trailer, fully loaded, would be too heavy for your truck. You're better off to select one that has a GVWR of 9,300 pounds or less, which means even if you don't overload it, you'll still be within your towing capacity. Remember, you'll be adding fluids and cargo on top of that shipping weight, plus that shipping weight is an average posted for that trailer model, but each trailer will be a bit different, and the weight figure

does not account for assorted factory- or dealer-installed options that also add weight. You're really better off to be on the safe side and choose something smaller.

Remember you'll also need to consider the question of towing a fifth-wheel with a short-box truck. — J.J.

CAP CRACKS

Q While washing my fifth-wheel toy hauler I noticed the fiberglass front cap has some spider lines in an area about 4-by-15 inches. They don't appear to be open or separated, just tiny cracks. I'm concerned they may start spreading out. Is there any way I can stop this and seal them?

Lawrence Amidel, Sebring, Fla.

A That kind of stress cracking is fairly common with a fiberglass product, Lawrence. It particularly happens on older vehicles, but you didn't state your trailer's age so we can't pin

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that down as a possible cause. You can have those cracks repaired by a professional body shop familiar with fiber-glass work and the repair may last for many years. But the cracks are in one area for a reason, and they may come back, so it may be a good idea to have the trailer inspected at a qualified RV service center to check for frame cracks or anything that could lead to stress on the body due to frame flexing. It's always better to repair the cause rather than just the symptom. - J.J.

HOT TIRE PRESSURE

Q I live in the desert Southwest and pull a 39-foot Grand Junction fifth-wheel. It is not uncommon for us to experience noon temperatures up to 40 degrees higher than the morning temps. When we travel in those conditions I start with 80 PSI in my tires as is called for on the sidewalls of the tires. By noon, after the temp change, my tires exceed 90 PSI. This makes me

nervous as my wheels are rated 80 PSI. Should I gradually deflate my tires as the day warms up, or ignore the 90-plus PSI and just keep driving?

Jim Carolan, Palm Desert, Calif.

A If the tires are LT tires, the pressure marked on the tire sidewalls is the pressure required when the maximum weight (also marked there) is being carried by the tires. It's doubtful that your trailer weighs that much. Therefore, you should weigh the trailer axles on a truck scale (when fully loaded for a trip) and determine the weight on individual wheels and tires. Then look up the manufacturer's recommended tire pressure, using a load-inflation chart (available on tire manufacturer's websites and at tire shops). Set the correct pressures before driving off in the morning and then leave them alone all day. An exception is if you fill the tires at high altitude and descend, in which case the tires will need to be checked/inflated

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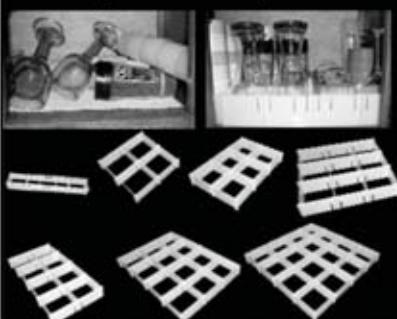
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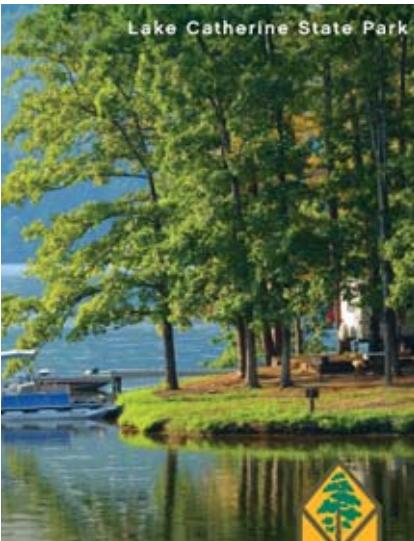
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The screenshot shows the homepage of RV Buyers Guide. At the top, there's a search bar with the placeholder "SEARCH RVs". Below it, there are several dropdown menus for filtering results: "Any Type", "Any Make", "Any Model", "Any Year", "Any Price", and "Any Length". A red arrow points to the "Any Model" dropdown menu. The background features a grid of small thumbnail images of various RV models.

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RV CLINIC

(best done after a rest stop to allow tires to cool down). - K. F.

FORD FAILS TO DOWNSHIFT – FEEDBACK I

Q The problem noted in "Ford Fails to Downshift" (July issue of *Trailer Life*) is a common problem with Ford trucks that goes back more than 10 years. Yes, I believe it is a bad vehicle speed sensor as you suggested. While it will not always throw a fault code, the symptoms can be one or all of the following: not downshifting, especially on mountain grades, electronic speedo works intermittently or not at all, cruise control drops out on grades or when you hit a bump. The sensor is an inexpensive part (around \$35) and it is

the problem, because it did not give a code. All three dealers changed the electronics in the transmission, but that did not fix it. I was told to take it to a dealer when the problem was present, and they could probably fix my truck. My truck went into limp mode in a town in Texas so I went to the Dodge dealer in that town, and they agreed I had a problem. However, since there was no code they could not find the problem. I was convinced it was heat related, and told all the dealers I thought that to be the case, but with no code they could not find the problem. In desperation I went to a local transmission shop, and after explaining the problem to the mechanic he agreed with me that it was heat related. He installed another transmission cooler in

"When a transmission gets too hot, it can go into limp-home mode, which may hold it in one gear until it cools down."

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an easy change by a backyard mechanic. On the Ford F-Series it is located on the driver's side tailshaft housing, held by one small bolt and clamp with a standard pigtail and push/pull electric socket. The only thing you have to be careful of is that you get the right length (most are 37mm), which means you should remove the old one and take it with you to the parts supply store so you can match it up. Believe me, this will save you from running back and forth if you don't get the right one the first time.

Bill Hov, Via email

FORD FAILS TO DOWNSHIFT – FEEDBACK II

Q I own a 1998 Dodge Ram 3500 truck with a Cummins diesel that had the same problem as John Omdahl ("Ford Fails to Downshift," July). My problem (it sometimes wouldn't start out in first gear) first occurred at about 2,000 miles, and it happened many times after that. I took it to three different Dodge dealers while it was still under warranty and they could not find

parallel with the original, and that solved my problem. I now have over 200,000 miles on the truck, and have not had any more trouble with the transmission.

Bernie Pollard, Via email

A Thanks for writing, Bernie. Towing trailers can produce a lot of heat in the transmission. When a transmission gets too hot, it can go into limp-home mode, which may hold it in one gear until it cools down. This was probably what was happening to your truck, and could be occurring to Omdahl's truck as well, particularly in hot Arizona. - K. F.

INTERMITTENT TRAILER BRAKES

Q I will call this the case of trailer brakes or no brakes. We have a 2005 Ford F-350 that we bought new, and a 2003 Cardinal fifth-wheel that we bought used. Our problem is that at times we have trailer brakes, and then we don't. We may go five miles, or we may go 1,000 miles, we never know

when it will happen. We've had the truck at different dealers and they say everything is fine, we've brought the trailer to dealers and they say the brakes are OK. We have even gone to changing from the Ford dash-mounted brake controller to an add-on controller, replaced the plug-in cord and added an extra ground wire. We also had the brakes replaced. We don't feel safe when we are towing because we never know if we will have brakes. I have been pulling my hair out over this (and don't have much hair left to pull), so any help you might be able to offer would be appreciated.

