

52 NEW RVS FOR 2019

Travel Trailers | Fifth-Wheels | Toy Haulers | Truck Campers | Expedition Vehicle



FEBRUARY 2019

QUALITY ADVENTURES DON'T JUST HAPPEN. IT TAKES PEOPLE LIKE MIGUEL ALVAREZ.

Bob and Judy have three kids and seven grandkids, and their Lance Camper has seen a lot of miles. But it still looks like new, thanks in part to craftsman upholsterers like Miguel Alvarez and his 40 years of experience. It's his skill and love of what he does that's helped make Lance Camper number one in travel trailer sales* and the recipient of the *Trailer Life Reader's Choice Gold Award*. Visit your nearest Lance Camper dealer and notice the difference in Miguel's work yourself.



lancecamper.com

*In the 14'-23' segment.

Lance Campers, Circle 111 on Reader Service Card

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FERRY TO THE LAST FRONTIER

Taking in waterfalls, forest-covered mountains and captivating wildlife from a boat cruise up the Inside Passage to Alaska.

ON THE 31

NEW RVS FOR 2019 From unique built-ins like an inflatable rear-deck enclosure to an island wet bar, this year's crop of RVs packs in innovative features.

22 JAYCO EAGLE 321RSTS

Merging contemporary accoutrements and hardy systems, this 32-foot, 2-inch triple-slide fifth-wheel has a Modern Farmhouse style.

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SET SAIL

Bring your RV along on a ferry cruise up the Inside Passage to visit places that would otherwise <u>be inaccessible on wheels</u>. Page 12

What's New

Our most comprehensive listing of new models showcases 2019 travel trailers, fifth-wheels, toy haulers and truck campers

ast year was another big one for the RV industry, as sales again hit record levels. If the trend continues, the winter RV shows across North America should be very active.

For the past two decades, the prospect of attending RV shows helped make the winters in the Northeast tolerable for me. I have always loved going to the shows, and I've traveled extensively to attend them. Like a sponge, I soaked up everything the shows had to offer.

While RVs and technology have changed quite a bit over the years, RV shows still have that familiar feel — and they are just as crucial to those shopping for that perfect RV. With all

The Trailer Life, MotorHome and RVBusiness staffs spread out at RV shows, factories and dealerships to cover the new models for 2019.

the floorplans, sizes, colors and options on the market, it helps to have some hands-on time with many different models and floorplans to make logical comparisons in one place.

So, just in time for show season, we have produced the most complete new-model coverage we've ever published (page 31).

Celebrating its 50th anniversary, the Minneapolis/St. Paul RV Vacation and Camping Show rolls out hundreds of 2019

models at the Minneapolis Convention Center, February 7

through 10. Chris Dougherty, Trailer Life and MotorHome's

technical questions. Good Sam members can save \$2 each

on up to two adult admission tickets. www.msprvshow.com

technical editor, will present daily seminars on how to

select, equip and maintain an RV, along with answering

The Trailer Life, MotorHome and RVBusiness staffs spread out at trade and consumer shows, factories

and dealerships across the country this past fall to cover the new models for 2019. With previews of 52 travel trailers, fifth-wheels, toy haulers, truck campers and even an expedition-style RV, this 20-page special section is a great place to start your search before heading to the shows and dealers' lots for a closer look. To view more photos of the models featured in this issue and check out other new models, visit www.trailerlife.com/new-rvs/2019.

For those visiting the shows, here are a few tips. Once you've narrowed your list, spend time in each RV and try everything out. Lie on the bed to determine if it's easy to get on and off, and make sure there's a nightstand or other spot for overnight necessities. Shut the bathroom door and sit on the (closed) toilet to see if the space works for you. Do you fit in the shower comfortably? Pretend

to prep a meal in the kitchen. Is there enough counter and storage space? Can you access the refrigerator and bathroom if the slideouts are closed? The idea is to process as much information about each model as you can.

When I test new models, I use my iPhone to take lots of reference shots,

including appliances, features and storage. I start on the outside with photos of the model number and weight sticker, and go on from there. The photos serve as reminders of what I saw and are easy to delete later.

Make the most of this special issue and the RV-show season, and we'll see you down the road. 🖬

– Chris Dougherty, Technical Editor



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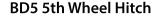
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PEDALS TO THE METAL

What an awesome prize this is! Thanks to *Trailer Life* and Pedego Electric Bikes for the chance to win.

Edna Carlisle, facebook.com/trailerlifemagazine

To see who won December's drawing for the Pedego Latch folding electric bike, go to www.trailerlife.com/pedegogiveaway/2018.



LIKE The Bike



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Snow-Country Camping

Regarding Lisa Ballard's December 2018 article, "Hit the Slopes," given his notoriety, Bodie Miller might be able to stay overnight in his RV at ski-area parking lots, but many areas do not permit it. I understand some of their reasons, like the need to plow parking areas at night. Among the RV-friendly ski

areas that do allow overnight stays, Crystal Mountain and Mission Ridge in Washington, and Fernie Alpine Resort in British Columbia offer hookups for a fee. We've been allowed to dry camp in parking lots at Steamboat Springs in Colorado, Big Sky and Big Mountain in Montana, Panorama in British Columbia. and Mount Baker and White Pass in Washington. With good winterization techniques, as mentioned in the article, we have dry camped in our RV in temperatures down to 5 degrees above zero Fahrenheit.

POLL RESULTS: BUY OR HOLD?

ARE YOU PLANNING TO BUY AN RV IN THE NEXT YEAR?

42% Yes (58% No) facebook.com/trailerlifemagazine

Maybe as the number of RVs increases and the number of families who can afford the cost of skiing and snowboarding decreases, we will see more ski areas willing to welcome RV-camping customers. **Robert Pilger** Gig Harbor, Washington

.....

Your winter-camping article was overall pretty good, but let us be honest and say that not all four-season RVs are created equal. The only true way to know what an RV is capable of is to talk to its owner.

We have stayed in our DRV Mobile Suites fifth-wheel at 18 degrees below freezing with an electric heater going in the belly and thermostat set comfortably at 68, and, of course, the tank heaters on. I would trust DRV, as well as New Horizons, Northwood, Bigfoot, Highland Ridge (Open Range 3X) and the RV Factory (Luxe), having spoken to owners who have been in serious winter conditions for days.

Electrical power is crucial. Cold weather and demand drains batteries fast. You really need a generator, shorepower or to be plugged into your running tow vehicle to keep the batteries charged. **Mike Arnold**, Littleton, Colorado

In freezing temperatures, nothing worries me more than that the heat in my Keystone Montana High Country will go out, causing the water lines to burst. One of my favorite upgrades is the RV Comfort Systems CheapHeat, which adds an electric option to the furnace. It provides more even heat than the LP-gas furnace but still allows you to select gas if that is what you want to use. Now I can select the electric heat if I run out of propane in the middle of the night or when I am going to be away for extended periods. My next project is to wire in an emergency circuit that will select the other source of heat in case the chosen source fails.

.....

Trailer Life contributors Bill and Jenn Gehr installed the CheapHeat several years ago. To read their review, go to www.trailerlife.com. — Editors

Cory Hilk, Bloomington, Minnesota

TPMS and TTPMS

I enjoyed December's "Watch Your Back" by Bruce W. Smith about tire-pressure monitoring systems (TPMS). One characteristic that was not discussed is polarization. Most of us wear sunglasses when driving during the day. I found that the

ON THE LEVEL



The Andersen Camper Leveler featured in September 2018's RV Gear is the best leveling

and chocking method I've ever used. I travel solo most of the time, and it's super quick and easy to level and secure the trailer without an observer, using the Andersen levelers. Save the Legos for the stabilizer jacks! Randall Huyck, Olympia, Washington polarization of my sunglasses was in parallel with the polarization of the TPMS monitor I purchased, so I could not read the display unless I cocked my head or rotated the monitor. I finally purchased an upgraded color monitor that does not conflict with my sunglasses' polarization. Jeff Johnson, Lafayette, California

November's "Towing 2019," which highlighted the new tow vehicles and their features, was a good beginning. Why do I use the word "beginning"? Because you left off an important new feature that GM has introduced: Trailer Tire Pressure Monitoring System (TTPMS). With the state of trailer tires and all the problems that RVers are experiencing with them, this addition is a valuable feature for folks who tow. **Clifford Kramer,** Lansing, Michigan

Chris Hemer's online guide to full-size trucks covers the TTPMS on the 2019 Chevrolet Silverado and GMC Sierra 1500s. Check it out at www.trailerlife .com/towing/tow-vehicles/2019-fullsize-trucks. — Editors

Time to Re-Tire?

We enjoy reading *Trailer Life* and are relatively new to camping. In late July we were on our way to Oneida Lake, New York, for a few days of fishing when we blew not one but two tires on our 36-foot Forest River Cardinal fifthwheel. Good Sam Roadside Assistance was wonderful, but the second blowout put an end to our camping season because the steel from the tire ripped the wiring above it. These tires had little mileage and were always covered when the Cardinal was not rolling. They were checked for pressure and wear the morning the blowouts occurred.

After talking to the folks at the dealership, the insurance adjuster and the salesman who sold us replacement tires, it turns out that this is a common occurrence because many RV manufacturers use cheap tires that are good for only a year or two. Now we tell all who will listen and own a camping trailer to put good new tires on it.

Joyce Printz, Hallstead, Pennsylvania 🔳

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SOUTHEASTERN MISSOURI

A Slice of the Ozarks

The centerpiece of Missouri's state park system, Echo Bluff brings outdoor recreation and upscale camping to the shores of Sinking Creek -by Kerri Cox

For generations, children made their way from cities and suburbs to find respite and recreation in the rural hills of the Ozark Mountains. From 1929 to 1986, a slice of land along Sinking Creek in southeastern Missouri was known as Camp Zoe, a popular summer destination. Today, the camp itself is long gone, but a different kind of visitor is returning to explore this picturesque landscape that has been transformed into Echo Bluff State Park.

Opened in 2016, Echo Bluff showcases some of the Show Me State's finest natural features. Its namesake is the grand bluff that rises above the heart of the park, forming a dramatic backdrop for the pristine waters of Sinking Creek. On hot summer days, children splash and play under the cool shadow of the bluff, while deeper swimming holes beckon to teenagers and adults.

Across from Echo Bluff, iconic Betty Lea Lodge is located on a hillside, rivaling the bluff in size and grandeur. Offering a restaurant, gift shop and guest rooms, the lodge serves as the focal point for park activities. During winter, visitors gather around the massive stone fireplace.

Recreational opportunities abound in this 476-acre park, starting with tubing and paddling along the creek. Eight miles of trails crisscross the woodlands and connect to adjoining forests for hiking and mountain biking. The park's nature-inspired playground is a big hit with kids, thanks in part to its arcing water fountains. Special events take place year-round.

Outside the park, Ozark National

Echo Bluff State Park gets its name from the rock wall that soars above Sinking Creek, a crystalclear stream that's shallow enough for wading but deep enough for fishing and kayaking. Scenic Riverways protects 80,000 acres surrounding the Current and Jacks Fork rivers. Floating down a rippling river is a quintessential summertime tradition in the Ozarks, and these waterways offer a sightseeing bonus — a band of wild horses has been spotted roaming the area for more than a century.

The Missouri State Parks system spent \$52 million developing Echo Bluff, which includes the Timbuktu Campground facilities. Sixty spots are available for RVs, all with concrete pads, water and electric hookups, and Wi-Fi access; some have sewer stations. Restrooms are well-maintained. Tent sites, lodge rooms and cabins round out the accommodations.

TIMBUKTU CAMPGROUND

Reservations for RV sites at Echo Bluff's Timbuktu Campground can be made up to six months in advance at 877-422-6766 or on the Missouri State Parks website. www.icampmo.com



Give It a Nest

The adventure-trailer market is going strong, and Forest River's No Boundaries brand is right in the sweet spot of that space. For 2019, the NoBo has upped the ante with its Nest add-on package. The Nest includes a rooftop tent and an aluminum ladder that attaches to a Rhino-Rack on the 10.5 and 10.6, the two smallest NoBo models. Both are just under 14 feet and have claimed dry weights of around 1,600 pounds.

The two 10 Series trailers have the comfort features RVers expect in a compact, off-road-ready package. Each comes with a pull-out exterior kitchen with a twoburner cooktop, stainless-steel sink and Dometic Bluetooth electric cooler. The 10.6 adds a ramp door and has enough floor space to hold a full-size four-wheeler. MSRP starts at \$14,000, and the Nest option adds \$2,200. — Chris Dougherty www.forestriverinc.com/travel-trailers/no-boundaries



Escape from the Ordinary

• To satisfy a wide range of buyers, manufacturers have loaded the latest RVs with crowd-pleasing features, but beyond what's in the option packages, choices can be limited. For a greater degree of customization, ordering from the factory is worth considering.

A case in point is the line of factory-direct travel trailers and fifth-wheels from Escape Trailer Industries of Chilliwack, British Columbia. Sixteen years after launching its initial 17-footer, Escape has earned a devoted following by building highly customizable molded-fiberglass trailers that are small enough to tow just about anywhere.

One of the company's best sellers, the 21-Foot Escape is outfitted with a wet bath, a dedicated bed and a convertible dinette, along with a two-burner cooktop and a three-way RV refrigerator. The long list of options starts with a microwave, stereo system and wireless backup camera. Air conditioning, extra insulation and thermal windows add comfort year-round, and custom upgrades for flooring, counters and upholstery result in trailers that are truly tailor-made.

Base price is \$33,650 Canadian or about \$25,500 in U.S. currency at press time. — Valerie Law

www.escapetrailer.com/trailers/the-21-escape

With an aerodynamic molded-fiberglass body, the 21-Foot Escape has a gross vehicle weight rating of 5,000 pounds, light enough to be towed by many suitably equipped midsize SUVs, vans and pickups.

ANNIVERSARY GIFTS

Three venerable truck-camper brands celebrate their longevity with loaded special editions

Adventurer Manufacturing Marking its 50th year building truck campers, Yakima,



Washington's Adventurer Manufacturing has rolled out the limited-edition Adventurer 901SB. State-of-the-art features start with a KIB Electronics touch-screen control system, Happilac direct-drive jacks and a bunk above the dinette that raises and lowers with an electric lift. LED-strip lighting, leatherette dinette cushions, and concrete-look counters and dinette tabletop complement the stylish white-and-gray interior. Dry weight: 3,280 pounds. MSRP: \$39,379. www.amlrv.com

Capri Camper Capri Camper of Bluff Dale, Texas, is likewise commemo-



in business with a special-edition truck camper. The 50th-anniversary Capri Retreat has an extended cabover, an inside shower, a new battery system and charger, a low-profile air conditioner, and a Nova Kool 12-volt DC compressor refrigerator and freezer. Dry weight: 1,743 pounds. MSRP: \$20,590. www.capricamper.com

Northern Lite

To honor its 30th anniversary, Northern Lite of Kelowna. British Columbia. is producing 100 Limited Edition truck campers. The molded-fiberglass campers include all the standard amenities and most of the options from the company's Special Editions, plus upgrades like leatherette seating and a solid-sapele dinette table. Dry weight: 2,775 to 3,285 pounds. MSRP in U.S. dollars: \$45,965/ 9-6 QC, \$47,110/8-11 EX, \$50,280/10-2 EX. www.northern-lite.com



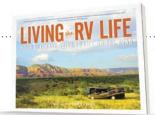
PHOTOS: MANUFACTURERS

Harvest Gold

One-of-a-kind camping opportunities are ripe for the picking through Harvest Hosts, a network of more than 600 wineries, breweries, orchards, farms, ranches and other attractions that invite self-contained RVers to stay overnight for the cost of an annual membership.

Each venue offers guests a unique experience, from gathering crisp apples to collecting just-laid eggs, frolicking with goats or kicking back among grapevines while taking in the sunset. Spanning the continental United States, Canada and Mexico's Baja Peninsula, host sites range from a 1,500-acre alpaca farm in Georgia to the Museum of Osteology in Oklahoma City, Oklahoma.

