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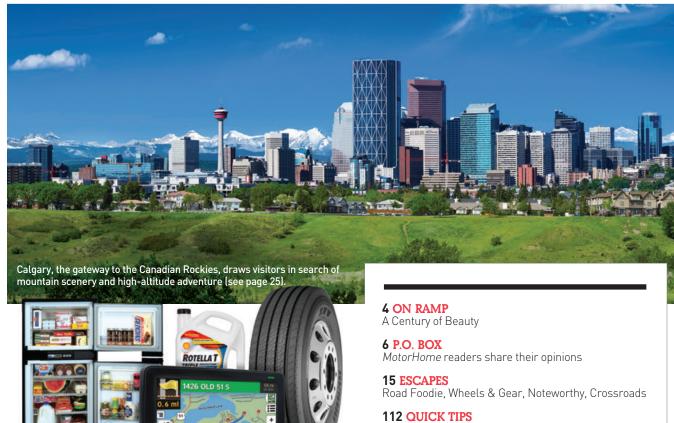
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ON THE COVER

The Winnebago Adventurer tours through Los Olivos wine country in Santa Barbara County, California (see test on page 67). Photo by Scott Hirko.

By Bob Livingston

A Century of Beauty

couple weeks before we shipped this issue to the printer, I received a call from good friends who are full-timers and drive a lot of miles each year. Good thing their names popped up on the screen because their conversation was virtually unintelligible. Even though cell service was fractured, their excitement was clear as I pieced together their words. They just set up in the Colter Bay Village RV Park in Grand Teton National Park — and they were stoked.

What's not to get excited about? America's national parks are the environmental crown jewels in the country and my friends were visiting the Grand Teton and Yellowstone national parks for the first time. It's easy to be overwhelmed by the sheer beauty of these two parks, part of a protective system that will be celebrating its 100th anniversary next year (see page 43).

Yellowstone, teeming with wildlife and natural wonders, was our first national park in a system that eventually would give visitors access to 59 of the most beautiful places on the planet. The first time my wife, Lynne, and I visited Yellowstone and Grand Teton was during a cross-country road test in a Class A coach, when we were basically newlyweds.

Every time we go back to these parks, we think about our experiences during that first trip. A favorite was casting a fly line for the first time. No one accused me of being very graceful, and we have a cherished picture of the fly line wrapped around my body. There was no risk of any fish being lured to my fly that day. Since then, I've mastered the art of casting a fly line, and aside from playing music while on the road, I consider fishing a primary hobby, although my work schedule tends to put a damper on the number of outings. There are myriad activities that can keep you busy while traveling in a motorhome, and once again author Mary Zalmanek offers additional suggestions based on experiences of fellow RVers (see page 38).

In my mind, every trip is an adventure, even when revisiting destinations. Most of the time these adventures bring good memories,

but there are those that have less-than-happy endings — often giving us fodder for future stories and lots of laughter in retrospect. I think it's fair to say that the majority of us have done something stupid, at least one time during our tenure as motorhome owners. I've been in a number of embarrassing situations that can qualify for an RV Oops Award (see page 59), mostly when taking a motorhome to places not suitable for larger vehicles.

Fortunately, we're able to poke fun at ourselves, so if you made the list of this year's recipients of the RV Oops Awards, thank you for being a good sport. For the rest of you out there, have a good laugh and be careful; we're always looking for new material.

Lucky for us, motorhome travel provides opportunities to discover great places, like our national parks, while delivering a means to pursue passionate activities. Likely, the summer will turn out to be a banner year for motorhome travel; September is a good time to cross things off our bucket lists.

"America's national parks are the environmental crown jewels in the country ..."

Contributors | September



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



Larry McDonald is a Canadian writer who sold his "sticks-and-bricks" home several years ago and now travels full-time with his wife, dog and cat. He enjoys writing about their adventures on the road.



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Have you used a tow dolly to transport a vehicle behind your motorhome and, if so, what was your experience?

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



All Four, or Nothing at All

I towed with a dolly for several years because I owned vehicles that were not flat-towable. Now that I have a vehicle that is towable four wheels down, I sold the dolly and hopefully will never use a tow dolly again.

Dollies require a lot of work to load and tie down the car. And some campgrounds make you store the dolly away from your campsite because of length issues. Being very mindful of maintenance, I was always worried about the small wheel bearings failing, and you cannot buy (at least three years ago) a high-quality trailer tire. Tow dollies are very noisy and you cannot back up with

them at all.

My vote is for four wheels down or nothing at all.

Jim Kohorn | Hernando, Florida

MINI Dolly

After we bought a Damon Avanti 3106 Class A in 2011, I began looking for a tow dolly to transport our MINI Cooper. With the size of the MINI, I wanted a dolly that was small and could fit up under the Avanti when disconnected. I found Acme Tow Dolly Co. here in North Carolina, which advertises its tow dolly as "the original ultralight" at only 350 pounds. One thing that makes this unit compact is that it utilizes a

removable ramp. Loading the MINI takes about 20 minutes and it needs to be centered on the dolly, so enlist the help of a guide. The dolly comes with tie-down straps; these are positioned on the front wheels. The two clip connectors on the back are clipped to their respective tie-down points on the dolly. The strap on the front feeds into a winch spool and is then tightened with a wrench. A steel safety chain is provided for securing around an axle.

There are a few critical points to remember before pulling away. Put the transmission in neutral, take the emergency brake off and turn the ignition switch to the first setting so

Featured Letter

I Drive, U-Haul

We regularly use a U-Haul dolly to tow a rental car behind our Class A motorhome that is stationed in Florida. With a U-Haul tow dolly, you put the car on an additional platform that swivels, which reduces the turning radius. We found that installation of the tow dolly behind the motorhome and the car on the dolly is a straightforward, easy, 15-minute job. You only need some place in the campground where you can do this without blocking traffic. Having good ground clearance on the car helps.

I've never driven a car or a coach with a trailer before, and driving the motorhome with the tow dolly and car behind proved to be an easy job. As with a dinghy in tow, you can't move backward. And since the tow dolly only has electrical brakes, it only partially compen-



sates for the weight of the vehicle when braking hard. Therefore, my recommendation is that a tow dolly is a good solution when towing a not-too-heavy front-wheel-drive vehicle behind a motorhome in areas that are not too mountainous.

Rolf P. Maisch | Boppelsen, Switzerland



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the steering wheel is not locked (you need to have a way to disconnect the battery or on a long trip it will go dead). Also, after a few miles, pull over and check the straps again; they will likely have loosened, so tighten the winch spool again. I make it a habit to check the strap tightness at each stop.

Reid and Karen Gantt

Fayetteville, North Carolina

Another Acme

We have towed our MINI Cooper on an Acme EZE-TOW dolly with hydraulic brakes approximately 12,000 miles without any problem. Loading and unloading takes a little longer than with a tow bar, but it's not a big issue. Moving the dolly is a one-person job most of the time. We tow with a 35-foot gas Class A and haven't noticed any increased fuel consumption.

Jerry and Pat Mabee | Via email

Kool Kaddy

We use a Demco Kar Kaddy SS dolly

and are very pleased with it. Brakes, either electric or surge, are advised to meet regulations and to ensure safety should hard braking be necessary. We opted for surge brakes and have not experienced a sense of the dolly/car overtaking the motorhome when we need to stop quickly.

Our dolly is easy to move around by hand with the car removed. We have found driving the car onto the dolly to be easiest with two people — one to drive and the other to spot — although one person could accomplish the task with practice. Attaching our car to the dolly is straightforward, although there is a need to retighten the tie-down straps after towing the dolly/car a short distance. Once the straps are properly tightened, further tightening is rarely required.

This dolly has a coupler that folds when not in use, which allows us to park it at the end of our carport with plenty of room to spare for one of our vehicles. We also very much like the

"tracking" feature of the Kar Kaddy wheels, in essence turning the dolly/ car into a four-wheeled trailer that follows through even the shortest of turns. As for weight considerations, there is a need to factor in the dolly and car in the load that you are carrying/towing.

Doug Crookshanks

Brandon, Manitoba, Canada

Weight Up!

We towed a Chevrolet HHR on an American Car Dollv with onboard brakes for three years. It towed very well and always stopped straight. Then we switched to four-wheels-down towing for the ease of hookup and to get rid of the extra weight of the dolly. Be sure to figure the weight of the dolly into your total weight calculations.

Ken Howard | Via email

Plastic Front-End Damage

I towed a Toyota Prius only one time on a Master Tow dolly. The repair on the

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Recliners



Prius' front end was just over \$1,000. If you tow a Prius, find a way to increase the clearance between the ramp and front end of the car, otherwise there is a good chance the tow dolly will seriously damage the Prius' plastic front end.

Keith Mobley | Via email

Roadmaster

We have used a tow dolly for several years to tow our Toyota Prius and two Ford Fusion Hybrids behind a Class C and now a rear-engine diesel. After a lot of research, we purchased a Roadmaster Tow Dolly through Camping World (they assembled it for us). We deemed that electric brakes are a necessity, and Camping World installed an appropriate electricbrake controller at the bottom of the dashboard. Both coaches were prewired for electric brakes from under the dash to the trailer electrical connector. In addition, the more expensive models with "steerable"

wheels are not necessary, as the tow dolly tracks right behind the motorhome with no problem due to the swiveling deck that is standard on all models.

Some tow dollies are equipped with surge brakes, which use the towed vehicle's momentum to "push forward" and activate the brakes. Camping World did not recommend this type of brakes because some towed vehicles may not be heavy enough to effectively activate the brakes.

Note: The Roadmaster instruction manual does not specify this, but it is important to secure the towed vehicle's steering wheel to prevent it from moving and to help prevent possible fishtailing or erratic following during a turn (you want just the tow dolly deck to swivel, facilitating smooth trailing through a turn). Some vehicles no longer have locking steering, so just loop the driver's seat belt through the steering wheel and lock it. Push the driver's seat back to tighten.

We use a set of wireless magnetic towing lights for the roof or trunk of the towed vehicle — they work very well and require no modifications to the car.

We are happy with our tow dolly experience. Although the tie-down straps require a few extra minutes of work, we never have to stop to "exercise" the car engine and transmission, and we do not need to modify any vehicle to tow it.

Jim and Jo Willard | El Paso, Texas

MINI Solution

My wife and I purchased our first RV in 2005. We already had a 2004 MINI Cooper S (which I loved) and we decided it would be a great toad. Unfortunately, the MINI dealer and factory rep said any towing of the vehicle should be on a trailer.

We bought a new, locally manufactured dolly and I towed it 30 miles home on a road with a little snow and a lot of salt. The frame of the dolly





started to rust from salt chips almost immediately.

On our first trip driving south on Interstate 65, we hit a minor bump and the tire hit the taillight housing, which sent it flying down the road. Later on the trip, I noticed that the dolly tires were wearing on the inside edge. We stopped at a dealer to have the camber adjusted and learned there was no adjustment. Apparently, our

2,700-pound MINI was too heavy! I had to replace one tire and had another "flipped" before we got home.

After that trip, I went back to the dolly manufacturer and he gave me a new dolly with some updated design and a powder-coated frame. On the next trip, the tires started wearing on the inside edge, again. Someone suggested the axle was undersized for its use.

Then, we ran into another camper

who had flat-towed his manual-transmission MINI with a Blue Ox tow bar for 20,000 miles — with no problems! As soon as we got home, we contacted our local Blue Ox dealer and ordered a baseplate. We sold the dolly and have been happily towing the MINI with four wheels down ever since — with absolutely no problems. We just put the vehicle in neutral and go. No more dollies for us.

Jim Morgan | Syracuse, Indiana

Say No to Debris

Yes, I tow my dinghy with a tow dolly and I do so for two fundamental considerations. First, as an auto geek. I shudder at the thought of pulling my car behind my motorhome in the slipstream of undercarriage wind filled with road debris of unimaginable things. You can use skirts or mud flaps to minimize flying objects to some degree, but not all things. Second, when towing four-down, each time the motorhome turns right or left (oh, the dreaded U-turn on a narrow roadway) I fear the worst would happen to the steering mechanism of the towed car because the front wheels of the towed car do not caster as easily as one might think. If I am right on that second concern, unusual tire wear would also increase on the front tires of the towed car requiring new tires, front-end alignments and periodic maintenance earlier than experienced under normal driving conditions.

Now that you know why I opted to use a tow dolly, here is my experience with it. The tow dolly raises the front end of my car higher than the bumper of my motorhome so it is not directly impacted by road debris kicked up by the undercarriage and it therefore remains cleaner and with noticeably less scars than the amount left by slipstream road debris. I am 68 years young and have no trouble with maneuvering the tow dolly once it is released from the hitch. In addition, I have no problem driving the car onto the tow dolly since it finds its own settling point once up and on.

After driving it on, the car needs to be securely strapped into place by





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using a webbing material placed over the front wheels to secure it to the dolly. Additionally, a second requirement for safety is employed to secure the car with safety chains, which is a procedure familiar to anyone accustomed to towing an ordinary trailer. Completing the second step requires a bit of bending and stretching to wrap the chains around the front axles found on each side of the car. It's not a pain-in-the-chops chore, but it is one that some people argue is too much trouble.

When towing with a tow dolly, the weight of it should be figured into the equation because the gross combined vehicle weight, receivers and hitches are rated by considering all that could be attached to it, thus each component needs to be measured. My heavy-duty tow dolly weighs about 550 pounds so I add that to the weight of the car, 2,839 pounds, to arrive at a combined weight of 3,389 pounds.

Rick Alston | Via email

Economical Approach

Towing a car on a dolly is the least expensive approach. I have done it for 11 years with only a couple of dolly-tire blowouts to complain about. I bought a Master Tow Dolly with surge brakes, which I highly recommend. Surge brakes are common on boat trailers and do not require controllers or a connection to the motorhome. The weight of the dolly is significant at nearly 500 pounds. Without the car, pushing the dolly by hand on asphalt or packed gravel is fairly easy, but not so on tall grass or rutted dirt roads. The process of driving the car onto the ramp and attaching the straps is easy, unless it is raining and the ramp gets slippery. I wouldn't hesitate to recommend this tow dolly to anyone towing multiple cars or one that isn't four-down-friendly.

Greg Mason | Via email

Step Up to It

We regularly tow a Toyota Prius on

a Tow Master Dolly. We found ours sitting at an RV dealer, which was part of a trade-in. Apparently this happens quite often. Check your local dealers. Ours was only a year old when we purchased it. It originally retailed for \$1,700, but we grabbed it for \$400. Some dollies have brakes and some don't. Ours has electric brakes (which most come equipped with) that work perfectly. With those you'll need a brake controller on your motorhome. The dolly is definitely light enough to take off the coach and move easily. Our Tow Master has handles, which makes it simple to grab and roll.

It's a piece of cake (after a couple of practice tries) to drive our Prius up on to the dolly and attach it, but our first challenge was how low to the ground the car sits. We got around this problem by using 2-by-6 boards as ramps. We use a long one in front of each tire, with another shorter one on top of it, closer to the dolly. This makes a graduated step and lifts the front

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end. It pops right up on the dolly with this method.

My last piece of advice is to have tow lights installed inside the rear of the car. Magnetic tow lights, no matter how good the quality, will scratch the car. And the wiring is cumbersome. See you on the road!

Bruce Marshall | Agua Dulce, California

Pump It Up

When my wife and I retired in 1996, we bought a 34-foot Tiffin Allegro Bay. Our plan was to travel until we found a place to settle. At the time, we had a 1996 Cadillac DeVille that we wanted to tow. I bought a tow dolly and proceeded to tow the Cadillac, though I hated every minute of the process. Hooking the dolly to the motorhome and putting the car on the dolly was a lot of trouble. It got to the point where I hated to even think about going anywhere!

After a few months of this, I decided to flat-tow the Cadillac. I checked around and found a Remco transmission pump and an M&G Engineering brake control.

The transmission lube pump is a standard item that pumps fluid through the transmission when the car is being towed. For the braking system, a cylinder is installed between the firewall and the brake cylinder and is connected to the motorhome's air-brake system. When you press the brakes on the coach, the brake cylinder of the towed vehicle is activated, just as if you had pressed the brake pedal.

I towed the Cadillac for five years and more than 23,000 miles and never had a problem with either one of the two systems. I highly recommend this system for towing.

Floyd Winfield | Via email

Dolly Drama

We used a tow dolly with electric brakes for our Toyota vehicle for several years. Since its main use was to get to one location in the winter and park for several months, it worked OK. The deal breaker came when I had to load the vehicle on the dolly shortly after a snowstorm. I had to break the ice and snow off the dolly and then crawl under it in the slop on the street to attach the safety chains. Never

We bought a towable vehicle with a tow bar and are much happier. Now there is no storage problem, and, if need be, the vehicle can be attached and/or disconnected in a few minutes. David Brechwald | Via email

Greased Lightning

I have been using a dolly to tow a first-generation Toyota Prius for nine years and 80,000 miles. I have an early Demco dolly with surge brakes and have only experienced one problem the kingpin bearing seized and the dolly would not track properly. So remember to have the bearings greased yearly if you travel a lot. The only difficulty in hooking up is the need to get down on the ground to attach the safety chains. I upgraded the dolly with steel fenders, LED lights and a drop-down third wheel for easier moving.

Mike and Karen Wraight | Ashland, Oregon

Darkness Falls

Alan Rider's "In the Dark" column in the June issue raises important issues about dark sky, but fails to mention dark-sky communities. One such community is Borrego Springs, California, where it is the intent of the entire population to create a dark-sky environment. We spend February and March in Borrego Springs, and treasure the opportunity to witness these skies even as we sit in the camparound or on BLM land. Ken Harrison | Alameda, California

Wax On, Wax Off

I just received and read my June issue, including the article "Dry Cleaning" about Wash Wax All's products. I have been a fan of Wash Wax All since 2006 and have used virtually nothing but its products on my coach and cars. My only comment as a follow-up to the article is, if you use Wash Wax All (Blue) once or twice a year on your roof, you won't need the other products. I frequently have people stop and ask me what I use on my coach.

That includes professional detail companies. I tell them, "Wash Wax All and that is all." By the way, I am not affiliated with the company in any way. I am just a very happy customer.

Tim Doan | West Chester, Ohio

Enjoying 'The Great Outdoors'

Frank and Mary Hill wrote that they are looking for a place in Florida suitable for full-timers with an RV site with cover, utilities, etc. My wife and I have lived at The Great Outdoors RV and Golf Resort in Titusville, Florida, for the past 10 years. We love it here and consider ourselves very fortunate.

This place has it all: security, full services, pools, gym, activities, on-site RV repair, a restaurant, community church, post office, etc. There are lots of RV site choices — open, covered, executive suites, homes available for rent or purchase — and all with full hookups. Maintenance dues are very reasonable, and the place is wellmaintained.

We are west of the Cape Canaveral launch sites and we have great views of launches.

Dennis Chouinard | Titusville, Florida

Truck Washes

I have a Monaco Cayman Class A motorhome. I was wondering if anyone uses truck washes to clean their RV. Is it safe, and is there a particular brand they recommend? Having had two surgeries on my shoulder prevents me from doing it myself anymore. Thanks for the suggestions.

Frank Smith | Wheaton, Illinois M

Question of the Month

Do you wash your motorhome yourself? Or, do you enlist the services of an RV detailer or take it to a truckwash station? What works best for you, and why?

Send your comments to:

MotorHome, 2750 Park View Court, Suite 240, Oxnard, CA 93036; or email letters@motorhomemagazine.com



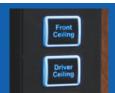


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ESCAPES

Doggy Dish (9)

The Torus water bowl for pets is ergonomically designed to prevent spills and provides fresh, carbon-filtered water. pg. 18



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Edinburg Scenic Wetlands and World Birding Center is a wetlands oasis in an urban Texas setting

By James Richardson

he Edinburg Scenic Wetlands, one of nine units of the World Birding Center, is situated in the Texas Rio Grande Valley and provides an excellent habitat for birds and birders. The 40-acre tract consists of a lake and ponds with trails throughout the surrounding woodlands, where birders can anticipate seeing many species. Watching waterfowl and shorebirds is convenient from platforms overlooking the water. As many as 13

species of ducks winter in these wetlands. The park hosts bird and dragonfly tours, and wildflower walks at various times of the season. An interpretive center, surrounded by more than 3 acres of hummingbird and butterfly habitat, has excellent displays, and the full-length windows allow for easy viewing of wildlife.

For more information, call 956-381-9922 or visit online at www.edinburgwbc.org.



By Bobbie Hasselbring

Eating Historic Boston

oston, the capital of the Commonwealth of Massachusetts and one of America's most historic cities, makes a fascinating — and tasty — stop on any autumn RV journey to see New England's fall colors.

Founded Sept. 7, 1630, Boston is one of the oldest cities in the United States. Important events in the American Revolution took place here — the Boston Massacre, the Boston Tea Party and the Battle of Bunker Hill. That means plenty of wonderful historic sites to visit like Boston National Historical Park, Faneuil Hall (a marketplace and a meeting hall since 1742), and Old South Church, first organized in 1669 and attended by Samuel Adams and Benjamin Franklin.

For RVers who love literature, Boston boasts famous 19th-century writers like Ralph Waldo Emerson, Henry David Thoreau, Nathaniel Hawthorne, Margaret Fuller and Henry Wadsworth Longfellow. The former site of the Old Corner Bookstore, where these writers met and where "The Atlantic Monthly" was first published, is a must-stop.