Dave Arrasmith, Warsaw, Mo.

A This is a serious safety concern and needs to be fixed before you continue towing. Fortunately, the solution will probably be relatively inexpensive, especially compared to what has been done already. It's likely that you have an intermittent connection somewhere in the wiring harness going from the brake controller back to the brakes

at the trailer's wheels. The most likely spots are inside the connector plugs, or any place that wires flex (such as the wires in the trailer cord) as the rig goes down the road. Also check for wires being chafed if they run through holes in the trailer axles, etc. If a thorough, careful inspection turns up nothing (which I doubt) then replace the wires carrying the electric power to the brakes. **- K.F.**

AFTERMARKET MILEAGE AID

Q I have a 2007 F-250 Super Duty 2WD truck I use for towing. The truck is factory equipped with the 4.10 axle, 6.8L V-10 and automatic transmission. I did not expect good gas mileage, I wanted to be able to tow just about any trailer I purchased. If I were to spend money on just one aftermarket device to possibly increase my MPG, what might

be the most cost-effective purchase I could make – something like an exhaust system, engine performance tuner, or some other area?

Robert Norman, Grand Saline, Texas

A None of the aftermarket items you have mentioned installing on your tow vehicle are going to deliver huge improvements in mileage, Robert, so we hope you aren't expecting miracles. That said, a free-flowing exhaust system, paired up with the free-flowing air intake system that's often also available from the same company, can deliver modest but effective fuel efficiency gains. Many of the aftermarket engine tuners that are available also include a fuel efficiency setting among the power-level options via the unit's controls. Use of the fuel economy setting can also deliver modest gains in economy. Either option may work for you. **- J.J.**

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USED 2006 Keystone SPRINTER 299RLS WAS \$18,999 **NOW \$13,999** SAVE \$5,000 (866) 289-0113 Chattanooga, TN STK# CH8037



USED 2007 Skyline WEEKENDER 258 **NOW \$14,861** (888) 480-3175 Sacramento, CA STK# SAC23600A VIN# 7B000363



USED 2004 General Coach CITATION SUPREME 29CKS WAS \$21,888 **NOW \$14,988** SAVE \$6,900 (888) 348-5909 Avondale, AZ STK# AV014459



NEW 2011 Dutchmen ASPEN TRAIL 2710BH WAS \$24,427 **NOW \$14,990** SAVE \$9,437 (877) 468-3214 Jacksonville, FL STK# JAX19794



USED 2008 Dutchmen FREEDOM SPIRIT FS310B-DSL **NOW \$14,995** (888) 801-3226 Byron, GA STK# MAC17346



USED 2010 Heartland EDGE 22 **NOW \$14,995** (888) 617-5406 Oakwood, GA STK# ORV17279



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



USED 2006 Keystone LAREDO 26RK WAS \$26,877 **NOW \$14,995** SAVE \$11,882 (888) 672-5049 Syracuse, NY STK# SYU69590



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



USED 2010 Dutchmen SPORT 26B-DSL WAS \$22,995 NOW \$14,995 SAVE \$8,000 (888) 450-7060 Dothan, AL STK# DOT42204



NEW 2012 Keystone HIDEOUT 20RD MSRP \$22,783 NOW \$14,997 SAVE \$7,786 (888) 727-2952 North Little Rock, AR STK# LIT17650



NEW 2011 Dutchmen ASPEN TRAIL 2710BH WAS \$20,649 NOW \$14,999 SAVE \$5,650 (877) 774-0328 Ocala, FL STK# OCA19081



USED 2004 Starcraft ARUBA 315SKS WAS \$37,127 NOW \$15,899 SAVE \$21,228 (866) 755-9604 Charleston, SC STK# CHN127277



USED 2006 Forest River WILDWOOD 26FK NOW \$15,950 (888) 480-3175 Sacramento, CA STK# SAC20660A VIN# 6C039490



USED 2006 Jayco EAGLE 308FBS NOW \$15,987 (888) 614-5201 Draper, UT STK# ABRV39241



USED 2006 Forest River WILDCAT 28RK NOW \$15,995 (888) 668-6715 Katy, TX STK# KAT10102A



USED 2008 Skamper KODIAK M270 NOW \$15,995 (888) 614-5201 Draper, UT STK# ABRV39908



NEW 2012 Keystone HIDEOUT 26B MSRP \$25,217 NOW \$15,997 SAVE \$9,220 (888) 727-2952 North Little Rock, AR STK# LIT17652



USED 2007 Keystone COPPER CANYON 3121SL WAS \$25,900 NOW \$15,999 SAVE \$9,901 (888) 489-5784 Louisville, TN STK# KNOX19658



USED 2006 Fleetwood WILDERNESS 295RLS NOW \$16,455 (888) 853-4034 Redding, CA STK# REDZ1013 VIN# 62316043



USED 2002 Skyline ALJO 365 NOW \$16,838 (888) 480-3175 Sacramento, CA STK# SAC23115A VIN# 2A001024



NEW 2012 Coleman COLEMAN CT265B-HS WAS \$26,098 NOW \$16,895 SAVE \$9,203 (888) 865-1507 Hamburg, NY STK# BUF71113



USED 2007 Gulf Stream KINGSPORT 320TB NOW \$16,995 (888) 828-9906 Lowell, AR STK# LOW18329



NEW 2012 CrossRoads SUNSET TRAIL 21SS WAS \$30,662 NOW \$16,995 SAVE \$13,667 (866) 610-5049 Akron, OH STK# SRV18923



NEW 2013 Heartland PIONEER TB27 LIST PRICE \$26,025 NOW \$16,995 SAVE \$9,030 (888) 853-4034 Redding, CA STK# RED25384 VIN# DE253615



NEW 2012 Starcraft AUTUMN RIDGE 245DS MSRP \$25,611 **NOW \$16,997** SAVE \$8,614 (888) 727-2952 North Little Rock, AR STK# LIT17640



USED 2007 Keystone SYDNEY 31 RQS WAS \$25,900 **NOW \$16,999** SAVE \$8,901 (888) 489-5784 Louisville, TN STK# KNOX19737



USED 2007 Holiday Rambler SAVOY 300BHS WAS \$25,999 **NOW \$17,955** SAVE \$8,044 (888) 471-3546 Chichester, NH STK# GRV507741



USED 2007 Jayco EAGLE 288RLS **NOW \$17,005** (888) 853-4034 Redding, CA STK# REDZ1010 VIN# 71CR0186



NEW 2012 Coleman COLEMAN CT317B-HS WAS \$28,929 **NOW \$17,895** SAVE \$11,034 (888) 865-1507 Hamburg, NY STK# BUF71144



NEW 2012 Coleman COLEMAN CT211RB WAS \$27,590 **NOW \$17,988** SAVE \$9,602 (888) 859-6653 Hillsboro, OR STK# HIL38034



NEW 2011 Coleman COLEMAN CTS264RL WAS \$28,462 **NOW \$17,991** SAVE \$10,471 (877) 450-7415 Island Lake, IL STK# CRV5859



