

**GAME ON! 8 GREAT CLASS A'S FOR TAILGATING**

# MotorHome

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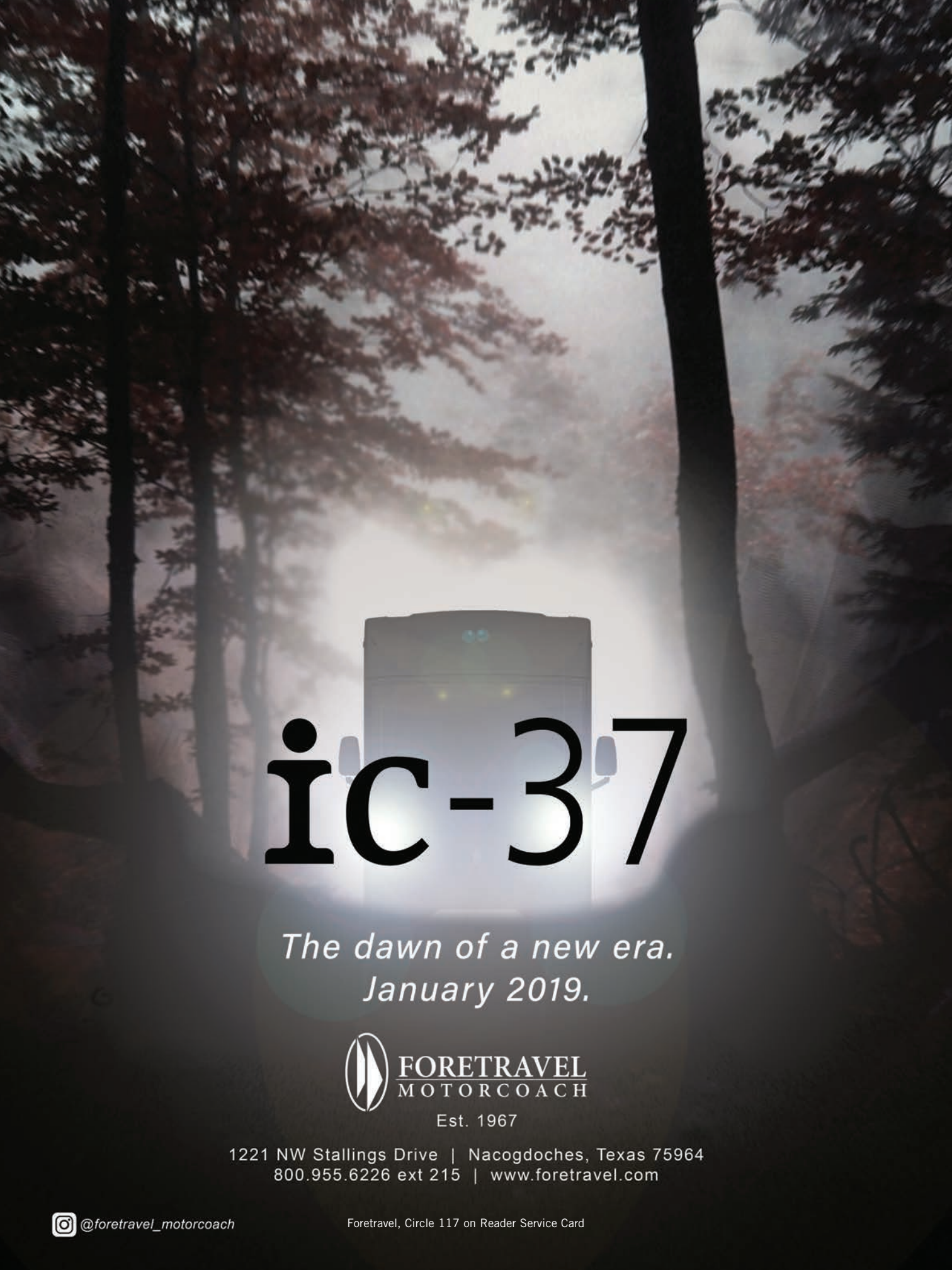
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# ic-37

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Follow in the footsteps of the Father of Conservation at the eponymous Theodore Roosevelt National Park in North Dakota (see page 36).



Whether in a stadium parking lot or at the RV park, these Class A motorhomes are tailgating all-stars. Pg. 60

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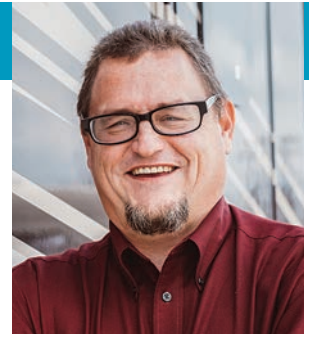
### The Classic Ride — One of a Kind ..77

A couple transforms their Peterbilt Class 8 big rig into a custom ShowHauler

### ON THE COVER

Winnebago's Horizon 40A diesel pusher features updated European styling inside while retaining smooth exterior lines and an enjoyable ride (see test page 42). Photo by Scott Hirko.





By Kristopher Bunker

# What's on Your List?

**W**e have sung the praises of lists before within these pages. Lists are easy to organize, easy to digest and are conducive to quick-reference for simple at-a-glance refreshers. But there's one "must-do" list that owning a motorhome makes even more attainable than ever: the bucket list. You know, that list of fun or exhilarating activities, destinations or feelings you'd like to experience someday.

While it's highly likely that purchasing a motorhome was one of the top boxes you've already checked, that list is probably still growing, and continues to get longer each day you enjoy the lifestyle.

Perhaps throwing the ultimate tailgating party at the RV resort is on your list. Most any motorhome can handle the task, but some have been designed with tailgating (or viewing parties) specifically in mind. In "Game Time!" beginning on page 60, we've collected some of the top Class A motorhomes with exterior entertainment systems, outside galleys, large awning spaces and even extra viewing areas for those who may not want to watch the warriors of the gridiron.

Maybe upsizing your motorhome to a luxury diesel pusher that has the latest in technology is on your list. Winnebago's Horizon has been completely redesigned and upgraded to match the styles of the times, which include Euro-finishes, diffused lighting, modern floors and countertops, and a

whole lot of electronic gadgetry. Turn to page 42 to learn more.

If boondocking is on your bucket list, an inverter/charger is a must. Magnum Energy is one of the leading manufacturers of inverters in the industry, with products included as original equipment in many of today's most popular motorhomes. "Magnum Power," beginning on page 68, takes a close look at the maintenance and operation of these often-unsung heroes of a motorhome's power system.

When it comes to exciting encounters, a visit with the famous ponies of Assateague Island is always popular among RVers. "Wild Horses and Windswept Beaches," beginning on page 23, shows that although the storied equines are the main attraction, there's so much more to see and do in the Delmarva Peninsula area.

Regardless of the exotic motor-

**“ While it's highly likely that purchasing a motorhome was one of the top boxes you've already checked, that list is probably still growing. ”**

home destinations you may have on your bucket list, arriving safely is, obviously, a must. To help ensure stress-free travel, "Tire Assurance," beginning on page 54, features 10 of the top tire-pressure monitoring system (TPMS) manufacturers and their top-selling products. Though they may vary in form and function, each TPMS keeps a close eye on the pressure and temperature of your motorhome's (and dinghy's) tires, alerting you with audio and visual alarms when there may be a problem.

If you'd like to learn more about how to add more realistic and attainable selections to your bucket list, turn to page 31. "Trimming Your Bucket List" features tips and tricks to keep your own personal list, well, personal, and how to use that list to make your mind, body and soul more content than ever.

And finally, please help other *MotorHome* readers in search of tried-and-true products and services to add those to their shopping lists by logging on to [www.motorhome.com/readers-choice](http://www.motorhome.com/readers-choice) and voting for your favorites across all categories. Voting ends September 5, so please move it to the top of your to-do list. **M**

## Contributors | September



**Ann Eichenmuller** is a Virginia freelance writer who loves exploring the country with her husband, Eric, in their Minnie Winnie. Ann is the author of the novel "Kind Lies" ([www.hightidepublications.com](http://www.hightidepublications.com)).



**Chris Hemer** has been an RV journalist and photographer for nearly 20 years. An avid outdoor enthusiast, he enjoys camping, motorcycle riding, mountain biking and hiking.



**Mary Zalmanek**, and her husband, Jim, enjoy traveling in their 2019 Winnebago Vista LX when they are not at home in Monument, Colorado. Mary is the author of *The Art of the Spark* ([www.adventuresoftheheart.com](http://www.adventuresoftheheart.com)).

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1. National Highway Transportation Safety Administration, 2015. 2. Daylight only. 3. Optional.  
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## Have you changed the color or exterior look (decals, mural, etc.) of your motorhome? If so, did you have it repainted, or did you opt for a wrap? What factors led to your decision?

Those are the questions we asked in the June issue, and here are some of the responses we received.

### Ugly is Beautiful

We have a 2014 Vegas by Thor Motor Coach. The sun ruined the decal on the back of the motorhome. I asked *MotorHome* what could be done with the decal (Coach & Powertrain, February, "Discolored Decals"). I followed Ken Freund's advice, searched the internet for information and found Ugly Shield Removal in Fort Myers, Florida. The decal was removed and the area buffed out. The company also removes wraps that have gone bad. I then found a sign company that reproduced the decal and installed it. Total cost \$310. I opted to have Ugly Shield do the work because of the decal condition, and the cost was reasonable.

**Ray Jodoin | North Port, Florida**



### DIY Dandy

We have a 1989 32-foot Winnebago Chieftain that was in the Texas sun for most of its life. Its decals were faded,

and it was more yellow than beige. After we bought it in 2007, we had it buffed out, but it really looked its age. We couldn't afford to paint it or have it wrapped, so we did the work ourselves. We made many trips to Elkhart, Indiana, for parts and are still in the process of doing the outside decals.

**The Allisons | Via email**

### No Paint, No Gain

We have a 2006 Forest River Georgetown Class A. Last year, the decals were fading and starting to peel. We wanted to keep the motorhome as original as possible, so we found a company near Tampa, Florida, called RV Clearcoat Paint & Body, and we had them remove the decals and then paint

## Featured Letter

### It's a Wrap

We have a 2006 Class A with decal-type graphics on unpainted white fiberglass. The factory graphics were fading and cracking, making the coach appear older and less appealing, at least to us. I looked at buying factory replacement graphics, but was concerned that I would not be able to get them back in the exact position to cover the "shadows" left by removing the original graphics.

A friend told me that he had his boat wrapped and how well that turned out. So I visited several businesses that do wraps and found one that had experience replacing RV graphics. The shop makes the new graphics slightly larger than the existing, in order to cover the shadows. I was very involved in the color selection and approval at all steps of the process. And we added a mural on the back of an eagle in flight with a U.S. flag backdrop to customize our look. We are very happy with the result; it gave our coach the face lift we were hoping for, and the shop did all the work for \$3,100.

**Jim Cotner | Whitehouse, Ohio**



them back on the exact same way. They matched the original colors and we are very happy with the job. The price was reasonable. Anyone thinking of replacing their decals should consider just painting them on. The coach looks better than it did when it was new.

**Allen Wachilla | Plains, Pennsylvania**

### Stars of Stripes

We recently contracted RV Stripes & Graphics in Mesa, Arizona, to restripe our 2003 Fleetwood Southwind.

What a change! The project started with planning the new patterns and colors. In five days, the talented team performed the promised rejuvenation.

**Roy Hughes | Albuquerque, New Mexico**

### Summertime Blues Recipe Correction

The Blueberry Cobbler recipe on page 16 of the July issue of *MotorHome* mistakenly lists the amount of sugar as 1½ cups. The correct amount is ½ cup. *MotorHome* regrets the error.

### Chemical Reactions

I read with interest the article in the June issue regarding holding tank products ("Flush With Confidence"). I'm new to RVing and am somewhat amazed at all the different products designed for just this purpose. Is it proper to ask RV owners through this forum about their experience with different products, and possibly their favorite? It would seem to me that the formaldehyde-free products might be the greenest products and, boy, there are a bunch of those. But, maybe the products that contain formaldehyde work better. I would like to hear from experienced RVers about their thoughts.

**Mike Keen | Hot Springs, Arkansas M**

### Question of the Month

Which holding tank products do you use? Do you notice a difference in performance between products with formaldehyde and those without?

#### Send your comments to:

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# ESCAPES

**Watch This!**  New Jensen 19-inch LCD TV can operate on 12-volt DC power and features a built-in DVD player. [pg. 16](#)



14 ROAD FOODIE | 16 WHEELS & GEAR | 18 CROSSROADS



Photo: Jenna Jones

## A Cool, Dry Place

Travel up to 300 feet below the Earth's surface at Grand Canyon Caverns in Peach Springs, Arizona

By Morey Edelman

If you find yourself driving across iconic Route 66 in Arizona between Seligman and Kingman, you really should pull over and spend some time at the Grand Canyon Caverns — a one-of-a-kind roadside attraction near Peach Springs. You can take one of five tours of the caverns (reportedly the largest dry caverns in the United

States), grab a bite at the Cavern Grotto underground dining area or spend the night in the Cave Motel Room, which is located some 220 feet below the surface. Above ground, there's a 1950s-style diner, gift shop, motel and an RV park with 48 partial hookup sites.

Rumor has it that the fictional town of Radiator Springs (from the movie "Cars") was based on Peach Springs. To encourage this rumor, there are old cars and props featuring this cartoon town. What fun to check all of this out!

For more information, call 928-422-3223 or go to <https://gccaverns.com>

Peach Springs is rumored to be the inspiration for the fictional town of Radiator Springs in the movie "Cars." Grand Canyon Caverns RV park offers 48 sites with water and electricity — plus a prehistoric greeter.



Photos: Morey Edelman

By Bobbie Hasselbring

## Spot-on Spot Prawns

If you're from anywhere other than the West Coast, you've probably never heard of spot prawns. However, if you love the sweet meaty taste of prawns and shrimp, spot prawns are the Holy Grail. Their firm texture and lobster-like sweet-brininess are like none other. Many think spot prawns taste like a cross between Dungeness crab and Maine lobster.

Spot prawns are large shrimp found in the North Pacific from Alaska to San Diego, California. In British Columbia, Canada, Vancouverites are so in love with spot prawns, they hold the Spot Prawn Festival every May. The festival, which draws top chefs, has become so popular that spot prawn feasts have sprung up on Vancouver Island and in Kelowna, British Columbia.

The name comes from four spots on their bodies — two on the head, two on the tail. (It's considered lucky if you find a six-spotted one!) Despite the name, they're actually the largest species of shrimp — growing up to 9-12 inches — commercially fished in the Pacific. (The terms "shrimp" and "prawn" are often used interchangeably, but they're different animals with different gills, side plates and number of claws.) Spot prawns change sex as they grow; they start off as males, then change into females.

Spot prawns are sustainable. Fishermen catch them with traps so the sea floor stays intact and "bycatch" (octopus, crab, cod, starfish, etc.) is thrown back. Once caught, spot prawns are placed in special onboard tanks flushed with seawater and, within hours of being caught, are on their way to market. Fresh, they'll keep for up to three days covered in ice (not just refrigerated).

While live spot prawns are only available for a few weeks in early spring, fresh frozen spot prawns are available from February through November. This year, in Washington's Discovery Bay, we caught about 400 spot prawns and filled our freezer with them.

Whether live or frozen, spot prawns are easy to cook. To remove heads, grasp the area behind the head with one hand and twist. To peel, use your thumb to push one side of the shell off the meat to break the underside of the shell. Work around the outside of the meat, separating it from the shell. Pinch the tail and push out the remaining meat. Toss the heads and shells in water and simmer for 30 minutes or so and use to flavor sauces or dishes like gumbo.

Simple is best when preparing spot prawns. Skewer and grill or pan-fry whole or butterflied. The key is to undercook spot prawns (one minute or less on each side).



Top: A fisherman uses an automatic puller to secure shrimp pots from the depths. Above: The author shows off one of her spot prawn catches.

### GRILLED SPOT PRAWNS WITH GARLIC AND PARSLEY

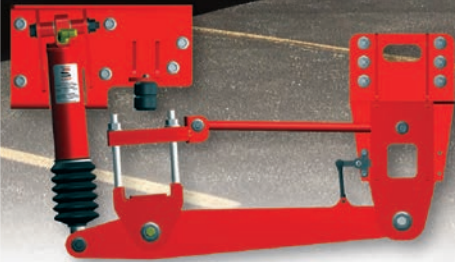


Here's a recipe for the perfect end-of-summer barbecue.

- 1-2 pounds spot prawns (fresh or thawed), rinsed, heads and shells removed
- 2 tablespoons butter, melted
- 1 tablespoon olive oil
- 1 tablespoon fresh parsley, finely chopped
- 2 cloves fresh garlic, finely diced
- Salt to taste

► Skewer prawns and brush with butter, oil, garlic and parsley. Cook on hot grill for one minute (or less) on each side until shrimp just begin to turn pink. Season with salt and serve hot.

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## Hellwig Helpers

Hellwig introduces two products to help improve the ride and handling on 2016-18 Ford Transit chassis. The Helper Spring (Part No. 1904; MSRP: \$530.25) is rated for up to 2,500 pounds and will fit both the cutaway-chassis and cargo-van versions of the Transit. It improves control by maintaining a level ride height, leading to improved braking and tire wear. The upgraded 1 $\frac{3}{8}$ -inch solid Rear Sway Bar is available for single-wheel 150-, 250- and 350 vans with a factory-installed rear sway bar (Part No. 7759; MSRP: \$324.95), and also for 350HD dually vans and cutaway chassis with a factory-installed rear sway bar (Part No. 7766; MSRP: \$350.75). The upgraded rear sway bar works in conjunction with the front factory sway bar to minimize body roll, resulting in less weight transfer during cornering and more predictable handling, according to the company. The bolt-on bar is forged from 4140 chromoly steel that has been heat-treated for durability. Both products can be installed with simple hand tools and come with all necessary parts and hardware.