Foodies can taste Boston's rich past at several historic properties, including the Union Oyster House, open since 1826, the oldest continually operating restaurant and oyster bar in the United States. The restaurant's stone building dates back to pre-Revolutionary days. Downstairs at the oyster bar, statesman Daniel Webster downed dozens of raw oysters at a sitting. Upstairs in the clubby dining room, President John F. Kennedy dined regularly and a plaque marks his favorite booth.

Seafood is the standout here. In addition to fresh Blue Point oysters, the restaurant's hearty New England clam chowder (called Boston clam chowder) is a thick, creamy stew of chunky potatoes and plenty of chewy clams. The cheesy lobster ravioli with light sherry-lobster sauce and sweet chunks of Maine lobster is delightful.



Regional Delights

Oysters, served baked or raw on the half shell, are famous at Union Oyster House. You can order Boston cream pie, the official dessert of Massachusetts, at Omni Parker House.



The author poses at one of the cells at the Liberty Hotel, a former jail, and home to Scampo Italian restaurant.

Another historic eatery is Omni Parker House, where Parker House rolls were invented in the 1870s. Literary giants Emerson, Longfellow and Hawthorne all met regularly in the dining room. President Ulysses S. Grant stayed here and, at table 40 in the restaurant, Bostonian John F. Kennedy proposed to Jacqueline Bouvier.

The famous Parker House rolls are buttery, soft, and slightly sweet with a crispy shell. The seafood benedict features flaky, flavorful crabcakes on slightly smoky grilled sourdough bread topped with eggs and light, lemony hollandaise sauce.

Scampo restaurant is a modern take on a historic property. Located on the first floor of the Liberty Hotel, this Italian restaurant was created by popular Boston chef Lydia Shire. The name Scampo, which means escape in Italian, is a play on the fact that the building was formerly the old Charles Street Jail (1851). In fact, iron bars still secure the windows and, in the hotel, prison cells are grim reminders of the past.

Chef Shire's wood-fired fig-and-mushroom pizza is sweet and earthy. Her lobster pizza features ricotta salata, lobster cream sauce, big pieces of lobster and delicate shreds of fresh basil. Heavenly!

What is your favorite restaurant in Boston?

Email Bobbie at bobbie@realfoodtraveler.com



Omni Parker House, 60 School St., 617-227-8600, www.omnihotels.com/hotels/boston-parker-house

Scampo, 215 Charles St., 617-536-2100, www.scampoboston.com

Union Oyster House, 41 Union St., 617-227-2750, www.unionoysterhouse.com

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1 Fuel savings estimate of up to 18% according to FTP75 testing of engine OM651 (4-Cylinder) versus OM642 (V6). Individual mileage will vary, based on factors including vehicle load, driving style, road conditions and fuel quality. 2 Driver is responsible for monitoring fluid levels and tire pressure between service visits. See Maintenance Booklet for details.

Options shown. Not all options available in the U.S



WHEELS & GEAR

y Chris Hemer



More from Thor

Thor Motor Coach's 2016 motorhomes are now in dealerships across the United States and Canada. The small and maneuverable Class C 22B is available in the Four Winds and Chateau brands, providing a spacious living area with a large booth dinette and a kitchen with ample counterspace and storage. Four Winds and Chateau Super C motorhomes (shown) get a cab upgrade this year with new luxury cloth captain's chairs, adjustable pedals and a fold-down center console. Inside, a host of interior décor upgrades are offered, and there's a larger 40-inch TV in the living areas of most floorplans, with 32-inchers in the bedroom. And, the 35S bunk-bed floorplan is now standard with an exterior kitchen for extended family fun. If you like to take it with you, the popular Outlaw Class C 29H has been updated with modern design elements like a stainless-steel bathroom sink, decorative kitchen backsplash and stainless-steel storage cabinet in the rear garage.

Thor Motor Coach, 800-860-5658, www.thormotorcoach.com



Smart Water Bowl

Many RVers like to take their furry friends with them on the road, but keeping pets properly hydrated in an RV, especially during travel, can pose a challenge. Conventional water bowls slosh and spill easily, and do nothing to filter water that may have come from an unknown source. The TORUS water bowl by New Zealand-based Heyrex uses its walls as a water reservoir to ensure an ample water supply, keeping the water free of dust and other contaminants. The reservoir automatically replenishes the bowl to a low-slosh level, and even filters it with a replaceable active carbon filter. Two sizes are offered: two liters (\$59.95) and one liter (\$54.95). TORUS is PBA-free, comes with a 12-month warranty and does not require a power source. Available from a number of online retailers.

Heyrex, www.heyrex.com/en/torus

Treat Fuel Like a Star

Now that warm weather is here, you're probably making good use of your motorhome, AC generator and other gasoline-powered equipment. Star Tron Enzyme Fuel Treatment's unique formula is the ideal way to improve the performance of all gas-powered engines, according to the company. Its proprietary blend of enzymes make Star Tron a multifunctional fuel treatment that keeps the fuel fresh, but also allows oxygen to attach to hydrocarbon fuel molecules, resulting in a more complete burn of the fuel charge. The result, says Star Tron, is maximum



power, crisper throttle response and improved fuel economy, plus reduced carbon deposits and lower emissions. An 8-ounce bottle treats 128 gallons of fuel. Retail cost: \$8.50 for an 8-ounce bottle.

Star Tron (Star brite), 800-327-8583, www.starbrite.com/en/startron

Tum Moldaway Moldaway

Many RVers turn to bleach-based products when trying to eradicate mold and mildew. But, these have a tendency to discolor fabrics and break down their integrity. Also, fiberglass, clear-coat and gelcoat surfaces easily lose their protective coatings to these harsh cleaners. A safe alternative is Shurhold Industries' Moldaway. As its name would imply, Moldaway attacks mold, but also mildew and algae wherever you find it, without damaging the surface to be cleaned, according to the company. Moldaway also removes stains from plastic, vinyl, carpet, fabrics and canvas, and because it contains no bleach or chlorine products, it's safe for use on all colors as well. A 12-ounce jar costs \$12.98. Shurhold, 800-962-6241, www.shurhold.com/rv

Renegade Chooses HWH® Products for the 2015 IKON Motorcoach

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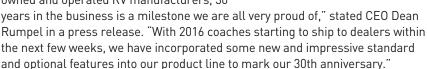
HWH Corporation, Circle 120 on Reader Service Carc



Pleasure-Way Marks 30th Anniversary

Pleasure-Way Industries announced that the 2016 model year will commemorate the company's 30th anniversary.

"Being one of the few remaining familyowned and operated RV manufacturers, 30



The Saskatoon, Saskatchewan-based builder has launched an Eco-Ion coach battery system, which is a new standard feature in all 2016 motorhomes. The new lithium ion (LiFePO4) battery system provides 200 amp hours of power, which enhances energy storage and extends boondocking capabilities. Other new standard features include a Winegard Rayzar fully automatic digital HDTV antenna, MCD roller shades, a Girard on-demand water heater, an Atwood Next Generation furnace and a Progressive Dynamics lithium battery charger.



Pleasure-Way's Eco-Ion battery system is standard on 2016 models.

NEWS BRIEFS

NADAguides Adds RV Pricing

▶ NADAguides.com has launched RV pricing, specs and tools to its mobile site. According to a press release, the addition of this information to the existing NADAquides mobile site gives consumers access to suggested list price, lowest retail price, average retail price and pricing with options from their smartphones for 1966-2016 model year motorhomes.

Travel & Savings Guide Issues List of Top Family RV Parks

▶ The Good Sam RV Travel & Family RV Parks" as part of its "12 Months of RVing" promotion. programs for family members of .com/explore/articledetails .aspx?articleid=3097351.

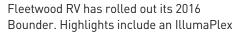
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Savings Guide has chosen its "Top These RV parks feature amenities, entertainment and educational all ages. Whether showing G-rated movies or conducting nature programs, the parks cultivate an atmosphere that's welcoming to families. To view the list of Top Family RV Parks, go to www.goodsamcamping

Tiffin Recall

▶ Tiffin Motorhomes is recalling certain model year 2015 Allegro Red 36 QSA, Allegro Red 38 QBA, Phaeton 40 QBH and Phaeton 40 QKH coaches manufactured April 22, 2014, to May 8, 2015. In the affected vehicles, moisture may enter the slideout controller and cause the "switch out" connection to short, causing the slideout to extend while the coach is moving. Dealers will install a relay to disconnect the power source of the slideout, free of charge.

Fleetwood RV Releases 2016 Bounder 🔿



Electronic Control System, a legless awning with LED lights and an optional overhead power Hide-A-Loft P2K. Other features on the new Bounder include an ergonomic dash with integrated camera and A/V monitors, co-pilot workstation and drawer, carpet-free doghouse with integrated cup holders, 100-gallon freshwater tank and larger passthrough storage bays.

"The Bounder has an incredible history as one of America's favorite motorhomes," said Matt Buckman, Fleetwood's director of Class A gasoline coaches. "We recently introduced the all-new 2016 Bounder to celebrate the model's 30th anniversary. To commemorate this historic milestone, the Bounder includes many design changes and new features that enhance the vehicle's appearance, comfort and value."

RV SHOWS | SEPTEMBER



Sept. 16-20, Hershey, Pennsylvania | America's Largest RV Show - Hershey, www.largestrvshow.com

Sept. 17-20, Portland, Oregon | Fall RV & Van Show, www.otshows.com

Sept. 17-20, Timonium, Maryland | Fall Maryland RV Show, www.mdrv.com

Sept. 25-27, Prior Lake, Minnesota | The Great American RV Show - Mystic Lake, www.gsevents.com

Sept. 25-27, Atlanta, Georgia | Atlanta Camping & RV Show, www.atlantarvshow.com

Sept. 25-27, Suffern, New York | Northeast RV Show's Fall RV Marketplace, www.showoffice.com

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Kansas City, Missouri

A Closer Look at the Great War

In Kansas City, Missouri, the National World War I Museum and Memorial, located under the Liberty Memorial deck in the shadow of a 217-foot tower built in 1926, honors the memory and sacrifices of those who fought in Europe between 1914-1918. The museum is home to one of the largest Great War collections, cataloging more than 75,000 items.

The museum's Horizon Theater presents a film on the decisions leading to America entering the war. Galleries explore American war efforts on the home front and in the muddy trenches of Europe's battlefields. The war's history is presented in music, poetry, prose and historic voices. Military and civilian objects link to stories of soldiers entering the battles. A reproduced crater visually shows the remains of a building destroyed by artillery fire. Exhibits follow land, air and sea combat, and the rapid advance of technology. To round things off, the eye-opening Epilogue Gallery reflects on the meaning of war and peace. For more information, call 816-888-8100 or go to www.theworld war.org — Arline Chandler



Townsend, Tennessee

Mountain Culture in Tennessee



hoto: Neala Mc

Mike Clemmer's Wood-N-Strings dulcimer shop in Townsend, Tennessee, is crammed with all manner of stringed musical instruments, particularly dulcimers. He makes these uniquely American instruments by hand from local wood. Several of the instruments can be tried out, and if Mike or his wife, Connie, has the time, they'll even play a few tunes. From May through September, enjoy his free Pickin' Porch concert every Saturday. For more information, call 865-448-6647 or go to www.clemmerdulcimer.com.

Two miles east, there's more mountain culture at the Great Smoky Mountains Heritage Center. Visitors can tour the museum, but the real fun is exploring the 11 historic buildings. I was entranced by the authentic moonshine still and an actual Setoff house — houses built in logging areas "set off" from the train, but very close to the actual tracks. Only a mile away is Big Meadow Family Campground with pull-through sites and full hookups. For more information, call 865-448-0044 or go to www.gsmheritagecenter .org — Neala McCarten

Waterbury, Vermont

We All Scream for Ice Cream!

Dip into some cool fun at the Ben & Jerry's ice cream factory tour in Waterbury, Vermont. During the 30-minute guided tour you'll learn how two guys from Long Island started their highly successful premium ice cream company after completing a correspondence course on ice cream making from Pennsylvania State University. Their first shop opened in 1978 in a renovated gas station; the company has since gone international.

Watch ice cream being manufactured (there is no production on weekends and holidays), and enjoy a sample of a special



hoto: Morey Edeln

flavor made especially for the day (alas, broccoli and cheese was not available as promised during our tour). Then check out the Ben & Jerry's motorhome, tour the Flavor Graveyard and make a final stop at the Scoop Shop for a cone or sundae.

Admission is \$4 for adults, \$3 for seniors, and RV parking is available.

Nearby Little River State Park, also in Waterbury, has 71 campsites.

For more information, call 802-846-1500 or visit www.benjerry.com — Morey Edelman ■





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Calgary's Charms

This Canadian metropolis offers visitors high adventure and small-town character

By Donna Ikenberry

anada's Calgary may be a bustling city of more than a million residents, but its wide array of biking and walking paths, its numerous green areas, and the opportunities it affords to camp on the edge of town are all befitting a much more intimate, smaller town.

Located in the southern part of the Alberta province, in the foothills of the Canadian Rockies, where the confluence of the Bow and Elbow rivers meet, Calgary is the largest city in the province. Vast prairies stretch to the east, while Banff National Park is only an hour's drive to the west.

We found Calgary West Campground to be a good location with 320 campsites. You should be aware, however, that some of the sites are very close together. If you want more space, you'll need to ask.

Calgary offers plenty of big-city amenities. For instance, during the time we were camped at the Calgary West Campground (open April 15-Oct. 15), on the west side of the city, we noticed large circuslike tents near WinSport Canada Olympic Park. We purchased tickets for Odysseo by Cavalia for the next evening and we counted down the hours to one of the best shows ever. Along with the rest of the audience, we thrilled to beautiful, extremely talented horses along with their very athletic riders. Although the show is no longer performing in Calgary, the city plays host to many such special events, festivals and performing arts.

My husband, Mike, and I always visit zoos during our travels, so one of the first things we did upon arriving in the city was visit the Calgary Zoo. During our day-long visit we walked through exhibits ranging from the magnificent Canadian Wilds — where we saw native animals like grizzly bears — to Destination Africa, where we saw hippos, giraffes and gorillas. We even trekked to Antarctica in the Penguin Plunge exhibit, where we were nose to beak with four species of penguins.



⊚ Getting Here

Calgary is located in the province of Alberta, in western Canada. The Queen Elizabeth II Highway runs north and south, stretching from the Montana border north to Edmonton, Alberta, and beyond. From the U.S., Calgary is about a three-hour drive from the Coutts-Sweetgrass, Montana, border crossing. Travelers already in Canada can take the Trans-Canada Highway, which runs from the west coast to the east.

GETAWAY CALGARY, CANADA

We spent a long time watching king, gentoo and rockhopper penguins swim and waddle, and endangered warmweather Humboldt penguins bray and mate. At the bird aviary, visitors oohed and ahhed over the great gray owls. Although we had never seen great gray owls in the wild, a few days later — as we were traveling the Alaska Highway toward Alaska — we found a great gray owl perched in a tree along the roadside. I spent about an hour photographing it, and it was one of the best moments of our five-month journey to Canada and Alaska.

You can drive to the zoo, or you take the 408 bus (Calgary West Campground has a free shuttle to the bus station) to the light rail train that leads to the zoo and drops visitors off at the north entrance. If you'd rather drive, there is paid parking with space for RVs at the same entrance. Upon arrival, you will come to the Antarctica exhibit, where volunteers wear heavy coats because like Antarctica, it is cold inside.



Calgary's Heritage Park Historical Village connects visitors to the past by preserving and re-creating the story of the settlement of western Canada, beginning in the 1860s.

Heritage Park Historical Village
— Canada's largest living-history
museum — is a definite must-see.
The park, which has been open for
more than 50 years, is situated on 127
acres and has more than 180 exhibits
reflecting the lives and challenges of
those who settled western Canada.
We enjoyed moseying around the park,

which has been designated a Canadian Signature Experience by Destination Canada.

During our visit we met friendly re-enactors dressed in period attire. A Royal Canadian Mountie rounded up some bad guys, while a man tended to his saloon and a young schoolteacher waited for her students to arrive. Mike and I rode an authentic steam train (the train around Heritage Park travels 2,773 miles annually), giggled on the Ferris wheel and rode

"Heritage Park Historical Village — Canada's largest living-history museum — is a definite must-see."



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GETAWAY





a ride called the caterpillar for the first time. In addition to talking to the local folks and learning more about life a long time ago, there are special events that happen throughout the day. For instance, visitors can help Blackfoot interpreters set up a teepee in the traditional way at First Nations Encampment. And at the ranch, there are pioneer games to play and visitors can learn how pioneers churned butter.

On our way out, we toured Gasoline Alley Museum, home of a world-class collection of vintage vehicles. Although Gasoline Alley is open year-round, the village is only open May through October. There is on-site parking for RVs.

Mike is a retired sergeant major who spent 30 years in the U.S. Army, so we always have to visit forts and anything military-related. We both found Fort Calgary, a National Historic Site of Canada located on the banks of the Bow River, quite interesting. In visiting the fort we also found the birthplace of Calgary; it stands on the location where the North West Mounted Police built their fort in 1875. Open year-round, Fort Calgary is a wonderful place to learn about the Royal Canadian Mounted Police and life in early Calgary.

Mike and I enjoy viewing animals in the wild, so one morning we headed to the Bow Habitat Station at Pearce Estate Park. Located 3 miles from downtown, the station houses exhibits starring Alberta's fish, wildlife and aquatic ecosystems. We walked the Interpretive Wetland trails and saw a pair of American wigeons feeding in a pond, a Swainson's hawk soaring overhead and lots of little birds fluttering about in the trees. There's also a Fish Hatchery with guided tours,

Calgary is a cosmopolitan city surrounded by scenic vistas and green space. The spectacular Canadian Rocky Mountains are only a one-hour drive west.







From far left: The First Nations Encampment in Heritage Park shares the stories and culture of the Blackfoot people. This wooden sculpture at the Calgary Zoo was carved from one large log. Calgary West Campground is located on the western edge of the city limits and has 320 sites (120 with full hookups) and Wi-Fi. The park offers free shuttle service to nearby Canada Olympic Park.

and a catch-and-release Trout Pond that's popular with children and their parents.

The park is just one popular place for walking and biking in Calgary. There are many paths spread throughout the city for enjoying the great outdoors. It's a great way for singles, couples and families to spend the day together exploring.

I was amazed to learn that the snow is cleared on nearly 100 miles of the pathway system during the winter to ensure all-season access.

One of Calgary's largest events happens in July: the world-famous Calgary Stampede, billed as the greatest outdoor show on earth. Every July the city celebrates with the roughest, richest rodeo, an amazing fireworks show that lights up the sky, and one of Canada's largest music festivals. The citywide celebration

draws more than 1 million visitors to the annual event.

If you stay at the Calgary West Campground, you'll find the WinSport Canada Olympic Park nearby. In 1988, the park was the site for the Winter Olympics; today it is one of the world's leading recreation and winter-sport facilities. All year long, visitors can ride a bobsled — piloted by a professional — that travels up to 50 mph and reaches 2 G-force. Summer activities include riding North America's fastest zip line off the 990-meter ski-jump tower, playing 18 holes at the professionally designed miniature golf course and soaring down the world's longest Skyline Luge. In the winter, it's a ski and snowboard destination boasting the only half-pipe within North American city limits.

Canada's Sports Hall of Fame is also located at Canada Olympic Park.











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GETAWAY CALGARY, CANADA



Clockwise from above: Rafting on the Bow River is a popular summer pastime. Canada's Sports Hall of Fame has more than 1.000 sports artifacts and 50 hands-on activities. Each July, the world-famous Calgary Stampede attracts more than 1 million visitors.

Here you will learn about Canada's amazing athletes — from NHL Hallof-Famer Wayne Gretzky to amputee marathoner/humanitarian Terry Fox — while you view more than 95,000 artifacts, enjoy interactive exhibits and see a wealth of sports memorabilia.

Locals and visitors alike will enjoy summertime rafting on the Bow River, which winds through the core of Calgary. The University of Calgary Outdoor Centre offers boat rentals. quides and instructional sessions. In addition to canoeing, rafting and kayaking, you can also try stand-up paddleboarding.

If you're downtown you'll find it easy to navigate on foot. And if you need a ride, the city's C-Train light rail transit free-fare zone parallels Stephen Avenue Walk on Seventh Avenue SW. An additional aid to downtown travel is the city's Plus 15 system, where raised walkways allow pedestrians to travel indoors to and from many downtown hotels, attractions and shopping centers.

Calgary may be a city of more than a million, but visit and you'll no doubt enjoy its wonderful small-town appeal. M



FOR MORE INFORMATION

Calaway RV Park & Campground 403-240-3822, www.calawaypark.com/ aboutry.html

Calgary West Campground 403-288-0411, www.calgarycampground.com

Calgary Zoo 403-232-9300, www.calgaryzoo.com

Canada's Sports Hall of Fame 403-776-1040, www.sportshall.ca

Fort Calgary 403-290-1875, www.fortcalgary.com

Gasoline Alley Museum 403-268-8500, www.heritagepark.ca

Mountain View Calgary Camping 403-293-6640, www.calgarycamping.com

WinSport Canada Olympic Park 403-247-5452, www.winsport.ca



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By Christine Goodier

REMEMBERING

A Poignant Visit to the Memorials

e all remember the events of September 11, 2001, very clearly," our museum tour guide said. "But 20 years from now, what will younger people understand about that day? That's why we're here."

