

**SNEAK PEEK: 14 NEW MOTORHOMES**

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# MOTORHOME

OCTOBER 2013

American Revolution 38S

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**Falling for  
Allegany State  
Park in Autumn**

**Part II Chassis Maintenance  
Cooling, Filtration,  
Tires and Wheels**

**MAKE A SPLASH  
Water Park  
Fun in the Dells**

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**On The Cover:** Enjoying the Southern California sunshine at Newport Dunes RV Waterfront Resort and Marina in the new Revolution 38S from American Coach (see test on page 38.) Photo by Scott Hirko.

## A NEW RIDE

**W**hile participating in Winnebago's Grand National Rally in Forest City, Iowa, in July, I was given the opportunity to test drive the new (2014) Travato Touring Coach. I was the first person, outside of the Winnebago's research and development team, to get behind the wheel of the Travato on the Fiat powered RAM Promaster chassis.

The Travato is not just an off-the-shelf Class B slapped on a new chassis. It's an entirely fresh motorhome with a well-thought-out floorplan that capitalizes on cleverly designed components that take multitasking to a higher level. But, let's not downplay the significance of the Fiat chassis. It's a peppy little package without sucking a lot of fuel.

The engine is 3.6-L V-6 gasser that is rated at 280 HP. It's tied to a 6-speed automatic transmission — the same powertrain Chrysler is using in a number of its Dodge and Jeep branded vehicles. I found the combo to behave beautifully on the highway and getting up to speed is an easy task for the 6-banger engine. Winnebago's Travato is a front-wheel-drive motorhome, and not being much of a front-wheel-drive fan myself, I found the new Class B surprisingly free of annoying steering torque.

Fiat's chassis and body dimensions provide a tidy foundation for building Class B motorhomes. The 159-inch wheelbase encourages maneuverability and being 6' 3" inside allows most people to walk about without ducking. Overall exterior height of the Travato is 9 feet (with air conditioner), so parking in enclosures with typical 10- and 12-foot doors is doable.

One of the more pleasant surprises is driver visibility and comfort. Expansive windows that extend below the driver offer exceptional vision of the road, in front and on the sides. Seating position and ergonomics to the dashboard and controls are superb. It has a cab-forward feel and is conducive to long hours on the road without driver fatigue, and it's just plain fun to drive.



The big news revolves around mileage and pricing. The six-cylinder gas engine takes a big chunk out of the price of a similar size rig with a diesel engine. With power-to-weight well matched and the proven track record Fiat has established in Europe as a primary chassis supplier, engine reliability is likely to be a big selling point. While the mileage won't reach numbers turned in by its diesel counterparts, Winnebago engineers are seeing 16 MPG under good conditions. The well-equipped Travato will have a price tag in the \$80,000 range, which is certainly affordable.

When I first stepped inside the Travato, I was amazed at the roominess. No doubt, Winnebago designers got creative on the use of space. The front section is very versatile, a la European floorplans. Selling points for me: Comfortable dining seating for five, a large bed in the back that folds up to allow for storing large items like bicycles and patio gear, and the wet bath that is much bigger than expected.

The Class B market will undoubtedly continue to grow, fueled by a vanpool that's becoming much more competitive. Sprinter started the ball rolling with its Class B and C chassis and Ford is introducing the Transit as it phases out its E-series van. Chrysler's RAM Promaster van will likely be a strong competitor in the U.S. motorhome market.

When you spend time in coaches like Fleetwood's American Revolution featured on page 38, and then test drive a motorhome on the opposite end of the spectrum, like the Travato, it's easy to see how adaptable the U.S. RV industry has become in meeting the needs of motorhome enthusiasts.

It's a great time to be a motorhome owner. ♦

# MOTORHOME

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## WHAT CHANGES HAVE YOU MADE TO CUSTOMIZE YOUR MOTORHOME?

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

### READY FOR WINTER

We travel during winter in a compact 24-foot Coach House, so it was a priority to get everything customized to our needs. We added foam insulation behind the furnace thermostat so it would respond to actual room temperature and not the wall temperature. We changed the convection microwave to a quality microwave oven and the three LED tank level indicators to an aftermarket induction tank level sensing system that gives accurate readings with no maintenance problems. A motion sensing LED outside light and tractor headlights in the rear that come on with reverse gear back-up lights or by a manual switch was also added.