**Hellwig Products | 800-435-5944, [www.hellwigproducts.com](http://www.hellwigproducts.com)**

## In the Spotlight

Lighting up an RV site when you're away for the evening improves safety and enables you to see things clearly upon arrival. It can also be a nuisance to your neighbors. Optronics' new UCL41 Series Scene Light is engineered to deliver an intense white LED beam at a 45-degree angle from its mounting position, making it easy to control the lighted area. Mounting the lamp higher creates a larger scene, while mounting it lower creates a smaller scene, and the lamps can be rotated before mounting to deliver light that is focused on the campsite. The low-profile surface-mount lamp is easy to install and requires only two mounting fasteners. Once the UCL41 is secured, a black- or chrome-coated plastic bezel snaps into position. The light is 12-volt DC, and requires only a  $\frac{3}{4}$ -inch hole for the wire feed. The lamp is just 8.7 inches wide and less than 3 inches tall — and a mere 1.59 inches thick when installed. MSRP: \$69.99

**Optronics International | 800-364-5483, [www.optronicsinc.com](http://www.optronicsinc.com)**



## Combo Player

Whether you're looking to upgrade your motorhome's old TV or thinking about adding another monitor to your tailgating array, the Jensen JTV1917DVDC is a viable option. The 19-inch HD-ready LCD TV features a built-in DVD player that's sure to be a hit among the younger folks who prefer princesses to pigskin. The 7-pound TV can be wall-mounted (provided there's backing in the wall, of course), or can easily be moved to almost any location suitable for viewing. The energy-efficient JTV1917DVDC is also a good option for boondockers, drawing power from a 12-volt DC connection. The TV comes with a remote control, tabletop stand and 120-volt AC adapter for at-home use in the off season. Inputs include RF (cable), RCA, component, VGA and HDMI. MSRP: \$269.99

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## Water Works

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The somber yet fascinating history of Nebraska's Fort Robinson stretches from the early days of the Old West to the middle of the 20th century. The earliest buildings were constructed as part of the effort to protect homesteaders traveling across Nebraska, as well as to house relocated Native Americans who had been forced to cede their land to the U.S. government. The early fort was also the site of Sioux chief Crazy Horse's death, and later the 1879 Cheyenne Outbreak — when 64 Native Americans (and 11 U.S. soldiers) were killed during a revolt against harsh living conditions at the fort. In 1962, the fort and its surrounding land became a state park.

Today, the park's 22,000 acres offer miles of hiking and biking trails, fishing in the lakes and off-road Jeep tours. Visitors can also take in a summer stock play, attend an old-fashioned rodeo or visit the on-site museums. The park's campground offers 100 sites with electric hookups. Fort Robinson is open Memorial Day to Labor Day.

**For more information**, call 308-665-2900 or visit <http://outdoornebraska.gov/fortrobinson> — Neala McCarten

Photo: Neala McCarten

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Huddleston, Virginia

## Smith Mountain Lake

Located in central Virginia along the picturesque Blue Ridge Mountains, Smith Mountain Lake is the second-largest freshwater lake in the state. It's a popular recreational area for boating, water skiing and sailing, plus it's well-known for fishing — especially for striped bass. The lake was created in 1963 by the Smith Mountain Dam impounding the Roanoke River.

On the northeastern side of the

lake is Smith Mountain Lake State Park, covering 1,148 acres and offering 24 wooded RV campsites with partial hookups and a dump station on site, 13 hiking trails, swimming on two public beaches, boat rentals, a boat ramp and a fishing pier. The campground is open the first Friday in March through the first Monday in December. Cabins, tent sites and a camping lodge are also available to rent.


**For more information**, call 540-297-6066, or go to [www.dcr.virginia.gov/state-parks/smith-mountain-lake](http://www.dcr.virginia.gov/state-parks/smith-mountain-lake) — James Richardson 

Photo: James Richardson



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# Pages From the Past

Retracing *MotorHome's* September issues over the years

**“No problem is too small.”** So declared the inaugural edition of MHL Hotline, this magazine’s consumer advocacy column that has since streamlined its name to Hot Line. When the column debuted in the September 1981 issue, it was the first of its kind for motorized RVs. The topics included two consumer complaints that are still among the most popular nearly 40 years later: racing the clock to beat a warranty expiration and securing a refund for a campground reservation. Both cases ended with positive results, which is something we continue to strive for to this day.

It’s this type of assistance upon which *MotorHome* prides itself; helping our readers (and others) in their time of need, regardless of how big or small the situation may seem.

The September 1976 issue included a story detailing the new consumer laws that give owners additional clout when a dealer fails to perform a service warranty. Tips include contacting the company directly and hiring an attorney. Those may seem like obvious choices nowadays but, as the article stated, “Consumer protection and power ...

is such a new realm for most people that the problem is sometimes one of knowing where to find the protection and how to exercise it.” That’s where *MotorHome* comes in, acting as a conduit between reader and manufacturer.

A 1983 feature titled “How to Complain Effectively” blew the whistle on the government’s increasingly shrinking involvement in consumer advocacy, and recommended contacting a variety of outlets for assistance, from the Better Business Bureau to media organizations to small claims court.

A 1985 interview with Secretary of Transportation Elizabeth Dole saw *MotorHome* championing causes including recreation, seat belts and highway funding, further cementing the magazine’s legacy as the voice of the people.

And that advocacy and support would continue. In 1988, “Coping in Campgrounds” presented a forum of motorhome owners versus campground owners in which each side presented their ideas on how to make the most of the RV experience.

An advertisement in the 1995 issue trumpeted that “Life on the Road Is About to get More Entertaining!” as satellite-service provider DirecTV would soon join the ranks of mobile programming for RVers, filling a need for a fast-growing segment of tech-savvy RVers.

All of this may seem trivial considering the tragedy that would occur on September 11, 2001. Thousands would lose their lives in the horrific attacks in New York, Pennsylvania and at the Pentagon. In a tribute to the strength of our nation, *MotorHome* would offer a message of support: “Indeed, united we must stand to protect our great country,” wrote Bill Estes, then VP Publisher/RV Consumer & Trade Publications. Due to publishing lead time, that message would be delivered in the December issue.

In 2015, we revisited the tragedy, not with fear but with pride. We had succeeded in remaining united, and a poignant visit to the 9/11 memorials reminded us of the resilience of our great nation. “We all remember the events of September 11, 2001,’ our museum tour guide said. ‘But 20 years from now, what will younger people understand about that day?’” To us, the answer is clear: United We Stand. **M**



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Assateague's wild horses likely descended from domesticated animals farmers brought to the island.

## Wild Horses and Windswept Beaches

With its feral ponies, white sands and good-old fashioned boardwalk fun, the mid-Atlantic shoreline of the Delmarva Peninsula delights visitors of all ages

By Ann Eichenmuller

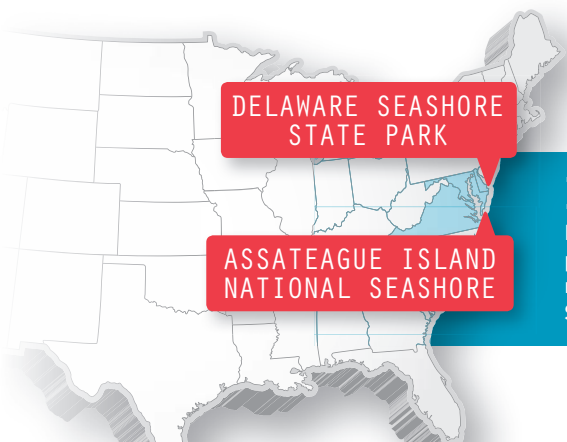
“I realize that the concept of wild horses probably stirs romantic notions in many of you, but this is because you have never met any wild horses in person,” notes popular columnist Dave Barry. His words effectively sum up my first experience on Assateague Island (a 37-mile-long barrier island along the coasts of Maryland and Virginia) in 1980. We were honeymooning in a canvas tent, and we watched as two stallions reared on their hind

legs and sparred with each other against the backdrop of a full moon. It would have

been an incredible sight ... if only we hadn't been lying less than 3 feet away, looking up at them from our sleeping bags. Let's just say it was the kind of the experience that makes you appreciate motorhomes.

We recently took an early fall trip back to Assateague in our Minnie Winnie, and while we enjoyed the ponies' nocturnal visits from the comfort of our motorhome, we found that the Delmarva Peninsula today offers much more than wild horses. From Delaware's Indian River Inlet to the Ocean City Boardwalk to the trendy shops and restaurants of small town Berlin, this stretch of mid-Atlantic shoreline offers something for every RVer.

We started our trip at the Delaware Seashore State Park, 29 miles north of the entrance to Assateague Island. Covering more than 2,800 acres, the park is bordered by the Atlantic Ocean and Indian River Bay and is home to north and south inlet campgrounds, the 1876 Indian River Life-Saving Station and Indian River Inlet Marina.



DELAWARE SEASHORE STATE PARK

ASSATEAGUE ISLAND NATIONAL SEASHORE

### Parking ➔

Delaware Seashore State Park and Assateague Island National Seashore both offer day-use parking for RVs. Ocean City, Maryland, has a mainland Park and Ride lot with inexpensive municipal bus service, and limited RV parking is available downtown before June 1 and after September 15. Downtown Berlin does not offer designated oversized vehicle parking.



This is a fisherman's paradise: you can surf-cast from the beach, go deep-sea angling aboard one of the local charter boats, or fish from the campground's seawall — though this last activity comes with a warning. My husband camped here as a child, and he has regaled me more than once with stories of sharks. Apparently, these aren't just fish tales — a park ranger told us that just last week a camper had to fend one off when reeling in his catch.

One unique feature of Delaware Seashore State Park is the presence of two World War II "fire towers" designed to provide soldiers a 14-mile view of the coast and used to triangulate the firing of guns hidden in sand dunes and camouflaged in salt grass. The large-barreled guns were capable of shooting a 2,700-pound shell at enemy ships and submarines as far away as 25 miles. Visitors can learn more about the towers at the Fort Miles Historical Area in Cape Henlopen State Park, near Lewes, Delaware, 13

miles north of the inlet campground.

Just south of Delaware Seashore State Park is the restored 1859 Fenwick Island lighthouse. Open to the public on weekends, the site includes an 87-foot tower and a keeper's residence staffed by local volunteers. Surrounded now by housing developments, gas stations and stores, it is fascinating to consider that more than a century ago the lighthouse sat alone on barren dunes.

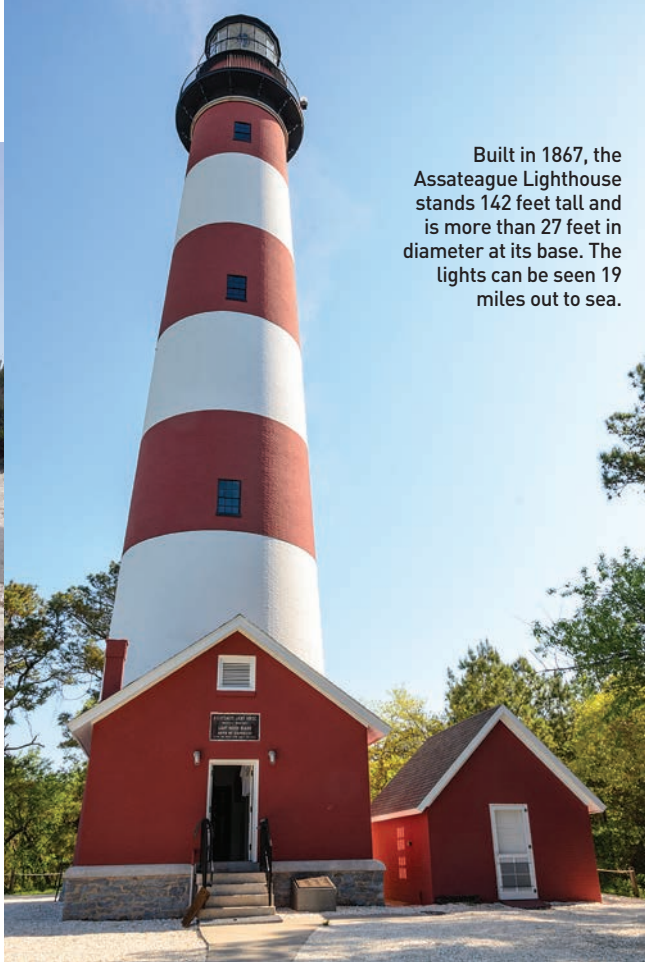
From Fenwick Island, Delaware, to the Assateague Island National Seashore is 18 miles, a drive that took us through Ocean City, Maryland. This once sleepy fishing town became a resort destination after a 1933 hurricane created an inlet separating Ocean City from Assateague. In the off-season it is a quiet town of 7,000 residents, but it receives about 8 million visitors annually, mostly during the summer months. Its most famous landmark is the Ocean City Boardwalk, 3 miles in length and featuring

“ Assateague Island National Seashore may be just across the inlet from Ocean City, but it feels like a world away. ”



Rather than Ferris wheels and midway games, this boardwalk on The Life of the Marsh Nature Trail in Assateague Island National Seashore offers the sights and sounds of the surrounding saltwater marshes.





Built in 1867, the Assateague Lighthouse stands 142 feet tall and is more than 27 feet in diameter at its base. The lights can be seen 19 miles out to sea.

Above from left: Ocean City's Boardwalk stretches 3 miles and is lined with shops, restaurants, rides and attractions. Campsites on Assateague back up against the dunes, just steps from the Atlantic.

popular Maryland culinary delights like Thrasher's French Fries (served with vinegar) and Dolle's salt-water taffy and popcorn. It is home to the Ocean City Life-Saving Station Museum, with exhibits on local history, folklore

Photos: Eric Etchenmuller

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## GETAWAY

### DELMARVA PENINSULA

and shipwrecks, as well as Trimper's Rides, the boardwalk amusement arcade built by Daniel and Margaret Trimper at the beginning of the 20th century. Here we took a ride on the antique carousel, painstakingly restored to appear exactly as the ride did when it opened in 1912. We capped off our stop with lunch at Harrison's Harbor Watch Restaurant, an Ocean City tradition with breathtaking inlet views, great crab cakes and a famous oyster stew.

Assateague Island National Seashore may be just across the inlet

Below: Frontier Town is an iconic Wild West theme park reminiscent of the 1960s. Bottom: World War II fire towers once protected the mid-Atlantic coast from German ships.



from Ocean City, but it feels like a world away. While the boardwalk is all bright lights and bustle, Assateague is isolated and undeveloped. The island encompasses both Maryland and Virginia shoreline, with the northern two-thirds home to both a state and national park campground; miles of pristine, windswept beaches; unspoiled wetlands; and, of course, wild horses.

According to local folklore, the

Assateague horses are descendants of the survivors of a shipwreck off the coast, though park brochures suggest the horses likely descended from domestic animals put on the island by mainland farmers to avoid livestock taxes and fencing laws. No hookups are available in either campground, but the state has newly renovated bathhouses with hot showers and flush toilets. There is little vegetation here

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## GETAWAY

### DELMARVA PENINSULA

and no shade, but the trade-off is a section of beach all to yourself. We brought kayaks, which we launched from the park boat ramp on Sinepuxent Bay. You can explore via the paved bike path or your off-road toad with an on-sand vehicle (OSV) permit.

If you are traveling with children, take a day and visit Frontier Town, a cowboy-themed amusement park 4 miles away. Opened in 1960, it features its original Wild West shows, along with a Lazy River water park, and High Ropes Adventure Park and Zip Lines. Frontier Town's adjoining campground offers shady sites with full hookups and is a popular summer destination.

In addition to Assateague Island, our favorite stop on this trip was tiny Berlin, Maryland. A 15-minute drive from the National Seashore, this picturesque little town was the backdrop for the 1999 film "Runaway Bride." Now a National Register Historic District, its Main Street features a variety of antique shops, cafés, a wine



Assateague Island offers miles of uninhabited beaches.

bar and an art gallery. During our visit we were treated to the sounds of a live jazz band from the porch of the Atlantic Hotel. It's no wonder Berlin calls itself "America's coolest small town."

That night, we stood on the beach and watched as the sky darkened and filled with stars, and wild horses grazed nearby. A lot has changed

since we first pitched our tent here more than 30 years ago, but on Assateague Island all that really matters has stayed — miraculously — the same. **M**

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# TRIMMING YOUR BUCKET LIST

How to narrow the focus of your RV "must-dos" to specific areas and specific activities

**F**or some of us, buying a motorhome meant we could check an item off our bucket list — finally, we could travel to all those places we had longed to visit. Of course, checking off that item made our list infinitely longer. How do we narrow it down to doable goals?

In her Psychology Today blog entitled "How to Write a Bucket List," Alice Boyes, Ph.D, offers five suggestions to write your best-ever bucket list. I'll use her five points and add my own comments specifically for RVers.



Clockwise from top left: Disney's Epcot near Orlando is a must-do for visitors of all ages. If animals are one of your passions, a trip to Best Friends Animal Sanctuary is well worthwhile. Coke Fallstead soars through a rainforest in Costa Rica on a zip line. The Maroon Bells outside of Aspen, Colorado, are a great place to enjoy the beauty of the Rocky Mountains. Sunset seems to be the perfect time for stand-up paddle boarding in Shilshole Bay in Washington. The Watanabe family, including children aged 9, 7 and 3, dig for bones at the Wyoming Dinosaur Center.