After the National September 11 Memorial & Museum opened in May 2014, I added New York to our motorhome travel plans along with two other memorial sites. My husband, Bob, and I appreciated the opportunity to pay our respects to nearly 3,000 people who died when 19 terrorists attacked America.

New York City

We left behind Manhattan's heat, crowds and construction, descended 70 feet below street level, and arrived at a hushed, cavernous space — the foundations of the original Twin Towers. Donning audio headsets so the guide could speak softly, our tour group followed her to a poignant collection of archaeological artifacts.

A twisted steel girder mounted on a wall displayed the point of impact by American Airlines Flight 11 as the attacks began at 8:46 a.m. local time. A Survivors Staircase enabled many to escape before both towers collapsed a mere 102 minutes later. New York City Fire Department's Ladder Company 3 Truck brought heroes who walked upward in the Twin Towers while

others fled for their lives.

Covered with missing persons flyers and tributes, the 58-ton "Last Column" was the final steel beam removed from the World Trade Center site. Re-erected in Foundation Hall, it stands 37 feet tall, an emblem of New York resilience positioned by a symbol of strength: an exposed structural slurry wall engineered in the 1960s that kept the Hudson River from flooding this space despite the intense pressure of the towers' collapse.

We learned that more than 1,000 victims are still unidentified and that their remains were brought by an honor guard in May to a space behind a museum wall. The repository, visited only by family members, is overseen by the staff of the New York City Medical Examiner, which, with improved



technology, continues to identify

9/1

victims.

The guide led us to a small display case, easily overlooked in the museum's 110,000-square-foot exhibition space. It contains a symbol of America's response to 9/11: a brick from Osama bin Laden's final residence in Pakistan.

As the 60-minute tour ended, our guide recommended we next visit "In Memoriam," a quiet place that honors the individuals lost, and the Historical Exhibition, galleries that contain additional artifacts, photos, videos and recordings. Many exhibits there, like messages recorded by people trapped, can be wrenching, so the museum provides warning signs and early-exit doorways.

Back at street level, we lingered

In Memoriam is the 9/11 Museum's contemplative space with photos and recorded tributes to individuals who died.

in the 9/11 Memorial, a plaza that occupies half of the 16-acre World Trade Center site. Two square reflecting pools with 30-foot waterfalls, where the Twin Towers once stood, are surrounded by bronze panels inscribed with 2,983 victims' names. Soaring above is the new One World Trade Center, the tallest building in the Western Hemisphere at 1,776 feet.

We collected our thoughts on a stone bench near the "Survivor Tree," a lone Callery pear tree surrounded by swamp white oaks shading the plaza. Discovered as a blackened trunk in the wreckage, the tree was nursed back to health and replanted at the memorial where it now blooms every spring.

How to visit: Museum admission is \$24 (\$18 seniors and U.S. veterans), or free Tuesdays from 5 p.m. until closing. Buy timed-entry tickets and optional tours online and clear security before entering from the free, outdoor 9/11 Memorial plaza (plaza tickets are no longer required). Trinity Place, built in an original bank vault, is good for

Right: Artifacts like the 58-ton Last Column were installed 70 feet below street level at the foundations of the original World Trade Center towers. Below: The 9/11 Memorial has two reflecting pools, each an acre in size, that sit in the footprints of the Twin Towers.

lunch or dinner near the museum.

Where to Stay: Liberty Harbor RV Park in Jersey City, New Jersey, offers water and electric sites accommodating rigs up to 45 feet, a dump station and some amenities, including city views and fast public transportation to lower Manhattan. (Another option: Book an RV park north of the city and take a commuter train in.)

Reaching the Memorial: No parking is available. We walked five blocks from Liberty Harbor to the PATH train station, traveled on the red line beneath the Hudson River and arrived in minutes at the World Trade Center station close to the museum. At day's end, we boarded a (weekday only) New York Waterway ferry from Wall Street/ Pier 11 and cruised 15 minutes around lower Manhattan back to the marina adjacent to the RV park.

Arlington, Virginia

Terrorist hijackers controlling American Airlines Flight 77 struck the western façade of the Pentagon at 9:37 a.m. Seven years later, an outdoor memorial opened beside the





Pentagon's exterior wall, positioned on the plane's flight path. The National 9/11 Pentagon Memorial's organizing theme is the victims' ages, which ranged from 3 to 71. Interpretive information is minimal, but a Locator Stone near the entrance lists birthdates, and a cellphone audio tour provides a narrative.

Along the memorial's western edge, we walked beside a white masonry Age Wall that gradually increases in height from 3 to 71 inches, softened and partly hidden by ornamental grasses.

We entered a serene place of contemplation where 184 cantilevered, stainless-steel benches called "Memorial Units" represent those who died. Beneath each granite-topped bench is a lighted pool filled with flowing water. As we walked past, we noticed that the water had stopped flowing for a moment as it does daily at 9:37 a.m.

Each bench has a name engraved along the short end and is oriented by whether the victim was on the airplane or in the building. When viewing the inscriptions of the 59 Flight 77 names, we faced the sky from which the airplane approached. And when we viewed the names of 125 Pentagon victims, we faced the building itself through a grove of flowering crepe myrtle trees.

We were puzzled at first by stainless-steel numbers such as 1966 inlaid on a perimeter walkway bench, and later learned that these are birth year markers. Designers placed these to identify "Age Lines," the thin, stainless-steel strips that cross the memorial's gravel field parallel to the flight path. The Memorial Unit benches are positioned along these lines in age order, from youngest victim to oldest. A gap separates the benches of the adults from those for five children who died because they boarded Flight 77 that day.



All 11 responders from NYC Fire Department's Ladder Company 3 died inside the North Tower when it fell.

How to Visit: The free, outdoor memorial is open 24 hours, 365 days a year on the building's west side (to tour inside the Pentagon itself, request a reservation between 14 and 90 days in advance at http://pentagontours.osd.mil). The Pentagon Memorial Fund's Board of Directors has proposed creation of a new Pentagon Visitor Education Center across Washington Boulevard.

Pets, smoking, food and beverages other than water are not allowed. Photography is permitted only within the memorial, not elsewhere on the Pentagon Reservation.

Where to Stay: Cherry Hill Park in College Park, Maryland, about 20 miles from the Pentagon, has full hookups and numerous amenities. Visitors can board a bus right at the campground (or drive) to a nearby Metro subway station.

Reaching the Memorial: The Pentagon is located in Arlington, Virginia, across the Potomac River from Washington, D.C., and has no official street address. Daytime weekday parking close by is not available other than five spaces for disability permits. Take Metro's yellow or blue line to the Pentagon exit or drive to the Pentagon City shopping







From far left: At the Flight 93 National Memorial near Stoystown, Pennsylvania, individual marble panels are inscribed with the names of 40 who died on 9/11. Benches at the Flight 93 visitor shelter have an aeronautical motif that designers incorporated along with themes of earth, trees and sky.

center garage. If you visit on a Saturday, Sunday, holiday or weekday night from 5 p.m. until 7 a.m., you can park in the Pentagon's Hayes Street outdoor lot. (Overnight parking is prohibited.) From that lot, a well-marked pedestrian tunnel under Interstate 395 leads to the memorial.

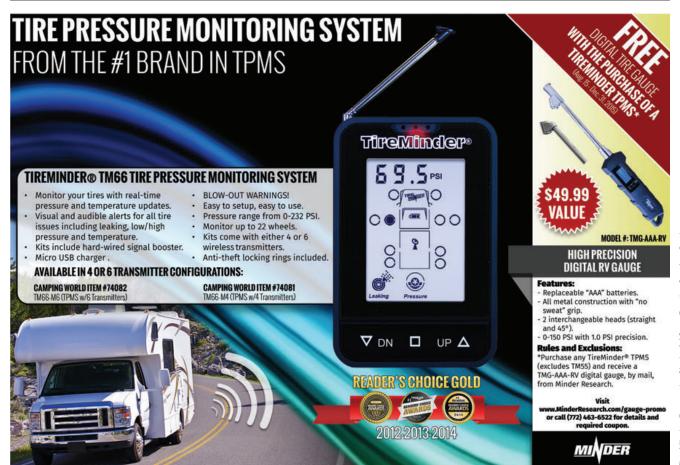
Shanksville, Pennsylvania

United Airlines Flight 93 was more than 25 minutes late leaving Newark airport, so those on board learned during phone calls that America was under attack. The passengers and surviving crewmembers voted to fight back, developed a plan and waited until they were over an unpopulated area to implement it successfully. In that sense, they chose their own memorial's location in the

quiet hills of southwest Pennsylvania.

The National Park Service oversees operations for the Flight 93 National Memorial and provides on-site staff, informative talks, signs, a printed brochure, online materials and cellphone tours. Driving our motorhome on the Approach Road, we passed construction well-underway for a visitor center complex, and parked near the crash site.

On a black walkway, we passed a hemlock grove and sandstone boulder marking the final resting place for the passengers and crew, whose remains are all still present. We reached the Memorial Plaza's white marble Wall of Names, polished panels along Flight 93's flight path inscribed with the names of these 40 people. Looking through a ceremonial gate carved from hemlock wood, we



could see the flight path end at the boulder.

We had read online about the subtle ways designers combined themes of nature with modern air travel to tell this memorial's story. Diagonal cuts on black walls and walkways suggest branches of the hemlock trees, while benches of wood and steel have an aeronautical appearance.

Visitors may find this memorial uplifting, as we did, perhaps because it represents the best instincts of good people in action. Flight 93 was less than 20 minutes away from its target, the U.S. Capitol in Washington, D.C., when the passengers and crew thwarted the attack.

How to Visit: Admission is free and the memorial is open daily except for Christmas and New Year's, 9 a.m. to 5 p.m., with later summer hours. May through September provides the most favorable driving conditions.

Where to Stay: There are no campgrounds at the memorial or in ShanksWith plenty of sites for large motorhomes, Cherry Hill Park in College Park, Maryland, has easy access for Metro public transportation to the Pentagon.

ville. Two nearby towns have RV parks: Somerset, 19 miles to the west, and Bedford, 27 miles to the east.

Reaching the Memorial: With good highway access and parking for RVs, it is located about 90 miles east of Pittsburgh via the Pennsylvania Turnpike (Highway 70). The GPS address, on U.S. Route 30, is 6424 Lincoln Highway, Stoystown, PA 15563. Until the visitor center opens, park near a small visitor shelter with eight RV spaces.

In Memoriam

In the dark days following 9/11, temporary shrines sprang up where people left flowers, tokens and notes. Today, each memorial encourages continued visitor interaction with message walls or niches for small objects. Though linked by a day of



violence, these three sites now collectively shine as reverent reminders of the people who died. They fulfill the promise written by the Roman poet Virgil that spans a wall at the New York museum: "No day shall erase you from the memory of time."

For More Information

Cherry Hill Park

800-801-6449, www.cherryhillpark.com

Flight 93 National Memorial

814-893-6322, www.nps.gov/flni

Liberty Harbor RV

201-516-7500, www.libertyharborrv.com

National September 11 Memorial & Museum

212-312-8800. www.911memorial.org

National 9/11 Pentagon Memorial

301-740-3388, www.pentagonmemorial.org





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RVers who live with gusto

ccasionally I meet people who dread retirement, afraid they'll be bored. If Dale Carnegie were alive today, he might repeat this advice, "Make the most of today. Get interested in something. Shake yourself awake. Develop a hobby. Let the winds of enthusiasm sweep through you. Live today with gusto."

In my 13 years of RVing, I don't recall ever meeting a retired RVer who claimed to be bored. On the contrary, they are living each day with gusto. RVers are a creative, active group. In our fourth installment of this annual article on hobbies that people do in their motorhomes, you'll find 10 more examples of people who let the winds of enthusiasm sweep through them.

1. Telling Tales

When she couldn't find a book she wanted to read about the areas she visited, Linda Smolarek decided to write one. Well-acquainted with both the great outdoors and writing, Linda had previously penned a monthly nature column for a regional family magazine prior to her retirement. "Two characters started jumping around in my head during a trip to the Adirondacks," said Smolarek. The characters, Vic and Ellen, came to life in "Adirondack Audacity," experiencing the same hiking and kayaking adventures that Linda and her husband, Jim, enjoy. The characters and settings in her novel are often inspired by people she meets and places she visits. She uses her vivid imagination and storytelling talent to



weave romance, humor, danger and drama into the plot.

Often while Jim drives their RV to their next destination, Linda writes chapters for the sequels. In the evening when they are relaxing around the campfire, she reads her pages to Jim for his feedback. "Adirondack Audacity" and "Audacity on the Water," the first two books in her "Audacity" series, are available on www.amazon.com.







2. Making Music

Music has been a part of Jim Smolarek's life for as long as he can remember. Raised in a family with an accordion-playing father whose talent was highly regarded in their Polish community, his father taught Jim to play when he was 6 years old. Jim met his wife, Linda, when they were in the eighth grade, and they've been together ever since.

When they travel in their 24-foot Class C motorhome, Jim always takes along three musical instruments: an accordion, a guitar and a harmonica. He leaves his favorite instrument — a piano — at home. In the summer of 2014, Jim played the accordion and sang at their daughter's wedding on a beach in California, and at a Polish polka party in Utah. Earlier in the year, Jim was the hit of a talent show in Florida and played a "salsa-ized" version of "I Exalt Thee" on the beach at a sunrise Easter service.

3. Racking Up Life Master Points Dale and

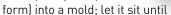
Dale and
Gayle Schendzielos enjoy
playing
bridge,
whether it's
a friendly



game in their RV or as part of a tournament sponsored by the American Contract Bridge League. They hone their skills by playing several casual games a week. Five or six times a year they travel to tournaments. Dale and Gayle are tough competitors, as evidenced by the silver medal they won in the 2014 Senior Olympic Festival in Tucson, Arizona, and the 500 life master points they've earned in tournaments across the U.S. They love the game, in spite of the gentle teasing they get from their kids, who insist life master points are more useless than S&H Green Stamps since they can't be handed down in a will.

4. Playing With Clay

When Tom Emineth was 28 years old, he took a ceramics class. He liked it, but life got in the way of pursuing his newfound interest. Decades later in 2009, he took another class. This time he stayed with it. He's made close to 200 pieces since then. Making ceramic objects is a lengthy process: pour the slip (clay in liquid



the slip adheres to the edge of the mold; dump out the excess; let the greenware (clay that has been shaped but not fired) dry; take it out of the mold and let it dry more; clean up the edges; fire it in a kiln; paint it and fire again. His hobby isn't entirely portable since he must have access to a kiln for bisque firing, but he often sets up shop on the tailgate of his truck for the other steps. When I met Emineth, he was trimming excess clay from greenware for a Christmas decoration, and then took it to the RV resort's kiln.

When he travels to and from his home in Montana, he brings along any bisque that has already been fired (greenware is too fragile), and an assortment of tools and materials: cleaning tools, sanding blocks, slip, molds, paints, brushes and sponges. Tom's wife, Dee, is pleased with his hobby since she gets to decorate with the functional ceramic pieces.

5. Penciling With Color

In the late 1980s, Carol Hendrickson learned oil painting. Over the years, she took many art classes, and discovered colored-pencil art nine years ago. While oil painting is still her favorite, colored pencils are more portable and practical for travel. The clipboard, paper and colored pencils can be stowed away in a small space. She's even taken these materials on a mission trip to the Ukraine.





Carol found it satisfying to teach the joy of drawing to orphans and street children who were jobless and destitute. Last year she used a drawing of daylilies on her Christmas cards in honor of the abundance of these flowers that grew on her grandfather's homestead. The daylily bulbs were recently divided among the 22 cousins. A snowbird from Minnesota, Hendrickson teaches classes in the winter months at an RV resort in Arizona. One of the techniques she teaches is burnishing, which gives the art a rich, glazed look by layering multiple colors and then applying pressure to blend the pencil waxes together.

6. Carving Cypress Knees

Five years ago, Janice Hyder was inspired by a fellow RVer who was carving figures from cypress knees, which grow up from roots of bald cypress trees in the swamps and bayous of the southeastern U.S. Janice bought a book, "Carving Cypress Knees: Creating Whimsical Characters from One of Nature's Most Unique Woods," by Carole Jean Boyd and Jack A. Williams, and taught herself to make wood spirits. She buys the raw materials in Louisiana, strips off the outer layer of bark, then boils them to remove the rest of the bark. Janice's creations also include Old-World Santas, Halloween pumpkins and ghosts. It's a hobby that's well-suited to RVing, since the knives and paints needed are reasonably compact. Janice enjoys giving her creations as gifts.





7. A Passion for Cooking

Gil Chasse and his wife, Stella Lamarche, have been full-timers since they sold their cosmetics business in 2003. Even though they gave up their big kitchen, they didn't give up their passion for entertaining. Both of them love to cook. Gil learned from his mom and still uses many of her French-Canadian recipes. He admits to being a purist about his ingredients. He ages his Parmesan cheese in a brown paper bag in the refrigerator, buys tomatoes a week before he intends to use them to allow them time to ripen and always travels with his favorite brand of first-press, unfiltered Italian olive oil. It's no wonder that Friday night is pasta night in their coach. Gil calls himself an "Old-World eater," pairing food and wine, enjoying conversations around the table and experiencing the pleasure of sharing a meal.

8. Paverpol Sculpting

Using a textile hardener called Paverpol, fabrics and jewelry found in thrift stores, rocks, wire and other items, Tina Solomon creates whimsical garden art. According to www.paverpolusa.com, Paverpol "was created by a group of Dutch artists in the early 1990s as a user- and environmentally friendly alternative to resin." Paverpol can be used to create tabletop to lifesize weatherproof sculptures. Since



learning the technique in 2013, Tina has created nine fabric sculptures and taught four classes. She has given away most of the sculptures as gifts, although a few of

them, including an old-fashioned golfer, are in the yard of her California home. Paverpol is easy to do in her motorhome since the materials are compact. Paverpol is water-soluble, nontoxic and odor-free. Tina gets inspiration for her sculptures from "How to Paverpol," a book by Jossy De Roode, filled with 30 projects and hundreds of photos. Tina and her husband, Dan, enjoy browsing thrift shops for interesting items that can be used in a sculpture, and hunting for rocks to be used as the base.

the center, to be attached to the post with a screw and nut.

The post slides over rebar set in the ground for installation. Materials in each piece cost a few dollars, and he sells them for \$25. In the past he traveled with a small tabletop drill press. More recently, he decided to drill the holes at home and do the assembly on the road. Don had 10 of these lights in front of his motorhome. They were pretty in daylight, and absolutely magical at night.

9. Lighting the Night

After seeing solar garden lights in art shows and other people's yards, Don Bangs decided to make them. In just a few short years, he's perfected his designs. He searches garage sales and thrift stores for colorful glass dishes and vases in various shapes and sizes. He drills a hole in the glass with a diamond-core bit. The floralinspired designs are assembled with nylon washers in between each piece of glass and held together with a screw. The post is made from ½-inch electrical conduit, flattened at one end. A hole is drilled in the flattened end to allow the flower, with a solar light in



10. Recycling Tin Cans into Art

Even in the Arizona desert, the flowers in Marlene Brown's yard (actually a patch of gravel in the RV resort) are in full bloom. She creates flowers from tin cans that she collects from recycling bins. Her tools include garden shears, heavy-duty scissors, crimpers, acrylic paint, glass beads and E6000 glue. Each flower is made of six or seven cans of various sizes. She cuts and shapes each petal, then paints them. The colorful blooms are attached to garden stakes. Since her retirement in 2010, she's devoted much of her free time to artistic endeavors. Friends and neighbors have persuaded her to teach a tin-can-art class. M

More Hobbies

Are you an RVer who is enthusiastic about your hobbies? If you'd like to be considered for next year's article, please send an email to mary@adventuresoftheheart.com.



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In the Beginning

The unmatched magnificence of the steaming landscapes of Yellowstone, the grand domes of Yosemite and the fable-worthy giant trees of Sequoia captured the nation's imagination and heart. Although few held firsthand witness, nature writings of the day and

the romantic art of Thomas Moran and others brought these treasures to public awareness. Grandeur on such scale deserved unprecedented recognition, and so became the birth of the national park.

In 1872, Yellowstone became the world's first such park. In 1890,

Sequoia and Yosemite joined it at the zenith, followed by Mount Rainier, Crater Lake, Wind Cave, Mesa Verde and Glacier. In 1912, the impressive portfolio prompted British diplomat James Bryce to declare national parks "the best idea America ever had," a sentiment that prevails today.





THE ARROWHEAD EMBLEM

The familiar, endearing arrowhead emblem of the National Park Service dates back to 1951. It is based on a sketch by Park Service historian Aubrey Neasham. The depicted Sequoia tree, bison, peak and water together with the arrowhead background symbolize the natural, wildlife, scenic, recreational and cultural resources under the protective watch of the NPS. In 1966, a modern redesign of triangles and cannonballs failed to win hearts and slipped from use.



While designating the parks came naturally, determining their management and funding did not. The parks, variously stashed in departments of Agriculture, Interior and War, suffered an absence of oversight. Poaching, illegal logging and grazing, vandalism, abuse and exploitation threatened the very values Americans sought to protect. The civilian superintendents were simply outmatched.