Stays are limited to one night per site, and membership runs \$79 per year. According to Harvest Hosts' owner, Joel Holland, the only requirements are to enjoy your stay, be considerate and support your host, whether that be helping with a chore, purchasing farm-fresh goods or buying a bottle — or a case — of your favorite wine. — *Donya Carlson* www.harvesthosts.com



RVing by the Book

Full-time RVers Marc and Julie Bennett have made it their mission to help others transition to life on the road. Founders of the RV Love website and RV Success School, the energetic and enterprising couple recently published a 256-page guide to working and traveling in an RV 365 days a year. Living the RV Life (\$22.99) provides practical tips, real-world motivation and profiles of dozens of people who have found happiness on wheels. www.rvlove.com/book



TRAVEL



FERRY TO THE **LAST FRONTIER** Bring your RV along for the ride on a cruise up the

Bring your RV along for the ride on a cruise up the Pacific Northwest's spectacular Inside Passage

– by Bobbie Hasselbring

Tagine taking a nearly 3,000-mile RV trip yet driving

■3,000-mile RV trip yet driving only 800 miles. Picture a journey that allows you to see regions otherwise inaccessible to RVs. Now envision a tour filled with breathtaking scenery, historic towns and captivating wildlife, including seeing whales and eagles up close. Welcome to RVing via the Alaska Marine Highway System (AMHS), aka the Alaska ferry.

Last summer photographer Anne Weaver and I traveled through the Pacific Northwest's gorgeous Inside Passage on the Alaska ferry with a Pleasure-Way Class B motorhome. It was convenient, wildly fun and ohso relaxing.

We made plans to stop for a few days in Ketchikan and Juneau, two towns inaccessible by road, as well as Skagway,



a favorite launch point for RVers to Denali National Park and the interior. And while some passengers bring sleeping bags and camp on the ferries' tent decks or snooze in chairs, we reserved a snug cabin with a private bath.

BOARDING IN BELLINGHAM

Bellingham, Washington, is the Alaska ferry's southern terminus. We park in the loading line and walk to the cute-as-a-button Fairhaven district, filled with historic brick buildings, cafés and boutiques.

Soon, we're boarding the 418-foot-long *MV Columbia*, the system's largest vessel. Ferry staffers are experts at loading RVs and other large vehicles. We overhear one driver say, "I don't think I can back it up." The crewman replies, "You're not backing up. You're following my directions." The driver easily parks, and soon our rig and dozens of others are stowed.

Passengers are prohibited from sleeping in their vehicles, so we've booked a four-berth cabin. Besides bunks, the cabin offers a sink, shower, toilet, closet area and large window. We stash our gear and head up to an observation deck. As the ferry smoothly pulls away from the dock at 6 p.m., a harbor seal bobs in the water, and a great blue heron floats by.

The trip to Ketchikan is 38 hours, the longest leg. Since we sail all night, it feels brief. In the dining room, a spacious area with wraparound water views, we enjoy perfectly cooked Alaskan salmon dinners for \$15 each. Then we stroll the decks, enjoying the long summer light. After taking in a free Spider-Man movie, I slip into my berth, and the ferry's gentle rocking sends me into a deep sleep.

We wake to a sunny, cool day, perfect for sipping coffee in deck chairs. If you haven't experienced the Inside Passage, it's hard to imagine its incomparable beauty - soaring mountains covered with deep green forests, nearly vertical cliffs slashed with lacv waterfalls born in high-altitude snowfields, and green and blue waterways, alternately serene and roiling. There's almost no development here, save for the occasional village or small town. It's a vast wilderness that makes me breathe deeply.



LANDING IN KETCHIKAN

Reaching Ketchikan at 7 a.m., we disembark with the Pleasure-Way and head to the Landing Restaurant and Hotel for delectable crab omelets. Our friend and Ketchikan resident, Patti, suggests we start downtown at the Southeast Alaska Discovery Center, a Forest Service exhibit exploring the area's rainforest and other ecosystems. We check out ABOVE, TOP TO BOTTOM: On the northbound route from Bellingham, Washington, ferrygoers sit back in deck chairs and drink in the scenery. In Ketchikan, a picturesque boardwalk on wooden pilings leads to shops, restaurants and other attractions on Creek Street.

historic photos and watch the video *Discovering the Tongass* about one of the last intact rainforests.

Three cruise ships are tied at the docks, so streets are bustling with tourists and tour buses. Ketchikan has always been a boomtown. Once it was

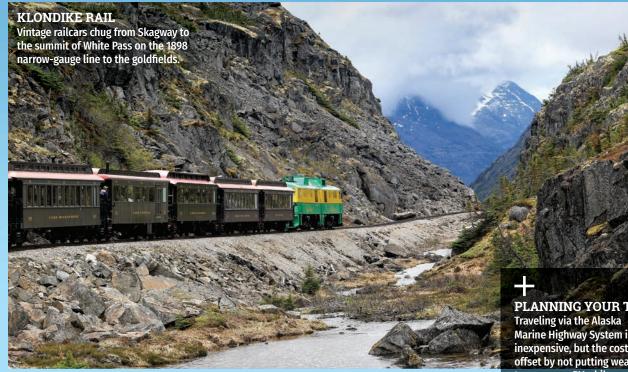


RVs on Board

Alaska Marine Highway System ferries can accommodate RVs of all sizes, and parking crews are masters at loading and unloading large vehicles. Fares are based on where you're going, whether or not you book a cabin and the size of your rig. Before making reservations, you'll need to measure your RV from the front bumper of the tow vehicle to the rear bumper of the trailer, and from side to side with the mirrors folded.

MEET THE FLEET Vessels in the Alaska Marine

Highway System range from the flagship *MV Columbia* to smaller ferries like this one on Lynn Canal.



timber and fish; now it's adventuresome travelers.

We grab a walking-tour map at the visitor center and saunter along Ketchikan Creek's wooden sidewalks to shops and historic buildings, including Dolly's House, a 1919 bordello offering tours. Then we pop into Tongass Historical Museum and enjoy old-time photos and artifacts, including classic diving gear, fishing equipment and a 1904 Fresnel lighthouse lens.

After lunch, we head to Carlin Air for a tour of Misty Fjords National Monument, a vast wilderness of spectacular fjords, inlets and waterways. Our little plane feels Lilliputian in this land of giants. We fly over endless green forests and mossy swamps (muskegs), lakes and rivers. We buzz Deep Canal and massive rock walls that plunge into secret valleys. Captain Jim banks the plane around a 1,000-foot waterfall that thunders into a misty pool.

Finally, we fly over Behm Canal, the longest waterway in the Misties, and deplane onto a floating dock in Rudyerd Bay. We stand in this natural temple with the rush of a creek the only sound.

PLANNING YOUR TRIP Marine Highway System isn't inexpensive, but the cost is offset by not putting wear and tear on your RV while cruising and saving on fuel and campsites. May through September is the peak season for ferry travel. Make reservations early on popular routes — some advise three to four months ahead, especially if you're bringing your RV or want to book a cabin. AMHS reservation agents at 800-642-0066 can help plan an itinerary.

Ketchikan is famous for totem poles, and we visit Totem Heritage Center, which houses the largest unrestored totem-pole collection in the United States. Native peoples

IF YOU HAVEN'T EXPERIENCED THE INSIDE PASSAGE, IT'S HARD TO IMAGINE ITS INCOMPARABLE BEAUTY — SOARING MOUNTAINS COVERED WITH DEEP GREEN FORESTS, NEARLY VERTICAL CLIFFS SLASHED WITH LACY WATERFALLS, AND GREEN AND BLUE WATERWAYS, ALTERNATELY SERENE AND ROILING.

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TRAVEL FERRY TO THE LAST FRONTIER

in the Northwest carved poles to honor the dead and record events and traditions. The center houses 33 poles, house posts and pole fragments carved in nearby Tlingit and Haida villages during the mid- to late-19th century.

Wanting more, we head to Saxman Village Totem Park's 25 replica poles. There's also a brightly decorated longhouse where you can experience native drumming and dancing. In the carving shed, we watch a master carver work.

We drive north to Clover Pass Resort, a fishing resort with RV spaces, motel rooms, a dining room and marina. After pulling into our waterfront site, we watch eagles dive from treetop perches, as camp chef Sandy fills our bellies with hearty spaghetti and Parmesan chicken. Then we fall into bed, lulled by the sound of water lapping against the docks.

We're up early to fish with Clover Pass Resort's Michael Briggs aboard a 20-foot covered aluminum boat with a fast engine. Michael doesn't guide but regularly fishes these waters. While Ketchikan is known as the Salmon Capital of the World, this year's run is spotty, and we catch only rockfish. The next day, Anne and I rent an open 14-foot skiff, and using Michael's rigging tricks, land a nice-size pink salmon.

In the morning we drive to Salmon Falls Resort, a fishing resort featuring an upscale dining room. While Salmon Falls doesn't offer RV camping, we want to experience a fully guided all-day fishing trip. Anne lands a silver salmon, but I am not so lucky. Before returning to Clover Pass, I drown my fishing woes in the dining room with delicious crab legs and king salmon.

The next morning, while packing for the ferry, we hear "whoosh!" Five humpback whales steam by the docks, undulating in and out of the water, tails and flukes high, a fitting Ketchikan farewell.

On the Glacier Discovery Tour, a 20-minute helicopter flight transports tour-takers from Skagway to the remote "ice river" known as Meade Glacier.



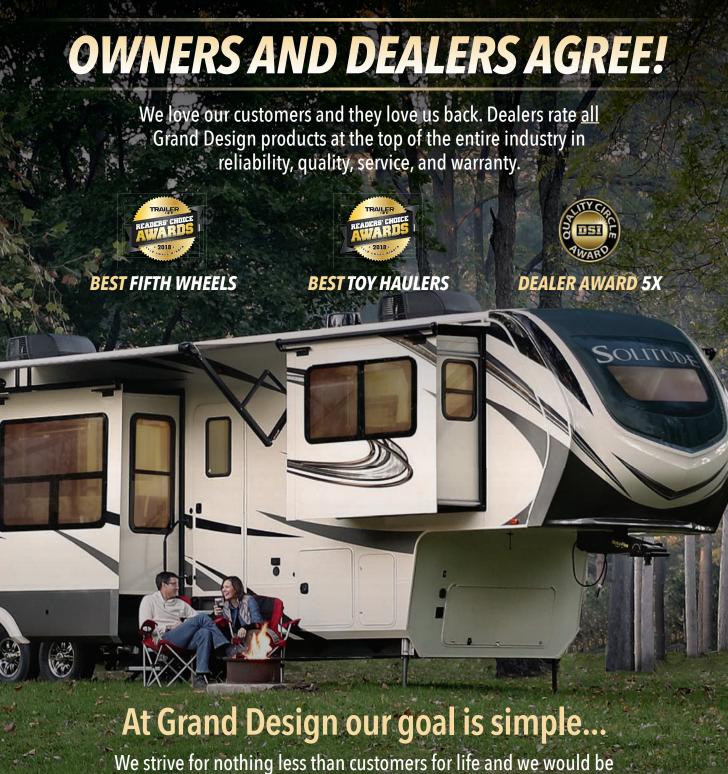
Alaska encompasses 650,000 square miles, and much of it is without roads. The Alaska ferry is a big part of the state's "highway system" and is designed for transportation; sightseeing is a bonus. Its route has been designated a National Scenic Byway and an All-American Road, and it is the only marine corridor with this distinction.

The ferry lets RVers get off the beaten path and explore lesser-known communities like Native Alaskan villages that are impossible or too timeconsuming to reach on the road. Passengers can view gorgeous scenery and watch for whales without the crowds or fussiness of a floating cruise resort.

AMHS ferries are basic, clean and comfortable. In addition to cabins, many offer a movie theater, arcade, reading room, kids' playroom, public showers and restrooms, plus indoor and outdoor observation decks. The vessels also serve hot and cold food, and the flagship *MV Columbia* has a restaurant dining room. Guests also have access to hot water, a toaster, a microwave, ice and vending machines.

While the ferry is under way, passengers aren't allowed on the vehicle deck except during scheduled times. Pets must remain in the owner's vehicle and can be visited every eight hours. Be aware that the vehicle deck can be noisy, and for anxious pets the experience may be frightening.

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JOURNEY TO JUNEAU

After busy days in Ketchikan, we board the afternoon ferry to Juneau, and I'm looking forward to the leisurely overnight trip.

Arriving to fair skies the next morning, we park in a public lot and head up the Mount Roberts Tramway for spectacular views of downtown, Gastineau Channel and snowcapped mountains. We hike shady trails, explore the gift shop and talk with native Tlinglit artists.

To learn more about those humpbacks we spotted in Ketchikan, we board the Gastineau Whale Watch boat. Our guide says Alaska's 100,000 glaciers provide minerals to feed phytoplankton, which feed the fish that bring the whales. Humpbacks can be as long as a school bus and weigh 80,000 pounds. Our first humpback is a small female who repeatedly rolls and lunge feeds at the surface, giving us good views.

"Black-and-whites!" the captain shouts. He's spotted orcas — a large male, a half-dozen females and a baby. Orcas actually belong to the dolphin family, but they get the "killer whale" name from their tag-team hunting techniques. We watch this pod cavort, their tall dorsal fins and white side spots visible.

Later, we drive to Spruce Meadow RV Park, pull into a shady, graveltopped site and tuck in early.

The weather is cool and drizzly the next morning when we meet Terri, our Juneau Food Tours guide, for a taste of Alaska. First stop is Tracy's King Crab Shack, a Juneau institution, for crisp mini-crab cakes and creamy crab bisque. Then on to Deckhand Dave's for panko-crusted salmon. My favorite stop is McGivney's Sports Bar and Grill where we savor Hog Wings, sweet-crispy pork shanks. At Salt fine-dining restaurant, we sample halibut dumplings, and finish up with a local-beer flight at the historic Alaskan Hotel.

We walk off some calories by cruising the docks. Like Ketchikan, Juneau has plenty of souvenir shops. My favorite landmark is the whale sculpture on West Eighth Street next to Douglas Bridge. Commissioned to celebrate the state's 100th anniversary, *Tahku* is a life-size bronze humpback leaping 25 feet high with water cascading off her flukes.

After a peaceful evening at Spruce Meadow, we drive to Mendenhall Glacier, a rare car-accessible glacier. We hike a trail to view Mendenhall Lake and the ice river's blue face, and follow elevated wooden walkways through muskeg and forest. In the visitor center, we learn that Juneau Icefield feeds 38 glaciers and that the snow takes 200 years to get to the glacier and the lake. There's also a dramatic time-lapse video that shows how much the glacier has retreated.

In the afternoon, we meet the Local Guy Charters and Sightseeing crew for fishing. Our three-hour troll yields two king salmon — a red and a rare white and we're thrilled.

SKAGWAY BOUND

We're on the early ferry to Skagway, famous as the gateway to the Klondike goldfields. It's a two-and-a-halfhour cruise, and the ferry drops us downtown. We park the Pleasure-Way on a level, gravel-topped site at Pullen Creek RV Park. The campground, one of the nicest on this trip, sits across from a leafy city park, and offers water and electric hookups but no Wi-Fi.

With false-fronted buildings and wooden sidewalks, Skagway resembles a Western-movie set. We poke into shops and check out the City of Skagway Museum's old photos and exhibits on rail history and period fashions.

We lunch at Jewell Gardens and Glass, a historic show garden, and join Head Gardener Randy and Assistant Director Josie for lunch at Poppies Restaurant. As I tuck into delectable halibut cakes and Anne enjoys duck confit salad, Randy tells us this garden fed Klondike Gold Rush travelers. In 1997 Charlotte Jewell reclaimed the space for an organic show garden.

After touring the garden's flowers, herbs and vegetables, we head to the glass-blowing studio. We don white coats and safety glasses, and instructor Travis leads us through selecting colors and styles for our globes, gathering glass on long rods, twirling them in the furnace and finally blowing through a long pipe to inflate them. Travis places our beautiful orbs in a cooling

WHERE TO CAMP

JUNEAU Spruce Meadow RV Park www.juneaurv.com

KETCHIKAN

Clover Pass Resort www.cloverpassresort.com

SKAGWAY

Pullen Creek RV Park www.skagwayrvparks.com/ pullen-creek-rv-park

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We're intrigued by Skagway's colorful history, so we stop at the Gold Rush Cemetery, a well-kept burial ground used from 1898 to 1908 for Skagway residents, including infamous con man Soapy Smith. In the evening, we take in *Days of '98*, a rollicking musical about the city's past.