### **Surround yourself with people who are actively pursuing their bucket lists.**

RV resorts and campgrounds are filled with people who are doing just that. Boyes described an effect called social contagion, where you can catch extra willpower from your friends. Talk to the folks who drove to Alaska, who visited all 87 National Monuments or who studied Spanish and conversed with locals during their three-month RV trip to Mexico. Ask people about their favorite places and experiences encountered on their journey. Take notes so you can add to or refine your list.

### **Make a list of goals you want to achieve this year.**

When you think you have an entire lifetime to check off the items on your bucket list, there might not be much urgency to get things done. What can you do this year, or even this month? Take steps to achieve those “someday” items. If you want to write a book someday, join a writing group or sign up for an online class now. Perhaps some of your RV travels could include locations to research that are essential to your novel.

### **Mix big and small goals, and include harder/easier variations.**

There are items on my bucket list I will probably never do. Some are too expensive. For example, the average cost of an African safari is \$800 per person, per night. However, a scaled-down variation of that goal is to visit animal sanctuaries in North America. Best Friends Animal Sanctuary in Utah sits on 3,700 picturesque acres and is surrounded by 17,000 acres of state and federal land. Best Friends is home to more than 1,600 dogs, cats, horses, birds and other animals

that were abandoned, abused and neglected. Even though I haven't seen zebras migrating across the Kalahari, I saw companion animals being cared for in America's largest no-kill sanctuary, and not once did I have to swat at those pesky tsetse flies.

### **Put some time aside each week to work on your bucket list.**

Devote time each week to doing or planning your bucket list. If you want to win a pickleball tournament, play the game as often as possible to improve your skills. If you want to get a hole-in-one, spending more time on the golf course will improve your odds. If you want to take an Alaskan cruise, research the cost and options available on various cruise lines. Ask friends who have already had the experiences for their recommendations.

### **Let your bucket list reflect your own personality, quirks and interests.**

Let's say you are an avid gardener. In addition to tending your own garden — which might mean container gardening while in your motorhome — visit botanical gardens and flower festivals. While it would be nice to smell the cherry blossoms in Japan or the tulips in Holland, there are numerous places in North America that offer similar experiences. Washington, D.C., is famous for its National Cherry Blossom Festival. Skagit Valley, in the state of Washington, and Holland, Michigan, both host tulip festivals in the spring. A quick Google search of “cherry blossom festivals” or “tulip festivals” will show dozens of such events across the country.

Sometimes reflecting upon the most memorable highlights of your life so far helps set future goals as well. While Dottie Cross was in Mexico to

## **10 BUCKET LIST QUESTIONS**

1. What would you do if you had unlimited time, money and resources?
2. What would you do if you only had one week and limited disposable income?
3. What skills or activities do you want to develop or try?
4. What countries or locations do you want to visit?
5. What special moments or events do you want to experience?
6. What can you do to show love and express gratitude to your loved ones?
7. What do you need to do physically, mentally and spiritually in your life?
8. What charity can you support with your time and/or money?
9. What are the most memorable highlights of your life so far?
10. What memories will help you feel you've lived a full and worthwhile life?

rock climb, she saw a starving dog chained to a tree. Soon after she and two friends rescued the dog, it died. Prompted by the horrible conditions of the dogs in the area, they founded Fiona Animal Refuge ([www.potrero-pups.org](http://www.potrero-pups.org)) in 2013. The facility, which has 19 kennels, an office and an operating room, offers free veterinarian services and basic animal care products to pets and pet owners in the town of El Potrero Chico. Dottie's future goals include saving more of Mexico's dogs.

Some people don't make bucket lists, preferring to let life unfold one day at a time. That doesn't mean they don't have amazing adventures, worthy of the most ambitious bucket lists. Nanci Stahlman-Drag, who hiked Machu Picchu in Peru, sang in the Playa Choir at Burning Man and skied in Argentina said, “I watch out for opportunities, try to have an open mind and hope for a



Scoring a beachfront camping site in the Florida Keys is surely high on any sun-and-sand-loving RVer's bucket list.

Photos: Mary and Jim Zaimanek

schedule flexible enough to jump on board when the chance arises.” This method of living life to its fullest is working perfectly for her and others like her, including Steve Moore.

When Steve was a few months shy of 70, a friend asked him how he planned to celebrate this milestone birthday. Steve said, “Play lots of golf.” The friend said, “You should play 70 rounds for your 70th year.” It took Steve about two seconds to process the idea and accept the challenge. He normally plays 25-30 rounds in a year. Steve and his wife, Ellen, decided to take a big summer road trip and make it all about getting in rounds of golf. A couple of the highlights were golfing at Coeur D’Alene and Lake Tahoe. When they got back to Colorado, he played the 70th round in Breckenridge with the friend who issued the challenge, complete with a little champagne to celebrate.

Even with the best planning, sometimes things just don’t work out. When April 19, 2011, was announced as the date for the final launch of the Space Shuttle Endeavour, my husband, Jim, and I made plans to watch the historic event from a kayak on Florida’s Space Coast. Even before we left our home in Colorado, the date was moved to April 29. With just hours to liftoff, we heard the news that the launch had been scrubbed. During the next 10 days, the launch was moved three times. When the date was moved from May 10 to “at least May

16 pending additional troubleshooting and repairs,” we gave up the goal of watching Endeavour’s final launch. Instead, we happily celebrated my mother’s 82nd birthday with her on May 14.

Here’s my take on bucket lists. Start with love, gratitude and forgiveness. Ira Byock, author of “The Four Things that Matter Most,” reminds us to say, “I love you,” “Thank you,” “Please forgive me,” and “I forgive you.” Use every opportunity to express and demonstrate love to family and friends. Think of the people with whom you feel most comfortable, confident and happy. Tell them how much they mean to you.

Next, continue your list with being in service to others and doing meaningful work. What were you put on this earth to accomplish? Have you used your talents and gifts to the best of your ability? Author Richard Bach said, “Here is the test to find whether your mission on earth is finished: if you’re alive, it isn’t.”

Then, by all means, embrace your passions and adventures. What ignites your passion? What activities make your heart do a happy dance? How do you express creativity? What are the top places you really want to see?

Start living your bucket list now. Today, do what will make you feel like you’ve lived a full and worthwhile life. That way your bucket will never seem empty. **M**

## CATEGORIES OF BUCKET LISTS

Rather than just listing exotic places to visit, consider your values and passions. These categories may be helpful while brainstorming ideas for your list.

### PERSONAL GROWTH

Learn a new language, write and publish a book, take up a new hobby, win best of show, research your ancestry, start a blog, finish a degree or get another one, enroll in online classes, learn to play a musical instrument, write a song, build a kayak.

### RELATIONSHIPS

Plan adventures with your significant other, spend quality time with your children, spoil your grandchildren, be present at the birth of a child (other than your own), record your family’s stories.

### COMMUNITY INVOLVEMENT

Volunteer for a nonprofit organization or start one of your own, become a mentor to a child or teenager, organize a food or toy drive, run for political office, participate in a home-building project, rebuild donated bicycles for children in need.

### ADVENTURE AND RECREATION

Go skydiving, ride in a hot air balloon, shoot a .50-caliber rifle and hit the bull’s-eye at 1,000 yards, get a hole-in-one, win a pickleball tournament, go helicopter skiing, bike across the U.S., raft the Grand Canyon, try a zip line.

### EVENTS AND ENTERTAINMENT

Attend a Super Bowl, see a Chihuly glass exhibition, volunteer on a chase crew at Albuquerque’s International Balloon Fiesta, bet on a horse at the Kentucky Derby, admire the art at Burning Man, dig for dinosaur bones, be an extra in a movie.

### CAREER AND FINANCES

Start your own business, telecommute, work toward financial independence, find your dream job, pay off debts, set up a will or trust, own a home, make home improvements, downsize.

### TRAVEL BY MOTORHOME

Visit all 50 states, see the fall colors in New England, view the Northern Lights, vacation in Key West, tour all 60 national parks, attend an RV rally, boondock in Quartzsite, visit Hearst Castle in California, explore Canada and Mexico.

### INTERNATIONAL TRAVEL

Go on an African safari, do a bike-and-barge trip in Europe, smell cherry blossoms in Japan, take a boat trip on the Amazon, hike Milford Sound in New Zealand, see a performance in the Sydney Opera House, photograph penguins in Antarctica.

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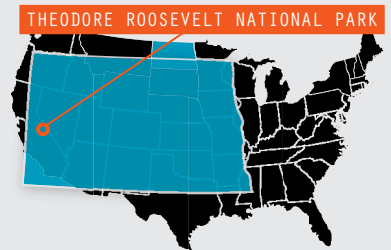
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# DESTINATION BADLANDS

Exploring western North Dakota's scenic Theodore Roosevelt National Park

## Getting There

The park is comprised of three distinct areas. The South Unit entrance is next to the town of Medora, which is accessible via Interstate 94, exits 24 and 27. The North Unit entrance is on U.S. Highway 85, approximately 14 miles south of Watford City. Travelers on I-94 can access U.S. Highway 85 at Exit 42 in Belfield. The Elkhorn Ranch Unit requires a high-clearance vehicle and is located 35 miles north of Medora. Access to the site is via gravel roads.

**L**ike many baby boomers, my husband, George, and I have reached an age where we are filling gaps in our life experiences. For me, Theodore Roosevelt National Park in western North Dakota was a glaring gap.

In all my years in the outdoors, and in writing about the outdoors, I've crossed the paths of, and paid tribute to, various icons in the field of conservation and preservation: John Muir, Rachel Carson, Henry David Thoreau and Stephen Mather. But I had yet to visit the national park named after Theodore Roosevelt, who as statesman and president swelled our national coffer of parks, forests, monuments and wildlife refuges more than any other leader.

I corrected the oversight last fall.

Theodore Roosevelt National Park encompasses the North Dakota badlands that captured the imagination and spirit of the man who would become the Father of Conservation. He arrived in his tender 20s to hunt buffalo. He returned a year later to grieve and take strength from the land, after the sudden deaths of his wife and mother but hours apart. He'd later stay and try his hand at ranching. Roosevelt's experiences in this remote region forged a deep-seated respect for land and wildlife that fueled his

urgency to preserve and protect both.

Not surprisingly, this national park is rugged, stern and individualistic, challenging, adventurous and, well, surprising. Stretched across two main units (the South and North units), some 70 miles apart, the park assembles an unadulterated frontier expanse: badlands, prairie grasslands, chiseled canyons, cottonwood seams, and the muddy and wending Little Missouri River. Wildlife abounds.

A third unit, Elkhorn Ranch, Roosevelt's ranching headquarters, requires greater effort and a



high-clearance vehicle to access. Unsurfaced road — subject to washouts — and changeable weather control the approach to the historic site, recalled now by fencing and a few foundation stones.

The South and North units, though, amply satisfy curiosity. Each holds a campground. Juniper Campground, 5 miles from the North Unit park entrance, has 50 dry camping sites, and is open year-round on a first-come, first-served basis. Cottonwood Campground is located 6 miles from the South Unit park entrance and has 76 dry camping sites, half of which are reservable. Nearby Sully Creek State Park, outside Medora, also has a campground (no hookups) open April through November. Private campgrounds can be found in Medora and Watford City. Fall is a glorious time to visit, coloring the cottonwoods yellow, but it puts visitors in the park for the winter shutoff of piped facilities. Wind, shaper of this land, can be a player anytime.

### South Unit (Mountain Time)

Off Interstate 94, 25 miles east of the Montana border, the small town of Medora serves as gateway to this site. The South Unit houses the park's primary visitor center/museum. Out its back door sits the relocated and restored Maltese Cross Cabin, where Roosevelt first stayed. The cabin interior looks as it might have back then, including a writing desk and a trunk.

The center offers maps and brochures and dispenses information on current conditions. The museum reacquaints visitors with the character and history of Theodore Roosevelt, and with the park itself. A bullet-



Clockwise, from top: The River Bend Overlook in the park's North Unit offers stunning views of the Little Missouri River. Frequent wildlife sightings are the norm, including this bison in the North Unit and this deer in the South Unit.

pierced T-shirt recalls the assassination attempt on Roosevelt during a campaign speech as the Progressive Party presidential candidate. Despite the injury's severity, he delivered the speech.

You meet the South Unit by

driving its paved 36-mile scenic loop. It is suitable for RVs, though you need to heed bends and hills and park only on established, hardened turnouts. The rolling route travels past viewpoints, trailheads, the picnic area/campground complex and an old

Photos: George Osterdag

Coyote, like this one on the hunt in the South Unit, can be sighted throughout the park.



Rustic beauty prevails at the South Unit's Maltese Cross Cabin, where Roosevelt first stayed. It is located out the back door of the park's primary visitor center/museum. The South Unit also yields up-close encounters with wild horses. Roads are suitable for motorhomes, but drivers need to be alert.



ranch, as it celebrates wind-plaited grasslands, banded badlands, juniper forests and the Little Missouri.

With so much to see, we drove the loop in both directions and on multiple days, finding new perspectives and encounters. For planning purposes, the lone picnic area is at Cottonwood, with toilets at Cottonwood, Peaceful Valley Ranch and a turnout in the Buck

Hill — Coal Vein Trail area.

Morning and late-day light casts magic on the land, amplifying the color, depth and character, while shadow and focused light single out features in the bumpy wonderland of clay. We listened to the bugles of elk; watched bison, deer and elk ford the river; and thrilled at the feral horses (descended from

stock of early failed ranches), as they ran, romped and reared up in clouds of dust. Bald and golden eagles, hawks and vultures pointed eyes skyward.

In prairie dog towns, alarm, real or imagined, set forth prairie dog waves. First, one fat chap would arch back, forelegs stretched skyward, releasing a high-pitched squeak, to be answered in turn by a second, third, fourth and fifth little wavemaker. In another village, the order of the day was mound maintenance, with the critters feverishly digging and then bulldozing the loosened dirt with their chests before jack-hammering the excavated material into place with their flat heads.

Coyotes stalked the edges of towns, sometimes with no intent, other times with deliberate speed, reducing the



Vast prairie grassland in the South Unit includes this bluff overlooking the Little Missouri River.

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prairie dog population. Town survivors showed little concern, gossiping and darting about duties. Magpies, though, attempted to share in the spoils.

For scenic vistas, Wind Canyon Trail beckons a stop. A half-moon trail ascends to the vantage rim, overlooking the sliver that is Wind Canyon, as well as a showy bend on the Little Missouri, popular for sunset photography.

A peek in the door at Jones Creek Trail puts visitors up close to the

Badlands, like these near the Old East Entrance Station in the South Unit, are the result of softer sedimentary rocks and soil eroded by wind and water. Petrified wood can be found along the North Petrified Forest Trail in the park's South Unit.

scenic bumps of the prairie. One need not walk far for reward. Boicourt Overlook and Trail contribute still more stunning basin views. Bison trails weave among the rises, the black woollies familiar sights. For a quick uphill charge, Buck Hill extends an easy ridge stroll for varying badland

perspectives.

Some clay hills show strong black coal bands. Coal Vein Trail offers a geologic walk to one. Veins can and have burned upward of 20 years. It is said, early visitors roasted marshmallows in the hot seams.

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needs and has shops and eateries. Its museums fill dance cards: Chateau de Mores State Historical Site Interpretive Center, the North Dakota Cowboy Hall of Fame, the county museum, the Transportation Museum and the Harold Schafer Heritage Center. Summers, the Medora Musical and Western stage and carriage rides fashion a town soundtrack.

The national park's Painted Canyon Visitor Center and Rest Area, east of town on Interstate 94, offers trails and a badland overlook of red capped hills. Look for deer and feral horses in the badland shadows.

### North Unit (Central Time)

Fourteen miles south of Watford City, off U.S. Highway 85/North Dakota 200, this unit has but a small visitor center where a ranger fields questions. Park discovery comes driving the linear, paved 14-mile Scenic Drive (28 miles round trip). Again, the route is suitable for RV travel, with attentiveness to

conditions. Save for a chemical toilet at the entry, Juniper Campground has the lone facilities.

From Juniper Campground, the Little Mo Nature Trail visits the river and cottonwoods. The woodland greets with a vibrant spreading canopy dispersed by snags, while the river is muddy and wandering. Below the clay cliffs across from camp, look for the aptly named cannonball rocks.

Although the unit has fewer viewpoints than its southern counterpart, they are rewarding. The short trail at River Bend Overlook leads to a viewing deck and an old Civilian Conservation Corps vista shelter. The duo extends impressive views of the wending river, treed riparian and Caprock Coulee. On its own merit, the historic shelter wins fans and photos.

Oxbow Overlook, at road's end, delivers a dramatic grand-finale view of the badland basin. Sperati Point Trail builds on the climax, offering a ridge vantage 150 feet higher than the

overlook, for a 1.5-mile hike.

As in the South Unit, wildlife sightings are frequent and often lingering. Bison, deer, elk and coyote drew study. But the unit's bighorn sheep eluded us. A few locals stopped to ask us if we'd seen the "mulies" (mule deer). We had. Dozens of them. The unit's small herd of longhorn cattle kept from sight until we were leaving the park. These nods to the free-range days on the badlands grazed in the sage-grass prairie by the interpretive sign devoted to them.

As always in wildlife watching and photography, grant animals plenty of space and back away if you see signals of distress or irritation. This is their home. **M**

### For More Information

**North Dakota Tourism**  
800-435-5663, [www.ndtourism.com](http://www.ndtourism.com)

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# New Horizons

Winnebago changes the palette inside its popular diesel pusher using European-style laminates and a fresh design **By Bob Livingston**

**G**iven a clean canvas and a fresh palette, an artist can create a painting that portrays his or her individualism and style. Give that same autonomy to a motorhome design team and new concepts will be introduced that inspire the RV crowd and keep the industry contemporary. That's exactly what Winnebago did when it went to work reconfiguring its Horizon, a motorhome that now leans more heavily toward the look of bus conversions than conventional diesel pushers — and stands out within the company's Class A lineup.