USED 2010 R And S Custom FIRESTORM 21C **NOW \$17,995** (888) 668-6715 Katy, TX STK# KAT10030A



NEW 2012 Coleman COLEMAN CTS260BH WAS \$27,864 **NOW \$17,995** SAVE \$9,869 (888) 674-0275 Gulf Breeze, FL STK# GB39989



NEW 2012 Coleman COLEMAN CT265B-HS MSRP \$27,790 **NOW \$17,995** SAVE \$9,795 (888) 815-7523 Woodstock, GA STK# WDS16784



NEW 2012 Dutchmen DUTCHMEN 296FKS WAS \$27,283 **NOW \$17,995** SAVE \$9,288 (888) 450-7060 Dothan, AL STK# DOT39263



NEW 2012 Coleman COLEMAN CT265B-HS WAS \$26,098 **NOW \$17,995** SAVE \$8,103 (866) 502-8238 Bath, NY STK# BAT71120



NEW 2012 Coleman COLEMAN CT265B-HS WAS \$26,098 **NOW \$17,995** SAVE \$8,103 (866) 502-8238 Bath, NY STK# BAT71121



USED 2007 Keystone COUGAR 306BHS WAS \$25,444 **NOW \$17,995** SAVE \$7,449 (866) 820-0335 Council Bluffs, IA STK# CBI18631



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



USED 2008 Keystone LAREDO 29RL WAS \$24,895 **NOW \$17,995** SAVE \$6,900 (866) 860-8684 Strafford, MO STK# STR21040

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



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

NEW 2010 Forest River WILDWOOD LE 27RLSS WAS \$24,551 **NOW \$17,999** SAVE \$6,552 (877) 774-0328 Ocala, FL STK# OCA19093

USED 2004 Wilderness ADVANTAGE 255BHS **NOW \$18,290** (888) 479-3568 Vacaville, CA STK# VAC25445 VIN# 42308611

USED 2007 Komfort KAMPSITE 278 **NOW \$18,467** (888) 614-5201 Draper, UT STK# ABRV39299

USED 2008 Keystone OUTBACK 29BHS WAS \$37,500 **NOW \$18,507** SAVE \$18,993 (888) 242-0293 Madison, WI STK# MAD14701A

NEW 2012 Coleman COLEMAN CT265BHS WAS \$28,074 **NOW \$18,549** SAVE \$9,525 (877) 468-3214 Jacksonville, FL STK# JAX19787



NEW 2013 Heartland NORTH COUNTRY TRAIL RUNNER SLE 25SLE WAS \$28,544 **NOW \$18,699** SAVE \$9,845 (888) 868-1486 Raleigh, NC STK# RAL21856



NEW 2012 Coleman COLEMAN CT317BHS WAS \$28,929 **NOW \$18,795** SAVE \$10,134 (888) 672-5049 Syracuse, NY STK# SYU71143

USED 2005 Fleetwood ORBIT 245CKS **NOW \$18,984** (888) 641-0925 Kaysville, UT STK# KY40122

USED 2007 Forest River WILDCAT 28RKBS WAS \$28,140 **NOW \$18,992** SAVE \$9,148 (888) 484-3906 Spartanburg, SC STK# GR125999



NEW 2011 Forest River V-CROSS 25VFB WAS \$27,106 **NOW \$18,995** SAVE \$8,111 (866) 996-3140 Calera, AL STK# CLE18932

NEW 2012 CrossRoads ZINGER 25SB WAS \$29,928 **NOW \$18,999** SAVE \$10,929 (877) 554-3516 Lakewood, NJ STK# LAK8919

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

USED 2004 NuWa HITCHHIKER II 32.5 **NOW \$19,980** (888) 903-5066 St. George, UT STK# SGU25786

USED 2003 Keystone MONTANA 3295 **NOW \$19,987** (888) 614-5201 Draper, UT STK# ABRV40370

NEW 2012 Coleman COLEMAN CTU240RB WAS \$31,441 **NOW \$19,988** SAVE \$11,453 (888) 859-6653 Hillsboro, OR STK# HIL37648





USED 2002 Keystone MONTANA 2880
NOW \$19,995 (888) 641-0925 Kaysville,
UT STK# KY41308



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



USED 2010 Keystone BULLETT 250RKS WAS
\$32,254 **NOW \$19,995** SAVE \$12,259 (877) 371-
2412 Flagstaff, AZ STK# FLG13122



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



NEW 2012 Dutchmen KODIAK 284BHSL
WAS \$32,885 **NOW \$19,995** SAVE
\$12,890 (888) 865-1507 Hamburg, NY
STK# BUF69823



USED 2005 Forest River CARDINAL PLAT 33RL
WAS \$31,233 **NOW \$19,995** SAVE \$11,238 (888)
672-5049 Syracuse, NY STK# SYU71324



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



**USED 2003 Forest River CEDAR CREEK
30RLBS** WAS \$29,995 **NOW \$19,995**
SAVE \$10,000 (866) 754-7302 Greenwood,
IN STK# GRW326359



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



**NEW 2012 Jayco JAY FEATHER ULTRA-
LITE 24T** WAS \$28,000 **NOW \$19,995**
SAVE \$8,005 (866) 415-9726 Golden, CO
STK# KC512032



NEW 2012 Coleman COLEMAN CTS250GS
LIST PRICE \$27,157 **NOW \$19,995** SAVE
\$7,162 (888) 331-1595 Santa Clarita, CA
STK# AMRV22167 VIN# CT207980



**USED 2007 Gulf Stream SEDONA
29RKFW** WAS \$46,999 **NOW \$21,920**
SAVE \$25,079 (866) 648-5288 St. Augustine,
FL STK# JAC38696



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



**USED 2008 Heartland SUNDANCE
3200ES** WAS \$34,000 **NOW \$21,995**
SAVE \$12,005 (888) 860-8684 Strafford,
MO STK# STR20542



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



NEW 2012 Coleman COLEMAN CT249BH
LIST PRICE \$30,915 **NOW \$21,995** SAVE
\$8,920 (877) 834-0429 Bakersfield, CA
STK# SLV22334 VIN# CD311505



USED 2009 Palomino SABRE 28RB-FWS WAS \$34,900 **NOW \$21,999** SAVE \$12,901 (888) 489-5784 Louisville, TN STK# KNOX19693



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



USED 2009 Keystone COUGAR 320SRX WAS \$32,199 **NOW \$22,495** SAVE \$9,704 (866) 996-3140 Calera, AL STK# CLE19749



USED 2002 Keystone MONTANA 2955RL WAS \$34,140 **NOW \$22,895** SAVE \$11,245 (888) 692-9016 Myrtle Beach, SC STK# MB126583



USED 2011 Keystone OUTBACK 280RS NOW \$22,869 (888) 696-2165 Savannah, GA STK# SAV17428



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



NEW 2012 Heartland NORTH COUNTRY TRAIL RUNNER 26SLE WAS \$33,613 **NOW \$22,889** SAVE \$10,724 (888) 868-1486 Raleigh, NC STK# RAL21860



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



USED 2011 Keystone PREMIER 28RL NOW \$22,998 (888) 815-7523 Woodstock, GA STK# WDS16817