The next morning, our last before heading back on the ferry, we board vintage passenger coaches on the White Pass and Yukon Route Railway. This narrow-gauge line, built in 1898, became the primary route to the Klondike goldfields. We've chosen the three-and-a-half-hour excursion that retraces the original route to White Pass Summit.

The train chugs past silty Skagway River, through valleys dotted with orange columbine, purple lupine and yellow yarrow, and under glaciers and cloud-topped mountains. As we pass Bridal Veil Falls, Inspiration Point and Dead Horse Gulch, eager photographers gather outside on covered platforms. The train goes by the original Klondike Trail of '98, worn into the rocks, and we spot rusted metal cans and an old shovel head, as we imagine the thousands of miners that trudged up this trail.

After lunch back in Skagway, we head to Temsco Helicopters for our final adventure, the Glacier Discovery Tour. We don glacier boots and climb aboard the 'copter for a 20-minute flight to Meade Glacier, one of the largest, where the pilot smoothly sets down. With hiking poles in hand, we follow glacier guide David over the rippled surface. He says the 500-year-old ice came from the Juneau Icefield 50 miles away. The cracks and crevasses we hop over wink like blue diamonds.

David invites us to drink from a rushing glacier stream. The water is icy and delicious, the perfect toast to our Alaska ferry adventure.

Worth Noting: There is no Wi-Fi on AMHS ferries. To pass the time, people read, talk, play games, watch movies, write in journals and enjoy the scenery. Inferior Plastic Fuel Tank

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Farmhouse Living

Jayco's new Eagle 321RSTS brings the country to the campground

• Packed with great features and smart use of space, Jayco's latest triple-slide Eagle has a pleasant interior and feels larger than it is.

– by Barb Riley

he 2019 Jayco Eagle 321RSTS fifth-wheel is a beneficiary of upgrades rolled out across the entire Eagle line and unveiled with great anticipation last fall. The intent: To merge contemporary accoutrements, modern conveniences and hardy systems into an RV that is "camping-correct" in substance and beautiful in style. At just over 36 feet long, it's not a monster, relatively speaking, but this triple-slide configuration has plenty of room in terms of both living space and storage. Still, the interior's fresh face was Jayco's primary focus when unveiling this 2019 fifth-wheel. Usually, switching decor packages means changing the wood finish and furniture fabric, but the Eagle's new look goes deeper.



trends for new construction and kitchen makeovers, and features rustic white-wood finishes, antiqued hardware, Edison pendant lamps, a stainless-steel farmhouse double sink and gray plank-look vinyl flooring.

It's a pleasant, more systemic change that made us feel like we were on an episode of House Hunters. I went to the front of the fifth-wheel to see how it applied throughout



the whole unit and which bedrock features were still integrated.

EXPLORING STYLE AND SUBSTANCE

Storage in the bedroom comes in the form of a dresser, a shelved wardrobe with washer-dryer prep and a closet with sliding mirrored doors (the latch is tricky to open; you'll need two hands. It's one of those seemingly simple things that

A) trifold sofa **B)** entertainment center **E)** shower with seat

C) pantries

- **D)** refrigerator and electric fireplace F) 60x80" queen bed G) walk-in closet
- H) washer-dryer prep
 - I) dresser and optional TV
 - J) freestanding dinette
 - K) recliners



many RV factories still struggle with getting right). You can plug in at the charging center (two USB ports and a 12-volt DC outlet) over the dresser, inside the wardrobe or under the small table on either side of the bed, ready to keep phones or CPAP machines powered overnight. A second ducted A/C unit is an option.

RV beds' comfort and decor

remain points of contention and debate. Many people toss the bedding set that comes with their RV, while others toss the mattress along with it. I prefer a more comfortable mattress and fewer pillows. This decor set places four large square pillows with sparkly accents against the headrest, then two longer pillows, and one furry — yes, *furry!* — small square pillow at the front.

In a floorplan where space is assigned so thoughtfully, forcing owners to use that valuable space for stashing multiple pillows seems a curious choice. I did like the longer ones that were almost body-pillow size, but I found the others too im-

CULINARY DELIGHT The clean, contemporary

Modern Farmhouse interior decor feels like a showcase home inside an RV. There's ample counter space and plenty of storage, including a full-door pantry with adjustable shelves that is adaptable for RVers' personal use and preferences.

> practical for use. Women like this kind of thing, I'm told, and my driver's license shows "F" under Gender, so I can't explain it.

Being avid readers, we did appreciate the lights over each side of the bed, which can be white for reading if you press and hold the switch; tap them for a muted blue light that allows your bedmate to sleep through your nighttime visits to the bathroom.

The Modern Farmhouse style follows residential trends and features rustic white-wood finishes, antiqued hardware and gray plank-look vinyl flooring.

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Large slideouts grace both sides of the living area, which contains a trifold sofa

and reclining theater seats with a center storage console and cupholders. Both have access to power and USB outlets and are covered in linen-look fabric that wears more like vinyl to protect against things like sand, dogs and wet bottoms fresh from the swimming pool.

A killer entertainment system includes USB and HDMI inputs as well as PC play on a massive 50-inch TV and a stereo system with a sound bar above the fireplace and two exterior speakers. A faux fireplace with heater is operable with the entertainment center's remote control.

FEELING AT HOME

Thoughtful modern touches such as a pop-up power pedestal in the island (left), reclining theater seats opposite the 50-inch TV and a dinette with storage in the table and chair seats (below) are much-appreciated inclusions.

MANUFACTURER'S SPECIFICATIONS

2019 JAYCO EAGLE 321RSTS

Exterior Length	36' 2"
Exterior Width	8'
Exterior Height	13' 6"
Interior Width	7' 9"
Interior Height	8' 7"
Construction	Aluminum frame,
laminated gel-	coat fiberglass, truss-
construction roof	with TPO membrane
Freshwater Cap.	75 gal.
Black-/Gray-Water Ca	p. 50/50 gal.
LP-Gas Cap.	14 gal.
Water-Heater Cap.	6 gal.
Refrigerator	21 cu. ft. residential
Furnace	30,000 Btu
Air Conditioners (2)	15,000 Btu
Battery	Dealer installed
Tires	ST235/85R16E
Suspension Lear	f/MORryde CRE-3000
Weight	11,241 lbs.
Hitch Weight	2,065 lbs.
GVWR	12,700 lbs.
GAWR (2)	6,000 lbs.
Cargo Carrying Cap.	1,459 lbs.
MSRP, Base	\$51,771
MSRP, As Reviewed	\$73,225
Basic Warranty	2-year limited

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SEAMLESS





Surprisingly roomy spaces in the Eagle 321RSTS include a well-laid-out mirrored-door bedroom closet (above), plus the bathroom with its large mirrored medicine cabinet, stout sink cabinet, and light and roomy shower with a seat and clear door (right).

MORE TECH TOUCHES

The entertainment center wasn't the only high-tech feature offered in this fifth-wheel. Along with merging decorative styles, the 321RSTS also brings more integral tech to the camping experience with OneControl, an app-based interface to control and monitor RV functions such as leveling, lighting, awnings and interior climate. There are also plenty of residential tech conveniences, like dimmable lights throughout the rear of the fifth-wheel.

We could have done with more light, however, in the form of more windows. The only street-side window is a very small one over the arm of the rear sofa, which limited light and also prevented us from seeing what was going on outside on that side of the fifth-wheel. The bedroom windows on the slideout face the sides, so when we wanted to check out noises heard from that direction, it was hard to do so.

The window shades also lent themselves to a dark interior; all of them are black, with no lighter



diffusers for daytime use. If they're down, it's dark. More windows would also provide more air, as would better opening mechanisms. The windows that opened didn't open far, preventing good airflow.

CAMPING OUT IN THE KITCHEN

My favorite area in the 321RSTS was easily the kitchen. Cabinets and storage are plentiful and delightful, particularly the full-door pantry with adjustable shelves, which is a must in my book — some of us get jumbo boxes of cereal for camping trips that have to fit somewhere. A motionsensor light turns on when you open the door and turns itself off; there's also a switch-on light for added illumination. A frosted door window would be better for hiding the contents from view, but, again, that's one of those personal-taste things.

Next to the pantry, an overhead microwave tops a three-burner cooktop with foldable flush cover, oven and a nice, deep pots-and-pans drawer. Dance on down the line and you'll hit the refrigerator, a 21-cubic-foot residential Whirlpool with through-thedoor ice and water. RV LP-gas/electric refrigerators are available, with 8 cubic feet standard and 13 cubic feet optional — which makes more sense for those traveling off the grid, but those staying in place longer (or perhaps looking to store whole turkeys) can go for the larger residential model.

The large island comes with a much-appreciated kitchen-size trash can under the sink and a pop-up pedestal on the counter with power outlets. Then there's the message center with a junk drawer (not the designer's intent but our inevitable use) and charging spaces, and the second pantry, a large two-door cupboard with four coat hooks on the back wall. Why are there coat hooks in a pantry, you ask? Well, it's one of those ingenious mash-ups born out of RVing necessity; the hinged pantry shelf can be folded back to create a coat closet.

This is just one way Jayco designers looked to squeeze every inch of usable space out of the 321RSTS. There's storage in the chairs for the freestanding dinette, as well as the extendable table itself. The deep bedroom closet has good shelf placement, even in hard-to-utilize corners. The bathroom's medicine cabinet is the largest of its kind that I've ever seen. And if you swivel out the living room television, you'll spy some inset shelving behind it that's perfect for stashing DVDs, CDs and books.

Overall, the Eagle 321RSTS settles nicely in the space between basic comfort and high-end luxury. You'll invest more money here than with an entry-level, but you'll get a lot for it, and that feels very purposeful. Jayco seems to have been extra mindful about providing plenty of value with a dash of ingenuity and fun. Now available in double, triple and quad step configurations!

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PACKED WITH INNOVATIVE FEATURES, THE 2019 MODELS ARE ROLLING INTO **RV DEALERSHIPS** AND SHOWS NEAR YOU. HERE'S WHAT'S IN STORE

- by Trailer Life and RVBusiness

To provide Trailer Life's most extensive new-model coverage ever, our team visited RV trade and consumer shows, dealers' lots and manufacturing plants to see what's out there for 2019. Featured on the next 19 pages is a wide selection of this year's most notable travel trailers, fifth-wheels, toy haulers, truck campers and an expedition-style RV.

While browns and tans still predominate when it comes to aesthetics, some new RVs have a more contemporary feel with brightly colored exteriors, warm-looking interiors or trendy gray, and even touches of industrial chic. Jayco introduced Modern Farmhouse decor in its Eagle fifth-wheels this year, and the inTech Sol and Hymer Touring GT compact trailers have a sleek European style. Rugged Mountain is designing truck campers like the tiny homes it also builds, with residential interior materials.

Some new models integrate unique built-ins, like the CrossRoads Cameo fifth-wheel with its full-island wet bar with stools and a big-screen TV. Then there are the exterior add-ons, like an inflatable rear-deck enclosure by MORryde on the Heartland Cyclone toy hauler, which allows the deck to serve as an enclosed living space.

Technology continues to weave its way into RVs at every level, with multiple USB charging ports in most new models. This trend extends to internet connectivity, connected entertainment systems and all-inclusive control systems.

Whether you're shopping for a new model or just dreaming, there's a lot to like in the latest crop of RVs.

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in STOWEST

FIFTH-WHEELS



Coachmen Brookstone 310RL

The new line of Brookstone fifthwheels from Coachmen, a subsidiary of Forest River, is designed to offer a lot of bang for the buck, with features typically found on higherpriced models but without some of the more expensive upgrades that drive up the cost. Standards include drop-frame storage, larger slideouts, heated underbelly, tank heating pads, dual-ducted air conditioning, stainless-steel appliances and 55-inch TV.

"The buyer is going to be anybody looking for a coach that they want to go spend three to six months in," said Brookstone General Manager Fred Hershberger. "It's going to be insulated for that type of purpose, and it's going to have spaciousness and the storage to be able to do it. From a retail standpoint, they can do it in this for up to \$20,000 less than a lot of the high-profiles on the market today."

The first of five Brookstone floorplans, the 36-foot, 3-inch 310RL has a dry weight of 11,559 pounds. All models have a base MSRP under \$49,000.

CrossRoads Cameo CE3921BR

For couples who like to entertain, the Cameo CE3921BR just might fit the bill. The 41-foot, 8-inch fifth-wheel has opposing slides that extend to make a large living and kitchen area. The front slideout creates a spacious bedroom that has an adjoining three-piece bath.

What makes this fifth-wheel ideal for entertaining is an L-shaped bar tucked under a large-screen LED TV just inside the entry door. The CE3921BR stands ready for the next party with four barstools, and ample storage in the bar and cabinets along the back wall, which also features a wet bar and wine cooler.

"With the Cameo product line, we have a saying: It has 'twice as nice' features," said Darin Elswick, CrossRoads general manager, referring to, among other things, two awnings, two fireplaces, two TVs, two Fan-Tastic Vent fans, two exterior "scare" lights and a 2-inch hitch receiver. "There aren't any options on the Cameos; everything is included. You pick out your color, and that's it," Elswick added.

The CE3921 has a 12,050-pound dry weight, 3,350pound cargo capacity and an MSRP of about \$65,000.

CAMED

Grand Design Solitude S2930RL

Grand Design continues to introduce new models that complement its popular lineup of fifth-



wheels, travel trailers and toy haulers. Center stage is the Solitude S nameplate, which represents a step up from the Reflection line and a notch down from its flagship Solitude.

The 2930RL represents the shortest Solitude-branded model ever built by Grand Design. It's a bit longer than 34 feet, and unlike the Reflection 303RLS, from which many of the floorplan elements were taken, the Solitude S version has a wide-body chassis for an extra 4 to 6 inches of floor width and deeper slideouts. Dry weight is 11,442 pounds.

"We found that in the high-profile segment we were dominant, and very competitive in the \$65,000-plus space," explained Lance Lees, regional sales manager for the Solitude and Momentum lines. "Where we haven't been very competitive is under \$60,000 and under 40 feet. Our new Solitude S allows us to expand our lineup without sacrificing structural integrity or quality."

A higher ceiling provides improved spaciousness, and the north-south queen bed has walk-around room; a kingsize bed is optional. Overall, the Solitude has a residential feel, courtesy of the roomy living room with theater seating, an island counter in the kitchen, and bathroom access from the hallway and bedroom.



KZ Durango D333RLT 🔿

KZ RV has reconfigured its Durango-branded fifth-wheels into three segments: the top-of-theline Durango Gold, the standard Durango and the all-new lightweight Durango Half Ton series. "We've repositioned everything with regard to price points and product segments," said KZ General Manager Brent Froman.

Like other models in the Durango line, the new D333RLT has "a lot of upgraded standard features," according to Froman, including four-point leveling, an all-weather insulation package, Lippert SolidStep, Furrion convection microwave, Corian countertops, a porcelain toilet and Thomas Payne furniture, among other things.

"The Durango product used to have a lot of options, so we've simplified things a little bit from that standpoint," Froman explained. Base MSRP is \$83,375, and GWWR is 13,000 pounds.



Forest River Cardinal Luxury 3750BKX

The Cardinal is Forest River's flagship fifth-wheel line, and for 2019 it has "a more aggressive price and look," said Rob Walworth, Northeast regional sales manager for Cardinal. With the new quad-slide Luxury 3750BKX, designers have drawn outside the lines to create a unique layout in a rear-kitchen floorplan with a rustic farm look.

The C-shaped countertop is across from a slideout dinette, with a residential refrigerator and range with a residential hood on the rear wall. There's tons of prep space for entertaining or just cooking for two. The living area features opposing slides that create a spacious room.

The side-aisle staircase and hallway lead to a sizable bathroom with a rectangular walk-in shower and forward master bedroom with a wardrobe and a closet with a washer and dryer. The standard king bed can be replaced with a queen. Base MSRP is \$76,118, and GVWR is 16,385 pounds.





Northwood Arctic Fox 28-5C Silver Fox Edition

Known for its heavy-duty chassis and fourseason livability features, Northwood has introduced the nearly 32-foot Arctic Fox 28-5C, a triple-slide fifth-wheel that feels considerably larger than its actual length.