Then the important stuff: I added 650-watt solar electric panels, a 1,800-watt true sine wave inverter and



a three-stage battery charger. I removed the generator and added four more golf cart batteries for a total of six. This frees us from needing the generator or shorepower most of the time, and allows charging of an electric motor scooter that we haul behind.

Finally, after living with an electric folding couch, I removed it and had a custom cabinet locally built to hold books and maps, a toolbox, and dog accessories, with a large drawer for food cans. It has two hatches on the top surface — one holds the folding chairs and tables, and

the other holds the laundry bag and extra bedding. That left enough room to add a recliner next to it to fill in the needs of reading and computer work with the cabinet. Now I'm wondering when manufacturers will start offering a dedicated office module?

**STEVE WILLEY | SANDPOINT, IDAHO**

### CREATE CLOSET SPACE

Soon after buying our 2007 Holiday Rambler Scepter, we decided that the two sliding pocket doors separating the bathroom from the bedroom were unnecessary (we have a private commode) and they weighed about 40 pounds each. In their place I hung (using the same hardware) a 4-by-7-foot pegboard like the kind used to hang tools. My wife now hangs about 10 pairs of slacks and jeans in this area, freeing up valuable closet space. And the cost was about \$12.

**WAYNE DIGGS | CLOVERDALE, CALIF.**

### TWIN BED EXCHANGE

We favor the smaller motorhomes (and have a 28-foot 1983 Revcon), but one real problem is the bed, usually a double, is stuck back in one corner. So if one of the partners sharing this bed has to get up at night, you have to crawl over your sleeping partner. Getting tired of this, I tore out everything in the back and made it into a twin bed. We also took the opportunity to install a new freshwater tank and, another plus, the bed on the



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passenger side now has a long, deep storage compartment underneath it. The foot space on the floor is also greater.

**DAN AND MARCELA BAXLEY  
CHICO, CALIF.**

### RELAXATION ALTERATIONS

We have a 36-foot 2002 Winnebago Journey DL. We changed the front of the coach so we could relax and watch TV and not have to twist our necks. The love seat on the curbside went out first; the sofa recliner/bed combination went next. My wife wanted a desk and a file cabinet, so I made a desk that a file cabinet would fit in. We put it in the front of the street-side slide with the chair on the right. When sitting at the desk the TV is in front of you, a little off to the right. We put a swivel rocker recliner on each side of the living area, so we can watch TV almost straight on. We also took advantage of a Camping World sale to have an automatic TV satellite dish installed. In May we had a 32-inch Samsung TV installed where the old head knocker was mounted. I also modified a closet so the cats' litter box fit underneath and out of the way for us, but the cats can get to even when traveling. Cats are happy, wife is happy. What else does a guy need?

**DUANNE AND JAMES GREGG  
FLORENCE, ORE.**

### REFRIGERATOR SWITCH

The biggest, most important change I made to my 2001 Monaco Executive was to replace the Norcold refrigerator with a Whirlpool 22.6-cubic-foot, double-door



refrigerator/freezer with ice and water in the door. The refrigerator cost less than \$900 and the installation by Beckley's Camping Center in Thurmont, Md., was first rate. They salvaged some of the original wood paneling and made the new refrigerator look right at home.

After careful measuring it was determined the Whirlpool would fit the space and that its double doors could open without hitting the opposite wall. Some drain lines and power cables to the rooftop heat pumps were rerouted and a side window taken out to facilitate removal of the Norcold and load-in of the Whirlpool. To provide clean power to the new refrigerator while underway, a second pure sine wave inverter was installed.

**TOM GAUGER | SHERMANS DALE, PA.**

### LARGER TV NEEDED

We just purchased our first motorhome, a used 2004 Winnebago Journey 36G. The prior owner had changed the TVs in the living area and bedroom to digital LCD units, but he used a 15-inch unit in the bedroom to take advantage of the existing cabinet. I wanted a larger TV, so I changed it to a 26-inch LCD with a built-in DVD player. I removed the cabinet, installed, trimmed and stained a flat wood panel and installed the TV unit using a wall mount hanger with locking feature for travel security. Now I can see the TV in the bedroom and watch two different DVDs at the same time (good for kid and adult tastes).