NEW 2012 Keystone BULLET 246RBS WAS \$32,972 **NOW \$22,999** SAVE \$9,973 (877) 554-3516 Lakewood, NJ STK# LAK8751



USED 2004 Carriage CARRIAGE 35CKQ WAS \$39,423 **NOW \$23,988** SAVE \$15,435 (888) 457-4801 Colfax, NC STK# CFX4118



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



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



NEW 2012 Keystone SPRINTER 308BHS WAS \$33,434 **NOW \$23,997** SAVE \$9,437 (888) 463-3995 Colorado Springs, CO STK# KC211779



NEW 2012 Keystone SPRINTER 277RLS WAS \$36,311 **NOW \$23,999** SAVE \$12,312 (866) 820-0335 Council Bluffs, IA STK# CBI15825



NEW 2010 Forest River THOROUGHBRED 830RE WAS \$34,576 **NOW \$23,999** SAVE \$10,577 (877) 774-0328 Ocala, FL STK# OCA19089



USED 2007 Franklin RANCHWAGON 336FRL **NOW \$24,000** (888) 614-5201 Draper, UT STK# ABRV39399



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



USED 2006 Forest River WILDCAT 28RK
NOW \$24,780 (888) 479-3568 Vacaville,
CA STK# VAC24490 VIN# 26T00761



NEW 2011 Keystone HIDEOUT 31RBDS MSRP
\$36,140 **NOW \$25,995** SAVE \$10,145 (877) 371-
2412 Flagstaff, AZ STK# FLG23467



USED 2003 Kountry Star KOUNTRY STAR
35DSSK **NOW \$24,860** (888) 696-2165
Savannah, GA STK# SAV16597



USED 2009 Keystone COUGAR 314BHS
WAS \$34,950 **NOW \$24,950** SAVE
\$10,000 (888) 859-6653 Hillsboro, OR
STK# HIL38205



USED 2007 CrossRoads CROSSFIRE 33MK WAS
\$36,586 **NOW \$24,995** SAVE \$11,591 (888) 450-
7060 Dothan, AL STK# DOT42369



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



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



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



NEW 2012 Keystone SPRINTER 311BHS
MSRP \$34,864 **NOW \$24,995** SAVE
\$9,869 (888) 815-7523 Woodstock, GA
STK# WDS16375



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



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



NEW 2012 Coleman COLEMAN CT-
F259RE MSRP \$34,033 **NOW \$24,995**
SAVE \$9,038 (888) 801-3226 Byron, GA
STK# MAC16075



NEW 2011 Coleman COLEMAN CT-
387DQDS MSRP \$34,287 **NOW \$24,998**
SAVE \$9,289 (877) 371-2412 Flagstaff, AZ
STK# FLG13897



NEW 2012 Coleman
COLEMAN CTF259RE
LIST PRICE \$39,196
NOW \$25,950 SAVE
\$13,246 (888) 479-
3568 Vacaville, CA
STK# VAC17591 VIN#
CP627802



NEW 2012 Keystone SPRINTER 266RBS
WAS \$35,421 **NOW \$25,988** SAVE \$9,433
(888) 850-5575 Wood Village, OR STK#
POR38000



NEW 2012 Keystone COUGAR 29RBK
WAS \$36,845 **NOW \$25,995** SAVE
\$10,850 (888) 682-3036 Churchville, NY
STK# CHU69921



NEW 2012 Keystone SPRINTER 327FLS WAS \$36,228
NOW \$25,995 SAVE
\$10,233 (888) 568-2177 Burlington, WA
STK# FRV10364



NEW 2012 Dutchmen AEROLITE 294RKSS WAS \$34,996 **NOW \$25,995**
SAVE \$9,001 (888) 463-3995 Colorado
Springs, CO STK# KC211866



USED 2007 Forest River WILDWOOD 336BHBS
WAS \$42,668 **NOW \$26,145** SAVE \$16,523 (888)
461-1123 Asheville, NC STK# ASH22490



NEW 2012 Keystone COUGAR 276RLS
WAS \$37,131 **NOW \$26,988** SAVE
\$10,143 (888) 386-5187 Houghton Lake, MI
STK# HL5931



NEW 2012 Winnebago LITE FIVE 28FWB-HS
WAS \$38,995 **NOW \$26,995** SAVE
\$12,000 (888) 674-0275 Gulf Breeze, FL
STK# GB40803



NEW 2013 Heartland PROWLER 26PBH WAS
\$37,273 **NOW \$27,300**
SAVE \$9,973 (888) 868-1486 Raleigh, NC STK#
RAL25285



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



NEW 2013 Heartland WILDERNESS 2650BH WAS \$37,568 **NOW \$27,699**
SAVE \$9,869 (888) 868-1486 Raleigh, NC
STK# RAL21862



NEW 2012 Coleman COLEMAN CT-F259RE MSRP \$38,227 **NOW \$27,862**
SAVE \$10,365 (888) 696-2165 Savannah, GA
STK# SAV17016



USED 2006 Holiday Rambler PRESIDENTIAL 34SKD **NOW \$28,293** (888) 853-4034 Redding, CA STK# RED26507 VIN#
6E167921



NEW 2012 Keystone LAREDO 275SBH LIST
PRICE \$38,688 **NOW \$28,643** SAVE \$10,045
(888) 479-3568 Vacaville, CA STK# VAC17065
VIN# CK600776



NEW 2012 Keystone COUGAR 293SAB WAS \$46,118 **NOW \$28,995** SAVE
\$17,123 (888) 865-1507 Hamburg, NY
STK# BUF70800



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



USED 2007 Alpenlite VOYAGER 31CK
WAS \$49,900 **NOW \$28,999** SAVE
\$20,901 (866) 289-0113 Chattanooga, TN
STK# CH6968



USED 2007 Keystone MONTANA 3475
WAS \$44,995 **NOW \$29,858** SAVE
\$15,137 (888) 254-9145 Meridian, ID
STK# MER18377A



NEW 2011 Keystone PREMIER 27RB WAS \$41,889 **NOW \$29,988** SAVE
\$11,901 (888) 859-6653 Hillsboro, OR
STK# HIL37571



NEW 2012 Keystone RAPTOR 26FS WAS \$44,830 **NOW \$29,995** SAVE \$14,835
(866) 610-5049 Akron, OH STK# SRV19186



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



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



NEW 2012 CrossRoads CRUISER 28RKX
MSRP \$43,264 **NOW \$29,995** SAVE
\$13,269 (888) 542-3819 Mesa, AZ STK#
MES17178



NEW 2012 Dutchmen DENALI 270FK
LIST PRICE \$42,053 **NOW \$29,995** SAVE
\$12,058 (888) 331-1595 Santa Clarita, CA
STK# AMRV22625 VIN# CD312046



NEW 2012 CrossRoads CRUISER 28RKX MSRP
\$41,785 **NOW \$29,995** SAVE \$11,790 (888) 542-
3819 Mesa, AZ STK# MES17811



USED 2006 Coachmen SOMERSET
358RLTS WAS \$41,585 **NOW \$29,995**
SAVE \$11,590 (888) 348-5909 Avondale,
AZ STK# AV014591