The injection of European laminates is courtesy of Tecnoform, an Italian company that specializes in modern interiors found in European RVs. Winnebago was one of the early adopters of the firm's clean-looking laminates, which play a critical role on how the newly transitioned Horizon rolls out of the former Country Coach factory in Junction City, Oregon. Winnebago purchased the Country Coach assets a few years back and will eventually

produce many of its diesel pushers out of the central Oregon facility, a place that once stood proudly as a thriving motorhome production mecca.

While the exterior of the Horizon model 40A retains much of the styling implemented by Winnebago in recent times, the interior takes on a whole new, bold approach that will appeal to those looking for an alternative to the quintessential woods and common décor packages. Rounded corners,

smooth and shiny laminates, and huge windows transition the interior into modern times — and closer to the look that's commonly preferred across the pond. If you're looking for dark browns and heavy woods, look elsewhere.

The first impression when entering the Horizon is one of spaciousness and awe, which is nicely augmented by the usage of gray tones throughout and a noticeable lack of commonly mounted accouterments like ceiling lights and HVAC registers. The uncluttered look promotes visual acuity, and will likely be an instant hit among buyers who relish making fashion and décor statements.

Nothing breaches the continuity of the ceiling, except for the sculpted fixture that blends in beautifully with the motif. Registers are concealed behind

**ABOVE:** Clean lines with integrated lighting and full-body paint result in an exterior image that represents Winnebago's modern approach to styling.



the tasteful sculpted fixture and most of the lighting is diffused using LED ropes. The result is striking, and combined with the mood lighting, the interior can be set to satisfy personal tastes and influence attitudes in a very positive manner. It seems like Winnebago designers focused too intently on the diffused lighting; the coach could use a few more lights to brighten up the interior at night, and to make reading a little easier on the eyes.

During the day the story is quite different. The interior décor blends masterfully with the obviously missing exposed cabinet hardware and squared-off edges. Panoramic multi-pane windows bring in the outside in much the same way as an IMAX movie screen encapsulates the senses. Simply put, the wide-angle view is magnificent and unlike that of any other motorhome in this luxury level we've tested.

The floorplan arrangement uses many of the same elements found in similar coaches, but here, implementation makes all the difference. The classic front entryway leads occupants past the cockpit seats and into the living room, which feels big when the opposing slideouts are extended. On the left is the Winnebago-inspired Glide & Dine complex that's combined with a cabinet that spans between the doorway and beginning of the galley. A 50-inch TV rises from

Above from left: Glide & Dine dining table arrangement offers exceptional versatility at mealtime or when hosting a party. TV extends from the cabinet structure with buffet counter and plenty of storage space. Farm-style stainless-steel kitchen sink makes cleanup simple; two burner induction cooktop is fast and easy to wipe down.

below and immediately in front is the connected table and freestanding chairs. Concealed nicely into the structure is a mechanism that allows the table to slide toward the front or rear, presenting an unusual amount of versatility. Sliding the table to the front, for example, allows the area to be a quasi-extension of the galley counter and/or a great buffet area where food dishes can be lined up in potluck fashion (or to accommodate appetizers). Surely, over time, the owners will find great uses of the sliding table arrangement in ways that haven't even been thought of yet. When it's time to host a couple more guests, the dining table can be pulled out to accommodate two stored chairs,

providing adequate room for the additional people.

The tie-down system for the chairs, while in transit, is somewhat clunky and could use some refinement, even though it does the job. Also, when retracted, the slides will restrict walkabout space, allowing just enough room to get to the galley and bathroom, and to partially open the refrigerator.

An ultraleather-clad couch is planted in the front slide, between the driver's seat and partition (end table) adjacent to a reclining lounge chair. In true Winnebago fashion, the couch seat backs can be reclined and pop-out ottomans provide leg support for those who want to kick back and snooze or

Right: Glide & Dine table structure extends to the galley counter; peninsula counter extension is exposed when the slideout is extended. Fireplace is a nice touch; TV is overkill.





King bed must be collapsed (using electric motor) to make room when the slideout is retracted. Wardrobe closet is large and configured well adjacent to the washer/dryer cabinet.

### WHAT'S HOT

Modern décor with liberal use of laminates; wide-open kitchen; panoramic view through large windows; uninterrupted ceiling; Glide & Dine; roomy bathroom; ergonomic cockpit

### WHAT'S NOT

Latches for sliding bathroom door; refrigerator door and dining chair tie-downs; TV above fireplace; narrow aisle when slides are retracted



watch the opposing TV. The lucky person parked in the lounge chair has the option of kicking back or working at the pullout table that's stored in the partition.

The test coach was fitted with an optional 50-inch TV mounted on the wall that divides the living room from the center bathroom. It's really only viewable from the cockpit seats when swiveled toward the living area, or by a person sprawled out on the couch, so we would save the \$900 for something else. Below the TV is a modern-looking

fireplace that enhances the prescribed ambience nicely; the space above can be used for artwork or a custom touch when the owners take possession of the coach.

Hanging out in the living area is a wonderful experience. The panoramic view to the outside is stunning and the yacht-like window frames and solid valances are very classy. Three of the windows in the living area (and extending to the galley) do not open, but we didn't miss that element. Part of the décor scheme is to provide open space, and the area above the overhead cabinets may seem wasteful to those looking for additional storage.

Most owners, though, will be able to stash what they need in the cabinets, supplemented by the storage space below the dining table structure and above the cockpit seats, and learn to appreciate the open look.

"Modern" is also the buzzword for the galley, which visually can be considered an extension of the Glide & Dine table setup and continues into the hallway leading to the bedroom. A peninsula counter is exposed when the slideout is extended. Surprisingly, there is no storage below this structure, but it sure helps expand the counterspace for cooks who like to spread out during meal prep. Cut into





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TEST

WINNEBAGO HORIZON 40A

the main galley counter is a farm-style stainless-steel sink with a riser faucet and soap-dispenser. The divided sink has one big basin for handling larger dishes and pots/pans, while the smaller portion can be used for lighter duty. It's a great arrangement that is well appreciated. Next to the sink is a two-burner induction stovetop. An induction stove heats up quick and is easy to keep clean; it does require the use of cookware with a bottom surface that is attracted by magnets in order to function.

There are plenty of drawers and cabinets for kitchen supplies and foodstuffs, especially when taking into consideration the unique enclosure that separates the galley counter from the residential refrigerator. Opening the two upper doors reveals the microwave convection oven and a counter that is perfect for a coffeepot, toaster or similar appliance. The doors can be pushed inside the cabinet to prevent them from interfering with access. Below are two additional doors that lead to the pull-out dishwasher, and a large drawer that's perfect for storing bulky items. Rounding out the galley appointments and creating the right side of the hallway is the stainless-steel residential refrigerator (which could use a better latching system for the doors while traveling than the standard nylon straps).

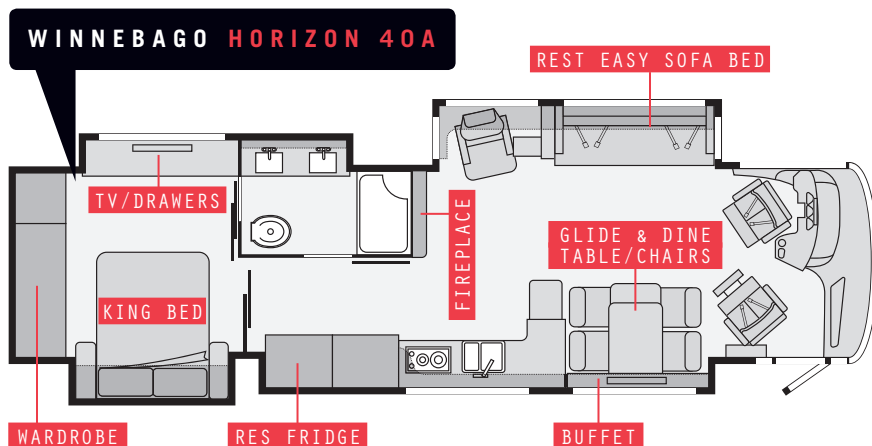
Across from the refrigerator, the floorplan gets really interesting. A sliding door, guided by commercial-looking hardware, provides the hall-side access to the roomy



Top: Cockpit surrounds the driver with instrumentation and a large touch screen for backup, navigation and stereo monitoring. Above: Rest Easy sofa reclines for three people.

bathroom. The jury is out on the type of hardware, since it's quite bulky, but very hip. Sort of reminds one of trendy restaurants with open ceilings and exposed fixtures, which is a modern approach to unconventional décor. Right from the get-go we liked the approach and thought it worked well within the interior scheme. The latches to keep the door from closing when on the road and opening when someone is using the bathroom need some attention and better handholds. Also, when open, the door hides the controls for the bedroom slideout and HVAC systems, among other items.

Inside, the bathroom is glorious. There's exceptional floor space, and plenty of room to use the Tecma toilet



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when the slideout is retracted. A big lavatory houses double sinks and waterfall faucets that are aesthetically pleasing and functional. Occupants will find plenty of room for toiletries needed during primping, and drawers and cabinets abound. Multiple mirrors open the visual spaciousness, and cleverly placed cubbyholes make it easy to stash items that are used frequently. A glass door leads to the big shower stall that is well-provisioned with a seat and ledges for soap and shampoo. A skylight brightens the space during the day while increasing headroom, which is already high enough for taller users. When the pocket door is open, the bathroom area becomes a suite-like extension of the rear bedroom.

Again, the smooth-flowing laminates and solid color schemes change the bedroom atmosphere when compared to conventional décor found in most motorhomes. The power king bed takes up the greater share of space, but the mechanism allows the mattress to fold up partially to allow the slideout to close. Although the primary reason for the folding mattress is utilitarian, it can also be used to open up the room outside of sleeping hours. Mattress firmness is controlled by compressed air and each side can be set independently, and there's just enough room to tuck in sheets and a comforter. A padded headboard and windows in the slideout side walls are desirable features. As found throughout the coach, MCD



roller diffusion and blackout shades control sunshine and keep the room dark at night. Lighting is good, supported by the big window across from the foot of the bed during the day, and a recessed ceiling fan inside the sculpted fixture provides just enough of a breeze to enjoy hanging out in the bedroom. In keeping with the mantra for unfettered visual continuity, the lighting and HVAC registers are also concealed behind the sculpted ceiling fixture in the bedroom.

A big array of storage facilities in the bedroom — including a large rear wardrobe with mirrored sliding doors — keeps clothing, shoes and other bulky items neatly tucked away. The adjacent stacked washer/dryer conforms seamlessly with the décor and can be accessed easily.

The wall opposite the bed is reserved for a well-arranged dresser with drawers and shallow cabinets, and a TV that extends from within. While there is no storage under the mattress platform, every nook and cranny is used for storing smaller items, including shelves that are revealed when the pocket door is used to close off the bedroom from the rest of the interior.

On the opposite end of the coach, the cockpit surrounds the driver with a curvaceous dashboard and ergonomically arranged gauges and instrumentation. A huge screen for the stereo, navigation, backup camera and other controls injects a high-tech persona, and can be used comfortably without distracting the driver. To make the passenger/navigator more comfortable, the seat is larger and super comfy, there's a workstation built into the top portion of the dash and a second screen can be used for navigation programming and directions without driver input.

Drivers who relish rolling up the miles on the highway will enjoy spending time in this cockpit. Comfortable seating and a commanding view of

**Left: Roomy bathroom features dual sinks with waterfall faucets and well-equipped shower with plenty of elbowroom. Counter and storage space is very good.**

Dave & LJ RV Interiors, Circle 110 on Reader Service Card

Fast Master Products, Circle 116 on Reader Service Card

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RV Armor, Inc., Circle 134 on Reader Service Card

TEST

WINNEBAGO HORIZON 40A

the road are supported by the sprightly Cummins 400-hp diesel engine. The suspension, taking advantage of the front air and rear V-Ride componentry (Freightliner proprietary), is compliant and predictable, and there are few rattles emanating from the interior, even on rougher roads.

Once in an RV park, access to the outside compartments is excellent, especially the main locker where a slide-out tray provides the utmost in convenience. Slam-latch hardware is used on the compartment doors that open laterally, and overall storage space is generous. The locker for the 50-amp power cord is quite large, and maybe a little wasteful of space, but it makes it easier to reach in and pull the cord out to hook up. The cord is very flexible, which is even more important in cold weather.

While the coach is all-electric, Winnebago had the foresight to add a 5-gallon LP-gas cylinder in one of the compartments and to plumb the piping to the patio side, where a quick-connect fitting is behind a small door. This makes it convenient to hook up a barbecue without having to deal with throwaway LP-gas canisters. Also on the patio side is a TV behind a door, which is common for Class A motorhomes, but in this case, the articulating bracket provides viewing choices, especially when watching during the day.

Winnebago's execution of the Horizon is a home run for those who like modern interiors and have a penchant for more chic appointments. The infusion of high-tech electronics and the use of highly desirable appliances like the Aqua-Hot heating and hot-water system, the triple array of rooftop air-conditioners with heat pumps and multiplex switching gives the Horizon a leg up when it comes to meeting the demands of future buyers looking for out-of-box thinking.

Just be prepared for a lot of oohs and ahhs, and visitors who will not be quick to leave. **M**

### Winnebago Industries

641-585-3535, [www.winnebagoind.com](http://www.winnebagoind.com)

## Specifications

### Chassis

Model	Freightliner Maxum XCL
Engine	Cummins ISL 8.9-L
SAE Hp	400 @ 2,100 rpm
Torque	1,250 lb-ft @ 1,400 rpm
Transmission	Allison 3000MH 6-speed
Axle Ratio	4.78:1
Front Tires	295/80R22.5 LR H
Rear Tires	295/80R22.5 LR H
Wheelbase	276"
Brakes	Air disc
Suspension	Front air/rear V-Ride
Fuel Capacity	100 gal
Fuel Economy	8.39 mpg
Warranty	36 months/100,000 miles

### Coach

Exterior Length	41' 1"
Exterior Width	8' 5.5"
Exterior Height with A/C	12' 9"
Interior Width	8' 0.5"
Interior Height	7'
Construction	Aluminum frame with embedded steel, laminated side walls with block foam, fiberglass exterior with full-body paint, fiberglass roof
Freshwater Capacity	85 gal
Black-water Capacity	57 gal
Gray-water Capacity	89 gal
Water-heater Capacity	Aqua-Hot instantaneous
LP-gas Capacity	5 gal (accessories only)
Air Conditioner (3)	13,500 Btu with heat pump
Furnace	65,600 Btu
Refrigerator	23 cubic-foot
Inverter/Charger	2,800 watts/100 amps
Batteries	(2) 12-volt chassis, (6) 12-volt coach
AC Generator	10 kW
MSRP	\$393,089
MSRP as Tested	\$395,169
Warranty	36 months/100,000 miles

### Wet Weight

(Water, fuel, LP-gas tanks full; no supplies or passengers)

Front Axle	12,860 lbs
Rear Axle	21,414 lbs
Total	34,274 lbs

### Chassis Ratings

GAWR, F/R	14,700/24,000 lbs
GVWR/GCWR	38,700/53,700 lbs
ROCCC	4,426 lbs (deduct weight of passengers for net cargo capacity)
GAWR	Gross Axle Weight Rating
GVWR	Gross Vehicle Weight Rating
GCWR	Gross Combination Weight Rating
ROCCC	Realistic Occupant and Cargo Carrying Capacity (full water, no passengers)

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# TIRE ASSURANCE



A TIRE-PRESSURE MONITORING SYSTEM COULD BE ONE OF THE BEST INVESTMENTS YOU CAN MAKE FOR TIRE LIFE AND SAFETY

**O**ne of the greatest fears every RVer has is a breakdown on the road. Quite apart from it dampening the enthusiasm of your trip and ruining your schedule, a breakdown can be downright scary if it happens in the wrong place, at night, or during bad weather. Though there are a multitude of things that can go wrong on any vehicle at any time, one of the most common failures on an RV is a tire. Motorhome owners have a lot of them to contend with, between the coach itself and the towed vehicle, and it only takes something as small as a wayward nail to cause a flat, or worse yet, a blowout.

For decades, RVers simply had to remain vigilant about inflation pressure — checking it before travel and during fuel stops. While this is still a good habit to be in, it won't help if you start to lose pressure in one or more tires as you travel down the road. That's why a tire-pressure monitoring system (TPMS) is such a worthwhile addition. By constantly

keeping tabs on all the tires as you travel, a TPMS can let an RV owner know the instant a tire starts to lose pressure and address the problem before it gets catastrophic. At the very least, a good TPMS can save owners a lot of money, especially if the tire can be fixed rather than replaced. At more than \$400 a piece for some motorhome tires, you can easily see how a TPMS system can pay for itself in just one instance.

The benefits of a TPMS in an RV environment have not been lost on the aftermarket, which now offers dozens of systems that can save your tires — and your sanity. To help you find the right one for your needs and budget, we've compiled this handy guide. Keep in mind that we don't have the room to list every solution (or accessory) from every manufacturer, so be sure to visit each company's website to get the full scope of their offerings. Here's to long tire life and safe travels!