The situation's urgency merited sending in the military. Soldiers served as the first park rangers, and the famed Buffalo Soldiers (African-American troops) played a key role throughout the West. Still, without funds and enforcement authority, the enlisted had to rely on ingenuity, guile and persuasion to bring order and protection to the parks.

The military confiscated guns within park boundaries and deterred grazing by expelling animals and herders out opposite corners of the park. Besides policing, they fought fires, cleared trails, opened roads and built rapport with park users.

At the Fort Yellowstone Historic District in Yellowstone National Park, exhibits honor the military that served at the park for more than 30 years. At Yosemite, interpretation pays homage to the Buffalo Soldiers' unsung service.

Enter the National Park Service

Early on, John Muir and others voiced a need for better care of, and a single oversight authority for, the national parks. A newly won Muir disciple, Stephen Mather emerged as the right From far left: Manzanita Lake, which is located near the entrance to Lassen Volcanic National Park in northeastern California, offers nonmotorized boating, swimming and fishing. Concord Battle Monument at North Bridge in Minute Man National Historical Park, Massachusetts, was the site of "the shot heard 'round the world." Montana's Glacier National Park is well- known for spectacular wildlife viewing opportunities, and is the habitat for hundreds of bighorn sheep.

man at the right time. A man of means and persuasion with the ear of leaders, Mather catapulted national parks into the modern era and served as the first director of the National Park Service.

His meteoric appearance on the scene traces to an impromptu letter of disconcert dashed out after his 1914 trip to Yosemite and Sequoia. Writing his former classmate, Secretary of the Interior Franklin Lane, Mather cited his concerns about park conditions. A terse reply followed, to the effect, "If you don't like it, do it yourself."

So, Mather did. Arriving in Washington, he advocated for a single oversight body, which would become the National Park Service in 1916, and he defined and guided its mission. Beyond accepting the challenge,

Mather put his money where his mouth was, paying staffers, sponsoring trips and buying land, grove and road, donating all to the nation. He helped form the nonprofit National Parks Association, which could bolster parks away from federal influence.

He was a dynamic, face-in-the-field leader. His right-hand assistant and successor at the National Park Service, Horace Albright, was the steadying, nuts-and-bolts force, navigating the pitfalls of Washington. Together, they left an indelible imprint on the park landscape. At many sites, visitors will see commemorative plaques dedicated to Mather.

Mather walked the delicate line between preservation and recreational use, isolation and public access, and



King, Circle 123 on Reader Service Card

faced the sharpened arrows from both sides of the arguments. He insisted parks be egalitarian, open to all the citizens, and free from the stain of politics.

When rolling through the parks in our motorhomes or setting up camp beneath the trees, we owe a debt of gratitude to Mather, who championed opening the parks to motorists and making stays comfortable and welcoming. Mather firmly believed that an intimacy with parks translated to advocacy and support.

Mather expanded the National Park System to the populated East, and Albright united the national monuments, battlefields and historic sites under the Park Service umbrella.

From wardrobe to purpose, Mather prescribed the park ranger. A heroic figure, the uniformed ranger was to be knowledgeable, talented, skilled, dedicated, able to ride and care for horses, build trails, fight fires, handle weapons, endure weather and put in





Clockwise from top: Tuolumne Meadows
Campground in Yosemite National Park is
located 1.5 hours northeast of Yosemite Valley
and has 304 dry-camping sites. Yellowstone's
Lower Falls is the tallest waterfall in the park at
308 feet high. Logan Pass Visitor Center, at the
summit of Glacier National Park's Going-to-theSun Road, is listed in the National Register of
Historic Places.





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long hours. Because funds seldom follow high ideals, this superhero also worked for little pay.

Although most rangers were men, some women served in the all-purpose role. Today, of the 22,000 permanent, temporary and seasonal park employees, 3,861 park rangers answer to Mather's ideal.

Celebrate 100

In the footsteps of Mather, the NPS, together with the nonprofit National Park Foundation, has launched the "Find Your Park" centennial campaign to renew park awareness and call attention to the continuing need for park care and protection. The goal is twofold: to engage new interest and to strengthen personal bonds with the nation's parks.

The campaign pushed off the starting blocks in 2015 and will sprint through the end of 2016. Entry to all parks is free on August 25, 2016. Concerts, cultural festivals, re-enact-



IT TAKES A VILLAGE

Although the uniformed ranger is the face of the NPS, a talented group of individuals must come together to keep our parks safe, clean, healthy, preserved, interpreted, accessible and in good repair for the next generation. Biologists, botanists, geologists and hydrologists bring the best science to protecting our natural resources, while archaeologists, historians and archivists look after our cultural resources. Park police ensure the peace, protect park facilities and resources and assist visitors in need. Mechanics, engineers, masons, carpenters, landscapers and a host of unheralded maintenance workers keep the parks open and welcoming as Mather intended.

ments, special tours and talks, and birthday cake are some of the planned celebrations, varying by park and by date. At the interactive website, www .findyourpark.com, a calendar will aid in finding centennial events, and followers can share park experiences. Park-specific pages may suggest additional things to do (www.nps.gov/ findapark/index.htm).

On other fronts, the NPS has linked arms with the National Endowment for the Arts, which turns 50 in 2015,

to sponsor "Imagine Your Parks," national-park-inspired art. The art will later appear at parks and elsewhere. Then, on January 1, 2016, look for the NPS to be represented at the Tournament of Roses Parade in Pasadena, California, with its parallel theme, "Find Your Adventure."

Because many individual park units achieve noteworthy birthdays during the 2015-2016 centennial celebration period, keep the party hat handy!

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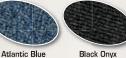




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- Available for straight steps







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Booking appointments for September & October Northern States, East Coast & Southern States Yosemite and Sequoia-Kings Canyon, each marking 125 years. Centurions include Colorado's Rocky Mountain National Park and Dinosaur National Monument, while Florida's Canaveral National Seashore turns 40. A whole pocketful of parks is commemorating 50 years, including Nez Perce National Historical Park (Idaho, Montana, Oregon and Washington) and Iowa's Herbert Hoover National Historic Site, as well as Utah's Golden Spike National Historic Site. Another turning 50 is Delaware Water Gap National Recreation Area at the Pennsylvania-New Jersey border. And that's just the first lap.

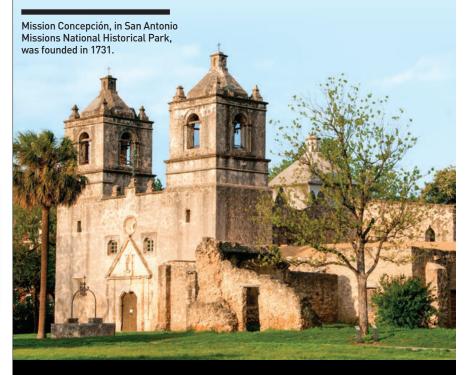
Rounding into 2016, California's

Mount Lassen Volcanic and Hawaii Volcanoes national parks reach the century mark. Maine's Acadia celebrates 100 years of protection, and Mammoth Cave (Kentucky), Guadalupe Mountains (Texas) and Klondike Gold Rush (Alaska and Washington) are among the dozens celebrating landmark anniversaries on their ways to 100 years.

A Source of Pride

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IF YOU BLINKED

The NPS inventory of treasured places continues to evolve and grow.

Added December 19, 2014

- Blackstone River Valley National Historical Park, Massachusetts and Rhode Island
- Tule Springs Fossil Beds National Monument, Nevada
- Valles Caldera National Preserve, New Mexico
- World War I Memorial, District of Columbia

Added February 19, 2015

• Pullman National Monument, Illinois

Added February 24, 2015

• Honouliuli National Monument, Hawaii



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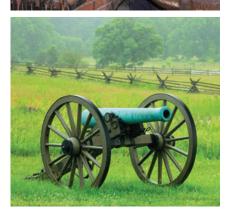


than 84 million acres and includes 30 national scenic and national historic trails and 60 wild and scenic rivers, as well as cultural and historic features.

The true challenge to Find Your Park comes in narrowing the field.

Whether stricken silent while standing at the rim of the Grand Canyon or tearing up while gazing upon Antietam's Bloody Lane or the monument to the 1st Minnesota Volunteer Infantry at Gettysburg; whether welling with pride at hearing the fife and drum at Minuteman or when repeating aloud the timeless words of Washington, Jefferson, Lincoln and Roosevelt at Mount Rushmore; or whether shivering in expectation as the new-day sun first kisses U.S. soil at Acadia or as a grizzly pokes through the foliage in a meadow basin below the Highline Trail at Glacier, there is a park moment likely many moments — that will linger with you forever.

And, until you find your park — find your park moment — it's nice to know the NPS is on the job, keeping it safe, keeping it open until you get there. Here's to the next 100 years and all the possibilities.



From top: The trail around Lake Josephine in Glacier National Park affords hikers breathtaking views of the surrounding scenery. Volunteers in the Fort Vancouver National Historic Site's Blacksmith Shop use 19th-century blacksmithing skills to forge replicas of traps and other metal objects. Gettysburg National Military Park in Adams County, Pennsylvania, commemorates the Civil War's bloodiest battle as well as President Lincoln's famous Gettysburg Address.

BROTHER, CAN YOU SPARE A DIME?

According to the National Parks Conservation Association, the annual budget for the NPS constitutes less than one-fifteenth of 1 percent of the federal budget; American households pay on average just \$2.56 each year in taxes for our national parks, about the cost of a small cup of coffee.

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MONTANA'S GRAND GLACIER COUNTRY

Whitewater rafting, hiking, road touring and RVing in northwestern Big Sky Country



pectacular landscape, soaring mountains, crystal-clear lakes and blue-ribbon trout streams — there are plenty of postcard views in the RV-friendly Glacier Country of northwestern Montana. We're headed there for a taste of this amazing part of the West.

We begin our journey in the southern tier of Glacier Country in Missoula, the state's hip cultural hub. This college town of 70,000 is a vibrant community with a walkable downtown with plenty of turn-of-the-century stone buildings, the state's oldest brewery, and good restaurants and shops to explore.

Since we want to begin with an authentic flavor of Montana, we head to the edge of town to the Missoula Smokejumper Visitors Center.
Smokejumpers are elite firefight-

ers who parachute into backcountry wildfires, and Missoula has the largest smokejumper training base in the country. Just inside the visitors center is a replica of an early fire lookout complete with bed, binoculars, maps, food and other essentials fire scouts needed to do their lonely job.

We join a free, 45-minute tour that includes fascinating displays, dioramas and videos about this grueling career. There's an exhibit of the gear a smokejumper takes with him/her — all 120 pounds of it. Another showcases what

jumpers eat, as much as 6,000 calories a day, including plenty of high-calorie Spam.

In the parachute loft, huge billowy cloths hang from the ceiling. A parachute — the jumper's lifeline — weighs 23 pounds and must be packed out. Smokejumpers are also responsible for making their own gear and we're surprised to see brawny, grizzled men hunched intently over sewing machines. By the time our tour is finished, we're thoroughly impressed with these dedicated firefighters.

We want to explore Missoula's downtown, but the smell of propane prompts us to stop at Rangitsch Brothers RV near the Smokejumper Center. It's late on a Friday afternoon and the service manager thinks our







Above from left: McDonald Creek — the longest stream inside Glacier National Park — roars past visitors. The park also offers boat tours from Rising Sun, Many Glacier and Lake McDonald.



Getting Here

Montana's Glacier Country is big — covering more than 22,000 square miles. The main routes are Interstate 90, which runs east and west, and U.S. Highway 93, which runs north and south.

LP-gas leak is a quick fix. It's not. Despite previous Friday night plans, two mechanics cheerfully spend four hours tightening, replacing and repairing everything that could possibly seep propane. We leave with a surprisingly reasonable repair bill and our rig is good as new.

Jim and Mary's RV Park on U.S. Highway 93N is our home for the night. This shady, tree-lined park is popular and we're glad we made reservations for one of its 70 full-hookup sites with picnic tables, 24-hour laundry, free showers and spacious community room. While there's a faint din from the freeway and the whistle from an occasional train, we wearily sleep like babies.

Seeley-Swan Valley, Whitewater

The next morning, under gorgeous blue skies, we head east on Interstate 90 to State Highway 200 so we can drive scenic State Highway 83N through beautiful Seeley-Swan Valley.

We pass through Milltown and Bonner, the latter with its identical company houses lined shoulder to shoulder, crossing the wide Blackfoot River and climbing into evergreen-lined canyons and then through wide valleys dotted with ranches. With hawks circling lazily overhead and puffy thunderheads gathering against distant mountains, it's easy to see why they call Montana Big Sky Country.

Shortly we come to Salmon Lake, a gorgeous blue-black lake nestled along the Clearwater River between the Mission and Swan mountain ranges and Salmon Lake State Park. It's tempting to set-up camp in the RV on this fish-rich lake with 20 sites, but it's early in the day so we keep driving.

We pull into Seeley Lake, a modest gathering of cafés and bait-and-tackle stores surrounded by the snowcapped Swan Mountains, including Monture Mountain, which looms 8,289 feet over the northeast end of town. We drive along the heavily forested road with peek-a-boo views of Seeley Lake, then a series of pretty lakes in the Clearwater chain, including Alva and Summit lake, where we pause to snap photos of the water with the Mission Mountains as the backdrop.

We climb higher and higher into Swan River State Forest. At 4,300 feet, white-barked aspens stand in sharp relief to deep-green firs and pines. We drive through Swan Lake, a tiny burg with a trading post, volunteer fire department and canoe shop, and then through Creston (via State Highway 35N) with its fields of spring wheat.

We turn north onto U.S. Highway 2 and cruise along the silty Flathead River. In Hungry Horse, we stop at the Huckleberry Patch pie shop and pick up slices. Then it's back north on the highway to Montana Raft Company, a rafting and guide service where we made reservations.

We gear up in neoprene wet suits and life vests and board an old-school bus for the short ride to a creek joining







Above from left: Montana Raft in West Glacier provides quided rafting trips on the Flathead River. Spectacular views await visitors who take a gondola to the summit at Whitefish Mountain Resort.

44 At one point, our raft plunges and we spin around. I nearly end up in the silty water, but my death grip on the center rope saves me. "

the Middle Fork of the Flathead River. We're assigned to one of three rafts and our crew paddles into the brown, rushing water. The river is running fast from rain and snow melt, so many of the Class II and III rapids on this half-day trip through John Stevens Canyon along the southwestern boundary of Glacier National Park have been swallowed by high water. The trip is still thrilling with whitecap drops and rapids. At one point, our raft plunges and we spin around. I nearly end up in the silty water, but my death grip on the center rope saves me.

We're ravenous from the paddling so we head to Belton Chalet in West Glacier, an upscale restaurant located in a historic railroad hotel. Built in 1910 and fully restored, the old hotel and eatery, a National Trust for Historic Preservation landmark, features original wood porches, stairways, floors and turn-of-the century furnishings.

We pull into San-Suz-Ed, a familyowned forested RV campground, for the night. We're too tired to join the festivities around the campfire, but we appreciate the quiet, level site.

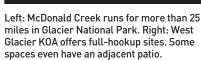
Glacier National Park. Whitefish Adventures

The next morning, we head to Glacier

miles in Glacier National Park. Right: West Glacier KOA offers full-hookup sites. Some spaces even have an adjacent patio.

National Park. It's been an unusually heavy snow year and we'd planned to tour iconic Going-to-the-Sun Road on a Red Bus tour, but the road to Logan Pass is closed. (Going-to-the-Sun Road from Avalanche Campground to the Rising Sun picnic area parking is closed to RVs more than 21 feet long.) Instead, we cruise along the part of the road that's open and pull over frequently to shoot pictures of Lake McDonald and the towering mountains mirrored in it — Howe Ridge, Stanton Peak, Mount Vaught, the Garden Wall, Mount Cannon, Mount Brown, Little Matterhorn, Edwards Mountain, Gunsight Mountain and Snyder Ridge. We pull in at McDonald Creek to watch its torrent of water, glacial green with rock "flour," roar through the canyon. Above the water, sheer walls of granite rise up, their stony faces striated with cascading waterfalls.







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MONTANA'S GRAND GLACIER COUNTRY

Later that afternoon, we jump on a vintage Red Bus for the 3.5-hour Huckleberry Mountain Tour. Our friendly driver, Tenaya, a science teacher from Minnesota, expertly navigates the 25-foot-long 1936 White Motor Co. bus through cedar- and hemlock-lined roads. She tells us that this is the easternmost stretch of Pacific Northwest rainforest. In addition to cedar and hemlock, these thick forests contain western larch, western red cedar, white birch and black cottonwood on the west side, and quaking aspen and lodgepole pine on the east.

The park covers more than a million acres, 131 named lakes, parts of two mountain ranges, 1,000-plus species of plants, and 250 grizzly and 500 black bears. It's a wild place subject to fire, floods, heavy snow and avalanches. The park is dynamic and even its namesake glaciers are in flux — 150 glaciers in 1910, 25 today. Experts estimate by 2030, all may be gone.

West Glacier KOA is our berth for the night. It's a tidy, spacious park with an ice cream store, a well-stocked camp store and boutique, and an outdoor barbecue restaurant serving ribs and steaks. The campground offers full hookups with pull-through and back-in, gravel-topped sites. I forgo the pool, but spend an hour working out road kinks in the spa. After some smoky ribs and corn on the cob, we retreat for a quiet night beneath the trees.

Early the next morning we're back on U.S. Highway 2





Above from left: Young and old alike enjoy thrills on the Alpine Slide at Whitefish Mountain Resort. At the resort's Aerial Adventure Park, guests clip onto safety lines and work their way through the trees.

and heading west to Whitefish, a cute-as-a-button resort town that's home to Whitefish Mountain Resort, where we hop the chairlift to the summit. At 6,817 feet, the 360-degree views are spectacular (all the way into Canada!) and we hungrily shoot pictures. With 105 marked runs and 3,000 acres of skier- and rider-accessible terrain, it's easy to see why Whitefish is a wintertime favorite. They've got plenty of summertime adrenaline-pumping adventures too. There's a zip line, an alpine slide, nearly 30 miles of mountain-bike trails, a high-rise nature walk through the



forest canopy, and a challenging aerial adventure park with tree-to-tree suspended bridges, walkways, nets and ladders. We don't have time to experience these activities, so instead we take a short forest hike and make a note to come back. (While the resort doesn't have an RV park or hookups, in summer, RVers are allowed to park overnight in the parking lot for free.)

We jump on U.S. Highway 93S, a four-lane divided highway, and cruise into Kalispell, a true-to-its-roots Western town in Flathead Valley. We stop at the Museum at Central School, a three-story brick school built in 1894 that's been renovated into a cool museum featuring artifacts and exhibits on area logging, wildlife and native peoples (which includes a rare grizzly bear necklace).

We're driving alongside Flathead Lake, at 27 miles long and 15 miles wide, the largest freshwater lake west of the Mississippi. We meet up on a lakeside dock with a couple of families and the owner of Flathead Raft Co. for a tour of the lake and Wild Horse Island State Park. The 2,100-acre park got its name from Salish-Kootenai Indians who pastured horses here to keep them from being stolen. Today, the island is home to five wild horses as well as bighorn sheep, mule deer, songbirds, waterfowl, and plenty of falcons and bald eagles.

As we motor toward the island, our guide tells us that Flathead Lake is a remnant of the great Missoula Flood that occurred between ice ages, and it's a favorite with fishermen for perch, whitefish, lake and rainbow trout, and kokanee salmon (small landlocked salmon). Near the island, a couple dozen comical bighorn sheep dash onto a dock to greet us. While there's no overnight camping allowed, hiking is popular and we spend an hour traversing well-marked trails, passing by old homesteads that speak to the island's past.

The sun is setting and a cooling

breeze rises off the water as we pull away from Wild Horse Island. We watch a pair of bald eagles dive repeatedly into the azure blue water and know that grand Glacier Country is worth visiting again and again.

Local RV Parks

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Glacier Haven RV and Campground

406-888-9987, http://glacierhavenrv-campground.com

Glacier Pines

800-533-4029, www.glacierpines.com

Jellystone RV Park

800-318-9644, www.jellystonemt.com

Jim and Mary's RV Park

406-549-4416, www.jimandmarys.com

North American RV Park & Yurt Village

800-704-4266, www.northamericanrvpark.com

San-Suz-Ed RV Park

800-630-2623, www.sansuzedrvpark.com

West Glacier KOA

406-387-5341, www.westglacierkoa.com

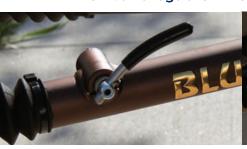




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OUR ANNUAL COUNTDOWN OF THE TOP-10 MOTORHOME MISHAPS, FROM DUMB TO DUMBEST

WHAT'S THE DUMBEST THING YOU'VE EVER DONE WHILE RVING?

hen I asked this question of a couple who had been full-timing for 12 years, the husband said, "We've NEVER done anything dumb." After a thoughtful pause, his wife replied, "Really ... what about that time when you were cleaning out the black-water tank?" "Oh, yeah that," he replied. The messy details followed, earning them a coveted spot in this year's RV Oops Awards.

The most frequent blunder reported to me every year is backing a motorhome

into something without a spotter, which typically earns a Dumber Award, as it did this year. The second most frequent is a toss-up between black-water and dinghy-vehicle issues, both of which are also included in this year's list of 10 mishaps. While many of these mishaps, rated from Dumb (No. 10) to Dumbest (No. 1), are admittedly unique, the fact that they happened to fellow RVers means that they can happen again. Awareness will hopefully reduce the chances of them happening to you.