**JIM AND TERRI SHORT | VISALIA, CALIF.**

### MAJOR UPGRADES

We love the floorplan of our 2002 Winnebago Journey DL, so rather than trading it in, we talked to renovators and selected Master Tech RV Body Works of Elkhart, Ind. The carpet from the front door to the bedroom was replaced with tile and new carpet was installed in the bedroom. New cherry wood valances replaced the fabric covered valances, along with all new MCD shades — even the windshield has power shades. The captain's chairs were replaced with new soft leather from Winnebago, with "JOURNEY" embroidered on the back of the seats. They installed a soft leather J-lounge with storage drawers and built a food storage area with sliding

drawers. New flat-screen TVs were put in the front and rear, with new LED lighting installed throughout the coach. Last but not least, they installed a Samsung residential refrigerator.

The project cost us about \$25,000. All in all, we are very happy with our new customized coach. We only have 111,000 miles on it, so it's a long way from the 500,000 they say it will run.

**JIM AND DEANNA DARRAH  
WAVERLY, IOWA**

### MILITARY RVING

On behalf of the SMART veterans travel club, I wish to thank you for the great publicity you gave us in the July article "RVing at Military Campgrounds," by Dennis DeNoi. I am being told from our national SMART headquarters that it has received quite a few calls on this article.

**SHERWIN AND DOROTHY STIELOW  
RUSSELL, KAN.**

### MILITARY RVING APP

I loved seeing the "RVing at Military Campgrounds" article in the July issue. It's something I only found out about a couple of years ago. But did you also know that there's an app for that? It's called C-RV Military Campgrounds. It has maps, directories and other information for military campgrounds.

**EVELYN RYAN | TROY, N.Y.**

### SANITATION SUGGESTION

We read every issue of *MotorHome* and find many of the articles helpful. This might be the first time we think we know something that was not covered in "A Fresh Outlook" in the July issue.

Our 2003 Monaco Camelot came to us with a dispensing system attached to the toilet by Blue Streak Chemical. The system uses non-electric, chemical injectors that work by creating a vacuum to draw the correct amount of chemicals from the reservoir with each flush. Since the motorhome toilet uses minimal water with each flush, this takes all the guesswork out of mixing and measuring. No other additive is needed. Each quart lasts for 400 flushes, so it's relatively inexpensive to use.

We are full-timers and this has been the perfect solution for us. Check it out





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**BIKE PATH SEARCH**

We'd love to hear from RVers who have found campgrounds with good adjacent bike paths. Preferably wide, paved and fairly flat paths, not mountain bike trails. For example, Golden Shore RV Resort in Long Beach, Calif., is right on a paved

path that runs across the beach. Others are the KOA in Spokane, Wash., with a long path along the Spokane River, and Granite Lake Premier RV Resort in Clark-son, Wash., with a 16-mile path along the Snake River. There must be many more I haven't heard of. And please don't tell me about bike "routes" or lanes that run along busy streets — I've seen how some drivers wander across the driving lanes.

**MARGARET FLANNERY | VIA EMAIL**

**QUESTION:**

**What campgrounds and RV parks have you stayed at that also have great bike paths?**

Please send your comments to *MotorHome*, 2575 Vista del Mar Drive, Ventura, CA 93001; or email [letters@motorhome.com](mailto:letters@motorhome.com). ♦