"What makes the Arctic Fox 28-5C unique is its versatility," said Donald Cochran, chief sales officer for Northwood. "The booth-nook dinette, with a freestanding table and two folding chairs, allows the floorplan to really

open up for couples but still makes it possible to entertain."

The jackknife sofa in a slideout and dinette offer good views of the 40-inch smart TV, housed in the opposing slide along with a 12-cubic-foot refrigerator, microwave and three-burner range. An island holds a double-basin sink, and adds storage and counter space. The 28-5C has a GWR of 11,564 pounds and an MSRP of \$70,478.



Highland Ridge Open Range 375RDS

The Open Range 375RDS from Highland Ridge, a division of Jayco, is a new raised rear-livingroom floorplan with a key difference. Instead of putting the television on the back wall, the 375RDS puts it between the living room and the kitchen. The TV rises out of a cabinet between the kitchen and living room. "A lot of the most popular floorplans are rear living rooms, because you've got that rear view, but when you put the TV back there, you lose that,"

said Randy Graber, senior director of product development at Highland Ridge. The 375RDS is 42 feet, 9 inches long and 100 inches wide, with a dry weight of 12,434 pounds and a GWR at 16,680 pounds. Graber explained that a variety of elements make it 10 to 15 percent lighter than similar fifth-wheels. Those items include cable-drawn slides, laminated flooring and a lighter plywood roof. Base MSRP is \$73,294.



Jayco Eagle 319MLOK

With the Eagle 379MLOK, a nearly 37-foot triple-slide fifth-wheel with an outside kitchen, Jayco has developed a floorplan that makes optimal use of the line's new Modern Farmhouse interior decor. While the other decor option, American Tradition, is the familiar beige color scheme, Modern Farmhouse takes its design cues from the high percentage of residential kitchens being built today with white as their dominant color.

The 319MLOK is a rear-kitchen model with unique interior features such as an angled dual-basin sink beneath a dark ceiling beam with the look of hand-hewn plank. That same rustic wood can be found atop the kitchen island and the freestanding dining table, which is housed along with a sofa in the streetside slide.

Chris Barth, Jayco's senior director of product development for the Eagle and Talon brands, said Modern Farmhouse employs "an antique-glazed white wood, but with that is warm gray furniture that is not only a different color but it has a different style."

The 319MLOK has a 10,710-pound dry weight and a claimed 2,285-pound cargo capacity. Base MSRP is \$59,900.

ESTONE





Forest River Cedar Creek Champagne Edition 38L

As its name implies, the new Champagne Edition is Cedar Creek's top-of-the-line luxury fifth-wheel. With MSRPs in the low-\$90,000 range, it's also "the best-priced product in this category," according to Product Manager Craig Clair.

The 38L is a rear-living-room floorplan with gray-tone woodwork. "No one else has this color of wood, which comes out of the residential trends we're seeing," Clair said. A three-slideout, 41-foot, 9-inch fifth-wheel, the 38L features a chef's kitchen with a gas cooktop (induction is optional), expansive midship bath and a forward master suite with a king-size bed.

"We also feature smart TVs in the Champagne series, bigger fireplaces, and all of our furniture is made in the USA," Clair said. The 38L has a GWR of 18,000 pounds and features a heavier suspension, including 8,000-pound Dexter axles and 17.5-inch H-rated tires.





Keystone Montana High Country 372/373RD

When Keystone introduced a rear den in its Montana fifthwheel lineup in late 2014, it quickly became the brand's top-selling floorplan. "It only made sense for us to bring that floorplan down to a lower price point with the Montana High Country series," said Product Manager Mark Krol.

Available as the High Country 372RD or 373RD — the difference is a choice of residential or RV refrigerator — the new fifth-wheel offers a few new features. "We tried to create this one with a bigger, more open patio area and what we believe is the best bathroom on any rear-den in the market, regardless of price," Krol said. "It's a double-vanity bathroom that provides more space around the toilet so someone can actually move around and get dressed in it."

The 372/373RD also has copious storage beneath the rear den, along with a sliding tray for easier access. "It has just less than 9 feet [deep] of rear storage, and there's a nook up front that would allow for a 10-foot kayak to extend into that space," Krol added. "And the sliding tray is rated for 800 pounds."

The High Country 372/373RD has a 16,000-pound GWR and will retail in the low \$70,000s.



Heartland Milestone 377MB

Heartland RV, a subsidiary of Thor Industries, has introduced the Milestone fifth-wheel line, and it's designed for three-quarter-ton truck owners who want the features of a higher-priced fifth-wheel in a more affordable package, said Senior General Manager A.J. Jones.

The Milestone debuts with four floorplans, but Jones singled out the 42-foot, 12,790-pound (dry) 377MB, which has an MSRP just under \$50,000. What makes the 377MB stand apart, Jones said, is its mid-bunk room with a loft above, as well as an adjoining private half-bath. "Customers are always asking for this, because their kids typically want to have their own bathroom," Jones added.



In addition to the 377MB, the Milestone line includes the 42-foot, 1-inch 389TB, a bunkhouse with two full bathrooms, and the 40-foot, 4-inch 360RD, an elevated rear den, along with the 42-foot, 8-inch 379FLML, the only Milestone with a front living room.

Winnebago Micro Minnie 2405RG

Winnebago has its sights set on midsize truck owners with the 26-foot, 9-inch Micro Minnie 2405RG fifth-wheel, which has a 5,780-pound dry weight and a 7,700-pound GvwR. Part of the weight savings comes from a 7-foot-wide floorplan claimed to be narrow enough that, when towing with a midsize pickup, the tow vehicle does not have to be equipped with extended mirrors.

Triple solid steps lead into the bright kitchen with light decor and lots of windows. The open galley has a flush-mount range with a glass cover, an oven, a 6-cubic-foot refrigerator and a stainless-steel sink centered in a marble-look counter. A sofa bed is across from a four-seat convertible dinette housed in a slide, bringing sleeping capacity to six.

Up front, a full bathroom leads into the bedroom with more than 6 feet, 2 inches of ceiling height. The 60-by-80-inch queen bed is bookended by hanging shirt closets and nightstands. With a base MSRP of \$34,503, the 2405RG is outfitted with torsion axles and comes with an 18-foot electric awning.



Forest River Sandpiper 379FLOK

The 41-foot, 8-inch Sandpiper 379FLOK features an outdoor kitchen and three sets of opposing slides — in the front living room, mid-kitchen and dining area, and rear bedroom. Among the changes to the 379FLOK for 2019 is the addition of a windshield in the front cap that makes an already large living room appear even bigger.

"What the front windshield does is allow

you to take advantage of an elevated view in a fifth-wheel," said Curtis Gunther, division general manager overseeing the Sandpiper, Sierra and Riverstone fifthwheel lines. "Everybody wants big windows, more windows, and this definitely takes advantage of that. It's trimmed out very nicely to create a shelf," Gunther added. Under the windshield and inside the cabinet behind the fireplace is a 50-inch TV on a powered lift.

Other changes for the double-axle fifth-wheel are new decor options, furniture, cabinetry and linens. The 379FLOK retails in the mid- to high-\$60,000 range and has a 15,500-pound gvwR.



New Horizons Summit

Known for high-end fifth-wheels that are popular with full-timers, New Horizons offers the Summit line, which retails for considerably less than its Majestic flagship. "The Summit is our more economical approach to building a very high-quality, full-time-capable, four-season fifth-wheel," said Cole Brokenicky, vice president of sales. The line is comprised of 13 floorplans from 31 to 44 feet, including two toy-hauler models.

"For 2019, we've definitely jumped on the trend bandwagon, doing a lot of painted cabinetry," Brokenicky said. The solid-maple cabinets are usually painted off-white, but an optional black scheme can make the fifth-wheel look like a man cave on wheels. Unlike the Majestic, Summit models are not customizable, but there is a long list of available options.

Retail prices are in the \$160,000 to \$170,000 range, and all sales are factorydirect from the company's Junction City, Kansas, headquarters.



Vanleigh PineCrest 305RLP

Vanleigh, known for its Vilano and Beacon models, has launched the PineCrest line to appeal to customers looking for the same livability and durability at a more affordable price. "It was really tough at shows when you watch your customers buy from your competitors because, even though they wanted your product, they just couldn't get to that price," said Vanleigh National Sales Manager Freddie Swinney, who emphasized that the PineCrest features the same quality of construction, materials and components as its big brothers but with a price tag in the low \$60,000s.

Although additional floorplans are in the works, the PineCrest debuts with the 305RLP, a 32½-foot fifth-wheel with a 12,200-pound GVWR. The 305RLP features a rear-living layout with an 80-inch sofa bed flanked by opposing slides to create a large space. The curbside slide has theater seating and a dinette or optional freestanding table and chairs, while the streetside slide has an entertainment center and galley. A kitchen island and additional hutch storage completes the main level.

The front of the 305RLP features a dual-entry three-piece bathroom and a bedroom with a walk-around queen bed and a wardrobe slide.



TRAVEL TRAILERS

Lance 2465 🕑

Lance, a subsidiary of the REV Recreation Group, introduced the 29-foot, 5-inch 2465, its first trailer with 50-amp service. "This is our longest model to date and features an amazing dual-slide, front-lounge, split-lavatory floorplan," said Gary Conley, Lance's national sales manager.

The 2465 has a standard king-size bed in a slide and available dual 40-inch LED TVs, an electric fireplace and dual air conditioners. The front-living floorplan includes a 60-by-32-inch Sky View front window above a residential-style J-lounge with kick-up footrests. The flushfloor dinette, housed in a slide, and the J-lounge convert to beds, giving the 2465 three sleeping areas.

Other highlights include a split bath with an oversize shower, a roof rack, a 4-foot exterior table in a dedicated storage compartment, a 1¼-inch hitch receiver and an allweather package. The 2465 has a gwwr of 7,300 pounds and a starting MSRP of \$47,407.

KZ Connect 261BHKSE

For 2019, KZ RV has introduced the Connect SE, a laminated travel trailer line that serves as a lighter, lessexpensive version of its Connect brand. With MSRPs starting in the high-\$20,000 range, the Connect SE debuts with six floorplans.

The 261BHKSE features a walk-around north-south queen bed in the private bedroom up front and a threepiece bathroom and double-over-double bunks in the rear. The midship living area offers a curbside galley, and a 42-inch booth dinette and 70-inch sofa in the streetside slide.

General Manager Brent Froman said the idea for the SE line was to offer a value-packed RV at an attractive price. "It's going to have a lot of features that are maybe going to be options in some of the others out there," he said, singling out the SE's electric A-frame jack, large basement storage, and climate package that includes a heated, insulated, enclosed underbelly.

Other features include a standard outside kitchen, upgraded wheels, an electric smart arm awning, an upgraded oven and refrigerator, and a 30-by-36-inch shower. Dry weight is 5,910 pounds, and gwr is 6,800 pounds.



Travel Lite eVoke 2020L

Travel Lite President Dustin Johns knew he was onto something when the company began focusing its efforts on a unique aerodynamic travel trailer profile with the debut of the Falcon, and subsequent lines have borne that out. The Aura took the sleek look a step further, and the new eVoke has Travel Lite's most aerodynamic profile yet.

"Definitely in the travel trailer market, we're the most aerodynamic shape," Johns said. "We're the only full-size travel trailer that has a wheelbase wider than the unit itself." Available in black-, gray- and white-matte finishes, the eVoke features a 102-inch track width, placing each wheel partly outside the 96-inch-wide trailer. An upgraded suspension is expected to enhance road manners, according to Johns.

"We've also developed a very European privatejet-style interior, all at a price point that hits the market under \$30,000 MSRP," Johns added. Accessed through a tempered-glass entry door, the 36-foot-long, 6,920-pound (dry) eVoke 2020L includes a "floating" fireplace, remote-controlled LED lighting, curved aircraft-style overhead cabinets and an outside kitchen. The rear-lounge floorplan features a 40-inch Furrion TV, with a second TV in the forward bedroom.



Gulf Stream Envision 258RB

With the introduction of the Envision laminated travel trailer line, Gulf Stream Coach is hoping to capture buyers looking for a contemporary RV loaded with amenities but at an affordable price. Standing inside the 30-foot, 4-inch 258RB, Gulf Stream Vice President of Sales Jeff Kloska said the Envision is simed at the ultralight corn



aimed at the ultralight segment.

While the line will eventually have as many as eight floorplans, the single-slide, rear-bath 258RB offers a glimpse into the rest of the weldedaluminum-frame brand. Laminated vacuum-bonded walls and fiberglass front caps are white with gray and black accents, and the modern scheme is carried through to an interior that offers light countertops, stainless-steel appliances, gray flooring, brown cabinetry and dark-colored furniture. Base dry weight is 5,957 pounds, and MSRP is around \$30,000.

Venture RV Stratus SR261VRL

KZ RV's Venture RV division is fast becoming a full-line manufacturer with the introduction of the new Stratus line. "It fits a niche between our Sonic weights, which top out at about 4,500 pounds, and our SportTrek, which begins at around 5,500 pounds," said General Manager Dave Boggs. The new Stratus comes in at between 4,500 and 6,200 pounds (dry).

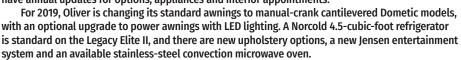
Offered in four exterior shades — red, blue, white and gray the Stratus is available in six models from 28 feet, 7 inches to 32 feet, 1 inch, with Gvw ratings from 7,000 to 8,300 pounds. MSRPs start at around \$25,000, Boggs said, again, picking up from where the Sonic leaves off. Beyond the colorful exterior are a host of family-friendly features from flip-up solid steps to a walk-in pantry (on certain floorplans) and a U-shaped dinette, which, depending upon the floorplan, shares the single streetside slideout with a sofa, an 8-cubic-foot refrigerator or the pantry. The contemporary interior also offers double sinks and an entertainment center with a built-in fireplace.

The SR261VRL includes a rear sofa and walk-through mid-bath. The forward bedroom offers queen-size sleeping and plenty of storage, with pass-through storage beneath the trailer.





Oliver Legacy Elite II Oliver manufactures high-end fiberglass trailers that are made to order and sold factory-direct, including the 18-foot, 5-inch Legacy Elite and the 231/2-foot Legacy Elite II. While these trailers don't change dramatically from year to year, they do have annual updates for options, appliances and interior appointments.



All Oliver trailers start with four fiberglass shells, two exterior and two interior, which form the robust and waterproof body, supported by a hand-made aluminum chassis with tandem axles and torsion suspension. While the body is available in white only, exterior graphics are customized during the build process to complement the client's tow vehicle or personal wishes.

Base MSRP for the Legacy Elite II remains unchanged from 2018 at \$53,900, and all upgrades or alterations go up from there. The trailer has a 7,000-pound gvwr.



Heartland Trail Runner SLE 261

Heartland, a subsidiary of Thor Industries, has "significantly overhauled" its stick-and-tin line of Trail Runner travel trailers for 2019, said Ryan Brady, general manager overseeing the Trail Runner, Prowler and Pioneer brands. "We completed a full redesign on the exterior with a new white color scheme and new graphics — we really went with a more contemporary look — and a heavily revamped interior as well with the same modern looks and colors," Brady said. "It's under 30 feet in total length and under 6,000 pounds [dry], but it still has a full slide."

While the SLE 261 has the familiar configuration of a walk-around queen bed up front, and doubleover-double bunks and a three-piece bathroom in the rear, the mid-level living area has a unique twist that helps the trailer fit into its less-than-30-foot-long footprint. Where similar models will have an entertainment center with access to the bedroom on either side, the 261SLE features a wall with single access, and along that wall is the fully functioning kitchen. Completing the mid-level area are a curbside dinette, and a sofa and refrigerator in the streetside slideout.

The SLE 261 retails for less than \$20,000.

Riverside Retro Silver Dream

Riverside RV debuted the Silver Dream package as an option on its entire line of vintage-inspired Retro travel trailers (16 models). fifth-wheels (three) and tov haulers (two), to appeal to those seeking a more contemporary look. Using the same corrugated siding as Riverside's Retro brand, the Silver Dream Package features a black and reflective silver exterior, while warm gray tones on the floor, cabinetry and furniture carry the contemporary theme inside.