## ADVANTAGE PRESSUREPRO

One of the pioneers of TPMS, PressurePro was established in 1991 and today offers two high-tech solutions for RV owners: Pulse and the brand-new Pulse FX. Pulse, while used in a variety of markets including commercial, emergency and specialty fields, can also be used in RV applications and can monitor up to 80 tires with a single unit. Pulse provides users with an optional OLED color screen that packs a host of advanced features in an easy-to-use, attractive package. Fully adjustable vehicle layouts allow three viewing modes, five customizable alerts and a quick-glance alarm

notification. In addition, Pulse offers automated data logging software with microSD storage. MSRP: \$580 (four-tire system; additional sensors \$50 each).

Pulse FX was designed specifically with the motorhome and towable markets in mind, and is PressurePro's first Bring Your Own Device (BYOD) system, offering owners the freedom to use an existing smart device (phone or tablet) to display real-time readings and alerts directly through the free PressurePro app. FX allows users to monitor up to 40 tires, and offers vehicle naming and storage for easy monitoring of multiple trailers (handy



Photos: Participating manufacturers

if you tow a car or a boat behind the motorhome, for example). Five unique alerts, push notifications, a warning light and other features keep the driver apprised of tire condition. MSRP: \$325 (four-tire system; additional sensors \$50 each).

Both systems offer a choice of standard and large-bore external

sensors that are sealed, submersible and easy to install, according to the company. Capable of reading pressures from 8-215 psi, PressurePro sensors can also provide readings in units of BAR or kPa, and temperature in either Celsius or Fahrenheit.

**Advantage PressurePro LLC,**  
800-959-3505, [www.pressurepro.us](http://www.pressurepro.us)



## BLU TECHNOLOGY PRODUCTS

The BLU Bluetooth TPMS will monitor the pressure and temperature of a motorhome's tires with either user-installed external sensors or professionally installed internal units that relay information to an iOS or Android device via a free app (no dedicated display required). Information is in near real time, and includes push notifications when tire pressure and/or temperature deviate from their predetermined settings. The systems are available for both four- and six-tire applications up to 150 psi and can monitor up to 32 tires at a time. Sensor batteries are good for 2-3 years (depending on usage and environment, according to the company), and are only active above 12 mph to prevent discharging while parked or stored. Both a Bluetooth range extender and USB Audio Alert Module are available accessories. MSRP: \$147.56 (four sensor); \$214.55 (six sensor).

**BLU Premium Technology Products, a division of Advanced Accessory Concepts;**  
951-339-1460, <http://techbyblu.com>



## DILL AIR CONTROLS

Dill opened its doors in 1909, producing valve caps and stems for the Ford Model T and other vehicles. So, it's a fair assumption that this company, while not a household name, knows a bit about tires and accessories. Dill Air Controls Products was formed in 2005, and today offers its TPMS systems in four-, six-, eight- or 10-tire applications for use on motorhomes, dinghy vehicles and trailers. The user can easily set up individual baseline pressures (for example, 90 psi front axle, 110 psi rear axle, 40 psi towed vehicle), according to the company, with a maximum pressure of 144 psi. The backlit LED display shows one tire at a time every 5 seconds in rotation, and offers tire pressure, temperature and location information simultaneously. In addition, warnings include low pressure (20 percent), fast leak, high pressure (30 percent) and high temperature (176 degrees Fahrenheit). A 12-volt DC adapter and an inline, fused hard-wire kit are included, as are a long and short antenna. A



hardwired sensor signal booster for the towed vehicle/trailer is offered as a low-cost option. The sensors are manufactured on OE sensor assembly lines with OE components, according to the company, and are mounted to the internal-side of the wheel's valve stem (four valve stem options for 0.390-, 0.453-, and 0.625-inch valve holes) making installation a nonissue at any competent tire shop. MSRP: \$399 (four-tire system); \$499 (six-tire system).

**Dill Air Controls, 919-692-2300,**  
<http://dillaircontrols.com>



## DORAN MANUFACTURING

Doran's 360RV TPMS incorporates a small-footprint monitor with a large, backlit digital LCD screen that comes prewired with a 12-volt DC adapter for easy installation and offers multiple mounting options. A Green Means Good indicator light provides at-a-glance confirmation that all tires are at their proper pressures. A patent-pending FastLeak Alert is triggered when the system detects a 4.5-psi pressure drop in less than 16 seconds, letting the driver know there is a significant leak. Standard low-pressure warnings are activated at 12.5 percent and 25 percent below the programmed baseline

tire pressure. Alternately, an optional High Pressure setting can also be set to provide a warning when any tire goes 25 percent above baseline pressure. The system also monitors tire temperature, triggering a high-temperature alarm if one of the wheel positions reaches 175 degrees Fahrenheit. Externally mounted sensors incorporate potting material to protect internal components and each sensor is laser-etched with a serial number to make programming a snap. MSRP: \$299 (four tire)-\$799 (14 tire).

**Doran Manufacturing, 866-816-7233, [www.doranmfg.com](http://www.doranmfg.com)**



**EEZ RV PRODUCTS**

Established in 2005, EEZ RV Products is a relative newcomer to the RV aftermarket, but its comprehensive EEZTIRE T515 TPMS offers some interesting features. First, the company claims it has one of the largest monitors available at 3.5 inches, and it can be powered by an internal lithium-ion battery (60-hour life), a hardwire kit or a 12-volt DC charger (included). Multiple mounting solutions are offered, and a built-in motion sensor will put the display in energy-saver mode if no movement/vibration is detected for 15 minutes. The system can monitor up to 22 tires (one every 6 seconds) with alerts that include low pressure, high pressure, high temperature and catastrophic failure. Both flow-through and antitheft external sensors are offered, and use readily available, replaceable batteries. For longer coaches where signal detection could be problematic, EEZ also offers a signal booster. MSRP: \$249 (four-tire antitheft); \$839 (18-tire antitheft or flow-through).

**EEZ RV Products, 928-317-8888, [www.eezrvproducts.com](http://www.eezrvproducts.com)**



**MINDER RESEARCH**

One of the most respected names in RV TPMS, Minder Research recently introduced its Smart TPMS system, which leverages iPhone, iPad or Android smart devices in lieu of a dedicated monitor. The system includes lightweight external transmitters using the 433 Mhz frequency, which transmits tire info to a phone (one position every 6 seconds) via Bluetooth. The Tire Minder app allows you to choose between monitoring pressure and temperature simultaneously or separately, and the guided set-up provides step-by-step instructions. It can even automatically configure baseline pressures. A new alert system for six different parameters includes tire-specific voice alerts, allowing drivers to keep their eyes on the road — and, if the phone or device isn't on, the included Bluetooth adapter provides back-up notification. Up to eight different vehicles can be monitored by switching them on/off in the app (two at a time). If you prefer a dedicated monitor, TireMinder offers its TM-77 TPMS, featuring a 3.25-inch display. In addition, every TireMinder customer who registers their system with TireMinder is eligible for the company's battery replacement plan, which includes free annual replacement of the CR1632 transmitters and O-rings. MSRP: \$369 (Smart TPMS with four sensors); \$379 (TM-77 system with four sensors).

**Minder Research, 772-463-6522, [www.minderresearch.com](http://www.minderresearch.com)**



**RV INNOVATIONS (RVI)**

From the makers of one of the most popular dinghy braking systems on the market comes Tire Patrol, which is a unique TPMS that incorporates the company's Command Center Tablet and Hub with a 7-inch color touch screen that uses a magnetic mount. Described as the "epicenter" of the system, the Command Center utilizes RVI's proprietary, encrypted Wi-Fi connection to allow the user to not only view TPMS info, but other "Works with Command Center" products in RVI's line. Sealed external sensors transmit real-time info on tire pressure/temperature, and the sensors are labeled for each tire to expedite the pairing/reconnecting process. A battery-save mode helps the batteries last up to 3 years, and the company also offers an inexpensive battery replacement program. MSRP: \$665 (six-tire motorhome with four-tire towed vehicle).

**RV Innovations, 800-815-2159, <https://rvibrake.com>**



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Roadtrek, Circle 114 on Reader Service Card



### TIRETRAKER

The new TireTraker TT500 TPMS now features a larger, easier-to-read LCD display with an updated interface that is easier to program and simpler to use — and the company claims that it is the first and only system to offer a limited lifetime warranty on its TPMS. The system will monitor pressures up to 232 psi and includes temperature monitoring as well, and the external sensors will transmit an alert to the monitor if pressure drops or increases from the user’s set point or if temperatures reach critical levels. The system includes the programmable monitor, 12-volt DC micro USB power cord, tire pressure sensors with replaceable batteries, sensor locks, pedestal mounting bracket, anti-seize compound and instruction/operation manual. A signal booster is an available option. MSRP: \$289 (four-tire system)-\$499 (10-tire system).

**TireTraker, 866-200-9773, [www.tiretraker.com](http://www.tiretraker.com)**



### TRUCK SYSTEM TECHNOLOGIES

Truck System Technologies’ 507 Series TPMS features a 3.5-inch color display that offers real-time tire pressure (up to 218 psi) and temperature information for up to 110 tires. High- and low-pressure alarm levels are user adjustable, and the display can monitor up to four different towed vehicles/trailers with audible and visual alerts. TST offers some nice benefits as well, such as a standard repeater (booster) and a choice of cap or flow-through external sensors with replaceable batteries. According to the company, the flow-through sensors are the most popular for use on motorhomes and should be used with metal valve stems; cap sensors are more common on towed vehicles. Both sensor types are interchangeable and compatible with the single monitor. The TST 507 Series TPMS comes with the display, sensors, two installation wrenches, rubber display mount, USB and 12-volt DC charge cords, repeater and a 3-year warranty. MSRP: \$349 (four-tire cap/flow-through sensor system)-\$429 (six-tire cap/flow-through system).

**Truck System Technologies, 770-889-9102, <https://tsttruck.com>**



### VALOR

Valor’s robust TPMS systems use sensors that are all internally mounted, requiring the tires on the motorhome and towed vehicle (if applicable) to be removed to install the sensors on the inside of each wheel. The benefit of an internally mounted sensor, according to the company, is that it can more accurately report changes in tire pressure and temperature (within 4 psi and .3 degrees Fahrenheit), because it is inside the tire and is not affected by ambient air

temperature. Each sensor is also protected from moisture, salt, chemicals, and other conditions and has a claimed battery life of 5-7 years. The sensors monitor every 4 seconds and transmit to the display every 30 seconds, sending alerts for 20 percent below baseline, 30 percent above baseline, 4.6 psi drop in 16 seconds, and temperature above 175 Fahrenheit. The system can monitor pressures from 20 to 175 psi and any size tire up to 24.5 inches. Included are the monitor, mounting solution, sensors and two antennas — one for each axle (four-six tire motorhome).

It’s worth mentioning that Valor’s parent company, SpartanLync Technologies, provides the Valor system as original equipment to Spartan Chassis and Freightliner Custom Chassis, and is standard equipment on the Newmar King Aire/Essex and the 2019 Entegra Cornerstone and Anthem. MSRP: \$625 (six-tire system).

**Valor systems for the consumer after-market are available exclusively through New Hudson Distribution LLC, 734-634-3278, [www.valortpms.com](http://www.valortpms.com)**



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ALLEGIANCE REVOLUTION



By Kristopher Bunker

The Newmar Canyon Star 3924 sports a rear deck for the best seats in the stadium — or the RV park.

## THESE CLASS A MOTORHOMES ARE PERFECT FOR HOSTING THE ULTIMATE TAILGATING PARTY

**I**t's that time of the year, motorhome owners. Are you ready for some football? Or baseball? Or maybe you just want to invite some friends over to the RV site and watch a movie or TV show, under the stars. Whatever the reason, we have you covered. When entertaining a group is your thing, it's important to select a motorhome that will accommodate your needs. And although there are examples among all three classes of motorhomes, Class A motorhomes remain the most popular choice — and perhaps the most conducive — for multi-family fun and excitement. Plus, they offer a host of advantages over roasting weenies in the bed of a pickup in an overflow parking facility while hoping to score a last-row ticket with a 300 percent markup. Whether it's an outdoor entertainment system, exterior galley facilities, large awning space or a combination thereof, these motorhomes will have you and your guests screaming "Touchdown!" before you know it. Just be sure to keep the noise level of your revelries to a minimum, unless inviting over the entire campground is in the cards.



## COACHMEN MIRADA 32SS

Tailgating parties traditionally occur in the stadium parking lot, out in the open, with complete exposure to hot sun. A motorhome tailgating party starts outside the rig, under an awning. The Coachmen Mirada 32SS offers dual awnings that provide 23 feet of covered exterior space, keeping partygoers safe from the elements while also reducing the glare on the optional 40-inch TV with DVD player. There's also an exterior kitchen complete with grill, refrigerator and a sink, enabling the hosts to mingle with their fellow fanatics while preparing the feast. Should the party move inside, the 32SS features an open-concept floorplan with a full-wall slide. The large chaise lounge in the living area can seat up to four guests, and offers the perfect view of the 40-inch LED TV across the aisle. The large dinette and captain's chairs provide additional seating. The large pantry



provides an abundance of storage, and the residential refrigerator holds everything you need for a party. After the final whistle, the whole team can sleep comfortably: The sofa converts into a king bed, the dinette converts into a bed and there is a drop-down bunk above the cockpit. The king bed in the bedroom is a retreat and provides privacy for the team parents.



Chassis	Ford F-53
Engine	Triton 6.8L V-10
Fuel cap	80 gal
GVWR	20,500 lbs
Exterior length	34' 10"
Exterior width	8' 6"
Exterior height with A/C	12' 5"
Wheelbase	228"
Freshwater cap	70 gal
Black-/gray-water cap	45 gal/ 45 gal
LP-gas cap	20 gal
Base MSRP	\$141,150

**Coachmen RV**  
574-825-8225, [www.coachmenrv.com](http://www.coachmenrv.com)

## FLEETWOOD FLAIR 29M

Hibachi hot dogs and hamburgers certainly have their place, but sometimes we desire a menu that's a bit more refined and sophisticated. Fleetwood has completely redesigned its popular Flair Class A to include a footprint that encourages quintessential culinary creations. It starts with the residential refrigerator in the galley, and extends to the spacious solid-surface prep space with glass-covered range and microwave oven. And it continues to the exterior, where an outside galley — complete with additional fridge, sink, microwave and storage — makes cooking *al fresco* easier than ever. And, you won't miss a minute

of the game with the exterior 50-inch TV and Bluetooth stereo system with

exterior speakers. Inside, there's sleeping for eight, two more TVs, soft-touch ceilings and under-cabinet lighting. Fantasy team owners will be happy to know that the Flair is equipped with USB ports throughout for easy device charging, meaning you can check out the stats without worrying about draining your phone's battery. Other highlights include pass-through storage, low-profile front cap, washer/dryer prep and a doggy/safety window.

Chassis	Ford F-53
Engine	Triton 6.8L V-10
Fuel cap	80 gal
GVWR	18,000 lbs
Exterior length	31'
Exterior width	8' 6"
Exterior height with A/C	12'
Wheelbase	190"
Freshwater cap	50 gal
Black-/gray-water cap	37 gal/ 37 gal
LP-gas cap	14 gal
Base MSRP	\$114,700

**Fleetwood RV**  
800-854-1344, [www.fleetwoodrv.com](http://www.fleetwoodrv.com)



# GAME TIME!

## FOREST RIVER BERKSHIRE XL 40C

One of the least-enjoyable aspects about going to a sporting event is the bathroom experience. Without getting into particulars, let's just say that it leaves something to be desired. And, that's not even mentioning the less-than-stellar facilities available in the parking lot. Forest River's 2019 Berkshire XL 40C takes the "Ew" out of the bathroom by offering a bath-and-a-half floorplan that's as sanitary and private as you like. The half-bath is located across from the bunk — each appointed with their own 19-inch LED TVs — and helps keep the master even more spotless by lessening the traffic. Outside, sports fans will appreciate the 40-inch TV with dual speakers for a more immersive experience. Also appreciated: an LP-gas line to an exterior grill port, plus café-style baggage compartments for all your tailgating needs. Luxury features inside include a Truma on-demand water heater, residential refrigerator, polished porcelain tile and glazed hardwood cabinetry. The furniture is all "soft touch" and the countertops all solid-surface. New for 2019 is a front cockpit drop-down bed for additional overnight versatility.

Chassis	Freightliner XCR	Exterior height with A/C	12' 5"
Engine	Cummins L9	Wheelbase	266"
Fuel cap	100 gal	Freshwater cap	103 gal
GVWR	36,400 lbs	Black-/gray-water cap	66 gal/ 42 gal
Exterior length	41'	LP-gas cap	24.5 gal
Exterior width	8' 4"	Base MSRP	\$325,325

Forest River Inc., 574-522-3693, [www.forestriverinc.com](http://www.forestriverinc.com)



## FORETRAVEL IH-45

Tailgating with fans is fun, but as most any stadium-goer will tell you, the ultimate in-game experience is to watch the contest from a luxury box. Foretravel has been making mobile luxury boxes on wheels since 1967, so the Nacogdoches, Texas, manufacturer knows a thing or two about the finer things in life. Foretravel builds custom floorplans with custom exteriors, and customers can order exactly what they want and pick out nearly everything. Exterior entertainment systems, outdoor kitchens, electric awnings, you name it. The ih-45 model shown here is a bath-and-a-half bunkhouse floorplan with an exterior TV and is built on a Spartan chassis that is specifically manufactured for this model. From the tag axle with independent suspension to full-body exterior paint to the LED lighting, this motorhome would make a suitable home for professional players of any sport. Inside, appliances are reference-grade, and include a GE Advantium microwave oven and a refrigerator with built-in Keurig coffeemaker. Armchair quarterbacks will enjoy surround sound in the living room, a stereo system in the master bedroom and on the exterior, plus top-of-the-line custom-selected furniture. An Aqua-Hot hydronic heating system and SilverLeaf Total Coach Control Panel (for the electronics) all help bring the luxury feeling home.