No. 10 Diesel Pusher

Towing a dinghy in gear or with the emergency brake on are two expensive mistakes that can easily be avoided by using a checklist attached to the coach's visor. The following unusual mishap suggests a third item to add to that checklist.

Bill had filled up his diesel pusher the night before leaving the campground so he could make it all the way home, 500 miles, nonstop. At the crack of dawn, he packed up the coach, attached the dinghy vehicle and hit the road.

His family greeted him as he pulled up in front of his house and turned off the engine. But everyone heard an engine still running. OOPS! In his haste to leave, Bill hadn't shut off the dinghy vehicle's engine. Jokingly, his son asked, "Did the car push the coach all the way home?"

No. 9 Sideview Vision

Gordy was driving his Class A motorhome on an interstate — pulling a trailer loaded with an ATV — when the sky opened up with rain so heavy that he could barely see the road. He put on the flashers and maneuvered to the side of the road to wait it out. Just then, his wife looked at their rearview camera monitor and screamed in horror, "The trailer's gone!" The thought of a trailer sitting somewhere on the highway in a blinding storm panicked them both. Gordy immediately called 911 and explained that he had just lost a trailer on the interstate. He was told that because of the storm, it would

be some time before the state patrol could assist them. The rain continued so hard that they stayed in the coach for another 15 minutes, all the time dreading the worst. When it finally let up, Gordy went back to check out the damage and found the trailer hooked to the motorhome just where it was supposed to be.

Admittedly puzzled, Gordy re-entered the cab, looked again at the camera monitor, and noticed that the view was from the driver's-side camera, which was indeed looking back down the empty highway. He realized that when he turned on the flashers, the camera system had switched from the rearview to the driver's-side view. He called back 911 and told them that they had found the trailer. He hung up when the operator asked where they had found it!

she noticed Bob near some bushes beside the gas station. After gathering him into her arms, she called Rick with the good news. I'm still trying to visualize Bob frantically following his home as it meandered the quartermile from the store to the gas station, "Wait for me!" Talk about cats having nine lives, this guy definitely used up one on that occasion!

No. 7 Runaway Lucky

Arriving at a local campground, Bev parked her Class C in a pull-through site and unhitched the dinghy, leaving it behind her motorhome. The next morning it was gone. She ran to neighboring campers in tears, shouting, "Somebody stole my car!" No one had seen or heard anything. Shortly thereafter, a friend arrived. After some hysterics from Bev about

"THE TIRE TORE AND SMOKED, CAUSING HAVOC ON THE HIGHWAY AS CARS SWERVED TO AVOID THE SHREDDED RUBBER."

No. 8 Here Kitty, Kitty

After buying groceries, Rick and Mary became preoccupied transferring items from the shopping cart into their coach at the far end of the parking lot. Once everything was securely stowed, Rick drove through the lot onto a busy street, turned at the first intersection and pulled into a busy gas station a half-block away. While waiting in line at the pump, Mary noticed that their 20year-old cat, Bob, was not with them. Assuming that he must have escaped at their last stop, Rick grabbed a walkie-talkie and hurried back to the grocery store on foot.

Meanwhile, Mary had pulled their motorhome up to the pump, got out and "couldn't believe her eyes" when her loss, the friend said she thought she saw her car down at the entrance to the campground.

They walked down the slight incline to the entrance and sure enough, there was her car. Bev had locked the doors, but left the car in NEUTRAL with the emergency brake off. Handprints on the dirty hood and side mirror suggested vandals had pushed the car backward out of the site onto the incline. From there, it proceeded across several tiers of campsites narrowly missing trees, picnic tables and fire rings, eventually stopping when the frame got hung up on a large concrete block. The rear bumper had some serious scratches and one rear tire was off the ground. The tow bill came to \$150. The dinghy, which she now calls "Lucky," is once again parked behind Bev's motorhome — in gear with the emergency brake on.



When traveling with pets, whenever a door or window has been opened, always ensure that the animals are on board before moving the motorhome.



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No. 6 Frozen

Bill and Sheila were fall camping with their granddaughter, who was enjoying the new fallen snow. After a weekend of lowering temperatures, it was time to leave. Unfortunately, the support jacks on their older motorhome, two in the back and one centrally located in the front, were frozen to the ground. The motors labored but the jacks weren't budging. Bill took a hatchet underneath and starting chipping away at the ice covering the bases of the rear jacks. That seemed to work OK — both jacks retracted. So he crawled under the front between the jack and the wheel and continued chipping. After several minutes, the jack base retracted and the front axle came crashing down, pinning Bill underneath on his stomach.

Sheila came running out to see what happened. Her suggestion was to start the engine and lower the jack, but Bill, slightly panicky, wasn't at all comfortable with that! Instead, he



Lower leveling jacks onto dry boards to help prevent freezing and sinking. If the jacks malfunction, always support the vehicle at the frame before attempting to free/repair them.

handed her the ax so she could start chipping away a trench below his legs, which were sticking out under the front bumper. Ten minutes later, with her pulling and him pushing, Bill wiggled his way along the trench until free. In hindsight, Bill agreed that starting the engine and lowering the jack might have worked, providing his wife made sure the transmission was in PARK and the emergency brake on.



No. 5 NASCAR in the Rearview Pulling a boat trailer with their Class

C motorhome, Norm hit a dip in the highway and immediately heard a loud BANG. He looked in his rearview mirror and saw what he thought "looked like a NASCAR race complete with smoke and swerving cars." Pulling over to the side, he got out to see what had happened.

It all started back home when Norm bought a 16-inch hitch-receiver extension to accommodate his family's four bikes on a rack between the RV and the boat. When he hit the dip. the weight of the bikes put downward pressure on Norm's extended hitch setup, snapping two of the four bolts holding the receiver to the coach and forcing it down toward the road. The brunt of the impact was taken by the boat trailer's spare tire mounted near the coupler. The tire tore and smoked, causing havoc on the highway as cars swerved to avoid the shredded rubber.

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Fortunately, no one was injured.

A wrecker towed the boat to their campground, where Norm installed a new hitch receiver and bought a new tire at a cost of \$500. Norm has since tossed the extension and now carries two of his bikes in the boat and two hanging on a rack attached to the motorhome's ladder.

I mentioned to Norm that carrying two full-size bikes on an aluminum RV ladder might result in a bent ladder (it did in my case). As an alternative when towing his trailer, he might consider installing a front-mounted bike rack.

Helpful hint: In addition to adding to the loaded weight of your motorhome (thereby reducing the available cargo carrying capacity), adding anything to the front or rear bumper can also impact the gross axle weight rating of the vehicle. Always weigh your motorhome (and in this case with the boat trailer) loaded and ready for travel (including bikes) to make sure the motorhome is not overloaded.

No. 4 Y Back Up

When Yogi and Judy purchased their new Class A motorhome, the dealer advised them to never back up without having a spotter stand behind and to the side of the coach. Of course, all of us *MotorHome* readers already know that, don't we? A year into their RVing adventures, they pulled into a small campground with a narrow, slightly uphill entrance leading to the office. After checking in, they disconnected the dinghy vehicle and Judy drove it to their assigned site back down the hill. They agreed that Yogi would wait for her return.

After parking the car, Judy started walking up the hill. Tired of waiting, Yogi decided to back down on his own. Using his side mirrors, he could clearly see both sides of the road.

"AFTER A COUPLE OF PROFESSIONAL CLEANINGS FAILED TO ELIMINATE THE [BLACK-WATER] STENCH, THEY HAD ALL OF THEIR CARPETS REPLACED."

What he didn't realize is that the road branched in the shape of a Y and what he was looking at was the left and right sides of two different roads. At the junction of the Y was a large tree, which stopped the coach abruptly before Judy could warn him. As she got to the driver's side window, Yogi shrieked, "I don't get it! I could see the whole road so I'm not sure what I hit." She calmly replied,



Always use a spotter when backing up (and have a rearviewcamera system installed). What you can't see can stop you abruptly — and can cause considerable damage as well.





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"You hit a tree — which wasn't on the road!" After \$1,300 in repairs and the dealer's advice now tattooed on their brains, the coach was like new again.

No. 3 Mmm, Mmm, Not So Good

With the high price of fuel, Floyd was concerned about fuel costs for their diesel pusher. Knowing that a frugal friend had various diesel engines running on biodiesel for half the price



Although some motorhome engines are designed to run on a small percentage of biodiesel, check with the engine manufacturer first to determine the recommended fuel. Not all biodiesel is created equal.

of ordinary diesel, Floyd arranged to purchase a 55-gallon drum of it from him. He then pumped the entire contents into their coach's tank, "getting hungry in the process since the fuel smelled like chicken soup." Due to personal circumstances, Floyd couldn't travel during that summer. However, in November he "cranked her up and took off for parts unknown!" Parts unknown turned out to be a half-mile down the road. After a \$1,500 tow, the repair facility power-washed and steam-cleaned the fuel tanks, then cleaned the fuel lines and injectors, all for \$2,600.

Turns out that the biodiesel was indeed a byproduct of Campbell Soup, which gelled to chicken fat as the weather cooled. Floyd said he hasn't been able to eat chicken soup since that fateful day.

No. 2 Black-water Woe

For whatever reason, some guys want to clean the inside walls of their blackwater tanks as if they were going to eat lunch in there. Remember the fellow who said he never did anything dumb, until his wife reminded him otherwise? That guy was Henry and here's his story.

To really clean the black-water tank in his Class A, Henry reasoned that he would close off the discharge valve and run the black-tank flush for about 10 minutes until the tank was full of water, then drain it along with every speck of crud that was in there. This reasoning occurred in spite of a sign by the flusher valve: Caution. The sewer valve must be open when using this inlet. Ten minutes seemed like a long enough time for Henry to grab a cup of java and sit outside with his wife for a little chat. Upon hearing a loud BANG, Henry knew immediately that his 10 minutes was up!

Before he could get the black-tank flush turned off, pressure inside the

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tank broke the toilet valve and smelly black water overflowed throughout their motorhome. After a couple of professional cleanings failed to eliminate the stench, they had all of their carpets replaced. I'm still not sure why Henry couldn't remember doing anything dumb, considering the bill came to \$2,200.



No. 1 The Nose Knows

Louie took delivery of a brand-new motorhome, driving it from the dealership to his home. The next weekend he drove to a nearby campground with his family. When he stopped at the check-in, he got a faint whiff of gasoline, but since the coach had been running smoothly, he didn't think much of it. Upon returning home at the end of the weekend, he got out and again smelled gasoline, so he booked an appointment at the dealership for them to check it out.

A week later, cruising down the freeway on his way to the dealership with Mannheim Steamroller blaring from the CD player. Louie said he felt like he was "in absolute heaven." Exiting the freeway, he smelled smoke and thought that someone was having a backyard barbecue ... until he realized that the smoke was inside the coach. Pulling over to the side of the nearest street, he managed to exit the coach just as it filled with smoke. A policeman stopped him from re-entering to get the fire extinguisher, saying, "The insurance company owns it now." Apparently, a bracket holding the fuel line had broken, allowing gasoline to be sprayed across the hot engine. All the fire department could do was put out the flames of a charred hulk. Louie has since replaced the motorhome and his beloved Mannheim Steamroller CD, and continues to spend many a camping trip in absolute heaven.

If you smell gasoline, do NOT drive the vehicle until the problem can be identified and repaired.

The author would like to thank all those RVers who shared their mishaps so that others can benefit from their experiences. As usual, names were changed to prevent people from being identified ... only the winners will know who they are.

If you've done something dumb while RVing, please email the author at captnmac@shaw.ca, describing your mishap and how it might have been prevented. You may have to ask your significant other to help you remember! With any, ahem, luck, you just might recognize yourself as one of the winners of next year's RV Oops Awards.



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Winnebago's smallest Adventurer is ready for big fun with four slideouts and plenty of living space By Chris Hemer

t wasn't that long ago that a quad-slideout motorhome was considered the pinnacle of luxury, the ultimate expression of the mobile lifestyle. All you had to say was, "It's a quad-slide ..." and whatever came next didn't really matter. Of course, since then, we've seen a lot of interesting developments in motorhome floorplans, including full-wall slideouts that have become commonplace in both gas and diesel platforms. But there's still a certain mystique about a Class A motorhome with four slideouts, and something very intriguing about one that is only 34 feet in total length.

The Adventurer line represents

Winnebago's best efforts in the Class A gas segment, and though its 32D is the smallest, it by no means gives up anything but overall length to its three larger siblings (35P, 37F, 38Q). In fact, for many, it may be the ideal motorhome — not too big on the outside, but with plenty of room for entertaining inside. Part of the credit naturally goes to the opposing slideouts, but the addition of Winnebago's InLounge couch, accompanying InTable system and a welcoming kitchen/entertainment area make this motorhome perfect for entertaining a party of up to six. We know — we did it.

Sport bikes are a big part of our

family's lifestyle — we ride them on the street, tour on them and occasionally enjoy getting together at the track to put our riding skills to the test. So when we heard of a track day at one of our favorite venues in Arizona, we loaded up the Adventurer and headed out to Phoenix to meet up with the rest of the clan. Our basic gear was easily accommodated by the voluminous outdoor storage compartments, the middle of which are semi passthrough; that is, the part that actually passes through to the other side is only tall enough for a folding table and chairs, which is exactly what we used it for. Some outdoor carpet, a portable Weber grill and other supplies fit in the larger spaces with plenty of room

ABOVE: The Adventurer's Black Walnut full-body paint, automotive-style front fascia and tinted windows give the coach an upscale appearance.





The 32D floorplan is perfect for entertaining, with a U-shaped dinette and a table large enough to accommodate four full-size adults. On the streetside, the galley has plenty of storage and countertop space, and the 42-inch TV is well-positioned for viewing from any seating area.

to spare, but we were mystified by the baggage-door arrangement. All of the doors on the curbside swing up, while the ones on the streetside are a combination of side opening and top opening. Having access to the batteries and hydraulics through one streetside door and the electronics through another, however, is a thoughtful and welcome feature.

As is typical of Ford chassis motorhomes, the drive was definitely not the best part of our trip — the V-10 engine is harsh and noisy, the brakes felt only adequate and the steering was both vague and notchy at times. Keeping the Adventurer in its own lane

Bath has just the right amount of space with a roomy corner shower, porcelain toilet and mirrored medicine cabinet with vanity lights.



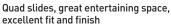
with the prevailing desert winds was an adventure unto itself, requiring constant attention. If this were our motorhome, some extra sound-deadening material in the doghouse area and a few suspension upgrades for better handling would be the first orders of business.

The cockpit is well-laid-out, and all of the must-haves are within easy reach, including those that you'll need when you get to camp, like the auto-leveling system and generator controls. The Ultraleather driver and front passenger seats are comfortable and supportive enough, and the passenger seat features a manually activated footrest and a workstation that slides out from the dash. The footrest is really too close to the dash to be effective during travel, but it is nice to have when entertaining — which made us wonder why the driver's seat wasn't similarly equipped. Turning either seat to face the living area requires a carefully orchestrated process of moving the seats back and forth, raising/lowering arm rests and reclining/raising the seatbacks. Once you get the hang of it, it goes pretty quickly — but since most of us don't use our motorhomes every day, the process must be relearned every time it's used. It's a little frustrating, but not nearly as much as the all-in-one "infotainment" system with radio/ navigation/DVD player/side-rear

camera display (a \$1,610 option). Clearly, all of these features were too much for its tiny electronic brain and as a result, it couldn't perform all of the functions correctly. Using the turn signals caused the radio to turn off while the unit struggled to display the side view, which usually took five or more seconds. The navigation unit routinely froze, and changing radio stations on the touch screen was absolutely maddening — it took the system two or more seconds to respond to a command for a different channel. We would tell you who makes this electronic annoyance, but the manufacturer's name isn't on the faceplate. No surprise — we wouldn't want to take credit for it either.

Happily, the problem with the in-





WHAT'S NOT \bigcirc

Noisy V-10 engine, numb steering, no nightstands with king bed, infotainment system





How can we help you shine?





ST WINNEBAGO ADVENTURER 32D

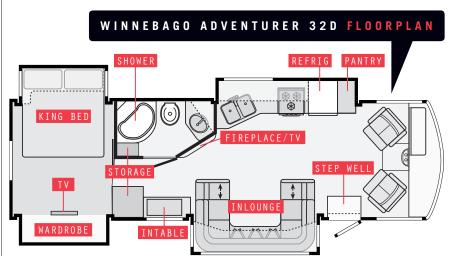
fotainment unit was the exception on this motorhome. Once we got to our destination in the wind-blown pit area, we activated the automatic leveling system, deployed the slides and turned on the generator. Soon, we were relaxing in air-conditioned splendor, the envy of every rider at the track. The Adventurer's attractive Black Walnut full-body paint scheme combined with black tinted windows drew more than its fair share of attention, with several enthusiasts stopping by to inquire about the floorplan, cost and other details. Out in the boonies and without a cable hookup, we couldn't watch TV. so instead were content to watch the DVD collection of the series "Friends" on the 42-inch LG TV as we prepared a simple (but delicious) dinner of rib-eye steaks and roasted potatoes. A washing-machine drum filled with mesquite embers took care of the steaks, while the potatoes were roasted in foil on the Weber grill we brought along. We might have watched a little TV on the optional exterior entertainment center (\$1.253) that slides out of an exterior compartment, but we didn't want to show off, and ambient noise at the track made hearing dialogue difficult anyway.

When the food was ready, we pressed the InLounge and InTable systems into service. The ends of the couch pull out like large drawers, forming a U-shaped sofa that easily seats four full-size adults. Deploying them wasn't what we'd call effortless, but the system worked as designed

and the couch was comfortable. It also worked magnificently with the InTable, which is pulled into place and expanded courtesy of two large leaves. With two folding chairs placed in the aisle, six diners were seated comfortably and the table wasn't even crowded. When not in use, the InTable stows cleverly beneath a shelf located in the hall between the living/bedroom areas. It looks like a built-in piece of furniture (save for the straps that keep it secured during travel) and the shelf above it works wonderfully as a catchall for keys, wallets and sunglasses — plus it's equipped with 120-volt AC outlets and USB ports, making it easy to charge phones and tablets.

Next to the table storage area, as you work your way back, is a huge storage compartment that we used to stash blankets, pillows, towels and a couple of duffel bags. Optionally, it can house a washer/dryer, but we really appreciated the extra space here for our stuff, and the shelves are adjustable. The bisected door folds as it is opened too, so it doesn't take much room to open it fully.

Across the hall is the bathroom, which has all the room most people are ever going to need. In the right corner is the sink vanity with plenty of counterspace and a good-sized sink, above which is a mirrored medicine cabinet. There's also storage space below. In the left corner is a radius shower with clamshell glass doors, which was attractive and functional. It



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TEST WINNEBAGO ADVENTURER 32D

Specifications

Ford
V-10
362 @ 4,750 rpm
457 lb-ft @ 3,250 rpm
5-speed automatic
5.38:1
235/80R22.5
235/80R22.5
228"
Disc with ABS
Leaf/leaf
80 gal
8.64 mpg
3 years, 36,000 miles

Coach

34′ 1″
8′ 5.5″
12′ 5″
8′ 0.5″
7′
teel cab structure, aluminum
framing, laminated walls,
polystyrene foam insulation
y 58 gal
ity 56 gal
ty 40 gal
city 10 gal
23 gal
(2) 13,500 Btu
35,000 Btu
12 cu ft
(2,000 watts/100 amps)
AGM 12-volt
5.5 kW
\$171,438
\$179,326
1 year/15,000 miles basic;
ears, 36,000 miles structure

Wet Weight

(Water and water heater, fuel and LP-gas tanks full, no supplies or passengers)

Front Axle	7,200 lbs
Rear Axle	12,400 lbs
Total	19,600 lbs

Chassis Ratings

GAWR F/R	8,000/15,000 lbs
GVWR/GCWR	22,000/26,000 lbs
ROCCC	2,400 lbs
GAWR	Gross Axle Weight Rating
GVWR	Gross Vehicle Weight Rating
GCWR	Gross Combination Weight Rating
ROCCC	Realistic Occupant and Cargo
	Carrying Capacity



Opposing slideouts make for a roomy bedroom with king-size bed, 32-inch TV and abundant cabinetry. The rear window and ceiling fan are nice touches.

accommodated the different body sizes in our group with ease, and the metal, residential-style showerhead and skylight were welcome touches. The space also has a porcelain toilet with foot flush, and a small storage cabinet just inside the door. Overall, the space works well, but the residential-style ceiling fan — which looks nice and is quiet — isn't quite as effective as a good ol'-fashioned roof vent.

The bedroom features opposing slides for the headboard and wardrobe. The test unit was equipped with the optional king bed, which you may prefer if you have one in your home, but we would have stuck with the standard queen. Equipped as it was, the bed was nearly wedged into place, leaving no room on either side for nightstands. We had to put phones, water bottles, books and the like alongside us on either side of the bed, which isn't a very elegant solution. However, the wardrobe at the foot of the bed was very well executed with space for hanging clothes, and lots of drawer space. And, the 32-inch TV is located smack dab in the middle. where it should be. Below the TV is a space where you can put a satellite receiver, and there are connections to accommodate it. We also liked the sconces on either side of the bed, the ceiling fan and the rear window, which admitted welcome light in the morning.