USED 2011 Keystone LAREDO 291TG
Was \$29,995 **NOW \$26,995** SAVE
\$3,000 (877) 371-2412 Flagstaff, AZ STK#
FLG64554



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



USED 2006 Holiday Rambler PRESIDENTIAL
36RLQ **NOW \$29,998** (888) 815-
7523 Woodstock, GA STK# WDS16737



USED 2007 Alfa SEE YA 314/35RLIK
WAS \$57,900 **NOW \$30,999** SAVE
\$26,901 (866) 289-0113 Chattanooga, TN
STK# CH6952



NEW 2012 Heartland SUNDANCE
2900MK MSRP \$45,116 **NOW \$32,484**
SAVE \$12,632 (888) 905-0490 Anthony, TX
STK# LC15931



USED 2007 Keystone RAPTOR 3712
WAS \$54,217 **NOW \$32,995** SAVE
\$21,222 (888) 461-1123 Asheville, NC
STK# ASH22500



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



NEW 2012 Keystone
COUGAR 299RKSHE
WAS \$48,809 **NOW**
\$33,995 SAVE \$14,814
(866) 610-5049 Akron,
OH STK# SRV19193



NEW 2012 Dutchmen DENALI 270FK
WAS \$55,731 **NOW \$34,073** SAVE
\$21,658 (866) 648-5288 St. Augustine, FL
STK# JAC39329



USED 2006 Heartland LANDMARK GOLD-EN GATE WAS \$59,999 **NOW \$34,810** SAVE \$25,189 (866) 648-5288 St. Augustine, FL STK# JAC38916



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



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



USED 2005 Fleetwood TRIUMPH 395RL WAS \$47,695 **NOW \$34,995** SAVE \$12,700 (888) 692-9016 Myrtle Beach, SC STK# MB125365



USED 2006 McKenzie LAKOTA 33 WAS \$33,885 **NOW \$25,995** SAVE \$9,890 (888) 682-3036 Churchville, NY STK# CHU71334



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



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



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



NEW 2012 Keystone LAREDO 324RL WAS \$51,529 **NOW \$37,955** SAVE \$13,574 (888) 471-3546 Chichester, NH STK# GRV507261



NEW 2011 Starcraft LEXION S-LITE 315BSSA WAS \$53,530 **NOW \$37,995** SAVE \$15,535 (877) 289-0812 Las Vegas, NV STK# LVN40266



NEW 2012 Keystone COUGAR 318SAB MSRP \$60,221 **NOW \$39,777** SAVE \$20,444 (888) 828-9906 Lowell, AR STK# LOW17686



NEW 2012 Dutchmen KOMFORT 2820RL MSRP \$59,034 **NOW \$39,900** SAVE \$19,134 (888) 844-1758 New Braunfels, TX STK# SW10255



NEW 2012 Dutchmen KOMFORT 2920FRK MSRP \$58,751 **NOW \$39,900** SAVE \$18,851 (888) 844-1758 New Braunfels, TX STK# SW10316



USED 2010 Heartland BIG HORN 3670 **NOW \$39,995** (888) 668-6715 Katy, TX STK# KAT9900B



USED 2009 Heartland BIG HORN 3600RL WAS \$62,900 **NOW \$39,995** SAVE \$22,905 (888) 860-8684 Strafford, MO STK# STR20098



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



NEW 2012 Keystone MONTANA HIGH COUNTRY 323RL WAS \$56,460 **NOW \$39,995** SAVE \$16,465 (866) 673-0250 Statesville, NC STK# STA126010



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



USED 2011 Keystone MONTANA MOUNTAINER 295RKD WAS \$64,995 **NOW \$40,995** SAVE \$24,000 (866) 754-7302 Greenwood, IN STK# GRW326649



NEW 2011 Heartland BIG COUNTRY 3595RE WAS \$72,405 **NOW \$44,991** SAVE \$27,414 (877) 450-7415 Island Lake, IL STK# CRV5885



NEW 2012 Keystone MONTANA 3150RL WAS \$66,826 **NOW \$42,995** SAVE \$23,831 (888) 682-3036 Churchville, NY STK# CHU69995



USED 2008 Heartland BIG HORN 3600RL WAS \$63,664 **NOW \$42,995** SAVE \$20,669 (888) 484-3906 Spartanburg, SC STK# GR129009



NEW 2012 Keystone MONTANA 3000RK WAS \$64,038 **NOW \$45,995** SAVE \$18,043 (888) 568-2177 Burlington, WA STK# FRV10064



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



NEW 2012 Keystone ALPINE 3500RE WAS \$79,845 **NOW \$46,995** SAVE \$32,850 (888) 450-7060 Dothan, AL STK# DOT40393



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



USED 2010 Keystone MONTANA 3075RL NOW \$47,995 (888) 853-4034 Redding, CA STK# RED26430 VIN# A4700315



USED 2010 Keystone EVEREST 352L WAS \$69,995 **NOW \$48,765** SAVE \$21,230 (888) 242-0293 Madison, WI STK# MAD14586A



USED 2005 Forest River DAY DREAMER 37 NOW \$48,851 (888) 480-3175 Sacramento, CA STK# SAC24473 VIN# 5P192603



NEW 2012 CrossRoads RUSHMORE 34SB WAS \$97,581 **NOW \$48,880** SAVE \$48,701 (866) 648-5288 St. Augustine, FL STK# JAC39224



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



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



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

NEW 2012 Keystone MONTANA 3580RL
WAS \$79,351 **NOW \$49,995** SAVE
\$29,356 (866) 502-8238 Bath, NY STK#
BAT69986

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

NEW 2012 Keystone MONTANA 3400RL
WAS \$75,999 **NOW \$52,848** SAVE
\$23,151 (888) 457-4801 Colfax, NC STK#
CFX3944

NEW 2011 Keystone MONTANA 3580RL MSRP
\$82,193 **NOW \$53,974** SAVE \$28,219 (888) 614-
5201 Draper, UT STK# ABRV37199

NEW 2012 Keystone ALPINE 3700RE
WAS \$75,843 **NOW \$53,988** SAVE
\$21,855 (888) 850-5575 Wood Village, OR
STK# POR38967

NEW 2012 Keystone RAPTOR 3912LEV
MSRP \$77,389 **NOW \$54,995** SAVE
\$22,394 (888) 617-5406 Oakwood, GA
STK# ORV17002

NEW 2012 Keystone MONTANA HIGH COUNTRY 313RE WAS
\$89,340 **NOW \$57,400** SAVE \$31,940 (888) 713-
4351 Fayetteville, NC STK# FAY25426



NEW 2012 Keystone FUZION 405 MSRP
\$94,502 **NOW \$57,860** SAVE
\$36,642 (888) 696-2165 Savannah, GA
STK# SAV15995

NEW 2012 Heartland BIGHORN 3585RL
WAS \$83,514 **NOW \$59,988** SAVE
\$23,526 (888) 896-2801 Albuquerque, NM
STK# ARV16225

NEW 2012 Dutchmen INFINITY 3850RL
WAS \$91,699 **NOW \$59,995** SAVE
\$31,704 (888) 896-2801 Albuquerque, NM
STK# ARV16301