Chassis	Spartan Travel Ride III	Exterior height with A/C	13' 2"
Engine	Cummins X15	Wheelbase	318.5"
Fuel cap	200 gal	Freshwater cap	135 gal
GVWR	54,000 lbs	Black-/gray-water cap	145 gal
Exterior length	45'	LP-gas cap	N/A (all-electric)
Exterior width	8' 6"	Base MSRP	\$1,450,000

Foretravel Inc., 800-955-6226, [www.foretravel.com](http://www.foretravel.com)



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# GAME TIME!



## NEWELL COACH 1652

When you're kicking back in the parking lot, munching on chicken wings and tortilla chips, you can sometimes catch a glimpse of the luxurious team buses rolling in to the stadium. Just what kind of amenities would be suitable for a collection of multimillionaires? Chances are they'd be something like those in the Newell Coach 1652. The 1652 is a custom-built 45-foot show coach that includes most everything even the most coveted free agent desires. Nearly 500 feet of living space — and two full bathrooms — means space is never a problem in the 1652, nor is entertainment: including the 43-inch TV on an articulating arm in the lower storage bay outside, the 1652 offers four TVs, plus top-of-the-line surround sound systems. A full patio awning keeps things cool outside, while four roof air conditioners ensure maximum comfort inside; appliances like a Wolf flush cooktop, GE Profile microwave convection oven and GE Monogram refrigerator/freezer all add to the indulgent residential feel. If all that feels too adult for you, the amidships bunk beds adjacent to the mid bath should allay your fears; the 1652 is for families, too. So long as those families (or teams) can manage to "tolerate" the large master retreat with private bath and full-length closet, and the elegant finishes, furniture and décor found throughout the interior.



Chassis	Newell	Exterior height with A/C	13' 4"
Engine	Cummins ISX	Wheelbase	302"
Fuel cap	200 gal	Freshwater cap	143 gal
GVWR	63,300 lbs	Black-/gray-water cap	143 gal
Exterior length	45'	LP-gas cap	N/A (all-electric)
Exterior width	8' 6"	Base MSRP	\$2,004,251

**Newell Coach Corp., 888-363-9355, [www.newellcoach.com](http://www.newellcoach.com)**



## NEWMAR CANYON STAR 3924

Once the beer and brats have been inhaled, come game time, having good seats is of paramount importance for enjoying the big show. Problem is, with nearly 100,000 screaming fans eager to partake in "the wave," getting a good view while sitting down is a difficult proposition. For what are truly the best seats in the house, the Newmar Canyon Star 3924 boasts a feature-packed rear patio that extends via a ramp door, and comes complete with rear kitchen, LED TV and dropdown steps fitted with railing. Of course, it doesn't hurt that the patio seating is supplemented by a luxurious and climate-controlled Class A, with a mini-fridge, microwave and dry bar only steps away. The triple-slide 3924 also features an amidships bathroom with a residential-size shower, and there's plenty of sleeping positions from the queen bed to the jackknife sofa to the dinette with available roll-away table. The galley inside offers a large Norcold refrigerator, plenty of pantry space for foodstuffs, solid-surface countertops and a three-burner stove. Highlights in the master bedroom include dual shirt wardrobes and a TV, plus a larger wardrobe that can house the optional washer/dryer combo.

Chassis	Ford F-53	Exterior height with A/C	12' 11"
Engine	Triton 6.8L V-10	Wheelbase	266"
Fuel cap	80 gal	Freshwater cap	75 gal
GVWR	26,000 lbs	Black-/gray-water cap	40 gal/ 60 gal
Exterior length	39' 11"	LP-gas cap	25 gal
Exterior width	8' 5.5"	Base MSRP	\$188,846

**Newmar Corp., 800-731-8300, [www.newmarcorp.com](http://www.newmarcorp.com)**



## THOR A.C.E. 30.3

When taking the family out to the ballgame, you're always hoping to see your team's ace pitcher. Thor Motor Coach offers an A.C.E. of another type. Like all A.C.E. motorhomes, Thor has designed the 30.3 to offer the smooth handling and easy driving of a Class C with the open space and upgraded amenities synonymous with a Class A, which makes for a pleasant trip to the ballpark. Outside, there's a 32-inch TV on a manual swivel (for ideal viewing), plus a soundbar and stereo so you can catch all the in-game sounds. The exterior kitchen includes a 2.6-cubic-foot refrigerator, sink and 1,000-watt inverter to keep things powered up. Shade is provided by the power patio awning with integrated LED lighting. If your guests prefer to venture inside, a retractable 40-inch LED TV offers another viewing option, and the residential vinyl flooring is designed to stand up to high-tops and cleats alike. The 84-inch ceiling height should accommodate most linebackers, as will the drop-down bunk, jackknife sofa and Dream Dinette when it's time to hit the sack. The split bathroom arrangement is a good option for multiple visitors, as it allows for simultaneous showers and bathroom breaks, a must when the sun beats down on a warm fall afternoon. The master bedroom features a large closet and dresser, plus another 32-inch TV for less-social party-goers.



Chassis	Ford F-53
Engine	Triton 6.8L V-10
Fuel cap	80 gal
GVWR	18,000 lbs
Exterior length	31' (without ladder)
Exterior width	8' 3"
Exterior height with A/C	12' 2"
Wheelbase	190"
Freshwater cap	50 gal
Black-/gray-water cap	40 gal/ 40 gal
LP-gas cap	20 gal
Base MSRP	\$129,150

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# GAME TIME!

## WINNEBAGO FORZA 38F

Sometimes your seat's location is great in terms of viewing the action, but the person next to you may be, ahem, a bit robust and constantly impeding on your elbowroom. That's where a motorhome like the Winnebago Forza truly shines, offering four floorplans with elegant touches like residential refrigerators, Corian countertops, walk-around queen beds, premium upholstery and an available StudioLoft bed —

all without making owners feel as though the walls are closing in. The 38F features an available exterior entertainment center with a 32-inch TV, plus undercarriage lighting — perfect for when the game goes into overtime after sundown. While the sun is shining, though, the Forza's powered patio awning with LED lighting should keep the sun's rays at bay. And, you'll have no problems storing all your tailgating toys, as the

Forza boasts up to 228 cubic feet of external storage. Inside, the full-wall slide keeps foot traffic moving, and the available electric fireplace below the LED TV in the living area brings the heat even when your favorite team doesn't seem to want to. Comfortable seating abounds, and the half-bath located just off the living area means the full rear bath can remain private (and clean) for Mom and Dad.



Chassis	Freightliner XCS
Engine	Cummins ISB
Fuel cap	90 gal
GVWR	29,410 lbs
Exterior length	40'
Exterior width	8' 5.5"
Exterior height with A/C	11' 11"
Wheelbase	260"
Freshwater cap	100 gal
Black-/gray-water cap	35 gal/ 49 gal & 51 gal
LP-gas cap	23 gal
Base MSRP	\$275,204

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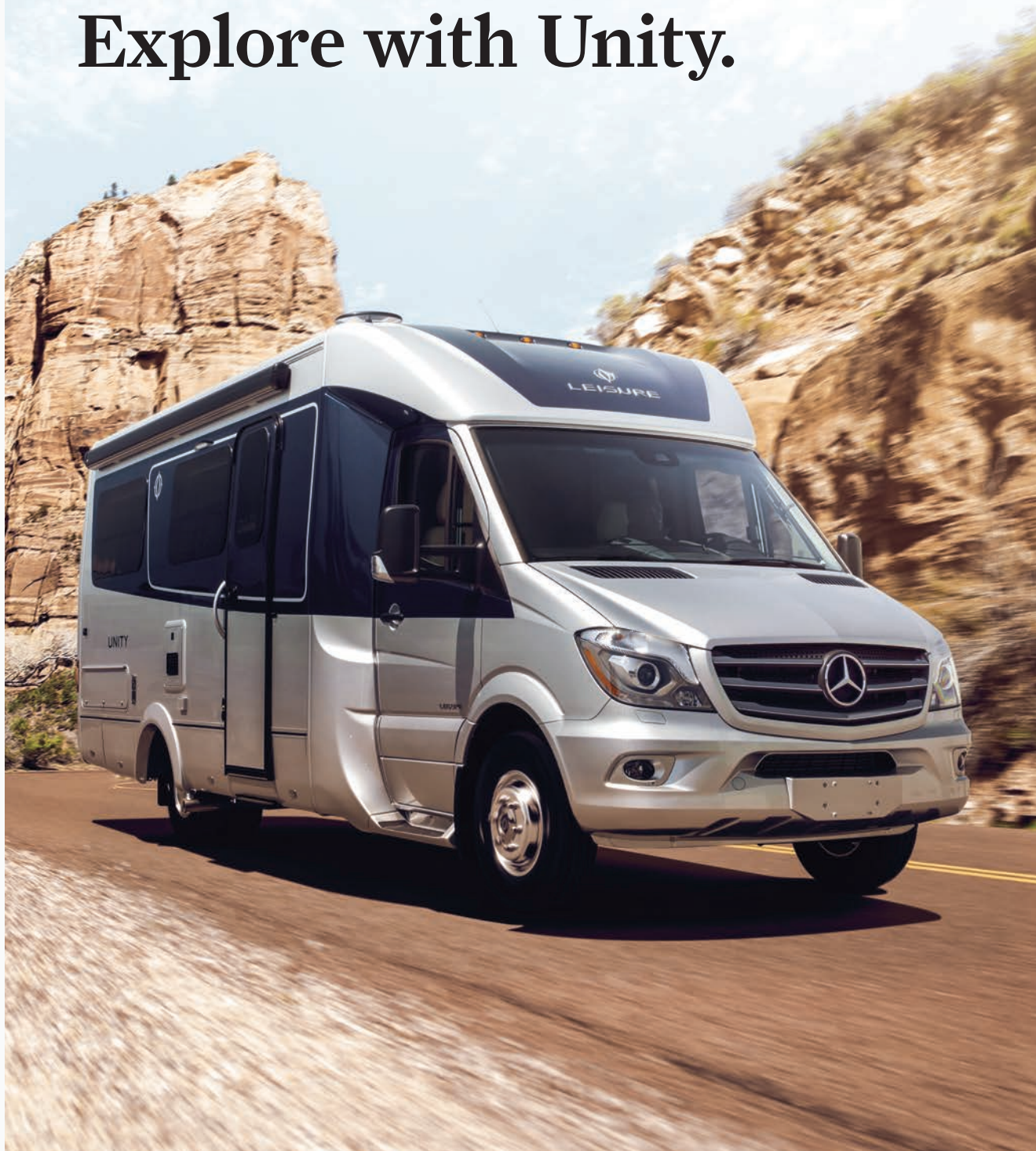


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# MAGNUM

## CHOOSING AN INVERTER/CHARGER AND PROGRAMMING IT PROPERLY

**F**or those who use their motorhomes off the grid, the battery bank and the inverter/charger are the lifeblood that keeps the electrical needs met. Matched well with a good solar array to condition and charge the batteries, the inverter becomes invaluable for keeping accessories and appliances running when hookups are not available. Inverters aren't new, but the technology has evolved over the years. Current model units, like the Magnum Magna-Sine Hybrid, do much more than just invert and charge batteries.

Magnum Energy is one of the leading manufacturers of

inverters and inverter/chargers for the RV and marine industries. Remote-controlled models with output ratings that range from 200 to 5,600 watts are readily available for the mid-to high-end motorhome market. Magnum's inverter remote panels range from the very simple MM-RC to the feature-filled ME-ARC with built-in automatic generator start (AGS). Many late-model motorhomes come equipped with residential-style refrigerators, making an inverter and AGS a necessity, especially if the RV is used off the grid and generator usage is not permitted.



Many motorhomes, including this Newmar Essex, employ a Magnum inverter/charger.

# AMP POWER

WILL IMPROVE OFF-GRID RVING, EFFICIENCY AND BATTERY LONGEVITY

## Magna-Sine Hybrid Inverter Charger

Motorhome owners who travel frequently know that good power in all campgrounds and RV parks is not a given. Power may be insufficient for refrigeration, air conditioning and other loads, and sometimes we want to spend time in beautiful places where there are no hookups. The Magna-Sine Hybrid, also known as the MSH-M series, takes the role of the inverter/charger to a new level. Available in a 3,000-watt, 120-volt AC package, the Hybrid can not only provide AC power from the battery bank, but it can combine the two for use when external sources of AC power are insufficient.

For instance, let's suppose it's a hot day in the campground, and everyone has their air-conditioners running at full tilt. The campground has only 30-amp service, and the loads exceed the available current. The Magna-Sine Hybrid can do two things to help in this scenario. First, it will adjust its battery charging output to maintain AC power (or even shut it down if necessary). Second, with its internal transfer switch, the unit can supplement the motorhome's AC power needs in

concert with the available hookup power input. Of course, how long this will last is dependent on the size of the battery bank. But, with a 3,000-watt inverter system, you'll likely have a pretty sizable battery bank.

Another benefit of this technology is that it can act as a generator supplement while boondocking, allowing an RVer to carry a smaller, lighter generator and supplement with inverter power only when it's required. This is particularly useful for smaller motorhomes.

The Hybrid is fully programmable, is compatible with lithium batteries and is interchangeable with the Magnum MS series inverter/chargers and all its accessories, including the latest versions of the ME-ARC and ME-RC remote panels, which makes upgrading to this technology relatively simple. When combined with a solar charging system and a robust battery bank, the Magna-Sine Hybrid promises to give an added degree of power flexibility not currently available elsewhere.



### AMP IT UP!

The Magna-Sine Hybrid has the unique ability to contribute additional current from the inverter when the shorepower or generator are insufficient for the load.

## Magnum Remote Controls

Today's advanced inverters and inverter/chargers have many user-controlled features that can be configured through a remote panel. Understanding these features and settings will help take the mystery out of programming, while allowing users to get the most out of its advanced features. Here are a few of the more important ones:

The Shore setting should be set to match the hookup power amperage each time the unit is plugged into shorepower. For example, if the shore cord is plugged into a 30-amp circuit, the Shore setting should be adjusted to 30. The available 30 amps can be used by the inverter to power AC loads and charge the battery. As the demand approaches 30 amps, the current used to charge the batteries will be reduced, leaving more power available for AC loads.

The ME-MR's Search setting is a battery saving feature that sends out pulses through the AC wiring looking for a load. The Search setting has three possible wattage parameters: 0 watts (off), 5 watts or 20 watts. When the search function is off, the inverter will operate continuously. The Search setting should be equal to the smallest load you would like the inverter to power or the next lower number.

The battery Amp Hours setting should be adjusted to the approxi-

mate 20-hour amp-hour (AH) capacity of the battery bank connected to the inverter. The 20-hour AH rating for each battery is available from the battery manufacturer and may also be noted on the battery's label.

Different types of batteries require specific voltage during the stages of charging. The Battery Type setting ensures the voltage matches the battery manufacturer's requirements. The default battery type is for flooded lead acid batteries. The other choices are gel, AGM1 for Lifeline AGM batteries and AGM2 for East Penn, Deka, Discovery and Trojan AGM batteries. Setting the battery type incorrectly could cause premature battery failure due to improper charging. Custom charging algorithms for other battery types like Lithium Iron Phosphate (LiFePO4) can be manually programmed, and are provided by the battery pack manufacturer.

The Charge Rate setting determines the maximum amperage used during battery charging and is entered as a percentage of the inverter's battery charging circuit capability. The battery manufacturer can provide the recommended charge rate. Setting it too high might cause the batteries to overheat. Again, LiFePO4 batteries also require a special charge rate, determined by the battery manufacturer. Deep-cycle battery

lifespan can be significantly increased by limiting the depth of discharge. The Low Battery Cutout setting can be used to set the battery voltage level that signals the inverter to shut off, preventing further battery discharge. As a general rule, deep-cycle batteries should not be discharged beyond 50 percent; however LiFePO4 batteries have different requirements, and can be discharged to 80 percent without degrading longevity.

The ME-MR remote panel allows the user to initiate an equalizing charge. An equalizing charge is an intentional overcharging of a battery to remove sulfate crystals from the battery plates. It's best to consult the battery manufacturer for its recommendations. Gel cell and AGM batteries can be damaged by equalizing unless specified by the manufacturer under certain conditions. If gel or AGM 2 was entered in the Battery Type setting, the equalizing function is disabled. Lithium batteries must never be equalized.

## Magnum ME Remote Panel

If the motorhome has a factory installed Magnum inverter and an AGS module, it is most likely equipped with an ME-RC remote. The interface is easy, using five menu buttons and a rotating select knob to scroll and save.

The AGS system starts and stops the generator based on the ambient temperature inside the motorhome or the battery bank's voltage. The AGS feature requires that an ME-AGS-N

**MANY LATE-MODEL MOTORHOMES COME EQUIPPED WITH RESIDENTIAL-STYLE FRIDGES, MAKING AN INVERTER AND AGS A NECESSITY, ESPECIALLY IF USED OFF THE GRID.**



## REMOTE POWER

Fully understanding the array of features that can be accessed through the Magnum's remote panel is key to properly managing the power system in your motorhome.

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network module is installed and connected to the inverter. Enabling and setting the control parameters is done by pressing the AGS menu button. Rotating the SELECT knob will access the AGS menus.

The Run Time Hour menu sets the length of time the generator will run once started by the AGS. Suggested run times are given in a chart in the ME-RC owner's manual and are based on the AH rating of the battery bank.