"It's a departure from what we do with the Retro, but not a big one," said Riverside RV General Manager Merv Lehman. "It allows the customer to have that Retro feel on the exterior, but they're not having to buy that Retro interior. With this they can get the modern interior with a clean, contemporary look."

Base MSRP for the Riverside Retro line ranges from \$7,978 to \$33,611, and dry shipping weight ranges from 1,180 to 5,675 pounds.





Keystone Hideout 29DFS

Campfires are an integral part of the camping experience, but not everyone cares for the smoke. Then, too, inclement weather can douse expectations, and there are dry locations where campfires are prohibited. Keystone "solved" this dilemma with its new Hideout 29DFS floorplan, which includes two fireplaces: one inside and one outside. "It provides the ambience people are looking for without the extra work to make a fire," explained Steve Shively, regional sales manager for Keystone's Hideout division.

The 33-foot 29DFS has an 8,400-pound GWR and features a single streetside slideout that is home to a sofa and dinette. On the opposite side are the galley and entertainment center, which includes a 50-inch HDTV and the aforementioned fireplace (the exterior fireplace backs up to the interior one). The enter-tainment center utilizes the swivel design introduced last year in Keystone's Montana to reveal a hidden pantry. The galley also includes lighted overhead kitchen cabinets, a three-burner cooktop and an 8-cubic-foot refrigerator.

Retailing for about \$29,000, the 29DFS is a family RV with a front queen bed and rear bunks. "We took one of the top-selling floorplans in the industry, the double-over-double bunkhouse, and enhanced it," Shively said.

Forest River Luxury Surveyor 250FKS

Forest River's Luxury Surveyor line underwent an overhaul in 2018, according to Dave Lawson, sales and product manager. Changes include a new fiberglass front cab, a new exterior graphics package, and pet-friendly amenities like a leash tie-down on the A-frame.

The 29-foot 250FKS, a new floorplan, includes a front kitchen made possible by the increased

overhead clearance afforded by the front cap and windows. A Furrion oven and stove, along with LED lighting and a drawer for pot and pan storage are kitchen highlights. Sliding barn-style doors separate the midship bedroom from the front living room and kitchen, and the bathroom in back.

The 250FKS features a 52-cubicfoot storage area and has the ability





nüCamp Avia

A manufacturer of teardrop trailers and truck campers, nüCamp expanded in a new direction with the introduction of its first travel trailer, the Avia. Scott Hubble, CEO of nüCamp, noted that high-end European travel trailers, known as "caravans," served as the inspiration.

The 28-foot, 4,800-pound (dry), non-slide trailer features an aerodynamic nose with panoramic windows and European-style curved cabinetry. The galley is outfitted with a stove, sink and three-way refrigerator, and the U-shaped seating doubles as a second sleeping area. In the bedroom, the gueen-size island bed with a motorized ZOMI system has ample room to walk around it. The Avia offers a split bath with a Euro-style shower on one side, and a wall-mounted combination sink and toilet with a telescoping wall to create a room for privacy.

"We are opening up our horizons a bit," Hubble explained. "This is a new opportunity for us, and we want to share what we do with a larger audience."



to integrate solar power through a plug-in port on the side of the trailer. The 250FKS has a GWWR of 5,500 pounds and an MSRP in the low \$30,000s.





East to West Della Terra 29K2S

The all-new East to West division of Forest River launched with the Della Terra travel trailer line. Featuring eight models ranging from 23 feet, 11 inches to 33 feet, 3 inches (A-frame not included), the Della Terra has dry weights that start at just shy of 5,000 pounds and top out at 8,745 pounds.

The new brand focuses on high-quality, value-added amenities with a limited number of floorplans, one color scheme and a broad selection of standards, according to Lindsey Espiritu, East to West's marketing manager. All models have a king-size bed, 9-inch innerspring mattress, 8-cubic-foot refrigerator, 48-inch-wide dinette, 15,000-Btu air conditioner, fully finished pass-through storage and an automotive deposition-coated frame.

The 29K2S is a two-slide rear-living model with opposing slides flanking a three-seat sofa with end tables along the rear wall. The curbside slide houses two chairs and a 4-foot dinette, while the streetside slide features an entertainment center and galley kitchen. The kitchen island is home to a large sink, and a three-piece bathroom completes the layout. With an MSRP in the low \$30,000s, the 29K2S has a 31-foot, 11-inch box length and weighs 8,178 pounds (dry).

Dutchmen Coleman Lantern 264RL

Coleman is one of the most-recognized brands in outdoor recreation, and Dutchmen's Coleman line carries on the tradition with its 2019 Lantern 264RL travel trailer.

The 31-foot Lantern 264RL is a rear-living, front-bedroom, dual-entry model. The single slideout with the sofa and full dinette opens up the living space. Dual barrel rockers on the back wall with an end table make for a comfortable place to watch TV from the entertainment center. A walk-through bathroom with a corner shower leads to the bedroom, which is equipped with a queen bed, shirt closets and below-platform storage. Entry doors are in the living space and bedroom.

For 2019, the Lantern series has a number of new features, including a power A-frame jack, black-tank flush, fully enclosed and insulated underbelly, magnetic baggage-door catches, larger windows and a Winegard ConnecT Wi-Fi extender. Other than a spare tire and an upgrade to a 15,000-Btu air conditioner, everything is standard or part of mandatory option packages, which are really classified as standard features. MSRP is about \$20,000, and GWR is 7,600 pounds.





Braxton Creek 295BHS

The largest offering in the Braxton Creek catalog, the 295BHS bunkhouse features bedrooms on both ends, along with dual entrances and an 18-foot exterior awning. Don Dorton, vice president of sales and marketing, said the company designed the single-slide travel trailer to sleep eight to 10 people.

The master bedroom, positioned near the front, includes a queen bed, wardrobes and an overhead cabinet. Toward the back is the bunkhouse with double-over-double beds. For more sleeping space, the living room sofa folds down, and the U-shaped dinette converts to a bed.

Across from the dinette, the kitchen has a dual-basin sink, microwave, stove and refrigerator, along with a pantry. Storage compartments can be found on the exterior of the trailer, along with an outside shower. A large pass-through storage area provides a place to put fishing rods, kayak paddles and other long items. The 295BHS has a dry weight of 8,800 pounds and an MSRP of \$22,555.



Coachmen Catalina Legacy Edition 303RKP

When Coachmen RV, a division of Forest River, introduced its Trail Blazer line of Catalina-branded travel trailer toy haulers, officials were surprised to learn how many people didn't plan to use it for toys. "They bought it because it had a patio deck," said Mike Gaeddert, Catalina product manager. "We have a lot of customers ask, 'Why can't you do this on a travel trailer?"

So Coachmen created the Catalina Legacy Edition 303RKP travel trailer with a rear kitchen and a side patio. The patio features a sliding-glass door off the kitchen, not at the back. "While your neighbors are sitting on the ground when it's raining, you're up underneath your awning and happy as can be," Gaeddert said.

The 35-foot 303RKP weighs 7,600 pounds (dry) and has more than a 2,300-pound payload capacity, according to Gaeddert, and the patio is rated to handle 1,500 pounds. MSRP is about \$36,000.



Cruiser Fun Finder 29KR

Call it a rear kitchen with a twist. Jay Mohamed, general manager of Cruiser RV, explained that the new Fun Finder 29KR is different from many other rear-kitchen models. "We've added a ton of countertop space, a walk-in pantry, direct viewing to your TV from your theater seats, and incorporated an outdoor kitchen," he said, adding that designers found room for an extra storage closet in the bedroom.

Mohamed said some brands are doing away with overhead storage in slideouts, but not Fun Finder. "I don't think you can have enough storage when you're camping, so we chose to leave these in, and the feedback that we've had from our dealers is that we made the right decision."

"We build everything as a standard, which separates us from a lot of brands," Mohamed said. The 34-foot 29KR has a dry weight of about 6,400 pounds and an MSRP in the low \$40,000s.



Forest River Cherokee 214JT

Want to explore places a little away from civilization with just you and your special someone? The Cherokee 214JT might be just the ticket. Cherokee Product Manager Collin Spickler said the new 214JT has comfort features inside, but outside the trailer has extra ground clearance to let owners get off the beaten path.

"It has a full walk-around queen bed and a beautiful entertainment center, and a nice big storage closet up front," Spickler said. "It is designed for two people who are looking to go and do more exploring."

The kitchen features a farm-style sink and ample counter space, and the bathroom at the back has a good-size shower. The fireplace and TV are on an angled feature wall, providing views from throughout the trailer. The U-shaped dinette converts to a bed for guests.

Extending 26 feet, 4 inches, the 214JT has a dry weight of 5,310 pounds and a GWWR of 7,500 pounds. Starting MSRP is \$17,505; the fully loaded model price is \$22,814.



CrossRoads Zinger 326BH

For camping families who need two full bathrooms, CrossRoads RV has created the Zinger 326BH, a \$32,000 (MSRP) travel trailer just shy of 37 feet that still manages to fit two three-piece bathrooms inside. That's not to say the rest of the layout is cramped, as opposing slides create a spacious living area that is large enough for a kitchen island, fully appointed galley slide, and a dinette and sofa in the streetside slide, opposite the entertainment center.

"So you have a full bathroom in the back end for your kids with a nice 30-by-36-inch walk-in shower. Then up in the front bedroom, it has the exact same thing — a full bathtub, shower, everything for the adults," said CrossRoads General Manager Darin Elswick.

"This is perfect for that first-time buyer, or even maybe a second-time buyer, and somebody with kids, especially older kids who want their privacy. Now they have their own bathroom that they don't have to share with Mom and Dad, and Mom and Dad can appreciate that," Elswick added. The 326BH has a dry weight of 7,892 pounds.

TOY HAULERS

Grand Design Momentum G-Class 🕪

Launching the Momentum G-Class toy-hauler travel trailers has generated a lot of excitement among the Grand Design ranks. General Manager Nate Goldenberg summed it up: "It's kind of a lighter-weight platform for us, [with] similar construction to our Imagine product, which is really popular."

The 21G, which weighs 6,500 pounds (dry), has a 14-foot garage, and the designers focused on a more livable floorplan, something that can be an afterthought in toy-hauler models of this size. In the G-Class models, there are nice bedrooms with walk-around queen beds and workable galleys that ward off claustrophobia, emulating conventional travel trailers that don't have to share space with a garage.

Goldenberg said the 25G is the most versatile model and felt it will likely be the leading seller in the line. Beyond the upgraded bedroom, the 25G features a double-entry bathroom with a large linen closet. The garage provides generous space for toys, while dual air conditioning, a 4-kilowatt generator and good TV placement make this 30-foot, 11-inch, 7,900-pound (dry) toy hauler highly livable. Base MSRP is \$52,000.



Cruiser Stryker 3116

The Stryker 3116 toy-hauler travel trailer from Cruiser RV, a subsidiary of Heartland, is all about striking a compromise between hauling big toys and providing big comfort.

Cruiser General Manager Jay Mohamed said the 36-foot 3116 has a 16-foot garage, but it also has comfort features that include a king-size bed and a peninsula kitchen with real hardwood cabinetry and hidden hinges. The 3116 also features a slideout in the garage area for the couch

DIMENDUM

and more kitchen countertop, which are rare in the openconcept toy-hauler market.

The 3116 has big tanks that hold more than 100 gallons of freshwater and 60 gallons each of black and gray. It also has shock absorbers on the axles. The axles are inverted, which Mohamed said allows the 3116 to eliminate the wheel wells so they don't intrude on the interior. The 3116 has a dry weight of 8,100 pounds, and MSRP is in the mid \$50,000s.







Heartland Cyclone 4101 King 🌭

With the Cyclone 4101 King, Heartland has packed a ton of innovation into a \$104,000 (MSRP) triple-axle fifth-wheel luxury toy hauler that's 2 inches shy of 45 feet and has a 20,000-pound GWR.

Among its features are the inflatable Ramp Add-A-Room, developed in partnership with MORryde, for the ramp door when set in patio position, which employs inflatable trusses to create an easy to deploy added room on the ramp. Additionally, the Store-Mor storage system is included in the front-basement storage area in which the compartment housing the 5.5-kilowatt generator is dropped just enough to allow for a flat floor in the area above.

A half-bath in the rear features a bifold door that stows out of the way to allow for extra room in the 13-foot garage. Also, the loft area is accessed from the garage, allowing adults to enjoy late nights in the living area without disturbing the kids. A 55-inch 4K TV on a motorized lift in the living area, directly opposite the five-seat sofa, is tucked behind an upper cabinet, so it doesn't intrude on valuable cabinet space.

Finally, the walk-around king bed up front is a side-shift platform-tilt system, meaning it will move to one side just enough to accommodate the bedroom's wardrobe slide.

Jayco Seismic 4013

Jayco's Seismic line of triple-axle luxury fifth-wheel toy haulers has added the 4013 model to its lineup. What sets the 4013 apart is its dual-entry bathroom with a walk-in shower off the master bedroom, along with a U-shaped kitchen that's also on the same upper level, a patent-pending configuration also found on the Seismic 4113. The difference between the two is the 4113 has a side patio and tucks a half-bath behind the living area's entertainment center, while the 4013 eliminates the patio and half-bath and reconfigures the living space to make room for a freestanding table and four chairs.

The showstopper, said Mike Aplin, Jayco's national sales manager for fifth-wheels and toy haulers, is the 4013's master bathroom and elevated kitchen. "The concept was a high-end hotel," he said of the bathroom, pointing out the shower's integrated flip-up 300-pound-capacity teak seat, tiled walls on three sides and glass panel on the partial fourth. In a unique twist, a second glass half panel slides out to help prevent water from splashing into the rest of the bathroom.

The upper-level kitchen overlooks the main living area, which features a small loft and its aforementioned table and chairs, as well as an entertainment center and 50-inch TV angled toward the four-person sofa. The rear features a 12-foot garage that includes another TV, and opposing sofas with a table in between that convert to a queen bed, plus another queen bed drops down from the ceiling. The 4013 has a \$122,203 base MSRP, a dry weight of 15,845 and a GVWR of 20,695 pounds.



EYELON



Forest River Vengeance Touring Edition 385FK

While there's a lot to the new Vengeance Touring Edition 385FK, easily the biggest advance is the Easy

Approach hydraulic loading system, a game-changer developed by the Vengeance team in conjunction with Lippert Components that improves the approach angle at the rear of the garage by as much as 50 percent. Easy Approach is also claimed to improve road handling on the 44-foot fifth-wheel, which has a GWWR of 19,500 pounds.

Front kitchens have become a popular floorplan among fifth-wheel buyers, and Forest River is the first manufacturer to offer such a configuration in a toy hauler. The Vengeance not only places the well-equipped kitchen far forward, with the 22-cubic-foot residential refrigerator against the forward wall, but the upper cabin also includes a comfortable lounge with sofas in opposing slideouts and an entertainment center.

"The reason other manufacturers don't put a refrigerator up front is because they don't have the clearance height for it," said Bradley Short, sales manager for Forest River's Vengeance division. "By switching to a full-profile front cap, we were able to increase clearance height to a full 6 feet, 5 inches."

With the kitchen and lounge upstairs, the ground level of the Vengeance is given over to a sizable bath, with a walk-in shower with a seat, and a rear bedroom just forward of the garage, with an expansive wardrobe wall in the curbside slideout. The garage also includes cabinetry along the inside wall, as well as a half-bath and a HappiJac electric bed and, below it, a sofa bed. Base MSRP is \$120,000.



Forest River XLR Hyper Lite

Responding to owners who want to take along their off-highway vehicles while camping, Forest River's XLR Hyper Lite toy-hauler travel trailer division introduced a new line of 8½-foot-wide models.

All five models, from the 25HFX to the 31HFX, have 6 feet, 2 inches of space from the streetside slideout to the opposite wall (measured with the slideout in for traveling) to accommodate the most popular side-by-side off-road toys. Garages range from 8 feet, 4 inches deep on the 25HFX to 12½ feet deep on the 31HFX, and have an 8-foot garage door, the tallest built for this purpose.