After a comfortable night's rest, we rose early to make breakfast for the crew. There's more than enough space on the Corian countertops for food-prep duties, and the three-burner stove has a Corian cover if you need extra room, as does the large double-bowl stainless-steel sink. Cabinetry here is well-made and plentiful, and we liked the large slideout spice racks (or small slideout pantries, depending on how you view them). The optional wood-front, four-door refrigerator/freezer (\$2,485) drew high marks for its space and functionality, and it kept all of our beverages nice and cold as the temperature outside neared triple digits. MCD solar and blackout shades throughout the motorhome were deployed at various times throughout the day to keep the interior cool and dark, and when light was required, there were no worries about the bright LED fixtures raising the interior temps.

All in all, it was a great trip — and much of the enjoyment came courtesy of this motorhome. Despite its few flaws, it was plain to see that Winnebago is continuing to put its best foot forward with the Adventurer product line — but perhaps more importantly, it's keeping the reputation of the mighty quad-slide alive in the 32D.

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Storm 28F

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\$**519**/mo.^ or \$87,127* New 2015 Winnebago Era 170A

Katy, TX | Stk. #KAT554407 | MSRP \$114,012 Payment based on 10% down @ 4.99% APR for 240 mos.



\$**579**/mo.^or \$97,246* New 2015 Thor Motor Coach Miramar 32.1

Little Rock, AR | Stk. #LIT512566 | MSRP 5136,958 Payment based on 10% down @ 4.99% APR for 240 mos.



^{\$}**919**/mo.^or ^{\$}154,574*

New 2015 Itasca Solei 38R

Spokane, WA | Stk. #SPO539433 | MSRP \$219,548 Payment based on 10% down @ 4.99% APR for 240 mos.

*Government fees, state taxes, dealer fees and emissions testing charges as applicable will be added to comply with state vehicle codes. Freight and prep costs vary by state (Not applicable in CA, OH, TX, TN, GA or UT). Inventory and floorplans vary by location, not all advertised manufacturers available at participating dealers. New units will be delivered from the nearest authorized dealer. Contact your area dealer for availability. VIN numbers posted at dealership. Payments to qualified buyers with approved credit. Subject to lender terms. Discount can be applied to new and used units. Must be presented at time of purchase. Prior sales excluded. Not applicable on wholesale units. Cannot be combined with any other CWRV Sales promotion or used as a down payment. Advertised inventory available at time of production. New unit photography for illustration purposes only. May not be combined with any other offer and not applicable to prior sales. Offers valid at any Camping World RV Sales or FreedomRoads dealer only. See dealer for details. Offers expire 9/9/15.



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11/2 cup 3 cup

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Reg. \$38.49

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Outfitting Your Coach

If it ain't here, you probably don't need it

otorhomes truly are a ticket to freedom. They allow us to travel around the country — and beyond — while still enjoying the comforts of our own food, personal belongings and, perhaps most importantly, our own bed. But in order to gain that comfort, there are a wide variety of products available designed specifically for the RV market. Problem is, when faced with fully stocking a coach for life on the road, it's a difficult proposition to know where to begin. Until now.

We've compiled a guide to the accessories and appliances that will either deck out your motorhome with upgrades or replace worn or old items. The guide is broken down into specific categories to make it easy to navigate. It's a great reference tool for future projects.

Automotive

Batteries ▼

Whether starting the motorhome engine or powering the appliances and

accessories to mak life on the road com fortable, batteries play a critical role. Popular choices include maintenanc free, 6- and 12-volt



deep-cycle, open cell and absorbed glass mat (AGM) configurations. It's easy to find the battery that works best for your needs.

Exide Technologies, www.exide.com
Fullriver Battery USA, www.fullriverbattery.com
Interstate, www.interstatebatteries.com
Lifeline Batteries, www.lifelinebatteries.com
Optima Batteries, www.optimabatteries.com
Trojan Battery Co., www.trojanbattery.com



Engine Oils A

Oil is the lifeblood of the motorhome — as anybody who has ever burned up an engine by ignoring the oil light on the instrument panel can attest. The vehicle (or engine's) manufacturer will list the proper oil type and weight in the owner's manual; heed that advice to ensure the engine is protected.

Amsoil, www.amsoil.com
Castrol, www.castrol.com
Mobil 1, www.mobiloil.com
Pennzoil, www.pennzoil.com
Quaker State, www.quakerstate.com
Royal Purple, www.royalpurpleconsumer.com
Shell Rotella, www.shell.com/rotella.html
Valvoline, www.valvoline.com



◆ Fuel Additives

These relatively inexpensive add-ins are designed to help stabilize fuel, boost octane, clean the engine and may even help squeeze a few more miles out of the gas tank. Some also help to keep fuel fresh for up to 12 months, eliminating the need to drain the motorhome's fuel tank for storage. Amsoil, www.amsoil.com
Bardahl, www.bardahl.com/en/products/
fuel-additives

Gold Eagle (Sta-Bil), www.goldeagle.com/brands/ sta-bil

Lucas Oil Products, www.lucasoil.com Star brite, www.starbrite.com/category/ fuel-additives



Steering Stabilizers -

Touring the country in the comfort of your motorhome is truly a fulfilling experience, but it can be exhausting if you have to fight with the vehicle to keep it in your lane during high winds or on uneven pavement. Stabilizers work like a horizontal shock absorber to keep the motorhome in the center of the lane.

Blue Ox TruCenter, www.blueox.com Safe-T-Plus, www.safe-t-plus.com



Tire-Pressure-Monitoring Systems (TPMS) ▲

A blowout on the road can be a harrowing experience, causing thousands of dollars in damage and compromising the safety of the driver and passengers. TPMS devices allow the driver to keep an eye on tire pressure from the coach cab using a

▶ Michelin's XRV tires are designed for RV use and feature improved grip, increased drainage and excellent ozone resistance.

display and audible alerts.

Doran Manufacturing, www.doranmfg.com/
tirepressuremonitorproducts.htm
nVision (Hopkins), www.nvisionsafety.com/
tire_safety/tpms_kit.html
Pressure Pro, www.advantagepressurepro.com/
home.asp
RViBrake, www.rvibrake.com
Tire Minder (Minder Research), www.minder
research.com/tireminder

Truck System Technologies, www.tsttruck.com

Tires ▼

Literally where the rubber meets the road, tires are an extremely important component for driving in comfort and safety. Tires should not be neglected; keep a close eye on your tires at every stop, and replace them at a minimum of every 7 years (if they haven't worn out by then).

Goodyear, www.goodyear.com Michelin, www.michelinman.com

TireTraker, www.tiretraker.com

Valor, www.valortpms.com



Care and Maintenance

Cleaners/Polishes/ Protectants/ Waxes ▶

You've made a substantial investment in your motorhome, so why not keep it looking like new for



as long as possible? There are quite a few cleaners, waxes and polishes on the market, many designed specifically for RVs. Always remember to test a new product on a small, inconspicuous area to make sure it won't harm the finish.

Dometic, www.dometic.com Gel Gloss RV, www.gel-glossrv.com Gold Eagle (303), www.goldeagle.com/brands/ 303-products

Meguiar's, www.meguiars.com
Poli Glow, www.poliglow-int.com
Protect All, www.protectall.com
Roadmaster Inc. (Voom), www.roadmasterinc.com
Thetford, www.thetford.com



Holding-tank Treatments -

Do you smell that? Well, you wouldn't, if you selected from any of the number of holding-tank treatments. Whether drop-in or liquid, these chemical treatments are designed to put an end to embarrassing odors, and also lubricate seals and help break down solids and paper to aid in a smooth dumping process.

3X Chemistry, www.3xchemistry.com
Camco, www.camco.net
Century Chemical Corp. (Travel Jon),
www.centurychemical.com
Dometic, www.dometic.com
Thetford, www.thetford.com
Valterra Odorlos, www.valterra.com
Walex, www.walex.com
Worldwide Monochem,
www.worldwidemonochem.com

Dinghy Systems

Dinghy Auxiliary Braking Systems ▼

If you're flat-towing a dinghy, you need an auxiliary braking system. These vital components come in a variety of configurations, from permanently mounted equipment in the dinghy vehicle to removable devices with varying degrees of ease-of-install. Whichever you choose, an auxiliary braking system is a must-have.

Blue Ox Patriot, www.blueox.com
Brakebuddy (Hopkins), www.brakebuddy.com
Roadmaster, www.roadmasterinc.com
RViBrake, www.rvibrake.com
SMI Manufacturing, www.smibrake.com
VIP Enterprises, www.viprv.com/towbrake/towbrake.cfm

Dinghy Towing Components ▶

In order to tow a dinghy vehicle you need some specialized equipment. Baseplates and tow bars connect the vehicle to the motorhome, so it certainly pays to take your time to decide which model works best for your needs. This is NOT the place to pinch pennies, though the various add-ons are all reasonably priced. If a dinghy vehicle is not towable on all four wheels, a tow dolly gets the job done.

Blue Ox, www.blueox.com
Demco, www.demco-products.com
Roadmaster, www.roadmasterinc.com



Patrio

Electronics

Backup Monitors/Camera Systems ▶

Backing in to a campsite can be a difficult undertaking without someone to help. With a backup camera, these everyday tasks are much easier, saving time and possibly money (by avoiding damage) as well.

ASA Electronics, www.asaelectronics.com

Furrion, www.furrion.com

Hopkins Towing Smart Hitch,

www.hopkinstowingsolutions.com

iBall, www.iballhitchcam.com

Rear View Safety, www.rearviewsafety.com

Swift Hitch, www.swifthitch.com

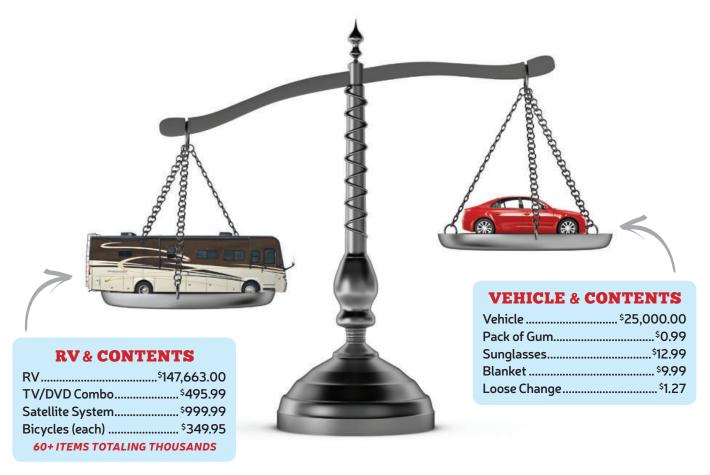




◆ Entertainment Systems

RVing can be about getting away from it all, but sometimes family movie night at the RV park can be just as rewarding as a daylong hike in the woods. If that's the case, check out RV-designed products from these manufacturers.

Why you **SHOULDN'T** insure your RV like your car.



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ASA Electronics (Jensen, www.jensenrvdirect.com), www.asaelectronics.com Furrion, www.furrion.com



Gadgets to Go! ▶

Protect your motorhome from potentially damaging spikes in electrical current with a surge protector from Progressive Industries, www.progressiveindustries. net, or Technology Research (Surge Guard), http://trci.



net/products/surge-guard-rv. Experiencing low voltage in a campground? Check out the Hughes Autoformer, www.hughesautoformers.com.

Increase your signal reception in the most remote locations with a Wi-Fi/cellphone booster.

PDQ Connect, www.pdqconnect.com SmoothTalker, www.smoothtalker.com weboost, formerly Wilson Electronics, www.weboost.com/us

Wilson Amplifiers, www.wilsonamplifiers.com

GPS Systems ▶

Far more efficient than the traditional folding map in the glove box, these invaluable tools offer traffic conditions, nearby restaurants, fuel stations, local attractions and, oh yeah, directions to your destination. Plus, if you make a wrong turn, they offer the capability to change routes on the fly. Some even offer a dashboard-camera option.

Adding a profile of the motorhome will allow safe routing for large, and tall, vehicles.

Garmin, www.garmin.com Magellan, www.magellangps.com Rand McNally, www.randmcnally.com/ category/rv-gps



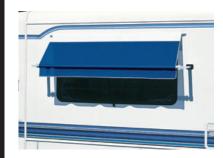


RV TV Antennas/Satellite Hardware

Whether watching the big game or catching up with the local news, these products are much more efficient — and reliable — than hooking up to the campground's cable (if it's even available).

King, www.kingconnect.com Shakespeare, www.shakespeare-ce.com Winegard, www.winegard.com

Exterior Accessories



Awnings/Awning Fabric A

RVing is about the great outdoors, but sometimes the sun can beat down so fiercely we're tempted to stay inside. Keep cool and beat the heat with an RV awning, which allows you to take the party outside. Carefree of Colorado.

www.carefreeofcolorado.com
Dometic, www.dometic.com
Girard Systems, www.girardrv.com
Lippert Solera, www.lci1.com
Sunbrella, www.sunbrella.com
Sun-Wave Enterprises, www.rvawningsmart.com



Covers -

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motorhome cover. These companies offer varying degrees of weatherproofing in universal or custom sizes.

ADCO, www.adcoprod.com

Calmark Cover Co., www.calmarkcovers.com

Camco, www.camco.net

Classic Accessories, www.classicaccessories.com

Covercraft, www.covercraft.com

CoverQuest, www.coverquest.com

Eevelle, www.eevelle.com

Elements (Camping World), www.campingworld.com EmpireCovers, www.empirecovers.com

Generators ▼

Your comfort level shouldn't have to suffer when camping off the grid. These AC generators will help you



keep things powered up for your vacation (be mindful of neighbors before operation).

Champion, www.championpowerequipment.com Cummins Onan, www.cumminsonanstore.com Honda, www.powerequipment.honda.com/ generators

Powerhouse, www.powerhouse-products.com Yamaha, www.yamahamotorsports.com/ powerproducts/pages/generator

Jacks/Levelers ▶

Once you've arrived at the RV park, keeping your motorhome level is necessary not only for safety and comfort, but also to ensure your vehicle's components (such as the slideouts and refrigerators) operate properly. A variety of products, from hydraulic jacks to leveling systems, are available to help eliminate uneven situations and bouncing rigs.

Bigfoot Leveling Systems, www.bigfootleveler.com HWH Corp., www.hwhcorp.com Lippert, www.lci1.com

Power Gear, www.powergearus.com



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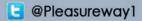
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Sewer Hoses

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Blueline Prest-o-Fit, www.prestofit.com Camco, www.camco.net Lippert Components, www.lci1.com Thetford, www.thetford.com Valterra, www.valterra.com

Solar Panels/Systems 🤻

It's a sad evening when you try to turn on your motorhome's interior lights, only to discover the house batteries have run dry when camping without hookups. An easy and relatively affordable way to combat this is to harvest the power of the sun using solar panels. Matching the right panels to efficient charge controllers keeps the batteries properly conditioned and the fun going.

AM Solar, www.amsolar.com

Nature Power, www.naturepowerproducts.com





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Livability

Kitchen Appliances 🔺

Cooking on the campfire is great, but it can be difficult to create gourmet meals on a corroded grill using lukewarm food plucked from the ice chest. Motorhomes allow not only for improved sleeping and entertain-



ment options, but also provide fully equipped kitchens, complete with all the appliances found in a home.

Airxcel (Suburban), www.rvcomfort.com/suburban

Atwood Mobile, www.atwoodmobile.com

Dometic, www.dometic.com

Furrion, www.furrion.com

Norcold, www.norcold.com

LED Lighting

Ideal for conserving power — and saving money in the long run — LED lights provide power-efficient light sources when compared to traditional incandescent bulbs, and are much smaller and less intrusive to the discerning eye. In addition to interior lighting, many companies also offer LEDs for awning lights, taillights and other illuminating applications.

Arcon Electrical, www.arconelectrical.com Coast Distribution, www.coastdistribution.com Command Electronics,

www.comman delectronics.com

Diamond, www.dg-usa.com

Jirah LED, www.jirahled.com

M4 Products, www.m4products.com Starlights, www.starlightsinc.com





Refrigerator Fans -

RV fridges are often subject to high ambient temperatures and confined mounting locations, which can adversely affect cooling performance. These companies offer auxiliary fans/products designed to improve air circulation and to minimize food spoiling.

Camco, www.camco.net

Smart RV Products, www.smartrvproducts.com Valterra FridgeCool, www.valterra.com

Shades >

Soaking up the sun is an important part of the RVing experience. However, when we retreat inside, we'd prefer cooling off as opposed to continuing to bask. Shades are the first line of defense against the sun, whether windshield-mounted with custom patterns, or inside the windows as day-night roller shades.

Magne Shade, www.magneshade.com MCD Innovations, www.mcdinnovations.com United Shade, a Dicor Company, www.unitedshade.com



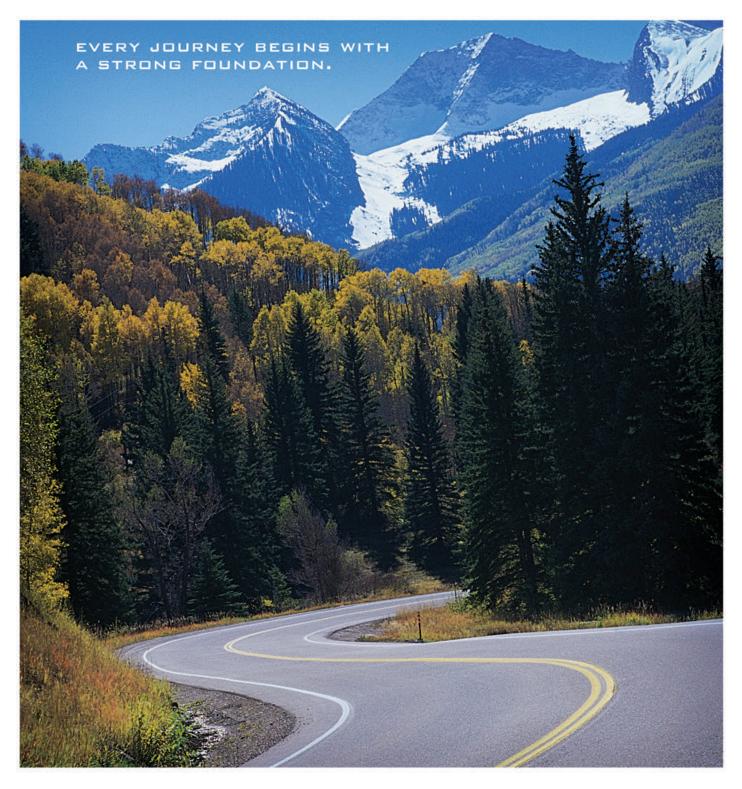
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maintenance and product quality/reliability to name a few.



SPARTANCHASSIS.COM/RV







Toilets ▶

Every rolling castle needs a throne, and toilets from these manufacturers are designed to mimic the comforts of residential amenities. They are available in durable plastic or porcelain, foot-flush or hand-flush, depending on your needs.

Dometic, www.dometic.com Thetford, www.thetford.com



Vents and Fans ▶

Keeping the interior of your motorhome cool during the midday sun can be a difficult proposition. Sure, you can crank the air conditioner, but it's not always the best option, given the intense power draw and noise for surrounding campsites. A ceiling vent/fan helps improve air circulation to help conserve power. Rain sensors automatically close the lid, so there's no worry about soaking the carpet during an unexpected rainstorm.





Water Filters/Purifiers ▶

Water is the source of life, and nothing beats a cold glass of the clear stuff — or a refreshing shower — when you're overheated after a long day in the sun. Water quality varies by region and sources, and depending on the mineral content and treatment processes, it can wreak havoc on galley/bathroom surfaces and faucet hardware — and taste bad as well. These companies offer products to improve the taste — and minimize the unsightly spots — of unfiltered water.

Culligan, www.culligan.com
Everpure, SHURflo, www.shurflo.com
Flow Pur, www.flowpur.com
Hydro Life, www.hydrolife.com
Multipure, www.multipure.com
Water King, www.waterkingusa.com

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By E. Don Smith

OPEN-DOOR POLICY

With the right products, tools and a little elbow grease, you can keep motorhome cargo compartments easily accessible for years to come

n 1980, Pete Townshend released the hit song "Let My Love Open the Door." That was 35 years ago, but showing a little love to your motorhome's cargo doors today will make them easier to open in the future. We all use our cargo bays a lot, but few of us dedicate much time or energy to maintaining them. The basement is where we store all of the outside-related camping items such as chairs, grass doormats, cleaning supplies, grills and other items that we simply can't fit (or don't want) inside the living quarters. When the cargo doors are properly adjusted and the weather seals are cleaned up and protected, you can enjoy many miles of trouble-free operation.

The major parts of a cargo door that require servicing are the hinges, locks, lock latches or strikers, gas springs and weather seals. The seal is the only thing that prevents moisture and road dirt from getting past the door, so you really need to take good care of them; otherwise your entire basement contents are subject to getting wet and dirty during travel.

We are going to show you how to clean and lubricate the hinges and locks, and clean and lubricate the weatherstripping. We will also show you how to adjust the striker latch for proper operation of the door and lock. Last, we will check all the bolts and screws to ensure the hinges and doors are tightened properly for smooth and trouble-free operation.