Starting the generator based on temperature allows one or more air conditioners to power on at a set temperature, which is controlled in the Start Temp F menu. This is a great feature, especially for pet owners. The temperature start feature can be configured in one of two ways by the motorhome's manufacturer. The ME-AGS-N network module can utilize a remote temperature sensor or can also be wired to an air-conditioner control circuit.



Magnum's remote panel provides real-time information. Take care to not accidentally turn off the battery charger, as doing so could lead to dead batteries.

The AGS Start Temp F should be set slightly higher than the thermostat to ensure that the air-conditioner will begin running as soon as the generator provides power. If the temperature is set lower than the thermostat, the generator could run needlessly and waste fuel. When the generator is started based on the high temperature setting, it runs for the period of time entered into Run Time setting. Once the run time limit is reached, the temperature is rechecked. If the temperature is lower than Start Temp F setting, the generator shuts down. If it's higher, the generator runs for another time period. This cycle continues until the temperature falls below the start temperature setting. If the AGS is set to start the generator based only on temperature, the run time could be set for a minimum time of 30 minutes. This way the temperature is rechecked every half hour, preventing the generator from running excessively



when the temperature drops below the Start Temp F setting.

To prevent the generator from running during campground quiet hours, the time-of-day must be entered in the Set Time menu. In the Quiet Time menu, a block of time can be selected for disabling the AGS system.

The meter button accesses several digital meters that provide useful information. While inverting, the battery voltage and the current draw are displayed. In charging mode, the charge current is shown. Other meters show additional data, such as the inverter's AC output voltage and amperage.



A second set of meters is only available if an optional ME-BMK battery monitor kit is installed. The ME-BMK accurately measures current flow into and out of the batteries using a special type of resistor called a shunt. The shunt is connected in series to the battery bank's negative cable and sends a voltage signal to a sense module indicating how much current is flowing. A network cable connects the sense module to the Magnum inverter



The ME-ARC remote, Magnum's most advanced model, allows the user to set a vast number of settings, and works with AGS and solar charging systems.



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allowing them to communicate.

Using the ME-BMK inverter remote calculates and displays the battery bank's state of charge (SOC) and is a more accurate way of determining the condition of the batteries than using a simple voltage meter. The BM: SOC menu displays a percentage of the remaining battery capacity.

The ME-RC has all the settings and features most users will ever need but experienced owners and those with solar charging systems might want to upgrade to the ME-ARC advanced remote. The ME-ARC is the same size as the ME-RC and visually similar but has advanced menus for AGS, inverter control, solar charging and battery monitoring.

Generators should be periodically exercised if they are not used frequently. Exercising a generator removes stale fuel, lubricates engine seals and eliminates moisture from the generator winding, preventing

Solar charging results in free energy, and is an important consideration for off-grid RVing. Magnum's PT-100 Charge Controller integrates with the inverters and remotes.

rust from forming. A great feature of the Magnum system is the Gen Exercise feature. This menu can be used to program the generator to start after sitting idle for a prescribed number of days.

Many of the advanced features of the ME-ARC are beneficial for solar charging. Managing a solar power system with the ME-ARC is done by networking Magnum's PT-100 Charge Controller to a Magnum inverter. With the solar controller and inverter networked, the two charging systems can operate without any compatibility issues.

Last, the FAVS button gives quick access to the user's five favorite menu items. The default settings



can be easily changed to the most frequently used menu items.

The systems in the Magnum inverter/chargers are highly advanced, and continue to evolve along with improvements in technology. Properly configuring the systems can add function and convenience while maximizing battery life. **M**

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# ONE OF A KIND

## A 1987 CLASS 8 BIG RIG IS TRANSFORMED INTO A HIGHLY LIVABLE CLASS C PETERBITL SHOWHAULER CONVERSION

**A**s any motorhome owner who has spent a weeklong family vacation parked in a repair shop can tell you, the most important part of a motorhome is not the big fridge or the king-size bed — it's the motor. Without a dependable engine, there are no long journeys, no scenic vistas, no starry skies. So, if you have power you trust, it makes sense to keep it, even if you have to build your traveling home around it — which is what Jon and Linda Gibson did.

The Gibsons are no strangers to the open road. Not only were they

owners of a trucking company, they also went RVing on holidays and weekends in their 24-foot travel trailer, and regularly rented Class C motorhomes for their annual Florida vacations. In the early 1990s, the couple was just starting to look ahead to retirement when they saw their first truck conversion, a Kingsley Coach. Jon and Linda liked the concept of turning their Class 8 1987 Peterbilt, the vehicle they used for work, into their retirement home.

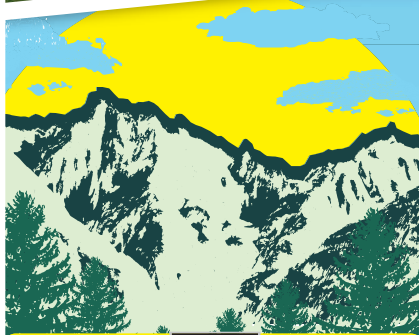
"We bought the truck new, and we tried to be as meticulous with maintenance and appearance as

possible," Jon explains.

The Gibsons filed the idea in the backs of their minds for nearly a decade, and when the time was right, they began to search out conversion options for their tried-and-true chassis. While Kingsley was no longer doing conversions, Jon and Linda were eventually pointed to ShowHauler Motorhome Conversions in Middlebury, Indiana. The couple decided to pay the company a visit and tour the facility, and were so impressed by what they saw that they scheduled their truck conversion before leaving. Some prep



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## The Classic Ride



Above: The interior is warm and bright, featuring high ceilings, oak cabinetry and plenty of storage space. Opposite page: The built-in desk, across from the sofa, makes efficient use of the area beside the pass-through cab access.

work needed to be done in advance, like removing the factory sleeper and stretching the frame, but in 2004 work on the Gibsons' new motorhome began.

"Building a coach is like building a house. You choose a floorplan, and then you can add features you want," Jon says, describing the process of creating a custom conversion.

The Gibsons chose a floorplan with a driver's-side slide, center full bath and rear half-bath. They added an additional 6 inches of headroom and a bigger furnace, doubled the insulation and increased the size of the shower. They also tapped Linda's flair for decorating. She didn't see what she wanted among ShowHauler's furniture and flooring choices, so with the company's approval she shopped around and supplied her own.

"Linda picked out samples and sent them out to ShowHauler," says

Jon. "She even picked out faucets from Lowe's that she liked, and ShowHauler arranged to get them for us."

"They were very accommodating," Linda agrees.

The building process took three months, and Jon went out once, about halfway, for a quick check, but Linda points out that they still felt involved in every step of the construction. "The staff was really good about sending pictures and communicating."

Nicknamed "Cream Puff," the pearl-white motorhome stretches 45 feet in length from bumper to bumper. It is powered by the original 3406B 425-hp Caterpillar that has been "turned up" to about 600 hp. (The engine was rebuilt once in the 1.3 million miles it has traveled.) The transmission is an Eaton 15-speed Roadranger with overdrive. Camping essentials include a 10-kW Caterpillar generator, LP-gas furnace and two

### A NEW BEGINNING

There are few ShowHauler motorhome conversions on the used market, and they range from \$71,000 to \$200,000-plus depending on size, age and condition. Interested in doing your own Class 8 big-rig conversion instead? If you don't have your own Peterbilt, you can pick up a late 1980s-early 1990s truck in good condition for \$20,000-30,000. A new Peterbilt comparable to the Gibsons will cost you \$150,000 and up. For more information and conversion cost estimates, visit [www.showhauler.com](http://www.showhauler.com).

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The interior has a country farmhouse feel, with warm oak cabinetry and woodwork, and antique-finished bronze fixtures. Linda chose a leaf print for the upholstery in shades of cream, gray and gold; the same pattern is used on the roomy dinette, sofa and the desk chair that accompanies the built-in oak desk. Decorating touches like a heart-shaped throw rug, vintage stars and an antique toy tricycle complete the look.

The kitchen is well equipped, with a double sink, Norcold refrigerator, roomy four-burner LP-gas stove/oven and a microwave. It also includes an impressive amount of cabinet space. For sleeping, there is a curtained berth over the cab and a bunkroom between baths that includes a fold-out double bunk on the bottom.

After 14 years of traveling with their motorhome, there are very few things the Gibsons would change if they could. One is the number of slides. When their conversion was initially done, ShowHauler offered only one slideout. Today they can build a coach with up to five, and Jon admits that it might be nice to have more. Still, he notes, they're "getting by just fine" with the space they have. For her part, Linda would prefer larger sinks in the bathroom. Another minor drawback to the conversion is the

short opening between the driving compartment and the living quarters. Peterbilt has a low cab height, making the wide pass-through space found in some other larger motorhomes an impossibility.

Still, these are trivial concerns, and overall the couple is thrilled with their ShowHauler conversion. With a final cost, including upgrades, of approximately \$135,000, both feel that this was money well spent.

"This motorhome won't depreciate as quickly as other brands," Jon points out, a good point given the high cost of new, larger motorhomes. Plus, he adds, "This type of coach is a workhorse. Each one is equipped with a 40,000-pound hitch receiver. You'll never have to be concerned with frame fatigue."

In fact, people who see Cream Puff are so impressed, that the Gibsons are constantly approached with offers to sell it — something they do not intend to do. They are enjoying the life of snowbirds, spending Thanksgiving through early April at Tropical Palms RV Resort in Kissimmee, Florida. They've traveled up and down the East Coast, including several trips to Maine, and hope to "wander somewhere else, hopefully Western states" in the future. They can explore with confidence, knowing their motorhome is built to last, and that is the real definition of a classic ride. **M**



## Light the Way

Upon purchasing my 2014 Newmar Canyon Star 3920 motorhome, I immediately realized that even with the dash light control set to maximum, the dash instruments were unreadable in bright sunlight. The Newmar's Ford instrument cluster has black gauges mounted in a black panel surrounded by a black bezel, and with sunlight streaming through the windshield all the gauges are virtually invisible.

I checked with Ford but could not find any displays to replace the original black-on-black-on-black array. I finally found that Littlite LLC makes a 12-inch gooseneck, dimmable lamp assembly, and I purchased two of them (<https://littlitedirect.com>). They are pricey (more than \$100 each), but worth it. Mounting was simple. I drilled small holes in the dash and wired them to unused fuse positions in the under-dash fuse box, using 7.5-amp fuses for safety. The results are amazing! Now the full dash is completely readable in the brightest daylight, and when I drive at night I simply dim the lights.

**Frank Del Monte | Phoenix, Arizona**



## Easy Connection

The city-water connection to my motorhome was poorly designed. Because it's plastic, it's rather time-consuming to connect, and I feared I would eventually cross-thread it. Also, whenever I disconnected the water supply, I was sprayed with water due to the pressure build-up.

To solve the plastic problem, I installed a female quick connect to the motorhome's water inlet. I fashioned a dust cap by attaching a standard hose cap to a male coupling. I drilled a small hole in the cap and knotted a cord on the inside so that I could secure the cord to the motorhome to prevent misplacing the dust cap.

On to the pressure issue: The water hose has a male coupling on one end to attach to the RV. The opposite end of the hose has a Y connector with valves to allow releasing the water pressure prior to removing the hose. I also carry spare quick connects as I expect the O-ring seals to fail at some point.

**Robert Stoner | Wyoming, Minnesota**



## The Spice of Life

I love to cook on our motorhome excursions, and found it frustrating to not have certain spices or herbs on hand since space is so limited. To maximize space, I found containers originally intended for bead storage at a local hobby store. I labeled them and filled them from larger bottles at home. Since they're stackable, they take up hardly any room. Now I always have a "pinch of this" or a "bit of that" to add to my recipes.

**Jeanne Beaulieu | New Boston, New Hampshire** 



### Have an Idea?

Quick Tips is looking for submissions. Please send your ideas to: *MotorHome* Quick Tips, 2750 Park View Ct., Ste. 240, Oxnard, CA 93036, or email [letters@motorhomemagazine.com](mailto:letters@motorhomemagazine.com). Photos must be high-resolution, at a minimum of 1,400 by 1,400 pixels. If your tip is published, you will receive \$35. All payments require an FEIN or SSN.



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# Corrosion Calamity

Upset that a replacement sink began showing premature signs of rust and corrosion, a reader asked Hot Line to intervene. He wrote:

“ We bought a Winnebago Vista 30T motorhome in April 2016. It has a double-bowl stainless-steel kitchen sink. At about the end of the 1-year warranty, we noticed corrosion and cracking in the stainless kitchen sink, mostly in the side that had seldom been used. We took the unit to our local Winnebago warranty dealer (Camping World in Roseville, California), and Winnebago agreed to replace the sink — which was completed. About 6 months after the replacement was installed, we noticed that the replacement sink was also beginning to corrode or rust again on the same side as the original sink. Upon returning to Camping World, they contacted Winnebago about another replacement, and we were denied coverage of this defect. I called Winnebago customer relations and was told that the replacement was only covered for 90 days. We feel that Winnebago was sold some defective sinks. Can Hot Line please help?

**William A. Thompson | Roseville, California**

Thompson did everything right here. He went to an authorized dealer, had the dealer contact the manufacturer and followed the proper chain of events. Sometimes, even following the rules to a T can lead to frustration. We contacted Winnebago on Thompson's behalf to see if the manufacturer could help once again. We soon heard back from Thompson.

“ As a result of your contact, Winnebago agreed to supply a replacement sink that I would have to install. The new sink arrived in a week and I have installed it. Thank you for your actions on my behalf; I am satisfied with the results.

**W.A.T.**

## On the Edge

After their extended warranty company failed to reimburse a repair based on a difference of terminology, a couple requested the assistance of Hot Line. They wrote:

“ We need your help getting a

repair reimbursement from Warrantech, the administrator of the CampersEdge service contract we purchased for our 2003 Country Coach Magna. The problem started with the seals on the slideouts. We noticed that when the slides were extended and retracted, the seals were coming loose and rolling up, resulting in an improper seal between the slide and the main chassis. We needed a few repairs on our coach, so we took it to Alliance Coach in Wildwood, Florida. When we reported the issue with the seals, they told us the repair of the gaskets would require completely removing the slides. CampersEdge was contacted to approve the work, but the claim was denied. Since the estimate for the repair was around \$10,000, we didn't have the work done. A couple of

months later, we took the coach to Creative Coach Collision Repair in Lakeland, Florida, because the seals needed to be replaced due to leakage and the potential of further damage. The technician at Creative Coach called CampersEdge regarding the repair of the slide seals and was told that the claim had already been denied. Our CampersEdge contract specifies slideout coverage to include, “all mechanical hydraulic ram assemblies, seals and gaskets.” We contacted CampersEdge and spoke to Jennifer and her manager, Quint. They informed us their company calls the parts in question weatherstripping, not seals, and therefore they are not covered. Since the repair was needed, we proceeded with the repair at Creative Coach and paid \$2,499.34. We question the denied claim based on different terminology for the same parts. We are asking for your support in addressing this issue with CampersEdge.

**Ronald and Joyce Moore  
Hawthorne, Florida**

We were interested in getting to the bottom of the seal-versus-weatherstripping verbiage, so we passed along the Moores' concerns to Warrantech.

After receiving your letter and researching the events, Mr. and Mrs. Moore have been reimbursed for the repair performed at Creative Coach Collision Repair. The check, in the amount of \$2,239.33, was mailed to them.

**Lonnie Green, Director of Claims,  
Warrantech Automotive  
Bedford, Texas**

## Take Action Contact Hot Line for Help

Hot Line assists in mediating conflicts between consumers and RV dealers and manufacturers, accessories suppliers and service providers. After exhausting all other resources, send typed letters to MotorHome Hot Line, 2750 Park View Court, Suite 240, Oxnard, CA 93036 and enclose copies of appropriate bills and correspondence, plus a self-addressed, stamped envelope. Selected letters will be edited and published unless otherwise requested.

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<sup>1</sup>According to TopConsumerReviews.com, available on TopConsumerReviews.com published on 3/12/2018.

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By Ken Freund

## Basement Air Conditioner Units

**Q** Many motorhomes on the road have a basement air-conditioning system. Several RVers I know are currently experiencing problems with their basement air system. The problem is there are no replacement compressors available for the older units. I have tried to find procedures for, or a shop that retrofits, Coleman's model 1452-1681 basement air system (intake and exhaust vents are in different locations) to replace the present unit. Since this is a major problem for many motorhome owners, is it possible to ask the question whether someone has successfully retrofitted a Coleman model 1452-1681 unit, or know of a shop that will do the job? Also, does anyone know of a shop that installs roof braces and roof air condi-

tioner units on motorhomes with basement air? I'm willing to pay the fee to travel and not have to worry about my air unit going out and not being able to fix it.

**Edward Woodson | New Tazewell, Tennessee**

**A** This conversion should be possible with some fabrication of ducts, etc. I suggest you contact Airxcel (316-832-4357, [www.airxcel.com/coleman-mach/contact-us](http://www.airxcel.com/coleman-mach/contact-us)). You might try a Google search for companies that rebuild compressors, if that is the only part you can't find. If these steps fail, contact a good RV shop to install roof air.



### Battery Disconnect Switch

**Q** My previous motorhome had a disconnect switch for both the coach and the chassis batteries, but my 2017 Winnebago Sunstar 29VE only has a disconnect switch for the coach batteries. When storing my old coach, I never had a problem with a discharged chassis battery when it sat for an extended period of time (up to six months). Is it advisable to add a disconnect switch for the chassis batteries?

**Ed Gemkow | Via email**

**A** Adding a disconnect switch can help avoid a fire if rodents chew on wire insulation during storage, and can also prevent parasitic loads from discharging and damaging the battery. A simple mechanical switch located on the battery terminal is the cheapest and easiest way to go. I'm a true believer in battery disconnect switches. However, batteries do self-discharge over time. If you are going to leave them idle for as long as six months, I recommend using a maintenance charger to keep them from sulfating. If the motorhome is located where shorepower is not

available, I suggest using an effective solar battery maintainer.