Flooring is oil- and gas-resistant, and 5,000-poundrated tie-down rings keep the toys secure on the road. Weights range from 7,843 to 9,608 pounds (dry), while lengths run from 33 feet, 3 inches to 37 feet, 10 inches. MSRPs range from \$42,000 to \$49,000.



Sundowner Krawler Hauler 22-86KM

The Krawler Hauler 22-86KM features a twist on the traditional toy hauler, with a back end that is open and designed for larger off-road vehicles. Ron Ray, head of new-business development at Sundowner Trailers, noted that the commercial-looking aluminum fifth-wheel is 8½ feet wide, which is larger than many toy haulers, and the open design doesn't restrict the height of vehicles that it can tow.

The 22-foot residential section features a loft sleeping area above the gooseneck, with a living room, kitchen and bath on the main floor. A fold-down sofa in the living room provides an extra bed, and a TV is mounted on cabinetry that ties into the kitchen.

The kitchen features a stove, sink, microwave and 6-cubic-foot refrigerator, with open counter space. The bathroom includes a corner shower and vanity, along with an entire wall of cabinetry for storage. Closets and storage areas are spread throughout.

Coming in with a GVWR of 15,210 pounds, the 40-footer includes two recessed storage compartments at the rear with locking lids and 8-foot pullout ramps. MSRP is around \$80,000.



SMALL TRAILERS

inTech Sol

It's not often that a relatively new RV manufacturer wields influence over industry-wide design, but that's what happened last year when inTech RV debuted its "forward-leaning" Luna modified-teardrop trailer. This year the company applied a similar design to its new Sol, but dismissing the company's first travel trailer as nothing but an enlarged Luna would be a mistake.

Like the Luna, the Sol features front-wraparound, threeply tempered glass, akin to an automotive windshield. Inside, however, is 61/2 feet of headroom, along with Infinity flooring, a stainless-steel farmhouse sink, a stove with cast-iron grates, a 4.3-cubic-foot refrigerator and a microwave.

Up front, the Euro-style Sol features a wraparound dinette booth that provides optimum viewing through the windshield, while the rear is home to a queen-size bed with storage beneath. The Sol also offers a wet bath "that's larger than anything you'll find in this size unit," according to inTech Director of RV Operations Rich Schnippel. "It feels more like a dry bath," he said.

Thanks to its forward-leaning configuration, the Sol,

TigerMoth



which stretches about 20 feet from bumper to hitch, offers about 16 feet of interior space, well beyond its 13-foot floor footprint. Built on a full-perimeter frame with inTech's aluminum cage, the 3,200-pound (dry) trailer is expected to carry a base MSRP of less than \$30,000 and, added Schnippel, will eventually be offered in premium and off-road versions.



Taxa Outdoors Tigermoth

Taxa Outdoors made a name for itself in 2012 with its unusually shaped Cricket adventure-style trailer. Since then, the 15-foot Cricket has been joined by three equally adventurous trailers: the larger Mantis, the expedition-style Woolly Bear and the smaller Tigermoth.

With a pop-up roof that provides 6 feet, 7 inches of interior height, the 12-

foot, 5-inch Tigermoth has sleeping space for two adults and one child. A slide-out drawer in the rear holds an optional camp kitchen, with a jerrican mounted above it for storing water. The trailer has no plumbing or holding tanks.

YETI

For 2019 the Tigermoth has traded its original steel skeleton for an aluminum frame, reducing dry weight to a <u>nimble</u>

1,215 pounds and GVWR to 2,000 pounds, and making the trailer towable by many four-cylinder vehicles. Base MSRP is just shy of \$17,000.

"Our units are made to allow owners to go off the grid," said Henry Proeger, Taxa's director of marketing, adding that changes are also in store for the Cricket and Mantis, but not until 2020.

All and a state of the

Hymer Touring GT

The first Hymer travel trailer produced in North America by Erwin Hymer, the Touring GT is now rolling off the production line. The 18-foot, 11-inch trailer has a 3,200-pound GWR, making it comfortable for towing behind a wide range of SUVs, vans and pickups.

In keeping with Hymer's German roots, the Touring GT has a sleek European-influenced design. Warm colors and cream Ultraleather seating brighten the interior, and clear-coat paint gives the molded-fiberglass shell a stainless-steel look.



"These trailers are unique to the market, as they are being built in North America, but all the design elements are straight from Europe," said Karyn Torcoletti, director of marketing for Hymer's North American division.

Despite its compact size, the trailer sleeps up to four people with a king-size bed in back and a convertible L-shaped dinette up front. Overhead cabinets provide ample storage, and the bed platform lifts to reveal another storage space. For added headroom, the pop-top roof extends for 6 feet, 5 inches of interior height.

The midship kitchen comes with an under-counter two-way refrigerator, a two-burner propane stove and a single-basin sink (a microwave is optional), and the wet bathroom has a cassette toilet. A propane-powered Truma Combi Eco system supplies heating and hot water, while eight dual-pane windows help keep the cold out. MSRP starts at \$26,460.

Airstream Nest

The Airstream brand has long been known for the quality and refinement of design in its characteristic monocoque aluminum travel trailers. But among buyers looking to own an Airstream, some wanted a more modern look and feel in a lighter package. Airstream's new fiberglass Nest meets both objectives. Buyers "are pulling them with BMWs (and) Mercedes-Benz vehicles," said Airstream President Bob Wheeler.

The Nest line, which features two 16-foot, 7-inch floorplans, has a full-

fiberglass clamshell design with a unique rear-wall entry. While the interior is compact and efficient, it still offers the sort of high-end appeal common to Airstream's aluminum-clad trailers.

Other than the floorplan and two choices of decor, everything in the Nest comes standard, including Italian Lite-Ply laminated cabinetry, soft-touch panels and accent walls, Bluetoothcontrolled LED lights, USB ports and 120-volt AC outlets, two-burner cooktop, two-way refrigerator





Opus Off-Road 2-Sleeper

Opus, a brand developed in the United Kingdom by Purple Line, introduced its Off-Road 4-Sleeper last year. The compact tent trailer earned its name with rugged features like a galvanized-steel chassis, independent coil suspension and 12.4 inches of ground clearance. For 2019 Opus launched the Off-Road 2-Sleeper, which contains many of the same features but is geared for two occupants.

"The Off-Road 2-Sleeper offers no-compromise camping for couples," said Payam Asem, marketing manager for Opus Camper USA. The trailer comes with a king bed and a dedicated shower extension, as well as a considerable amount of storage space for its size. Extending 16 feet, 2 inches when closed for travel, with a ride height just over 5 feet, the 2-Sleeper has a GVWR of 3,970 pounds and an MSRP of \$24,499.

For easy setup of the tent canopy, the Air Opus option replaces the standard aluminum poles with air tubes that are connected to an onboard air compressor. Once the compressor starts pumping air into the poles, it takes just a few minutes for the tent to self-inflate.

Exterior trailer colors are bright orange, blue, matte black or metallic gray. The gray tent fabric is waterproof and mildew-resistant.

and powered patio awning.

The 16U model has a front convertible U-shaped dinette, a mid-galley, and a small wet bath and wardrobe at the rear by the door. The 16FB features a full bed in the front in lieu of the dinette and has a single-bench dinette midtrailer. Base MSRP is \$45,900, and GVWR is 4,000 pounds.





Jayco Hummingbird 17MBS

For 2019 Jayco added a single-slide model with a Murphy bed to its line of diminutive Hummingbird travel trailers. The 17MBS checks in at 19 feet, 10 inches and 2,990 pounds (dry), but the north-south Murphy bed atop a sofa up front and the streetside slideout make the small space seem larger and more functional.

"It's the best of our 17RV and our 17RK, which are our top two sellers," said Senior Product Director John Fisher. "You still have the dry bath that the 17RV people like, but you've got a spacious kitchen with a ton of storage that the 17RK people like," he said. Fisher added that, while Jayco has kept Goodyear Endurance tires and a Norco chassis frame on the Hummingbird, it has gone to American-made Dexter axles, and added an enclosed underbelly and linear-style exterior graphics.

A three-piece bath and corner kitchen along with a 32-inch TV complete the 17MBS, which Fisher said should retail for about \$25,000. "We now have three Hummingbird models that offer a dry bath, so you've got your separate shower and toilet, and some really good storage with a linen closet," he said.

Black Series HQ19

There are trailers made for off-roading, and then there is the Black Series. Founded 12 years ago to survive Australia's infamous backcountry terrain, the company established a beachhead in California about two years ago and has been making the seemingly bulletproof trailers for North American off-roaders.



"They're a heavier-duty unit with high-clearance independent suspension, a dipped galvanized aluminum frame and aluminum-composite body," said Sales Representative Jeff Willard. "Everything's welded — there are no rivets or bolts on the body and frame. That's why we can offer a five-year warranty."

The flagship HQ19, stretching just short of 30 feet, is outfitted like all other Black Series trailers (with the exception of the Dominator pop-up) with wood-finished cabinets, a TV, microwave, three-burner outside kitchen, refrigerator, porcelain toilet and even a small washing

Forest River R-Pod 191 10th-Anniversary Edition

Forest River's compact R-Pod has developed somewhat of a cult following, and for good reason. The trailers come with most of the comforts afforded to larger RVs but in a compact package. For the R-Pod's 10th anniversary, the company has introduced the 191 with a mixed retro and modern graphics package.

The 20-foot, 4-inch 191 is not only a new floorplan but also includes some substantial upgrades for 2019, said Chris Eppers, sales manager for R-Pod. The most notable is the dual-twin front beds, a first for a trailer in this class, he added. Between the twin beds and the rear U-shaped dinette, the 191 will sleep four, complete with a separate bathroom.

"The R-Pod has always been designed for those that want to camp and enjoy themselves in national parks, but it's also designed to go off-road," Eppers said. For power savings, the R-Pod is now completely LED lit on the exterior and interior, including an LED strip under the awning.

The new exterior kitchen is a first for the R-Pod. Made of galvanized steel, it includes a dry sink with a water port and a two-burner cooktop. The unit is removable if the owner wishes to regain storage space. The 10th-anniversary trailer with the new graphics package retails in the low- to mid-\$20,000 range.



machine in the bathroom. It also has twin 150-watt solar panels and two deep-cell, 100-amp 12-volt batteries, an inverter, Dometic roll-out awning, dual LP-gas cylinders, a 16-gallon filtered tank for drinking water and a 50-gallon potable-water tank for supplying all other uses.

Like its brethren, the 6,300-pound (dry), \$59,900 (MSRP) HQ19 features a fully articulated hitch that spins in three directions. "Black Series is designed for getting out there and functioning in the rough," Willard said.

TRUCK CAMPERS



Rugged Mountain Granite 11RL

It's refreshing when someone comes along and challenges the status quo. One such maverick is Jesse Collinsworth, owner of Rugged Mountain Custom RV. When prodded by *Truck Camper Magazine* to take his tiny-home-building flair and expertise and apply it to the truck-camper market, Collinsworth stepped up.

The Granite 11RL is an all-season, rear-living-room-and-galley floorplan with a full dry bath mid-camper. A queen-size bed, wardrobes, hampers and cabinets fill out the cabover section. The outside skin of the camper is a glossy white Crane Composites fiberglass, but underneath is tried-and-true wood.

"I'm not overthinking stuff. I'm going back to the times when stuff worked and just making it nicer," Collinsworth said, noting the added insulation value of wood.

It's on the inside that the Granite's difference is most evident, with the use of true residential materials like wainscoting, tile backsplash in the kitchen, and beadboard and hardwood cabinets that are painted and lacquered. A true farm sink and residential-looking appliances give the camper a more homelike feel.

The Granite has one major option package, but after that, everything is à la carte. MSRP starts at \$29,350.

nüCamp Cirrus 670

When nüCamp introduced its Cirrus truck camper line in late 2014, the sleek and colorful models found a ready audience, and earned accolades, including 2017 Truck Camper of the Year from *Truck Camper Magazine*. The 820 tips the scales at 2,540 pounds (dry), while the 920 comes in at 2,905 pounds (dry).

nüCamp CEO Scott Hubble said the new Cirrus 670 was specifically designed for halfton trucks. "The reason we are building this is to help fill the void in the market for a half-ton truck camper. Right now, truck owners don't really have a lot of options," he said.

The 670 is designed to weigh just under 1,600 pounds while still including many of the features that make its bigger brethren popular. The initial prototype has a kitchen, wet bath, a queen bed in the cabover area and a dinette right below it that can be converted into another sleeping area.

PALOMINO



Palomino Backpack HS-750

After being in business for 51 years, you'd think a manufacturer would know how to build an RV, and so it is with Forest River's Palomino Backpack Edition HS-750. While that may be a mouthful to say, this truck camper appears deserving of a little tongue-twisting.

A hard-side camper with a base dry weight of 1,860 pounds, the HS-750 is designed for short- or longbed three-quarterton trucks. Palomino has worked to keep the weight down, with high-gloss exterior fiberglass and full-welded aluminum framing inside the laminated walls. High-density foam insulation keep occupants comfortable. This extends to the fully walkable roof with Alpha Super-Flex roofing. The camper comes standard with a heated and insulated basement.

A small corner wet bath has just enough room for necessities, while a 60-by-80-inch innerspring mattress in the cabover makes a comfortable sleeping spot. Standard features range from all-LED

> interior lighting to battery disconnect for storage, jackknife sofa with dining table, Congoleum flooring, and mortise-and-tenon walnut cabinetry. Popular options include air conditioning, a choice of white or gray siding, a microwave oven, and side and rear awnings. Base MSRP is \$19,227.

NEW RVS FOR 2019

EXPEDITION RV



EarthCruiser EXD

EarthCruiser, an industry leader in manufacturing overlandexpedition vehicles, has added another option to its fleet: the EXD. Built to the same quality standards as the company's flagship, the EarthCruiser EXP, the EXD features a power-lifting roof, lithiumbattery system, full wet bath and toilet, touch-screen control panel with Bluetooth, and a queen bed that turns into a dinette with the push of a button.

"Customers are really going to like the fact that the EXD is a very rugged, compact house mounted to any truck chassis," said Brent Baker, EarthCruiser's marketing director. "Being on a truck chassis, the EXD is better suited for off-road travel than a van, and has the ability to tow and carry much more gear."

The self-contained flatbed camper, with a dry weight of 2,700 pounds, is available to mount on most full-size domestic trucks or any other three-quarter or one-ton truck with an 8-foot bed. Base MSRP is \$110,000.

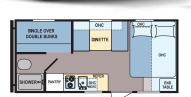
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WIZARD OF OZONE 🏷

SCENTLOK TECHNOLOGIES' OZ500 NEUTRALIZES ORGANIC ODOR IN OUTDOOR GEAR AND CAN CLEAR THE AIR INSIDE RVS

- by Chris Dougherty

OZONE GENERATOR

Cost \$149.99 Difficulty \$255 Time Varies with application **Picture this:** It's spring, and the time has come to open the RV for the season. You unlock the door, step inside and — whoof! the smell of mildew, food and pets knocks you on your keister. What to do?

The first step is to eliminate the root cause of the odor. Excessive moisture leads

to mildew, and even though you might resolve the water issue, the odors can linger, requiring advanced procedures to neutralize any offensive smells that can lead to unpleasant surroundings and even health issues. One way to tackle the problem is to use an ozone generator.

ScentLok Technologies specializes in making odor-neutralizing clothing and devices for outdoor enthusiasts. Organic odors in clothing that are undetectable by humans can be smelled by animals and scare them off. This is especially important when hunting or photographing wildlife. The company developed its OZ500 ozone generator to be used with a special bag to "deodorize" clothing before adventuring outdoors. The same system can be employed in a larger space, such as an RV, without the bag.

FRESH START

 The ScentLok OZ500 ozone generator is about the size of a box of cookies, is simple to operate and includes 120-volt AC and 12-volt DC adaptors, and a removable hose.
The OZ500 has a simple LCD display with an on/off switch and menu arrows to select run time.
The back of the unit has screw mounts for hanging on a wall near a power source.



The OZ500 consists of a housing with a switch panel and backlit LCD display on the front, and an ozone blower port on the side, which can be hooked up to a hose to direct the flow. The control panel has two arrows and a power button to activate the device and set the run time. The system includes an AC power cord, along with a 12-volt DC plug for use in a vehicle or an RV.