NEW 2012 Keystone MONTANA 3402RL
WAS \$87,240 **NOW \$63,995** SAVE
\$23,245 (877) 439-7857 Conway, NH
STK# CNW23879

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

NEW 2012 Dutchmen INFINITY 3870FK
WAS \$89,057 **NOW \$64,995** SAVE
\$24,062 (888) 896-2801 Albuquerque, NM
STK# ARV16298

NEW 2012 Dutchmen VOLTAGE 3600
MSRP \$98,805 **NOW \$67,900** SAVE
\$30,905 (888) 668-6715 Katy, TX STK#
KAT10137

USED 2010 Keystone MONTANA 3665RE **NOW \$68,271** (888) 480-3175
Sacramento, CA STK# SAC20955A VIN#
A4700292

NEW 2012 Dutchmen VOLTAGE 3900
LIST PRICE \$103,310 **NOW \$69,995** SAVE
\$33,315 (888) 331-1595 Santa Clarita, CA
STK# AMRV23305 VIN# CC661118

NEW 2012 Dutchmen VOLTAGE 3900
MSRP \$94,875 **NOW \$69,995** SAVE
\$24,880 (888) 542-3819 Mesa, AZ STK#
MES13770

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USED TRAVEL TRAILER TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1997 Jayco JAYCO 27'	HL59248	\$8,690	\$6,988 (888) 386-5187	
1987 Fleetwood PROWLER 18'	HL59348	\$8,690	\$6,988 (888) 386-5187	
2003 Aljo ALJO 194LT	DCW9066A	\$12,995	\$9,995 (888) 474-1330	
2004 Fleetwood WILDERNESS 270FQS	STA126384	\$15,995	\$11,995 (866) 673-0250	
2005 Starcraft TAHIKI 25RKS	KS9393A	\$15,982	\$11,995 (888) 454-1707	
2005 Four Winds EXPRESS 26BH	COC84806	\$14,500	\$12,995 (877) 790-5307	
2008 Dutchmen KODIAK 24RBS	LAC21398	\$16,995	\$13,995 (888) 378-1057	
2006 Starcraft ANTIGUA M 265RKS	WGA22847A	\$15,687	\$13,995 (888) 681-4635	
2010 Dutchmen AEROLITE CUB 214	CFX4133	\$19,998	\$14,998 (888) 457-4801	
2008 Flagstaff SUPERLITE 26RLS	STR177068	\$21,250	\$15,995 (888) 860-8684	
2009 Coachmen SPIRIT OF AMERICA 24RBQS	LAC21414	\$18,395	\$15,995 (888) 378-1057	
2004 Fleetwood WILDERNESS 830Y	DCW8746A	\$19,995	\$16,995 (888) 474-1330	
2009 Flagstaff V-LITE 30-WRLS	CHN127200	\$26,995	\$20,300 (866) 755-9604	
2011 CrossRoads CRUISER 26RKX	MAD14587B	\$27,200	\$21,685 (888) 242-0293	
2008 Keystone LAREDO 284BHS	MER23935	\$24,995	\$21,858 (888) 254-9145	
2009 Fleetwood PROWLER 230RKS	MER25690	\$31,995	\$23,858 (888) 254-9145	
2009 Keystone OUTBACK 28RSOS	RD40497	\$29,995	\$23,996 (888) 475-5918	
2008 Dutchmen DUTCHMEN 28BGS	ASH64609	\$26,846	\$23,997 (888) 461-1123	

USED FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
1998 Layton LAYTON 2427	FTM17777B1	\$8,000	\$6,995 (888) 625-5187	
2003 Forest River SIERRA 27RKSS	FTM1276C	\$9,999	\$7,995 (888) 625-5187	
2002 Forest River SALEM 26BH FW	HL5932B	\$13,690	\$10,988 (888) 386-5187	
2002 Fleetwood TERRY 34PEX	CNW23245	\$14,788	\$11,889 (877) 439-7857	
2004 Forest River WILDCAT 27RL	OCA19146B	\$14,750	\$12,995 (877) 774-0328	
2003 Northwood ARCTIC FOX 29-5T	CNW23248	\$17,669	\$13,989 (877) 439-7857	
2003 CrossReads COLORADO 27RL	KNOX25568	\$17,999	\$14,999 (888) 489-5784	
2006 Newmar CYPRESS 29KSRE	AV014457	\$25,988	\$19,999 (888) 348-5909	
2006 Sunnybrook MOBILE SCOUT 31BWFS	AV014593	\$29,888	\$22,888 (888) 348-5909	
2008 Gulf Stream MAKO 25FRKW	LAC21403	\$26,995	\$22,995 (888) 378-1057	
2007 Keystone MONTANA 2955RL	KC111752B	\$29,995	\$24,995 (888) 819-7952	
2003 Forest River CEDAR CREEK 36RLTS	DCW7885B	\$29,995	\$24,995 (888) 474-1330	
2006 Americamp SUMMIT RIDGE 327RRK	CLE18948	\$29,995	\$26,995 (866) 996-3140	
2006 Fleetwood GEAR BOX	RD40696	\$33,998	\$27,190 (888) 475-5918	
2004 Keystone MONTANA 3670RL	COC64736	\$33,347	\$28,500 (877) 790-5307	
2007 Heartland LANDMARK SHENANDOAH	MES13837	\$42,988	\$32,898 (888) 542-3819	
2006 Carriage CAMEO F35SLQ	CNW23247	\$47,997	\$39,979 (877) 439-7857	
2006 King Of The Road ROYAL VILLA 33TS	CBI18677	\$52,700	\$39,999 (866) 820-0335	
2007 Heartland CYCLONE 4012	AV014476	\$46,815	\$39,999 (888) 348-5909	
2009 Keystone MONTANA 2980RL	LAK8710	\$53,053	\$41,999 (877) 554-3516	
2008 Heartland BIG HORN 3670RL	MES13519	\$59,875	\$44,811 (888) 542-3819	
2010 Coachmen BROOKSTONE 346SA	LAC21413	\$56,995	\$44,995 (888) 378-1057	
2009 Keystone RAPTOR 3602RL	GR128969	\$52,387	\$45,995 (888) 484-3906	