In order to service the doors you will need a few supplies as well as some hand tools. Most of these items





[1] Once you open each door, you should be able to identify its major components, such as the lock shown here. We sprayed it with WD-40 to clean and lubricate the mechanism. It is a good idea to open and close the lock a few times during this process by using the key and handle on the front of the door; this will help ensure that the lubrication reaches all parts of the lock. [2] We used the same approach on the door hinge as well. The door hinges on our motorhome were not very dirty, so we simply sprayed each one with WD-40 and then wiped away the excess. If yours has a lot of grease or dirt buildup, you may need to first spray and clean with a separate degreaser.

CARGO-DOOR MAINTENANCE

[3] Next, we located the hinge support bolts on the door and tightened them to ensure the door has a solid mount to the coach. Each manufacturer uses different hinges and attachment points, but you should be able to locate these bolts and tighten them with simple hand tools. This is a good time to make sure none of the bolts are missing. [4] Here are the bolts located on the inside of the hinge that also need to be checked and/or tightened. In our case, about 50-60 percent of the bolts we checked were loose. After years of use and bumping down the road this is not uncommon, so double-check all the bolts to make sure they are tight.

you probably already have, but if not, here is what we used. First, to clean and lubricate the hinges and door locks we used a combination cleaner/lubricant. In our case, we used good ol' WD-40 (take caution to minimize overspray on your motorhome's skin). If your hinges are very greasy or dirty you may need to use a separate cleaner/degreaser, but for most of us WD-40 will work for both purposes.

For cleaning the weatherstripping we used two different products specifically for rubber. They are from Griot's Garage and they are called Rubber Prep and Rubber Cleaner. The Rubber Cleaner is designed for normal cleaning, while the Rubber Prep is more of a deep cleaner that removes all previous silicones or old protectants that have built up. To protect and treat the rubber weatherstripping we used 303 Aerospace Protectant. We also used a special heavy-duty aluminum cleaner from Aero Cosmetics for cleaning the door skirts, and an automotive paint cleaner from Griot's Garage called Spray-On Car Wash. There are many types of degreasers, rubber protectors and lubricants on the market, but I have tested all of these and they have proven to work great, plus we already had them "in stock" in the garage so we are sticking to what we know works.

Depending on the type of hinges and striker plates,





you will also need some basic hand tools such as a wrench, screwdriver, pliers and maybe a socket wrench. These items will be needed to tighten the hinges and the cargo-door mounting bolts, and to adjust anything that is not perfectly aligned. This is a very easy project that should take no more than one or two hours, and if you work in the shade you will never even break a sweat.





[5] We also checked both ends of the gas-spring bracket to ensure those bolts were tight as well. The other end of the spring is connected to a bracket inside of the cargo bay, so make sure you check it too. [6] While your tools are out, check each door to ensure the lock is properly engaging the striker pin or plate. Each manufacturer uses a different mechanism, but the principle is the same. The inside of the lock will strike and engage a pin or plate, and that is what holds the door closed. When properly adjusted, the pin will perfectly enter the lock as the lock hasp closes around the pin. If the pin is improperly adjusted the result will be a door that is difficult to open or close.

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[7] There are two ways to repair an improperly adjusted door-latch assembly. One is to adjust the striker pin/plate as shown here. You can see there are adjustment slots in the plate that allow you to loosen the bolts and then move the plate to get it in the correct position to be engaged by the door lock. [8] If your door lock is only slightly out of adjustment, you can "encourage" it into place by tweaking the striker pin slightly up/down or left/right as needed for proper engagement. Though a bit crude, it is often the best way to make a minor adjustment. [9] As you inspect, clean and adjust each door, it is also a good time to check for proper alignment. The edge of the door along the top relative to the RV frame — as well as the side edges — should be parallel to the part next to it, and the door should not rub anywhere. If you find misalignment you may have to adjust the door position on the coach. Each motorhome is different, and some models may be user-adjustable, while others may require the services of a technician at an RV service center. [10] The weatherstripping is the only thing protecting the contents of your basement from the outside elements, so you need to take good care of it. We started by cleaning each one with Griot's Rubber Cleaner. Simply spray it on and wipe it off with a clean microfiber towel. If the rubber is in really bad shape, Griot's Garage also offers a Rubber Prep product that completely strips off all old cleaners and lingering oil or silicones that may be present. This better prepares the rubber for the next step.

- CLEANING TIP

Having an open-door policy doesn't require a full-blown maintenance program; this project can be completed in about an hour or two, and if you work in the shade, you won't even break a sweat.





[11] The Rubber Prep product is applied by wiping the seals with a foam sponge that was soaked with the cleaner. This completely strips off the old cleaners and silicone residue often left behind by other protectants. [12] Once the rubber weatherstripping is completely clean, it is time to apply the 303 Aerospace Protectant. Simply spray it on then wipe it dry with a clean microfiber towel. This is a great product and, unlike many "tire and rubber" protectants, it does not contain any ingredients (petroleum distillates) that accelerate the wear or deteriorate delicate rubber seals.



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[13] Once you wipe off the excess 303 spray, you will be rewarded with a rich-looking seal that is well-protected. We have used this product for years, and it has never failed to do a great job. [14] We also took this opportunity to spray some WD-40 on each of the gas springs and then wipe them down. Pay particular attention to the piston portion of the assembly that goes in and out of the shock during operation. This will help eliminate the chance of dirt and grime getting into the seals and damaging them. [15] This particular door design has a U-shaped channel on top that serves as a trap for dirt and grime. If a job is worth doing it's worth doing right, so let's clean that out as well. We used an automotive cleaning product called Spray-On Car Wash from Griot's, and it does a great job of cleaning without any chance of damaging the paint. [16] After spraying it, you can wipe away all the dirt and grime with a clean microfiber towel, and the aluminum channel now looks new.



[17] The last step in this process is the bottom of the cargo door. This skirt is on the inside bottom of each door and since it wraps under the coach and is exposed to the road, it gets very dirty. We used Aero Cosmetics Belly Wash, which is specifically designed for aluminum aircraft parts. [18, 19] After spraying on the Belly Wash, a scrubber pad from Aero Cosmetics was used to cut through years of dirt and abuse. Note, this product is very concentrated and should only be used on certain areas, such as this unpainted aluminum skirt. Be sure to rinse well with water after cleaning.



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	12474	N568	Viper	29V	\$136,533	\$42,800	\$93,733
	12549	N643	Viper	29V	\$132,295	\$42,800	\$89,495
	12550	N644	Viper	29V	\$123,926	\$40,800	\$83,126
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POTER 101 TRIP

Hookup pedestals in campgrounds offering 50-amp service may give users more than they bargained for when wired incorrectly; pay attention because class is in session

t's common to find 50-amp electrical service in motorhomes these days, a requirement that's needed to power the expanding use of convenience appliances and energy-thirsty accessories. Most owners unknowingly feel pretty confident that if they plug into 50-amp service, they can run all their systems without restrictions. But that's not always the case, and what you see is not necessarily what you get. Understanding the complexities and limitations — yes, limitations — of 50-amp service will help prevent overloading and eliminate disappointments when it comes to taking advantage of fully equipped motorhomes.

OK, bear with us for a minute. Even though the receptacle found in your motorhome is rated at 120 volts AC, the 50-amp shorepower is actually a 120/240-volt AC, four-wire service (Figure 1). The acronym AC stands for "Alternating Current," which means the voltage is constantly changing from 0 to 120 volts positive and back down to 0 volts, before going to negative 120 volts and then back up to 0 volts.

This happens 60 times a second in a process commonly referred to as 120/240-volt AC 60 Hz (hertz), as shown in Figure 2.

The electricity that feeds the 120-volt AC receptacle in the motorhome comes from the 120/240-volt AC breaker panel. This panel is supplied with 240 volts AC, which comes from two 120-volt AC legs that are 180 degrees out of phase. This means that when Leg 1

Figure 1

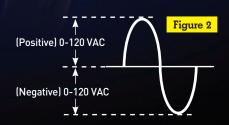
Hot Leg-2

Ground

Neutral

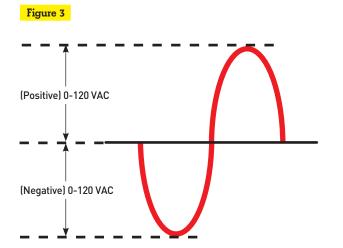
Hot Leg-1

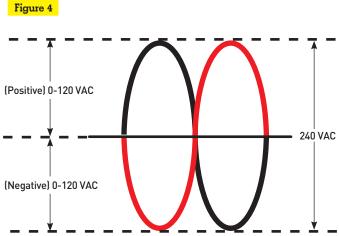
Standard 50-amp service color code and diagram.



of the 120 volts AC is going from 0 to 120 volts positive (Figure 2), Leg 2 of the 120 volts AC is going from 0 to 120 volts negative (Figure 3).

To get 240 volts AC to power the larger appliances like a clothes dryer or the aftermarket CheapHeat electric-element furnace upgrade, rather than going from one hot leg to neutral (120-volt AC), power is taken from the two opposing hot legs, and since they are 180 degrees out of phase, the end result is 240 volts AC (Figure 4). Now since the neutral wire (white) isn't used in the 240-volt AC configuration, the waveform's reference is from the red to black wires rather than red to white or black to white wires, which now generates the waveform as shown in Figure 5. This means that owners looking for high-capacity clothes dryers can upgrade to units powered by 240 volts AC, something that is offered in a number of high-end motorhomes.





Got all that? Well, now let's review the four-wire 50-amp shorepower cord. It has four 6-gauge wires rated at 50 amps each, meaning the cord has two 50-amp legs at 120 volts AC (hot to neutral) for a total of 100 amps at 120 volts AC or one circuit of 240 volts AC at 50 amps (Leg 1 hot to Leg 2 hot), or a combination of the two.

But wait! If we have 120 volts AC at 50 amps on the red to white wires and 120 volts AC at 50 amps on the black to white wires, wouldn't that be 120 volts AC at 100 amps on the white wire since there is only one white wire? Well, that's because the two hot legs are 180 degrees out of phase. When Leg 1 electrons are moving toward positive 120 volts AC, the Leg 2 electrons are moving toward negative 120 volts AC. When correctly wired, the neutral leg will see no electron flow — and that's why it's called the Neutral Leg, and there is no overload.

If the RV park pedestal is wired incorrectly, and the two legs are not out of phase, you will have 100 amps applied to a white wire that is only rated for 50 amps. In that scenario you have both Leg 1 and 2 electrons moving toward 120 volts AC positive and negative at the same time

(Figure 6), which means you have double the electron flow (current) going through the white wire when it's only rated for half that load. The end result is an overloaded wire that will overheat and possibly cause a fire.

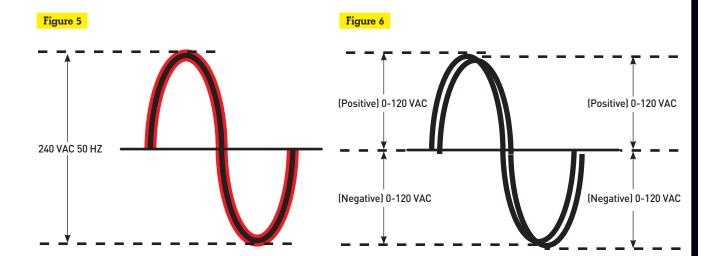
So, how do you know when you have an incorrectly wired shorepower pedestal? There are two simple ways to check it out. One is to install a surge protector that identifies incorrect phasing and locks out the power to the motorhome. Another way is to use a simple voltmeter that is rated to test AC voltage up to 300 volts. If the pedestal is wired correctly when you test from Leg 1 to Leg 2 (not Neutral), and if the two legs are 180 degrees out of phase as they should be, the meter will read somewhere close to 240 volts AC (Figure 7). When the shorepower pedestal is wired incorrectly, the two legs will be at the same phase. Testing from Leg 1 to Leg 2 (not Neutral), the reading will show 0 volts on the meter (Figure 8). As stated previously, this is an unsafe condition because there can be a 100-amp load on a white wire that is only rated for 50 amps. If you suspect that this condition exists, limit the use of appliances to prevent overload and report the problem

to the park manager as soon as possible. Remember that using a 30-amp to 50-amp

This adapter was subjected to a heavy load that produced high heat and melted the plastic. For safety, and to ward off any loss of power, this 30-to-15 amp adapter needs to be replaced. The easiest way to test for correct 50-amp service is to use a voltmeter across the black and red wires (the opposite slots in the plug).





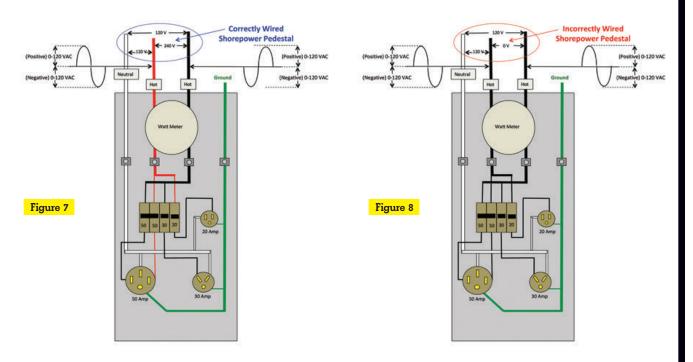


pigtail adapter will not allow you to see 240 volts AC in the breaker panel. In that scenario, you are just splitting the same single black hot leg on the 30-amp plug to feed both the red and black wires on the 50-amp plug.

Warning signs of an overloaded power cord often appear as melted areas around the prongs. Before plugging into park power, make it a habit to visually inspect both ends of the cord for corroded or compromised plugs. Check the park's outlets for broken or melted portions as this can also damage the power cord. If you use an adapter from 50 to 30 amps, check for the same problems.

RV park maintenance people and owners typically shut off the 50-amp breakers in the power pedestal. Circuit breakers are not an on/ off switch, and as a result over a period of time the amperage rating diminishes because the bimetal strips lose elasticity. If you suspect the breakers trip prematurely, contact the park manager.

A simple voltmeter and a surge protector should be a part of every motorhome owner's arsenal. Modern digital meters are easy to use and will take the guesswork out of many electrical situations.



Thanks to Larry McGaugh RV Comfort Systems for providing the graphics and background support for this article. It's also important to note that the company's CheapHeat Electric Hybrid Furnace kit is not subject to these types of overload problems when configured to operate on 50-amp service. Along with its inherent phase protection, it also features multiple high-temperature safety systems to protect against overheating conditions. In addition, it is hard-wired directly into the motorhome's main power system, removing any potential fire hazard created by using a plug-in portable electric heater.





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HAR CHANT AIR FLOW

Installing strategically located Fan-Tastic Vents keeps the air moving and interior temperatures regulated, while the remote-control operation provides added versatility

roof vent to a motorhome is like jelly to peanut butter. All RVs have at least one 14-by-14-inch roof vent, and many have multiple vents. While these basic vents can be opened to let in fresh air, they do little to remove warm air (except by convection), let alone improve air circulation. With little or no breeze from the outside, you'll be lucky if even a small amount of heat escapes the cabin space.

Roof vents fitted with a generictype fan help somewhat, but for the most part they move little air and can be noisy. On the other hand, a Fan-Tastic Vent, one of the most respected names in rooftop ventilation, can make a big difference in the comfort level of any RV.

Fan-Tastic Vent, under the auspices of Atwood Mobile Products (now part of Dometic), has introduced the flagship model 7350 vent that comes with all the bells and whistles, taking the company's 30 years of

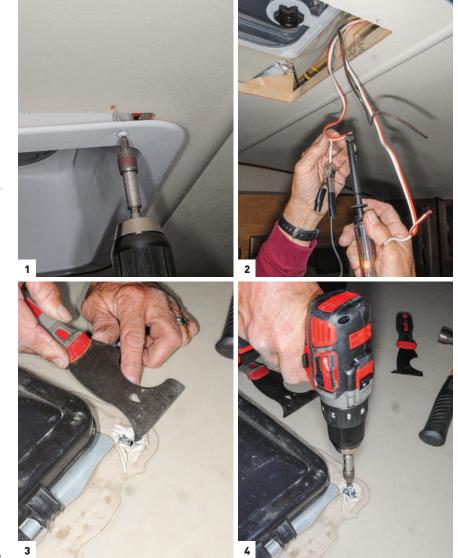
experience building ventilators to the next level. The core of its top fan system is a 12-volt DC, 10-inch rotary fan that will create balanced airflow for maximum air exchange. Fresh, clean air can be pulled in or hot air pushed out in only minutes. Smoke and odors from cooking can also be removed almost instantly. The new fans are capable of moving nearly 1,000 cubic feet of air per minute. Fan-Tastic Vent offers five models to choose from, and all feature an incredibly durable Lexan lid and a sealed motor that's proven reliable during many years of service.

FAN-TASTIC VENT INSTALL

[1] The installation process starts with the removal of the existing roof vent shroud. [2] This original vent opening was prewired from the factory. Leads are tested for polarity and marked. [3] Up on the roof, sealant from the original roof vent is removed from the screw heads. [4] A screw gun is used to remove the original screws; be prepared to deal with messy sealant, especially if the RV is new.

Fan-Tastic Vent model 7350 is almost completely automatic and comes with an infrared remote that allows the user to "customize" the operation by selecting fan speed or temperature to assure optimal interior comfort. There are 14 fan speeds, one of which is a whisperquiet mode. The remote can be set for an automatic variable speed that's tied into a thermostat. In this case, the fan will come on and go off as necessary to control the preset interior temperature.

A must-have feature in the model 7350 is the rain sensor. It takes the worry out of leaving the vent open during a rain event while the RV is unattended. When the rain sensor detects moisture, the vent lid closes automatically. Once the sensor dries out, the smart fan reopens to continue

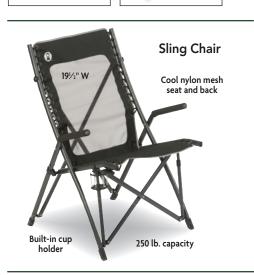




[5] Old sealant is scraped away from the original roof vent frame; be careful not to puncture the rubber membrane. [6] A scraping tool is used to release the factory roof vent from the roof. Take time to do it right and prevent damage to the rubber roof, which will likely lift up during the process.

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[7] The original roof vent is lifted off the roof. In this case the sealant was pretty fresh, so it was messy to work with. [8] A scraping tool is used to remove excess sealant from the rubber membrane surrounding the hole in the roof. Go slowly and use caution to prevent cutting the membrane.

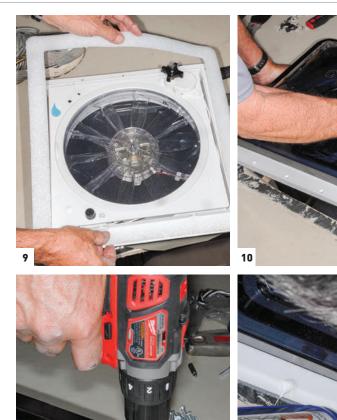
circulating air.

Best of all, the Fan-Tastic Vent fits in a standard 14-by-14-inch roof opening, and the installation is further simplified by having to hook up only two power leads (positive and negative). If power is not nearby, the installation will take more time, but normally it can be accomplished in about an hour and 15 minutes, using basic hand tools.

The hardest part of the job is removing the sealant from around the existing roof vent, pulling the screws (which will undoubtedly be gooey) and carefully prying the old frame off the roof. Use caution not to damage the roof while removing the sealant and releasing the lip of the existing roof vent, especially if the roof has a rubber membrane.

Once the area around the roof vent hole is cleaned up, it's just a matter of installing the Fan-Tastic Vent using the supplied gasket and lap sealer designed for the specific roof surface. You can save yourself a lot of trouble by making sure the frame and shroud fit properly from the inside and confirming that the fan works before screwing the frame to the roof and applying the lap sealer.

The installation process was uneventful, except for positioning the shroud. The standard shroud is too short for a thicker roof. A



[9] A foam gasket is applied to the Fan-Tastic Vent before it is positioned [10] into the hole in the roof. No other sealant is needed on the gasket surface. [11] Once it has been established that the fit is correct (from the inside) and the shroud slides into place without restriction, it's time to attach the new vent to the roof using the supplied screws. [12] Lap sealer is applied around the edges of the Fan-Tastic Vent frame and on the screw heads. Lap sealer fills voids as it spreads. It takes a little practice to apply the right amount of sealer; in most cases, more is not better.

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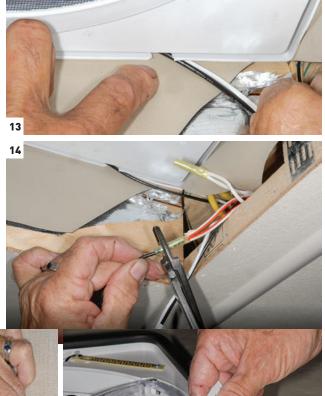
FAN-TASTIC VENT INSTALL

[13] Once the sealer is applied up top, the next steps are done inside. Wires are carefully routed between the Fan-Tastic Vent and the roof frame. [14] Butt connectors are used to splice the power leads. It's best to trim the wires so they can be routed neatly into a nearby opening in the roof structure. [15] A new shroud is positioned to finish off the installation. Thicker roofs will require the optional longer shroud that can be trimmed to fit. [16] The bracket that holds the remote control can be mounted to the wall. [17] Silicone is applied to the vent lid seal to prevent sticking down the road.

longer shroud is available and can easily be trimmed using metal shears.

The final step in the process is programming the remote, which is user-friendly. A bracket for the remote can be mounted on the wall for easy access. Just remember that the remote has an infrared signal, so line of sight is important.