To test the system, we used it in an 8-by-15-foot room that contains a cat-litter box, and in a 33-foot trailer that, through aging and use, has developed odors of its own. In both cases the OZ500 was effective, destroying organic odors and leaving a fresh, clean-smelling space.

It's important to note that high concentrations of ozone can be hazardous, and some people can be sensitive to even small quantities. Because of that, ozone generators must be used in unoccupied spaces, and those spaces must be fully ventilated before they are reoccupied. Ozone generators should also be used with caution in the presence of rubber and elastics, which can be damaged by exposure.

We operated the OZ500 for five minutes in the room with the kitty litter and achieved an ozone concentration of between 90 and 150 mcg/m3. This is a relatively low level but still may be irritating to some people with acute sensitivities to ozone. Running the unit for a longer period in the enclosed space will result in higher concentrations, which are more effective at killing the odor-causing pathogens. Note that ozone generators may not be legal in all jurisdictions. Be sure to check local and state laws before purchasing.







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TECH

LP-GAS LEVEL CHECK >>

I discovered an easy way to check the level in my trailer's LP-gas cylinders. I travel with an infrared temperature sensor (IFS) so I can check the brake drums for excessive heat in case of bearing failure or dragging brakes.

To check LP-gas cylinders on a cold day, I pour hot water down the outside of the cylinder for about 10 seconds, point the IFS laser at the cylinder from the top down, and the level is indicated when it hits a large temperature differential. Obviously, on a hot day you can use cold water. It works because the empty cylinder will change temperature faster than the LP-gas. **Jim O'Connor,** Cañon City, Colorado



Cat-Scratch Fever

• Since our cat likes to scratch, we created a scratching post by wrapping a small rug around the table leg in our RV and securing it with a couple of zip ties. The scratching post is well used and keeps the sofa free of damage. **R.A. Mitchell,** Fruitvale, Texas



Blowing Hot Air

• "Hit the Slopes," the article about winter camping in the December 2018 issue, reminded me of what Northerners and Midwesterners should be cognizant of when camping in snow country.

Last winter, as I was closing up our trailer for an early morning departure for southwest Texas, I discovered a solid

half-inch of ice on top of the slideout. I had assumed an earlier snowfall had melted; it had, and turned to ice. I secured a tarp over the top of the slideout (it does not have a slide topper) and placed two blow-dryers (with GFCI devices) in the space between the tarp and the slideout's roof to melt the ice. It still took an hour to clear and two total hours of attention. Fortunately, I hadn't waited for our departure time to close the slide.

Joe Jeter, Lebanon, Missouri

Tech editor's note: A slide topper makes it easier to get snow and ice off, even though it can still collect and form on top, but there's less chance of the slide seal freezing up with a slide topper.

TECH ED TIP

INFRARED THERMOMETER

> We are approaching the time of year when Northerners are thinking about getting their RVs out of winter hibernation. Many folks visit their favorite service center to have the rig dewinterized and repairs and maintenance performed so the RV is ready for the season. The following should be part of that routine, whether a tech does the work or you do it yourself.

> • Roof check and reseal. Some shops provide a free inspection and charge only for necessary resealing. The best option is to get a yearly Sealtech test and reseal as needed to be sure the RV stays dry.

 Propane system check, including leakdown and pressure test. This ensures that the system is safe and adjusted for proper appliance operation.
Appliance service, including cleaning

and operational checks.

• Bearing service and brake check. The bearings should be inspected and repacked every 12 months or 12,000 miles; non-self-adjusting brakes should be adjusted every 3,000 miles and inspected annually.

 Suspension inspection. Nylon bushings wear out, as do other moving parts, which can cause misalignment, poor tire wear or even tire and suspension failures. Consider upgrading to bronze wet bolts for the shackles, which can be greased.

—Chris Dougherty 🎞



To submit a DIY tip, email 10minutetech@trailerlife.com or write to Trailer Life, 10-Minute Tech, 2750 Park View Court, Suite 240, Oxnard, California 93036. Provide a selection of good-quality high-resolution photos. Trailer Life will pay \$35 for original 10-Minute Tech ideas. All payments require an SSN or FEIN.



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RETRO-ACTIVE

NOSTALGIC NOVELTIES AND COORDINATING DECOR SPIFF UP A CONTEMPORARY CANNED-HAM TRAILER

INVESTMENT S Cost: \$225 | **Time:** 4 hours

Our new Riverside Retro 177SE travel trailer is so well constructed that very few modifications were needed. Instead, we focused on decorating the interior to more closely match the era for which it was modeled.

The sea-foam color scheme was a real treat to duplicate with a bedspread and matching storage boxes. Replacing the drawer and cabinet knobs with green glass pulls really made a difference. Placing a rolling rack in the storage area under the dinette booth created more usable pantry space. These racks are easy to find at big-box hardware stores.

Most of the other changes were purely cosmetic, starting with the





Have you modified your RV or remodeled it completely? Tell us about it in 500 words or less, including the total cost and time spent, and email your description to **info@trailerlife.com**



PAST MEETS PRESENT

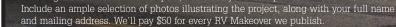
Above, from left: Vintage-look glass knobs replace stock hardware, hot glue secures plastic antique canisters on a panel above a window valance, and twin storage boxes and a patterned bedspread continue the sea-foam color scheme. Below: The Williams' Retro poses in front of the U-Drop Inn on Historic Route 66 in Shamrock, Texas.

converted Waring-blender table lamp, a true flea-market find, and a turquoise Keurig coffeemaker. We used the window valances as shelves to display a vintage plastic canister set and some old salt and pepper shakers. To protect the valances, we fastened matching poplar panels on top of them and hot-glued the tchotchkes to the panels.

The most expensive outlay was the glass knobs. They were of good quality and cost about \$120. The shelving stock and wood stain were about \$25, and the Command strips to attach them with were no more than \$10. The under-seat rolling shelf ran about \$20, and the other items came in under \$50. The canisters, saltand-pepper sets, and other decorative collectibles came from our stick house.

Everything was finished in time for the Retro's maiden voyage, a trip across the USA on Historic Route 66. We spent the entire month of September traveling the old road, beginning in Chicago and ending at the pier in Santa Monica, California, camping every night in the little trailer, except for four iconic-motel stays. The Retro performed beautifully.

– Larry and Debbie Williams, Lancaster, Ohio 🎞



RV RENOVATIONS

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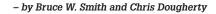
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ADJUSTABLE PLATFORM STEP \$127.99

The convenience of a perfectly level campsite with a patio pad can't be overstated, but RV spots aren't always on the level, particularly for those who frequent less-developed destinations. Some sites drop so much from one side to the other that you need an auxiliary step to reach the ground when exiting the RV. Recognizing the need for an extra step, RV-aftermarket supplier Stromberg Carlson Products offers a line of compact and sturdy stools for varying terrain. The company's latest offering is the Die-Cast Adjustable Platform Step (PA-275), available at Camping World. The four legs can be set to three height levels, and each leg can be adjusted independently for leveling on uneven ground. The 14-by-19-inch deck has sandpaper strips to prevent slipping, while wide, treaded foot pads help keep the legs from skidding or sinking. For compact storage, the legs fold and lock underneath the deck, and two handles make for easy carrying. The aluminum step is rated

to hold an impressive 1,000 pounds and does double duty offering a leg up for reaching high cabinets and other lofty places in and out of the RV. www.campingworld.com/112638





STAFF PICK This step is light yet super sturdy, and the adjustable legs make it an ideal extra RV entry step on unlevel ground. Using the step in combination with the grab handle on my travel trailer makes coming and going easier and safer. — *Chris Dougherty, Technical Editor*

TITAN WYE ADAPTER \$16.95

Thetford's new Titan Wye Sewer Adapter allows RVers to empty two waste tanks into a single dump port. The Y-shaped fitting is made from high-grade materials, including EPDM seals for prolonged hookup connections. The new adapter is translucent green, allowing RVers to see — not guess — when the tanks are empty. Designed to work with Thetford's Titan line of sewer products, the adapter also fits any sewer hose with a universal bayonet. www.thetford.com





WEBOOST CONNECT RV 65 \$649.99

Wilson Electronics' weBoost Connect RV 65 cellular signal booster kit has all the components needed to improve reception on cellular-enabled devices in parked RVs. The amplifier and its antenna, mounted to the 25-foot telescoping outside pole, optimizes voice, text and data signals in areas with weak cellular service, according to the company. www.weboost.com



ECHO BRAKE CONTROL \$263

Curt Manufacturing's Bluetooth-enabled Echo turns a smartphone into a brake-control interface through a plug-and-play device that connects between the tow vehicle's seven-way receptacle and the trailer plug. When connected, the Echo links to the driver's smartphone to control and monitor trailer-brake activity through a mobile app. The app can store multiple trailer profiles. www.curtmfg.com



MISHIMOTO TRANSMISSION COOLER \$525

Heat is the number-one killer of automatic transmissions. Mishimoto's transmission coolers help prevent that from being an issue on Ford Power Stroke, GM Duramax, Nissan Titan XD and Dodge Ram Cummins trucks. Mishimoto's transmission cooler for 2003 to 2009 Dodge Ram 5.9- and 6.7-liter engines is claimed to provide more than twice the core volume of the stock cooler with 244 percent more fluid capacity. It includes a fully serviceable thermostat for fast warmup in cold climates and a thermostat bypass for constant cooling in hot climates. Transmission coolers for 1993 to 2002 Dodge Ram models are also available. www.mishimoto.com





OVER THE TOP

An Ohio couple asked RV Resolutions to mediate when the manufacturer of their travel trailer denied a warranty claim for roof repairs:

G In April 2017, my wife, Terri Brooks, and I purchased a new Heartland Mallard M27 from Camping World in Fairfield, Ohio, and drove it to our site. When I went on the roof to install two vent covers, I noticed a line of evenly spaced divots on the door side of the roof membrane where the roof angle changes. I took the trailer back to Camping World, and Heartland denied the warranty claim, as the roof damage was not noted at the time of delivery. Heartland suggested that, in the 28-mile trip from Camping World, I ran under a tree, which caused damage to the roof. I am not aware of any tree that can produce the damage that exists on top of our RV.

Mike Corcoran, Camping World's service manager, reapplied for warranty consideration, but the claim was denied again. We would appreciate any assistance you can provide. John R. Davis, Cincinnati, Ohio

THE COMPANY RESPONDS

RV Resolutions reached out to the manufacturer and dealership, and received the following reply:

Heartland and Camping World have agreed to replace the roof material on Mr. Davis and Ms. Brooks' RV. The material is being shipped to Camping World.

Anthony Roberts, Customer Service, Heartland RV, Elkhart, Indiana

A month later, the couple sent a thank-you note:

FF We received a call from Rob Lynch, general manager of Camping World in Fairfield, Ohio, indicating that a new roof membrane would be installed on our Mallard M27. We dropped off the trailer at Camping World, and we returned with it today



with the new roof membrane installed.

This issue is now completely in our rearview mirror. We would sincerely like to thank RV Resolutions, Heartland, Rob Lynch and Mike Corcoran. J.R.D.

Drip Dried

When a leak drenched their new travel trailer, a California couple came to RV Resolutions for help:

We signed paperwork in April 2017 for a new Forest River Salem from Royal Coach Recreational Sales in Bakersfield, California. When we picked up the trailer, we noticed a leak from when it had been pressure-washed. We took photos and informed the dealership, and were told there was no need to worry about it. We left with the trailer and used it three times before parking it on our side yard in October with the slide in.

Last March we found water standing inside the trailer and used a wet-dry

vacuum to remove approximately 20 gallons of water. We took the trailer to Royal Coach, and a service rep, Jessica, walked through it with us to inspect the damage. She noted that the floor felt spongy from the back of the trailer into the bathroom.

After several phone conversations, Forest River's attitude seems to be that they intend to do the bare minimum to repair a trailer that we purchased new and have used only three times. We would like them to take the necessary steps to restore the trailer to the condition it was in prior to the damage. **Ron and Sherilynne Chatham** Bakersfield, California

THE COMPANY RESPONDS

A month after RV Resolutions wrote to the manufacturer on the Chathams' behalf, we heard from the company's California division:

Thank you for contacting Forest River RV. Repairs were made to the Salem

travel trailer at our Rialto manufacturing center, and Mr. Chatham was updated regularly, including a visit with us. We offered some concessions including round-trip transportation, replacement of subject furniture and an added option to the travel trailer.

We want to assure RV Resolutions and the Chathams that Forest River is supporting our product under the terms of the warranty supplied with the travel trailer purchase.

Robby Olson, Service and Parts Manager Forest River RV, Rialto, California

NEED HELP RESOLVING AN RV ISSUE 🖌

RV Resolutions is *Trailer Life*'s forum for the settlement of conflicts between consumers and RV dealers and manufacturers, accessory suppliers and service providers. After exhausting all other resources without success, mail a typed letter to *Trailer Life* RV Resolutions, 2750 Park View Court, Suite 240, Oxnard, California 93036. Include copies of appropriate bills and correspondence along with a self-addressed, stamped envelope. Selected letters will be edited and published unless otherwise requested.





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Map#	Event Name	Dates	Venue	City, State
01	Wisconsin RV Show	1/4/19-1/6/19	Wisconsin Center District	Milwaukee, WI
02	Knoxville RV Show	1/4/19-1/6/19	Sevierville Convention Center	Sevierville, TN
03	Columbus RV Show	1/4/19-1/6/19	Greater Columbus Convention Center	Columbus, OH
04	South Carolina RV & Camping Show - Greenville	1/4/19-1/6/19	Greenville Convention Center	Greenville, SC
05	Des Moines Boat & Sport Show	1/4/19-1/6/19	Iowa State Fairgrounds	Des Moines, IA
06	Colorado RV Adventure & Travel Show	1/9/19-1/12/19	Colorado Convention Center	Denver, CO
07	Washington Camping RV Expo	1/11/19-1/13/19	Dulles Expo Center	Chantilly, VA
08	Gulf Coast RV Show - Mobile	1/11/19-1/13/19	Mobile Convention Center	Mobile, AL
09	Mid America RV Show	1/17/19-1/20/19	Kansas City Convention Center - Bartle Hall	Kansas City, MO
10	Greater Chicago RV Show	1/18/19-1/20/19	Renaissance Schaumburg Convention Center	Schaumburg, IL
11	New Jersey RV & Camping Show - Edison	1/18/19-1/20/19	New Jersey Convention & Exposition Center	Edison, NJ
12	Des Moines RV & Outdoor Show	1/18/19-1/20/19	Iowa Events Center	Des Moines, IA
13	Cincinnati-Dayton RV Show	1/24/19-1/27/19	Dayton Convention Center	Dayton, OH
14	Topeka Boat & Outdoor Show	1/31/19-2/2/19	Kansas Expocentre	Topeka, KS
15	Colorado Springs RV & Outdoor Show	2/7/19-2/9/19	Colorado Springs Event Center	Colorado Springs, CO
16	Minneapolis/St Paul RV, Vacation & Camping Show	2/7/19-2/10/19	Minneapolis Convention Center	Minneapolis, MN
17	Richmond Camping RV Expo	2/8/19-2/10/19	Richmond Raceway	Richmond, VA

DATES SUBJECT TO CHANGE Visit **GSEvents.com** for current schedule and information.