NEW TRAVEL TRAILER TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Jayco JAY FLIGHT SWIFT SLX 145RB	LC16146	\$12,344	\$9,858 (888) 905-0490	
2012 Jayco JAY FLIGHT SWIFT SLX 145RB	LC16147	\$12,344	\$9,858 (888) 905-0490	
2012 Coleman COLEMAN CTS198DB	CFX4784	\$18,788	\$14,996 (888) 457-4801	
2011 CrossRoads SLINGSHOT 23CK	GR128286	\$26,647	\$19,995 (888) 484-3906	
2011 Keystone SPRINTER 255RKS	GR125408	\$26,888	\$19,995 (888) 484-3906	
2012 Coleman COLEMAN CTS260BH	HAR70874	\$24,448	\$19,995 (888) 903-6787	
2012 Coleman COLEMAN CT265BHS	RD40124	\$25,542	\$20,433 (888) 475-5918	
2012 Coleman COLEMAN CT265BHS	RD40123	\$25,542	\$20,433 (888) 475-5918	
2011 CrossRoads SLINGSHOT 23CK	JAC37710	\$27,695	\$20,741 (866) 648-5288	
2012 Dutchmen ASPEN TRAIL 2910RLS	GRV507473	\$28,160	\$21,955 (888) 471-3546	
2012 Keystone BULLET 246RBS	WDS16813	\$29,549	\$21,995 (888) 815-7523	
2012 Keystone SPRINTER 272BHS	CBI15339	\$30,413	\$23,950 (866) 820-0335	
2011 Keystone SPRINTER 277RLS	CBI15346	\$31,955	\$23,995 (866) 820-0335	
2012 Dutchmen RUBICON 1905	FTM21895	\$31,011	\$23,995 (888) 625-5187	
2012 MVP RV IMPACT 24FS	KC211913	\$30,703	\$23,997 (888) 463-3995	
2012 Starcraft AUTUMN RIDGE 315RLSA	LNV39040	\$32,625	\$24,777 (877) 289-0812	
2012 Dutchmen RUBICON 1905	ROA15701	\$31,368	\$24,995 (866) 775-0682	
2012 Keystone PASSPORT 2910BH	KS8760	\$31,876	\$25,498 (888) 454-1707	
2011 Keystone SPRINTER 277RLS	KY37403	\$34,831	\$26,980 (888) 641-0925	
2012 Jayco EAGLE SUPER LITE 266RKS	PDR40151	\$33,910	\$26,988 (888) 850-5575	
2012 Keystone OUTBACK 272RK	ARV16336	\$35,252	\$26,988 (888) 896-2801	
2012 Winnebago ONE 26RK	GB40804	\$36,332	\$26,995 (888) 674-0275	
2012 Keystone SPRINTER 310KBS	FRV10386	\$35,567	\$27,888 (888) 568-2177	
2012 Keystone SPRINTER 310KBS	GRV507468	\$35,407	\$27,985 (888) 471-3546	
2012 Keystone OUTBACK 277RL	ORV17273	\$37,137	\$27,995 (888) 617-5406	
2012 Keystone OUTBACK 250RS	CHN126162	\$37,310	\$27,998 (866) 755-9604	
2012 Jayco EAGLE SUPER LITE 298RLDS	ORV17031	\$36,029	\$28,995 (888) 617-5406	
2013 Heartland WILDERNESS 3150DS	RAL21367	\$46,001	\$35,888 (888) 868-1486	
2012 Keystone FUZION 301	FTM21931	\$58,664	\$44,995 (888) 625-5187	

NEW FIFTH WHEEL TOWABLES

YEAR/MANUFACTURER/MAKE/MODEL	STOCK #	LIST	NOW*	PHONE NO.
2012 Coleman COLEMAN CTF267BH	HL5877	\$35,575	\$26,988 (888) 386-5187	
2012 Coleman COLEMAN CTF267BH	SAV16078	\$36,274	\$27,862 (888) 696-2165	
2012 Keystone SYDNEY 275FBH	SAV15609	\$36,989	\$27,869 (888) 696-2165	
2012 Coleman COLEMAN CTF259RE	RD40522	\$35,955	\$28,764 (888) 475-5918	
2012 Keystone LAREDO 275SBH	GRV507402	\$37,692	\$28,877 (888) 471-3546	
2012 Coleman COLEMAN CTF259RE	MB126608	\$37,286	\$28,958 (888) 692-9016	
2011 Coleman COLEMAN CTF267BH	VAC171595	\$37,591	\$29,950 (888) 479-3568	
2012 Coleman COLEMAN CTF259RE	FLG15109	\$40,253	\$29,995 (877) 371-2412	
2011 Coleman COLEMAN CTF325RL	GR126085	\$39,995	\$29,995 (888) 484-3906	
2012 Dutchmen DENALI 244RLX	AMR12616	\$39,239	\$29,995 (888) 331-1595	
2012 Keystone LAREDO 264SRL	SYU72283	\$40,063	\$29,999 (888) 672-5049	
2012 Heartland SUNDANCE XLT 277RL	LC16326	\$41,209	\$30,907 (888) 905-0490	
2012 Keystone COUGAR 246RLSHE	JAX19946	\$41,559	\$32,669 (877) 468-3214	
2012 Dutchmen DENALI 290RKS	JAC39334	\$42,118	\$33,150 (866) 648-5288	
2012 Keystone LAREDO 316RL	GRV507256	\$45,585	\$34,887 (888) 471-3546	
2012 Coleman COLEMAN CTF325RL	HIL39160	\$46,677	\$34,950 (888) 859-6653	
2012 Keystone COUGAR 28SGS	LWV20644	\$50,467	\$40,777 (888) 828-9906	
2012 Keystone MOUNTAINEER 290RLT	LIT16334	\$59,837	\$44,777 (888) 727-2952	
2012 Heartland BIG COUNTRY 3595RE	CLE19333	\$62,649	\$49,995 (866) 996-3140	
2013 Heartland GREYSTONE 30MK	RAL21843	\$67,551	\$51,889 (888) 868-1486	
2012 Keystone MONTANA 3150RL	FAV25425	\$71,408	\$54,100 (888) 713-4351	
2012 Dutchmen INFINITY 3520MS	SW10011	\$74,439	\$55,900 (888) 844-1758	
2011 Keystone RAPTOR 3812TS	LNV41224	\$77,353	\$57,995 (877) 289-0812	
2012 Keystone VIZION 3544	COC64788	\$75,230	\$59,766 (877) 790-5307	
2012 Keystone MONTANA 3100RL	LIT17927	\$73,842	\$59,777 (888) 727-2952	
2011 Keystone RAPTOR 4014LEV	LNV41225	\$78,959	\$59,995 (877) 289-0812	
2012 Keystone RAPTOR 4014LEV	SYU69439	\$84,565	\$64,995 (888) 672-5049	
2012 Dutchmen VOLTAGE 3905	KAT9646	\$92,066	\$69,900 (888) 668-6715	
2012 Dutchmen INFINITY 3870FK	LC16295	\$93,775	\$70,331 (888) 905-0490	
2012 Dutchmen INFINITY 3870FK	LC16293	\$95,998	\$71,999 (888) 905-0490	

*Government fees, state taxes, title, license and dealer fees as applicable will be added to comply with state vehicle codes. Sales tax not applicable in OR. In Arizona, prices plus doc. fee of \$399 and pre-delivery inspection. In California, prices not inclusive of government fees and prep charge, finance charge, or emissions testing charge. Freight costs vary by state. Not applicable in CA, OH, AR, TX or OR. In Arizona, Texas and Arkansas, 'List Price' is equal to 'MSRP'. Inventory and floorplans vary by location. VIN numbers posted at dealership. Advertised inventory available at time of printing. Void where prohibited by law. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. Dealer not responsible for typographical errors. See dealer for details. Offers expire 9/25/12.

FR018908-0712

Abracadabra

Over time, all kinds of stuff collects on the inside walls of the black-water tank. This creates sanitation problems and gives false readings at the monitor. An easy-to-make, affordable pressure-wash "magic wand" can cure this.