### Brake Control Power Supply

**Q** We have a GMC Acadia that I tow behind my motorhome. The 12-volt DC power supply in the front dash has power only when the ignition is on, or when the engine is running. This is designed into the vehicle by GMC. This creates a problem when flat towing because the Blue Ox brake control needs to be plugged into a 12-volt DC power supply. I talked to two different GMC dealer service centers and was told there was nothing they could do for me by changing the system so the 12-volt DC power supply would have power all the time. They also said it would void the warranty. Have you run into this problem before and if so, what was the recommended solution?

**Lawrence Cooper | Pittsburgh, Pennsylvania**

**A** Unfortunately, many dealer service personnel don't really understand the fine print in warranties. Simply wiring the outlet so it is powered all the time would require that it be switched

over from the original fuse location to a fuse that's connected to the battery. This would NOT void the warranty for the entire vehicle. It would only negate coverage for the part that is modified, which is reasonable because you can't expect the manufacturer to bear responsibility for someone else's work. You might consider wiring (with a fuse) a 12-volt DC accessory receptacle directly from the battery and independent of the factory power outlet. If you don't know how to rewire it yourself, I suggest you take it to a shop that specializes in auto electronics, or even to a shop that installs car alarms and stereo systems.

### Diesel Exhaust Fluid Information

I am interested in getting information about diesel exhaust fluid (DEF). As an owner of a gasoline-powered Class A motorhome, I know very little about diesels in general, and DEF in particular. But I have seen DEF become widely available — in cartons on the shelf in gas stations and at the pump in truck stops. And so I suspect that other motorhome owners would appreciate an informative article.

**Oscar Wiltse | Flowery Branch, Georgia**

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As an owner of a gasoline engine, you really don't need to know a lot about DEF, except to be happy you don't need it. DEF is sprayed into the exhaust stream of diesel vehicles to break down polluting oxides of nitrogen (NOx) emissions into harmless nitrogen and water. This emission system is called Selective Catalytic Reduction (SCR) and can be found on 2010 and newer model year trucks, motorhomes and many diesel pickups and SUVs. SCR is the leading technology being used to meet 2010 and up emission regulations. SCR uses a urea-based DEF and a catalytic converter to significantly reduce harmful emissions. For every 100 gallons of diesel fuel consumed, between 2 and 4 gallons of DEF will be automatically injected into the exhaust system. The typical DEF tank in a motorhome will be approximately 15-20 gallons, thus requiring a fill every 5,000 to 6,000 miles. If the system is allowed to run out of DEF, the engine's power is reduced, a solid red warning light will be displayed on the dash and the vehicle speed will be limited to 5 mph, or "limp home" mode, until the DEF tank is refilled.

### Ford Quits When Hot

**Q** In 2016, we purchased a 28-foot 1993 Shasta Class C motorhome on a Ford E-350 chassis with a 460 engine. Back in the day, you may have had articles on the same problem we are having. On warm or hot days, after about 1-2 hours, the engine starts to bog down and eventually stalls out. After waiting about ½-1 hour, it will start and run again for about 1-2 hours. I talked with someone who had the same problem, which he couldn't fix, and he was told it was the fuel pump. I was told it was the coil and had it replaced. Then I was told it was the fuel filter, which I replaced, but that didn't solve the problem. I had several diagnostic tests done and no problem was found. The last time it happened, we were towed to a service center in Lake City, Florida. The service center owner said it sounded like vapor lock — big engine, small space, can't get enough air. Makes sense. I thought

Ford would have cured the problem years ago. As a temporary fix, I put two 8-inch blocks of wood under the hood to keep it propped open, with bungee cords holding the hood down, to allow more air to enter the engine. After breaking down several times in various dangerous places, I am concerned as to what is causing this. I would like to know what advice you can give me on how to cure this problem.

**Jim and Carole Harper**  
Crawfordville, Florida

**A** Over the years, I have written several answers to owners' letters in this column. It's not vapor lock, so you can remove the hood blocks. When the pumps get hot they quit until they cool off. Most of the heat is radiated to the tank underneath by the engine and hot road. Ford changed the design of the pumps and came out with a wire harness modification for these units. Fuel filters should be changed regularly, but they don't clog up when hot and then start working again normally when they cool off (as electronic components do). So that eliminates the fuel filter as culprit. An ignition coil can malfunction when hot, but you've already changed it. Which leaves the No. 1 cause on these motorhomes — the in-tank fuel pump. You can verify it's the culprit by temporarily installing a fuel-pressure test gauge, but it may have to be on there when driving, and you might have to wait until it malfunctions again. Therefore, you might want to just replace the fuel pump. You can save the installer some grief by using up most of the fuel before the tank is dropped to access the pump.

### Horsepower Differences

**Q** We are planning on getting a new motorhome in the near future. I see that Ford gas Class C's have a 305-hp engine and Class A's have a 320-hp engine. I know that Class A motorhomes are larger. Does that use up the difference in horsepower? We are planning on using a Jeep Wrangler for our dinghy vehicle. Will both types of motorhome tow it about the same?

**John Daniels | Plum Branch, South Carolina**



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Replace existing exterior door when replacing any pre-installed RV water heater.



Suburban  
6 or 10 Gal.  
Replacement Panel



Atwood Style  
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Please Note: Replacement Panels are shown with the Vent Cap installed for illustration purposes only.

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### 3 CHOOSE VENT CAP

Vent cap length is determined by wall thickness of RV or trailer.



0"-1" Thicknesses



1"-2" Thicknesses



2"-3" Thicknesses

**GAS APPLIANCES SHOULD BE INSTALLED BY A QUALIFIED SERVICE TECHNICIAN**

A Suburban replacement panel and vent cap is required when replacing Suburban 6, 10, 12, and 16 gallon tank units. When replacing an Atwood 6 or 10 gallon unit, an Atwood replacement panel replacement kit and a vent cap are required. Please have your service center representative measure the wall thickness of your RV or travel trailer. This measurement will determine the length of your vent cap.

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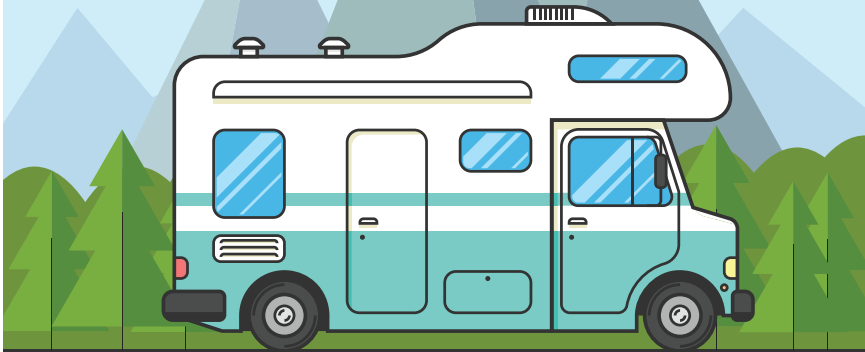
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\*\*Minimum FICO Score of 740 required. FICO scores below 740 or for loan amounts more than \$50,000, a down payment will be required. See website for details.

†Processing fee of \$399 waived for refinance applications submitted by September 30, 2018. Official fees such as state title, state registration, FL doc stamp fee and/or UCC filing fees will apply.

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**A** One way to predict performance is by dividing weight by power, which gives you a power-to-weight ratio in pounds per horsepower. For estimating purposes, you could add the estimated fully loaded weight of each motorhome and dinghy combination and divide it by the horsepower rating. Keep in mind that manufacturer-published horsepower is at the flywheel, and quite a few of those horses get used up by the torque converter, transmission, driveline joints and drive axle before they get to the road. Wind drag is another factor. Class A motorhomes generally have a larger frontal area, which increases wind resistance, while Class C's are somewhat more aerodynamic. I think you will find the differences negligible.

**Battery Hold-down Corrosion**

**Q** I have had vexing and ongoing corrosion problems with the house batteries in my 2006 Travel Supreme motorhome that is garaged and plugged in when not on the road. I replaced the four batteries with Trojan T-105s about four years ago, but this problem has been going on for many years before that. The Magnum inverter/charger has these settings: Search watts 5 W, low battery cut out 10.0, amp hours 400, flood type, charge rate 80 percent and float charging dropout 80VAC. The battery strap is a 1-inch synthetic fabric strap that originally held down the batteries using D-rings. The same original strap and D-rings have worked fine on the two engine batteries (which are not deep cycle, obviously) and have never needed to be replaced. But the D-rings on the house batteries eventually dissolved, and I replaced them with parachute snaps from a fabric store. The plastic snaps only last a couple of months before they crumble. When I tried metal parachute snaps, they severely corroded together! The battery slide-out tray is steel, and where the straps attach to it there is a lot of corrosion. Only one of the positive battery terminals has any corrosion. While the Magnum inverter/



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charger seems to be working OK, I have never really known its correct settings, but suspect the above are correct. The fabric battery strap, while not directly being destroyed by the battery acid, is acting like a conducting wick. I have looked for solid plastic, battery hold-down straps, but have not found them. The parachute snaps were obviously not designed for battery hold-down use and I recently switched back to using D-rings, knowing that they, too, will eventually fail. The question is whether the problem is with the charger/settings, or whether switching to AGM batteries would solve it. The inverter does have an AGM setting (it says AGM 1 or 2). If you recommend AGMs, which type/size/manufacturer?

**Jay Sigel | Pearland, Texas**

**A** Excessive corrosion of the type you describe is typically caused by excessive charging, which causes the batteries to vent acidic fumes. First you need to get the charging rate under control. I'm unclear on what you are describing about the charger, and you have not included the model number. Here is the URL for obtaining another owner's manual: [www.magnum-dimensions.com/documents/dimensions-owners-manuals](http://www.magnum-dimensions.com/documents/dimensions-owners-manuals).

Next, I suggest checking out the battery hold-down products at Camping World ([www.campingworld.com](http://www.campingworld.com)) or your local RV shop or boating supply store. You can also get felt rings that fit around the battery posts to limit corrosion. Also look into Battery Mat ([www.motorhome.com/tech/diy/battery-acid-absorber](http://www.motorhome.com/tech/diy/battery-acid-absorber)), which goes under the batteries to absorb and neutralize acids.

You'll need to determine whether the batteries are in good shape. They should be individually tested to determine their condition. The problem may not be with the charger/inverter; have the engine alternator checked for charging output. Excessive out-gassing can be an indication that the battery charging (from the inverter charging leg or alternator) is not

(continued on page 94)

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## COACH & POWERTRAIN

(continued from page 90)

correct. You should contact the battery manufacturer (Trojan) to find out its recommended charging requirements.

### Truck and RV Washes

**Q** When staying for a month at a beautiful RV resort in Nevada for two consecutive years, we have had our RV washed and waxed. The company comes to the site and does a wonderful job on our coach. When the supervisor came to check on the work completed, I mentioned that before arriving, we went to a truck wash to get all the road dirt off from the bad weather we had on our trip. He said that truck washes can harm RVs due to the harsh chemicals used to clean the trucks. We have only used Blue Beacon Truck Washes when traveling, and when we do, I always remind the Blue Beacon supervisor about the decals on the RV and am told that they will not be damaged. Often RVs are seen in the facilities. We only use the truck washes about twice a year. Is it safe to use the truck washes when traveling to wash the exterior of RVs? If not, what's recommended? When I return home, and in for service, the dealer always comments on how well our RV looks.

**Art Ubbens Jr. | Galloway, New Jersey**

**A** Some truck washes may use harsh chemicals and it is good to be concerned about this issue. A washing service may also be protective of its business and not want customers to stray to other services. Blue Beacon has a section on its website for RVs ([www.bluebeacon.com/RVMotorCoachWashing](http://www.bluebeacon.com/RVMotorCoachWashing)) and the company specifically seeks the business of RV owners. The site states in part: "Blue Beacon uses only warm, soapy water for all RV washing. To protect your paint from fading and give it a high-gloss shine, try our new WeatherShield or RainX complete paint protectants. (Upon customer request only, we will use our exclusive citrushine product, which is a mild citric acid solution; safe for all paint, aluminum and chrome finishes. We can also use our exclusive brightener



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To enter please visit:

[www.msprvshow.com/contest](http://www.msprvshow.com/contest)

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## COACH & POWERTRAIN

product on your aluminum wheels, but again we do so only at customer request.)” You should be OK using this service. For more information, call Blue Beacon at 833-252-3575.

### Silicone Spark Plug Cables

**Q** In the April issue letter titled “Backfiring and Power Loss Cured,” Michael Dion said he fixed his ignition problem by changing over to racing silicone plug wires and boots. I’ve had a similar problem with our 2006 Winnebago Adventurer with a big-block Chevy V-8 engine. I’ve had to change the plugs and wires every year before we start traveling. I’ve made phone calls all over, but can’t seem to find a place to order these. Some come close, but the length isn’t right. Can you help me find a local shop that has the racing cables, and do you think they would be safe for our motorhome?

**Richard Krey | Roseville, Minnesota**

**A** Big-block Chevy V-8 engines are very common in racing and performance circles, and any decent speed shop should be able to find a set. Racing spark plug cables usually don’t have resistor cores or any other provision to reduce radio static interference, so I suggest finding a set designed for high-performance street use rather than purely racing. It’s OK to have cables that are a little too long, but obviously not too short. Try Summit Racing (800-230-3030, [www.summitracing.com](http://www.summitracing.com)) or Speedway Motors (800-979-0122, [www.speedwaymotors.com](http://www.speedwaymotors.com)). **M**

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Customer Rating **★★★★★**

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18564477

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Customer Rating **★★★★★**

• 350 lb. capacity

ITEM 62515/66911 shown

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Customer Rating **★★★★★**

**NOW \$49.99**

COMPARE TO ITC **\$99.99** MODEL: 1000

SAVE **50%**

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ITEM 64481/63284 shown

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COMPARE TO SHELTER LOGIC **\$270** MODEL: T3377

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**32 PIECE SCREWDRIVER SET**

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Customer Rating **★★★★★**

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COMPARE TO PERFORMAX **\$19.98** MODEL: 48261

SAVE **70%**

ITEM 61259/90764 shown

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## Back in Time

Virginia's Colonial Parkway turns your motorhome into a petrol-powered time machine

By Alan Rider

**A**sk a physicist if time travel is theoretically possible, and you'll likely get a qualified "yes." The one catch is that, while Einstein's theory of relativity posits it's possible to go forward in time, going backward is widely regarded as being distinctly more difficult.

Well, I'm here to argue otherwise, as I've found a place where it's possible for ordinary motorhome travelers like us to be transported back in time.

The best part is that this neat sci-fi trick doesn't require any specialized hardware — no flux capacitor-powered DeLorean time machine — or even any arcane knowledge. Other than a map of Virginia and the ability to read it, that is.

That's because the state's 23-mile Colonial Parkway is much more than just a way to travel between Points A and B. Rather, this short stretch of winding road will take you back more than 400 years into American history.

The route's ability to immerse you in the past starts with the way it was laid out in 1930, with a meandering course meant to minimize intrusions from the modern world. On my recent visit, I found this effort to be an unqualified success, without a single gas station, hamburger stand or ATM anywhere in sight to remind you that you're still in the 21st century.

The parkway's real appeal, however, is the destinations that serve as its bookends: Jamestown, the first successful English colony in North

America, and Yorktown, site of the last major battle of the Revolutionary War.

I started my explorations of the parkway in Jamestown, an island on the James River where a group of 104 men from the Virginia Company of London came ashore on May 14, 1607.

Here at the expansive riverfront park known as Historic Jamestowne (757-856-1250, <https://historicjamestowne.org>), you can walk the very same ground as legendary historical figures like Captain John Smith and Pocahontas. After checking out the actual location of the original outpost, I moseyed down the road to the modern attraction known as Jamestown Settlement. There I found an excellent museum plus re-creations of a native village, the original settlers' three-sided fort and the trio of remarkably tiny ships that brought the colonists here from England across thousands of miles of open ocean.

Winding my way up the Colonial Parkway from Jamestown, the Parkway literally passes under the better-known settlement of Williamsburg, but if you're driving anything other than a Class B or a dinghy vehicle, you'll need to take a slight detour due to the height clearance of the Colonial Parkway Tunnel (10' 6" at curb) and the Lafayette Street Bridge (12' 6"). Take Newport Avenue exit, turn right, then turn right on Henry Street and drive north 1 mile to VA-132Y and veer right to get back to the parkway.

The parkway ends at Yorktown Battlefield, where the combined forces of American and French troops laid siege to the seaport village and soundly routed the British. The trenches and earthen battlements constructed by both sides are still plainly visible.

While I was in town, I stopped at the huge new American Revolution Museum at Yorktown. The glass cases full of artfully lit period artifacts are fascinating in their own right, but the living-history displays out back (including a re-creation of a Revolutionary War troop encampment and an early 19th century farm) are especially cool.

Ultimately, the time I spent exploring the Colonial Parkway proved to me that, if you find the right stretch of winding road, time travel becomes more than a theoretical possibility. Which is just one more remarkable experience you'll find waiting for you along The Road Ahead. **M**

**“ The best part is that this neat sci-fi trick doesn't require any specialized hardware — no flux capacitor-powered DeLorean time machine — or even any arcane knowledge. ”**

### Wayback Machine ↻

Visitors to Historic Jamestowne view replicas of the ships that brought the colonists from England. A re-enactment of the siege of Yorktown includes period uniforms and weaponry.



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