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Map#	Event Name	Dates	Venue	City, State
18	Topeka RV & Sport Show	2/15/19-2/17/19	Kansas Expocentre	Topeka, KS
19	Chattanooga RV Show	2/15/19-2/17/19	Chattanooga Convention Center	Chattanooga, TN
20	Atlantic City RV & Camping Show	2/15/19-2/17/19	Atlantic City Convention Center	Atlantic City, NJ
21	Richmond Boat Show	2/15/19-2/17/19	Richmond Raceway	Richmond, VA
22	Harrisburg RV & Camping Show-Pennsylvania	2/21/19-2/24/19	PA Farm Show Complex & Event Center	Harrisburg, PA
23	Overland Park RV & Outdoor Show	2/22/19-2/24/19	Overland Park Convention Center	Overland Park, KS
24	Central Illinois RV Show - Peoria	3/1/19-3/3/19	Peoria Civic Center	Peoria, IL
25	Rhode Island RV & Camping Show	3/1/19-3/3/19	Rhode Island Convention Center	Providence, RI
26	Colorado RV, Sports & Travel Show	3/7/19-3/10/19	National Western Complex	Denver, CO
27	National Capital Boat Show	3/8/19 -3/10/19	Dulles Expo Center	Chantilly, VA
28	Virginia RV Show - Hampton	3/8/19-3/10/19	Hampton Roads Convention Center	Hampton, VA
29	El Paso RV Show	3/15/19-3/17/19	El Paso Convention Center	El Paso, TX
30	Greater Phoenix Boat, RV & Outdoor Sports Show	3/21/19-3/24/19	Westworld of Scottsdale	Scottsdale, AZ
31	Springfield RV & Camping Show	3/22/19-3/24/19	BOS Center	Springfield, IL
32	Colorado Springs RV & Travel Expo	4/4/19-4/6/19	Colorado Springs Event Center	Colorado Springs, CO

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 I am going into my second winter of RV ownership. Last year I used liquid antifreeze to winterize my RV. I winterized it in November, and the RV sat until March when I took it out of storage. This year we want to take some trips in winter. I don't have a heated space to store the RV, and it seems impractical to winterize and de-winterize with liquid antifreeze every time we want to use the RV. I noticed in the November 2018 issue of your sister publication, *MotorHome*, in the Wheels & Gear section that Viair makes a kit for winterizing an RV with compressed air.

While this would seem to be a much easier method of winterizing and de-winterizing an RV for winter utilization, I am concerned that I wouldn't be able to adequately winterize the icemaker, water dispenser in the refrigerator and the washing machine. This has to be a common issue, and I am wondering if you could offer suggestions regarding compressed air for winterizing an RV.

Lynn Fees, Kellyville, Oklahoma

Blowing the lines out with air is an effective winterizing technique for faucets and the general RV water system, but, as you suggested, it may not be as effective for some mechanisms that use water. A faucet can be fully opened, and the air forces out the water. An icemaker, washing machine and so on aren't that easy. The best idea would be to read the owner's manual for each device and see what the manufacturer recommends for a winterizing technique.

I don't have a suggestion about how to easily perform this job when you want to use the trailer every few weeks during the winter. All it takes is one cold night, and your gear can be frozen and damaged. One alternative is to provide some type of low-level heat source to keep things from freezing inside, and if you have 120-volt AC shorepower available, a small electric heater would do the job. Otherwise, you may need to use some RV antifreeze and run it through the devices you have in mind as a means of effectively winterizing the equipment.

Tire Traction

I have a 2016 Ford F-250 rearwheel-drive diesel with an 8-foot bed and rear-axle lock. Stock tires are General Grabber HTS LT245/75R17 LRE. I tow a 32-foot fifth-wheel that weighs 11,000 pounds, with a 1,600-pound pin weight. Sometimes I experience wheel-spin starts on wet pavement and must really tickle the throttle. Grass shoulders are tricky, especially when wet. The axle lock helps some. The trailer brakes are not dragging.

Can you advise of a more aggressive tread pattern? I do not want

noisy, heavy lug tires. I run my rear truck tires at 80 psi. There is a decent footprint. The fronts are at 65 psi. When towing, it's a smooth, quiet ride.

The USA-made Goodyear load range E tires are run at 70 to 75 PSI. I love these tires. A note to readers: Get rid of your imported trailer tires and buy the Goodyears! You will be very happy with these much safer tires. **Fred Johnson** Ridge Manor, Florida

Choosing a tire with more traction is going to call for some research. An online user forum for a specific tire type will probably provide details on tread noise and longevity. You don't need a truly aggressive mud-and-snow tire, but something rated for all-season use might do the trick. Another good resource would be www.tirerack.com. The website has lots of test data and ratings for all kinds of tires.

Be sure to choose a tire with good tread siping, which is the small transverse slots in the tread area. These are great for enhancing traction on snow and ice, and they work well on wet pavement. We've also experienced the slipping rear wheels on startup from a dead stop, and feathering the throttle as you've done is a good way to address the slippage. It happens more often with travel trailers when the weight-distributing hitch has shifted some of the rear-axle weight forward, but even a fifth-wheel can get the slips now and then, too.

Trailer Weight and Balance Calculations

After reading several articles about weight distribution and

TECH TIP: TIRE-PRESSURE MONITORING SYSTEM VARIABLES

Your May issue's RV Clinic answer on tire-temperature monitoring is on the money. I have been towing my 30foot Keystone Cougar for the past four years. After my last trip in 2018, from Texas to Oregon, two of the stem monitors in the tires went bad, so I decided to replace them with inside-the-tire TPMS sensors. To my surprise, the difference between the stem TPMS and inside-tire TPMS is 30 to 40 degrees hotter. It took a little adjusting mentally to the new monitors, but, like you said, by keeping a close eye on drastic changes relative to all tires, you should be OK. I hope this helps on the subject of tire-temperature monitoring. Pablo J. Garza, Laredo, Texas

Thank you for your observations, Pablo. Those stem-mounted TPMS devices are spinning around in the open air and sensing the inner air temperature by way of that tiny air tube inside the valve stem, which is also being affected by the ambient air. The sensor inside the tire, mounted to the wheel, is right there, exposed to the inside air, and thus able to get a more accurate read on things. Being attached to the wheel, that sensor can also be affected by the brake and bearing heat buildup, which heats the wheel, but as you suggested, it's the temperatures relative to all the tires that makes the difference.

You've made it to the top! Let us get you down safely

calculating weight using scales, I have a question about adding weight to rearbumper storage racks. Can I calculate the change to tongue weight without multiple trips to a set of scales? Is there a formula that can be used with known added weight, known distance between axle(s), and the hitch point and axle(s) and center point of the rear-bumper storage rack?

It would also make a difference with dual axles whether you are calculating from the front or rear axle. Seems to me that when adding about 100 pounds (small generator and tools) to the rearbumper area where a rack is to be placed, the fulcrum would be the rear axle. Using physics, is there a way to measure the distance from the rear axle to the hitch and the distance from the rear axle to the center point of the rear storage rack to determine how much the 100 pounds takes from the hitch point? **Tim Pasquarelli,** Anthem, Arizona

There is probably a way to measure all these things using physics and math, Tim, but we don't have any procedures or formulas for this. First, as for using the front or rear axle as the pivot point, a trailer suspension includes an equalizer component, and the difference would be minimal to nonexistent in the real world, as opposed to just using the center point between the axles.

I am not a top-notch mathematician, but if the hitch-to-axle and axle-tobumper distances are equal — but they probably aren't in your case — then 100 pounds added in back would be 100 pounds less up front. In theory, if the axle-to-rear-bumper is just 80 percent of the axle-to-hitch distance, then 100 pounds out back would be just 80 pounds taken off the hitch. A better mathematician than I could elaborate more on that theory.

But consider real-world trailer towing. Are you always hauling the exact amount of water in the freshwater tank and holding tanks? Is the cargo load in the trailer always the same, front and back? Even if you have precise calculations to determine weight shift fore and Stop 50% **faster and safer** with our electric over hydraulic disc brake kits

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RV CLINIC

aft, the real world can step in and alter the results. In the end it's always good to visit a scale and verify your results to determine balance. Insufficient hitch weight can lead to trailer sway and instability — characteristics you'll want to avoid regardless of how you arrive at your figures.

Trailer Jacking Suggestion

In regard to James Cooper's "Trailer Jacking" comments in the September issue, this is what I have done on two occasions with my double-axle fifthwheel. I made a double-ended ramp of 2-by-8-inch lumber with a 30-degree slope from the horizontal at each end. The ramp is three layers of 2-by-8 lumber. The bottom layer is 28 inches long, the middle is 23 inches long, and the top layer is 18 inches long. Screw all three layers together, centering them on the base layer. Then cut the two slopes.

The flat surface of the top layer should be about 2 inches longer than the tire footprint. Pull or back the trailer onto the ramp with the good tire centered on the top-layer flat surface of the ramp. This will carry the flat tire off the ground and should allow enough clearance to remove and replace the flat.

If not, then you could place a jack under the flat tire's axle to raise it enough to gain clearance without raising the weight of the trailer but only the axle/tire unit and compressing the leaf spring. Remove and replace the flat. Before moving the trailer onto the ramp, be sure to break loose lug nuts, or you will be spinning the flat tire, not the nuts.

James A. Hofbauer Huntington Beach, California

Thank you for the tire-changing process explanation, James; it makes a lot of sense, but we still stick with the trailer manufacturer's recommendation to never jack using the axle. There are jacking accessories on the market that accomplish exactly the same thing, but your 2-by-8-inch lumber method is economical and easy to assemble and use. We appreciate your useful suggestion.

Sea Eagle, Circle 125 on Reader Service Card



Easier Cable-TV Connection

I have struggled for years hooking up the cable-TV connection to the utility posts in almost every campground. My fat fingers don't always fit into the small area where the cable connections go, and once you get the nut on, it's sometimes almost impossible to turn. Then, when it's time to remove it. more times than not it doesn't budge. Forget about trying to get a wrench or pliers in the tight area. I don't know how many times I've pulled the end off the cable wire trying to get it off.

My son and I were talking about what a great idea it would be to have a push-on connector. We looked high and low at local home-improvement stores to find some, but we just got the deer-in-the-headlights look from the salespeople.

I went online today and found a lot of listings for "push-on F adapters." You just screw one of these on each end of the cable wire, and all you have to do is push the connectors on, and when you leave, pull them off. Doesn't get much easier than that. I thought I would pass this along to other readers. What a time and aggravation saver!

T.J. McBrearty, Clovis, California

As a person with none-too-small hands and fingers, I can relate to your dilemma, T.J., and thank you so much for this suggestion. It's something that many of our readers will find useful. For long-term use, you should be aware that push-on connectors can corrode and lose connectivity. There are a wrench made for coax connectors and a device marketed as an RV Cable Grip (www.rvcablegrip.com) that can also help.



Good Sam

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²Minimum 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.

³Estimated APR (Annual Percentage Rate) based on 7 year loan term; individual rate may vary by loan amount, loan term, vehicle use, model year and type of RV. Subject to consumer loan program requirements and credit approval. Certain fees, closing costs, and restrictions may apply. Rates and terms may vary with market conditions and are subject to change without notice. APR applied to the loan is the APR in effect on the date the application is received and is valid for 30 days. Full-Timers do not qualify for this offer; see website for Full-Timer rates and terms. RV must be 2008 model year or newer; for RV model year 2008 to 2009, add .25% to above rates. Maximum loan term is based on loan amount. Maximum loan amount is calculated using an advance percentage determined by FICO score. RV collateral value established using NADA wholesale value (without adds) including mileage adjustment (+/-); multiplied by 110%. Refinance example of a recreational use RV loan: A \$55,000 loan for 7 years with an APR of 5.09% has 84 monthly payments of \$779.69 each.

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

RV CLINIC

COMMENT: ST TIRE SPEED RATING

➔ In reading the RV Clinic letters about tire blowouts in the November 2018 issue, I noticed in the answer that nothing was mentioned about the ST tires being speed rated for 65 MPH. I have noticed over the years that many times when I was pulling my fifth-wheel I would be passed by people pulling an RV at well over 70 MPH. Later, I would see them along the side of the road changing a blowout. Speed does make a difference on heat to the tire and can cause this.

Robert Osburn, Jefferson City, Missouri

It's entirely possible that speed plays a factor with trailer-tire blowouts. It doesn't help that many trailer owners are running really cheap-quality tires made overseas, and those cheap tires can't handle the extra speed-induced stress, as a better-quality tire may be able to do. You're right; in addition to overloading and underinflation, higher speed means more heat buildup, and that means an increased likelihood of tire failure.

Wheel-Bearing Repack Schedule

In September's "Infrared Thermometer" response, you urged a reader to "perform your usual annual wheel-bearing repack." I have seen this advice before but don't understand it. There are years when I may put 10,000 miles on our fifth-wheel. Other years maybe 400 miles, and there have been a few years where the fiver never left storage. Is there a reason you don't recommend repacking at a certain number of miles?

Earl Kinter, Omaha, Nebraska

While the axle manufacturers officially recommend 12 months or 12,000 miles for bearing service, the RV industry doesn't use miles mainly because there are no odometers on most travel trailers and fifth-wheels, and there are very few trailer owners with the discipline or inclination to keep track of their towing miles. Therefore, it's easier and more consistent to just recommend annual bearing service. There is also some personal judgment to take into consideration here. For example, as long as you are not in the habit of towing your trailer through hub-deep water on a regular basis, then a trailer with minimal mileage accumulation probably doesn't need annual bearing service.

However, it's really easy to pop off the dust cap and take a gander at the visible grease on the outer bearing just to be sure it looks OK as a peace-ofmind maintenance step. It's not a bad idea even when the bearings don't need a full repack. It's always a good idea to check for grease seal leakage and to use a high-quality grease designed for long interval use. As a sad but true good idea these days, it's also desirable to disassemble and inspect the wheels on a regular service interval to inspect the bearings and seals, some of which are poor-quality units made overseas and, as such, can be subject to premature failure.

Out-Back Bicycle Rack

Last year we purchased a new 2017 Forest River Wildcat travel trailer. We had intentions of placing a rack to carry two bicycles on the rear bumper only to discover that Forest River forbids the placement of anything on the rear bumper, even though the trailer was purchased new from Camping World with a full-size spare tire attached to the bumper. Why would a bicycle rack be forbidden but the trailer have a spare in the bumper? Is the ban on attachments on the bumper an absolute rule, or could the bumper be expected to support a rack with two bicycles?

Ed Farrar, Mansfield, Ohio

Most manufacturers are cautious about adding weight to the bumper, because some people will happily add a large steel carrying basket or platform out back and load it down with a generator, firewood, ice chest, maybe a motorcycle or some other cargo that's significantly heavier than a pair of bicycles.

That kind of excess load can cause bumper damage or even trailer instability caused by too much weight behind the axles, which removes weight from the hitch. The best idea is to install a

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RV CLINIC

hitch receiver that fastens to the trailer frame and use a bicycle mount that fits a receiver hitch. The trailer manufacturers test for the safe mounting of a spare tire on the bumper — or they bolt it on, decide, "Yes, it fits," and shove it out the factory door — but they don't know what else a user will load on the bumper so they don't approve any such additional loading.

A product called Mount-n-Lock SafetyStruts (www. mount-n-lock.com) is said to help support the bumper and frame, and might be worth a look, but if you use the receiver hitch mount, it would be unnecessary. There are also bike racks for the trailer's A-frame that can keep the weight up front, so that's an alternative worth checking out.

HAVE A TECH QUESTION @

Email **rvclinic@trailerlife.com** or write to RV Clinic, 2750 Park View Court, Suite 240, Oxnard, California 93036. Include your full name and hometown. Selected letters will be answered in the magazine, but time does not permit individual replies. No phone calls, please.



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CASTING IN THE SNOW

The author looks for large brown trout and rainbow trout near Steamboat Springs, Colorado. It's easy to ignore the chill when a 22-inch fish might suddenly tug on the line.

Gone Fishin'

Wild and freeflowing, Colorado's Yampa River is a cool place to catch trout in the wintertime

– by Lisa Ballard

"Sounds cold," I replied when my husband, Jack, suggested winter fly-fishing on the Yampa River in Steamboat Springs, Colorado. The idea of scrambling down snowbanks to wade through near-frozen water did not sound fun. "The trout are big,"

he promised.

A couple weeks later, we stood thigh deep in the

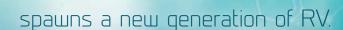
wild Yampa in the Rocky Mountains as the noon sun chased the chill away. During the winter, the fish feed in the balmiest part of the day. No need to get up before dawn!

I caught half-a-dozen rainbow trout, including a burly 22-incher. Colored for spawning, its cheeks glowed brilliant cranberry. Releasing it, I noted that it was the most beautiful and biggest trout I'd ever seen.

By 6 p.m., we were off the water and enjoying a gourmet dinner in town. Another bonus! During the summer, the best fishing is often after sunset, so dinner is a sandwich from the local mini-mart.

After our trip to Steamboat, I've definitely warmed up to winter fly-fishing. 11

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