Using $\frac{3}{4}$ -inch PVC pipe, cut a piece long enough to go from at least 7 inches above the toilet to the bottom of the black tank. On the top end, glue a 90-degree elbow, a short nipple, a shut-off valve and a female garden-hose adapter.

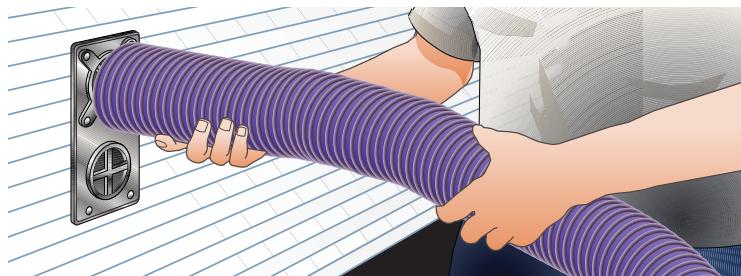
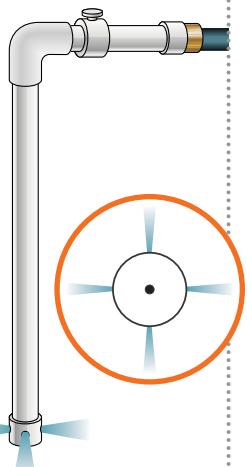
At the bottom end of the wand, glue a PVC cap. Since the tank has four sides, drill four $\frac{1}{8}$ -inch holes at the 12-, 3-, 6- and 9 o'clock positions, about one or two inches from the bottom of the pipe.

Next, drill a hole in the middle of the cap. You might have to come up with your own size of the holes, depending on your water pressure. I recommend cutting the pipe longer than you might consider necessary, so you can cut, recap and redrill if necessary to achieve a more desirable water pressure.

Make sure the tank is empty and hook a garden hose to the wand. With the RV water pump off, open the toilet-flush flap and carefully insert the wand until it reaches the bottom of the tank. Open the PVC valve and move the wand up and down in a rotating motion for several minutes and then empty the tank.

Do this several times and you will be surprised at how much unwanted material will be removed, leaving a fresh tank and more accurate monitor readings.

Eddie Knight, Green Cove Springs, Fla.



Instant Hose Heater

When you have to install a fitting (coupling or outlet adapter) to the end of a flexible sewer hose, it can be difficult. In cold weather, it can be next to impossible, since the plastic becomes less flexible and the opening smaller than the fitting. A simple solution is to turn on your furnace and use its exhaust heat to warm the hose. Just hold the end of the hose near the exhaust vent while warm air is blowing out. The heat makes the plastic soft again. If necessary, you can also lube the fitting with dish soap and insert it with ease.

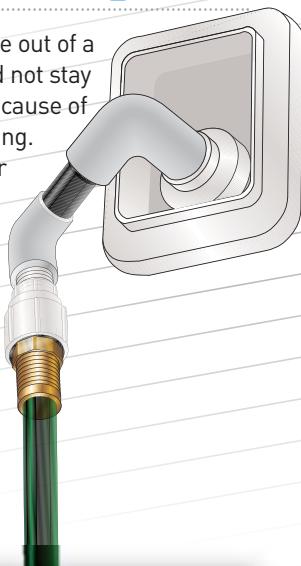
David W. Shull, West Columbia, S.C.

Adjustable RV Water Filling Unit

A standard freshwater tank filler, which is made out of a water hose connector and plastic tubing, would not stay in my cabover camper's freshwater inlet because of the hose's weight and water pressure while filling.

To solve this problem, I made a flexible filler unit out of $\frac{1}{2}$ -inch threaded PVC parts purchased from the plumbing department at my local home improvement store. Assemble as shown; do not tighten or seal the threaded parts, just make them snug. The threaded parts must be able to move to get the water hose to hang properly with little or no pressure on the freshwater tank filler. The assembly can also be flattened for easy storage.

Willard Dunlap, Albuquerque, N.M.



QUICK FIX

Stain Buster

You don't need an expensive new toilet with a spray attachment. You do need an old plastic squeeze bottle — a dishwashing detergent bottle is perfect. When you find that you need to spray water to help clean the bowl, apply a couple of squirts from the squeeze bottle. It doesn't add much volume to the black-water holding tank, and it really gets the job done.

William R. Hink, Lawrenceville, Ga.

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



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Off and on it rained, but mostly the sky just hung there, grey and depressing. That's the way it had been all day coming up Interstate 75 from Lower Michigan. Here in Sault Ste. Marie, the Interstate climbs the bridge over the St. Marys River for its last two miles, hits the Canadian border and ends.

I'm on the business spur of I-75 heading for an RV park on the river. The Dairy Queen says, "Closed for the Season." On the blacktop in front of the Farmer's Market, a truck has dumped a big load of dirt-crusted sugar beets. They're marked for deer and bear, as is a pallet of carrots packed in 45-pound bags. A sign advertises "Michigan Peaches," under which it says "Bear Bait." A couple crates of pumpkins round out the imagery.

It's fall, October to be exact, and a busy time up here; it's hunting season for both deer and bear; and it's also intramural hockey season, played every weekend; and then comes Halloween. The tourists have gone home, but not this tourist. I'm on a mission.

Upper Michigan is a 300-mile-long peninsula, attached to a part of Wisconsin that's squeezed between three of the Great Lakes: Superior, Huron and Michigan.

It's impossible to exaggerate the immensity of the Great Lakes. The five lakes stretch 700 miles from top to bottom and 900 miles from east to west. They're the largest expanse of fresh water on the planet at 94,500 square miles.

Lake Superior is the largest and deepest lake in North America, holding 10 percent of the world's fresh water. The water from the other four lakes could be dumped into an empty Lake Superior and there would still be room for more. Its surface is 21 feet higher than the other lakes. And that's why I'm here.

Growing up in Duluth, at the western tip of Lake Superior, I've heard about the Soo Locks all my life. Using the water "elevators" here, the ore boats, as we called them, move iron ore down across the lakes from the mines up north of Duluth, Minn., to the steel mills in Cleveland, Ohio, and elsewhere.

These locks, in the St. Marys River, connect Lake Superior and Lake Huron and are the busiest in the world. In spite of ice closing them for three months every winter, a greater volume of tonnage moves through here than the Suez and



(Top) The St. Marys River locks connect Lake Superior and Lake Huron and are some of the busiest in the world. (Bottom) Ore boats move iron ore across the lakes from the mines in northern Minnesota.

the Panama canals combined. Of course, almost all of the cargo is iron ore. So tipping the scales in the Soo's favor is not hard.

The United States has four locks on the river and Canada has one. An ore boat, let's say a thousand-footer, called "a footer," moves into the lock under its own power. No tugs are required as they have bow thrusters that enhance maneuverability. Only one lock, built in 1968, can handle the footers. And that's with two-and-a-half feet to spare on either side. The locked gates are shut, valves are opened – no pumps required – and 15 minutes later the other gate opens and the ship is on his way as before, but in water at a different level.

What is great about the locks is that they are right in town next to a park. The ships move silently through here day and night. Seeing them from the street is like watching a five-story building float by. Across from the park are restaurants from which you can watch the show out the window during dinner.

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