Fan-Tastic Vent products are made in the USA. Model 7350 has a varied price range, depending on where you shop, but can be found between \$249 and \$325.









UPGRADING AN EXISTING FAN-TASTIC VENT

There are many Fan-Tastic Vents in service today, and many of those units are basic models with a threespeed fan and manual controls. For those who would like to upgrade an existing Fan-Tastic Vent to benefit from the features of the top-ofthe-line 7350 model, a kit is readily available. The upgrade kit takes advantage of the infrared remote, which is not only convenient but a great benefit for controlling vents that are installed in RVs with high ceilings — eliminating the need to climb on a stool or chair to reach the controls. The cost difference between a new unit and an upgrade

kit can be substantial; the upgrade kit sells for around \$200.

Installation time on the upgrade kit will run about 45 minutes; tools needed for installation include a Phillips screwdriver or a cordless drill with a Phillips bit, a putty knife, wire strippers, a wire crimper and an optional 1/8-inch drill bit. It's just a matter of removing the inside ceiling trim and frame and lifting out the motor and screen assembly. Just make sure to mark the positive and negative wires before cutting. Specific instructions for wiring the upgrade parts are provided.

Before installing the upgrade

kit, the black jumper will have to be set on the circuit board and the pins selected to match the style and model of the existing 12-volt DC motor. After connecting the wires, the motor should be tested before installing the inside trim. Use caution not to pinch any of the wires that may hang below the upgrade assembly.

All that is left to do is program the remote and enjoy the benefits of the model 7350 Fan-Tastic Vent.

For More Information

Fan-Tastic Vent

800-521-0298, www.fantasticvent.com

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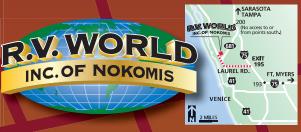
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A Better Fuzz Trap

Whenever I change the oil in my motorhome I remove the metallic "fuzz" that collects on my magnetic engine-oil drain plug. I have found that using a speaker magnet attached to the end of the engine-oil filter can isolate much more of this type of contamination. That magnet is far stronger than the one in my drain plug, and upon opening a used filter, I discover much more steel sludge than my drain plug had been catching.

Another tip: Use a 2-quart oil filter, if available, for the engine; most replacement filters only hold 1 quart, or less, of oil.

Frank Woythal | Andover, New York





Buckle Up

Whenever the sofa in our motorhome was opened to use as a bed, the seat belts ended up on the floor behind the couch. Retrieving the belts, when needed for passengers, was a real pain. To alleviate that problem, we attached self-sticking hooks below the window behind the sofa and hang the belts on the hooks where they are easily retrieved for passenger use. If you find that the straps do not stay on the hooks, use a small carabiner to hang the belt on the hook, or use an adhesive clamp (best installed upside down) instead of the hook.

With the seat belts so handy, it only takes a matter of seconds to secure our pup's kennel for travel, which is really great.

James Magowan | Anchorage, Alaska



What Price, Vanity?

I never thought that I would reach the age where I could not open a vanity door. Turns out I was wrong. My motorhome has a vanity cabinet that has a small tab-type pull at the bottom of the bathroom mirror. I began having a hard time getting a hold of the tab and, once I did, the magnet made it nearly impossible to open.

After looking for a fix, I came up with this: I bought a 3M Command removable picture hanger, size large. I then superglued the insert to the hanger and installed it sideways as the instructions show — just above the tab. There is now a nice hook to pull open the door. If the hanger gets dirty or breaks, I just pull the tab and replace it.

Fred Sarvis | Greendale, Indiana 🛚



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Durable Bicycle Cover

USA Roadbag is the ultimate protection for bikes carried on a rack that mounts in a standard hitch receiver

By Bob Livingston

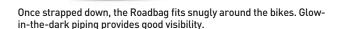


Cost: **\$179.95**Time: **10 minutes**Difficulty: **1/10**

icycling is a natural extension of the RV lifestyle, and it's common to find one to four bikes hanging on al rack mounted on the rear of a motorhome or dinghy vehicle. No doubt, the rear of any vehicle is the worst environment for bicycles. Road debris can coat the frames

with a layer of gunk that's not only unsightly, but hard on the components. And diesel soot makes the situation even worse. Covers are mandatory if you want to keep the bikes clean and ready to ride. But not all covers are created equal.

Back in 1998 I discovered the USA Roadbag, possibly the most durable cover ever made, which lived up to claims of superior quality suggested by its patented protection. The bag was used to cover two bikes hanging on a rack via two extended arms. After years of repelling downpours and abuse from horrendous road dirt, the old bag was retired (but still in good shape) because it could not be fitted on a new rack that held the bike wheels in channels rather than placing top tubes on arms. I rediscovered USA Roadbag this year and am happy to report that the company now offers bags that will work on just about any rack that fits into a standard hitch receiver. We still travel with two bikes, and the current rack tends to provide more space between them. That being the case, the USA Roadbag model LT-37 is a perfect fit. It's actually



designed for up to three bicycles but covers two bikes (with large handlebars) quite nicely, without struggling to close the zipper.

The cover (bag) is made of durable 600-denier cloth that is very thick and waterproof. We opted for the LT-FL front-loading version to accommodate the design of our rack; it retails for \$179.95. Essentially, it's a two-piece bag connected by a long zipper that covers the circumference of the material. The design makes it work extraordinarily well, without having to remove the rack to install. This is a welcome feature, since we always hated removing the rack from the hitch receiver to slide off the previous cover when the bikes were not carried.

Once the bikes are loaded on the rack and secure, the front portion of the bag is simply placed over both bikes and allowed to hang freely. The rear portion of the cover is then positioned around the stinger (bar) that goes into the hitch receiver and is zipped to the front section. Snaps are used to snug the material around the stinger. Sewn-in D-rings and straps are then used to tighten the Roadbag around the bikes so the material doesn't flop wildly in the wind. The whole process takes only minutes.







Above from left: The rear section of the cover is zipped around the circumference of the bag. The material is snapped into place around the bike-rack bar that goes into the hitch receiver. Straps (not provided) are used to snug the bag around the bikes.





Above from top: Roadbag is opened and hung on the bikes before the back section is attached. Folding the bag into the original, tidy shape after use will take some doing.

Glow-in-the dark piping is sewn onto the material to provide visibility at night, but care must be taken to make sure the motorhome or dinghy vehicle taillights are not obstructed by the material. This can usually be accomplished by adjusting the straps.

USA Roadbags are available in eight colors and in two other sizes. The LT-27 (\$169.95) is the smallest bag and is designed for one or two bikes. The largest of the models is the LT-47 (\$189.95), which can accommodate up to four bikes, depending on style and configuration.

While the USA Roadbags are not inexpensive, they are durable enough to last for many years. Since they are waterproof, cleaning is just a matter of hosing off the material while in place around the bikes. Undoubtedly, this is the best bicycle cover we've ever used.

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By Ken Freund

Gas Gauge Problems

I have a 2000 Winnebago Chieftain on a Ford chassis and have a faulty gas gauge. When the ignition key is on, the gauge shows full all the time. When the key is off, the gauge shows empty. Could it be a faulty tank sensor, ground wire or maybe rodent damage to the wires? Is there some way I can test it?

H. Miller | Via email

Ford dealers and many independent shops have gas gauge testers that can determine where the problem is, for example if the sending unit or gauge



is faulty. The gauge is probably OK, because it sweeps through its full scale. It's likely that either the sending unit is faulty, or the wire connecting it to the gauge has been chafed. I would start by checking the wiring and connections by the gas tank. If the tank has to be removed to access the sending unit, make sure to drive the motorhome until the tank is almost empty.

Sagging Springs

Last year I noticed that my 2003 Dolphin motorhome was riding low on the right front and the steering was deteriorating. While getting it ready this season I took it to a truck repair service to solve the problem. A few days ago they told me that the right front spring had bottomed out and that the left front had only 1/2 inch to go. That was the good news. The bad news was that they and their spring supplier could not find replacement springs. Since I consider it unsafe to operate the coach in its present condition I hope you can help me find a source for some replacement springs.

Mike Foley | Butte, Montana

Over time, some steel springs sag more than others. Also, many motorhomes have uneven weight distribution from side to side. Take your motorhome to a shop that specializes in truck springs and suspensions. They can often make up a set of springs to order, or re-arch the old ones. This will typically save a lot of money compared to buying them through Workhorse. You can also contact Benz Spring Company in Portland, Oregon, www.benzspring .com, as it manufactures coil and leaf springs of all types for motor vehicles. It can replicate the stock springs or make them as a custom order if, for example, you want them a bit stronger for carrying the load without sagging, or the company can make them a bit taller to help raise the front end a bit if you'd like. Its tech support advisers can help you make the right choice.

Backing With a Dinghy

I understand that backing up a motorhome with a car in tow (all four wheels down) is not going to work well because the towed vehicle's front wheels will do something unexpected. In an emergency situation, can this problem be avoided if someone is in the towed vehicle with control of the

Mark Rutter | Charleston, South Carolina

These warnings about backing up are mainly to avoid jackknifing, which is the result of how the dinghy vehicle's steering geometry reacts when the car is backed up. Towed forward, the wheels are aimed ahead, and pushed back, the wheels naturally cock off to one side or the other. Typically you can back up straight for several feet before jackknifing occurs, and if you have an assistant to keep the steering turned properly and have a way to communicate (such as walkietalkies or cellphones) you should be able to back up a short distance in an emergency. Obviously, you also have the option of disconnecting the dinghy and moving the vehicles separately. This is what I recommend and should be done if you have to turn while backing up, or back up more than a few feet.

Diesels on Propane

I'm considering buying a motorhome when I retire. I recently test drove a 2011 Holiday Rambler Trip and I loved the way it rode and handled; however, I felt it was a bit underpowered. Since I love everything else about this motorhome I was thinking of installing a propane injection kit, particularly Powershot 2000, if I buy one of these motorhomes. I have heard that these devices provide more power, improved fuel economy, increased engine life and cleaner emissions. I have also heard from

mechanics and skeptics who advise not to install such a kit, saying it is hard on the engine and I would not experience better fuel economy, but I would experience more power. I would like your opinion and also to hear from readers who have actually installed a propane injection kit on their motorhome to get their feedback as to how they like it, and what improvements they noticed, if any.

David Rolley | Suisun City, California

Welcome to motorhoming, David. We hope you join the ranks of owners soon. Motorhomes are much heavier than cars and their power-toweight ratios put them at a serious disadvantage acceleration wise. I suspect that if you drove other diesel motorhomes you would experience similar acceleration. There are some advantages of propane injection, which is also known as propane fumigation, but there are also risks in addition

to the extra cost. These systems add propane to the engine's incoming air they do not inject it directly into the cylinders like diesel injectors do. I tend to agree with your mechanics that you can experience more power, but it can be harder on the engine and overall fuel economy (the cost per mile for both fuels) is likely to remain close to the same or decrease. These systems do not have California Air Resources Board executive order numbers and are not approved for emission-controlled vehicles in California or states adopting its emissions guidelines. There are other ways of increasing diesel power without adding the complication of an additional fuel source, depending on the engine application.

Towing a Classic Pickup

I am considering buying a classic pickup truck as a surprise for my wife who has yearned for one of the

old Chevy trucks for years. I'd like to know if it is possible to flat tow a 1969 Chevrolet C20 pickup with a V-8 engine and automatic transmission? Motor-Home's Dinghy Guides don't go back that far, so I thought a direct question might be better.

Simon Whiteley | Henderson, Nevada

I have owned several vintage Chevy and GMC trucks from this era and I like the styling and simplicity of the vehicles, which makes working on them more enjoyable. Unfortunately, that model is not towable without drivetrain modifications. It would likely have a Turbohydromatic model 350 transmission, which would be damaged by long-distance towing. Remco (800-228-2481, www.remco industries.com/Towing/Store.php) makes driveshaft disconnects and fluid pumps, which can be installed to protect the transmission when towing. However, if you choose a K20 4x4 model, you can tow it without modifications by placing the transfer case in NEUTRAL, the transmission in PARK and unlocking the manual front axle hubs. The parking brake must be released and the steering must be free to turn, just as with any dinghy.



I am nearing 30 and just bought a 1979 Ford 460 Trans Craft Class C motorhome so we can explore the U.S. Where might we go to find an old manual? The Internet was no help. Also, we are looking for advice as far as protecting our motorhome, such as the best way to maintain seals and prevent body leaks, what to watch out for in the engine or when towing a dinghy.

Andrew Gillies | Walkerton, Indiana

An older Class C motorhome in good condition is an excellent way to get into motorhoming without breaking the bank. Original owner's manuals can be difficult to come by on these older models, however. Sometimes they can be found on eBay, or another auction site. You can also check with Faxon (continued on page 124)





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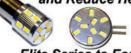


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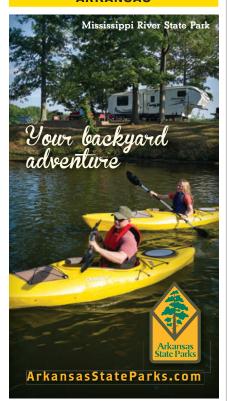
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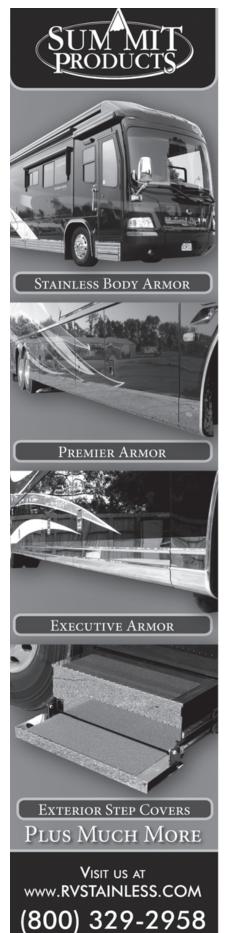
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While every effort is made to maintain accuracy and completeness, last-minute changes may occasionally result in omissions or errors.



COACH & POWERTRAIN

(continued from page 120)

Auto Literature (www.faxonauto literature.com). Some owners post a request on online RV forums, and if you find another RVer at a campground with a similar motorhome you might ask them to let you borrow their manual so you can copy or scan it.

Most of the systems and appliances in your motorhome are the same as others throughout the industry. You can easily find instructions for the refrigerator, water heater and so on by way of the manufacturers' websites. When it comes to instructions specific to your motorhome, you may need to visit a service center with a list of specific questions in hand and have one of their techs help you sort things out.

Hybrid Motorhomes

I've noticed that small trucks and city buses are now using hybrid technology. Is anyone working on this for motorhomes?

Chris Orcutt | Portland, Oregon

Manufacturers keep such projects under wraps for competitive reasons, so this information is not readily available. Winnebago and another manufacturer had concept models with a diesel hybrid system in 2009, but the cost of these systems limits availability of hybrids in motorhomes. That year was also not the right time, from a state-of-theeconomy standpoint, to be introducing a motorhome with a chassis that bore a significantly higher price tag. European motorhome manufacturer Hymer has produced some hybrids, as the higher fuel costs help justify the expense. It's likely that some are under consideration, although diesel engines have been found to provide much of the fuel savings advantage without the complication of hybrid drives. Motorhomes are typically not driven enough to justify expensive and heavier hybrid drivetrains, unlike local delivery vehicles, which are driven daily year-round and rack up lots of miles. On these, the fuel savings can more quickly offset the additional costs.

OBDII Testers

My Airstream Interstate seems to have a warning light on during most trips. Would you consider reviewing all the various OBDII devices available? Having this device would help me, not only with diagnostics, but with economy guidance too.

Bill Cawthorne | Mesa, Arizona

First you need to determine if the warning light you are seeing is what is commonly called the check engine light (or more properly the malfunction indicator lamp), or if it is some other warning light that is not a part of the onboard diagnostic system. Yours is the only request to review testers that I have ever received, and there are

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so many of them on the market that it is not really practical to test every one. However, they will all read stored codes and identify problem areas.

Fuel-saving Devices

We have a 2005 Itasca Class A motorhome with a 350horsepower Caterpillar engine and get approximately 6 MPG. I see ads for fuelsaving devices that claim significant savings (from 5.7 MPG to 8.3 MPG on a 425-horsepower Cummins). Have you or your readers had any experience with this?

Paul Yeany | Lake City, Florida

The fuel economy experienced with your motorhome seems to be on the low side of what other RVers typically report, so there may be something wrong mechanically with your chassis, or driving techniques, which are reducing mileage. The U.S. Environmental Protection Agency

maintains a website with information on fuel-saver products www.epa.gov/oms/consumer/reports.htm. Beware of products that rely on testimonials rather than scientific testing. Keep in mind that if a product produces tremendous results, manufacturers would likely incorporate it to gain a market advantage. As the old saying goes, if something seems too good to be true, it probably is.

Storage Concerns

We are new to motorhoming and we purchased a 2015 Thor Windsport 27K Class A motorhome. We plan to store it in Pheonix, Arizona from September through January. Should I encapsulate the motorhome with one of those complete motorhome covers (and tire covers)? Also, you talked about moving the motorhome once a month to prevent the tires from developing a flat spot. Can I use the auto-leveling system (continued on page 128)



Dave & LJ RV Interiors, Circle 112 on Reader Service Card

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COACH & POWERTRAIN

(continued from page 125)

to reduce the weight on the tires?

Rich Aubert | Bartlett, Illinois

The sun is very strong in Phoenix and therefore tire covers and a cover are important to protecting the roof, walls and tires. It is not necessary to lift the tires off the ground. Driving the motorhome periodically brings compounds to the surface that protect the tires. Flat spots are more common with older bias-ply tires and not radial tires.

Power Loss Comment

You recently published an inquiry from Walter Sanclemente regarding engine power problems with a Southwind motorhome and a Banks turbo unit. The advice you gave may be way off base. I had the exact same issue of sudden drop in power after installing the Banks system, and it turned out the factory air intake on the Southwind could not sufficiently support the Banks system, and would suddenly collapse, totally cutting off airflow, and therefore losing power. Shut it off, and the intake snaps back to normal and behaves OK for a while until you hit the gas hard enough to collapse it again. After two trips to the dealer, they installed a more rigid air intake, and the problem was solved. Paul Schwartz | Palo Cedro, California

Troubleshooting this would be very frustrating because the collapse only occurs during high-throttle application. Thanks for writing and sharing your solution. This is one more thing to look for on these models when troubleshooting power drop-off problems.

Have a Tech Question?

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The Big Bang

What one man's experience with his finger on the nuclear trigger can teach us about what's really important in life

By Alan Rider

ven with traveling around the country to bring you these stories of unforgettable people and places, the truth is I lead a fairly quiet life. One where I usually have nothing more stressful to contend with than my next deadline. Which gives me all the more admiration for men like retired U.S. Air Force Maj. Jim Boensch, a guy who spent the better part of two decades dealing with nothing less than the potential for nuclear annihilation.

I met Jim when he was manning the front desk at the brand-new Minuteman Missile National Historic Site visitor center located off Interstate 90 about 55 miles east of Rapid City, South Dakota. You see, Maj. Jim has traded his Air Force blues for the green-and-gray uniform of a National Park Service tour guide.

In his new role he shares his firsthand knowledge of what life was like for the missileers who spent 24-hour shifts sealed in a schoolbus-size chamber, behind an 8-ton blast door, three stories below this windswept stretch of prairie. Oddly enough he recalls his time underground at this now-deactivated Minuteman Launch Control Center. code-named Delta-01, where he and his deputy commander waited to turn the keys that would launch up to 10 nuclear missiles, as relatively peaceful.

"We had our regular duties but we also had time to read or study for our master's degrees," he recalls. "What is it they say — hours of boredom broken up by moments of sheer terror."

For Jim. those moments came

when warbling alarms were going off, three different radio systems were squawking and the teletype machine was clattering out orders that might have required him and his deputy to open the identical padlocks on the red metal box that contained the allimportant nuclear launch codes. For his part, in those moments of panic everything came down to the standard checklists every missile crew member lived by.

"About the only thing we didn't have checklists for were the coffeemaker and the pencil sharpener and that was surprising."

In that one statement, my friend Jim sums up everything that makes him so instantly likeable. For a guy

who spent 20 years thinking about the outcome of a thermonuclear attack, the man has one highly developed sense of humor.

Which isn't to say Jim is entirely glib about this chapter of his life.

"You can't go through a career with that kind of responsibility and come out the other side unaffected," he explains. "As for me, it made me really appreciate the things we so often take for granted."

Ultimately, Jim says he's humbled by the opportunity to provide visitors a small but eye-opening glimpse into the world he and his fellow missileers inhabited at the height of the Cold War.

"With all these thrillers about spies and terrorists attacking our nuclear arsenal, Hollywood has given people a false impression of what it would take to launch these missiles." he explains. "But when it comes right down to it, even now the hard-working, disciplined men and women in control of the 450 remaining Minuteman missiles are all that stand between us and a very bad day."

Which kind of makes all those commonplace concerns like deadlines seem rather trivial by comparison. It's also one more reason I've always been a big believer in the idea of getting out and extracting maximum enjoyment from every new sunrise we're granted out here along The Road Ahead.

"What is it they say — hours of boredom broken up by moments of sheer terror. ""

Launch Control Center Delta-01 (9)

Thirty-one feet below ground, two missileers would live and work 24-hours shifts monitoring the status of the control center's 10 Minuteman nuclear missiles.



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