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# escapes

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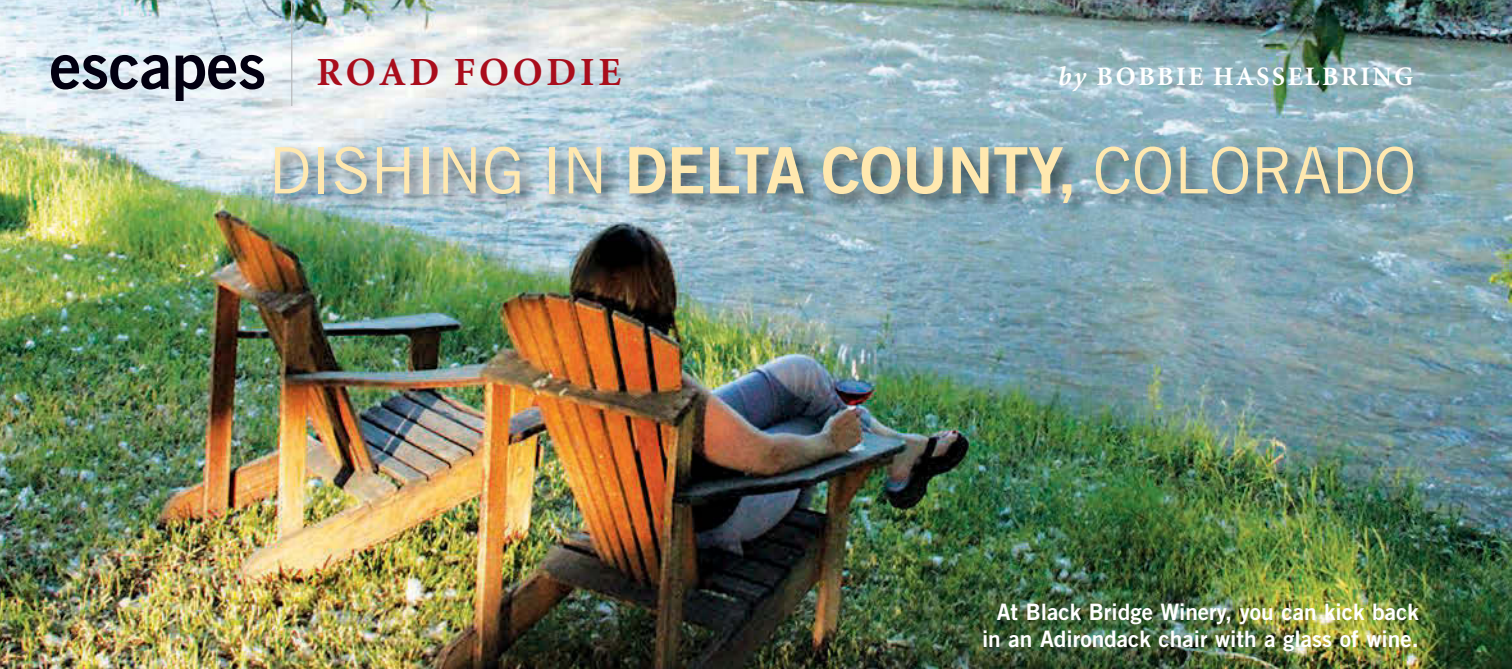
PINE CREEK GORGE PRESENTS BRILLIANT FALL COLOR

**T**ake in a spectacular display of russet reds, golds and deep purples with an autumn visit to Pine Creek Gorge in north central Pennsylvania. At almost 50 miles long and more than 1,000 feet deep, the gorge is known as the Grand Canyon of Pennsylvania and boasts brilliant foliage displays for those seeking fall color.

Vibrant yellows mix with deep oranges and burgundies throughout the gorge, which is surrounded by about 165,000 acres of the Tioga

State Forest. Find the best views at overlooks in Leonard Harrison and Colton Point state parks. Hike the Turkey Path through Leonard Harrison to find waterfalls and get glimpses of the wildlife, including a host of migratory and breeding birds. The trail continues in Colton Point State Park, where it descends steeply to the canyon floor. Modern campsites with 50-amp electrical hookups are available at Leonard Harrison State Park. For more information, call 888-846-4228 or visit [www.visittiogapa.com](http://www.visittiogapa.com).

# DISHING IN DELTA COUNTY, COLORADO



At Black Bridge Winery, you can kick back in an Adirondack chair with a glass of wine.



Anna Hanson, co-owner of Jack Rabbit Hill Winery and Peak Spirits Distillery, shows off the still. Sparky's Farm Market, like many farm stands throughout Delta County, sells local jams and syrups as well as fresh fruits and vegetables. Focaccia and herb breads are baked fresh daily at Flying Fork Cafe & Bakery. The juicy half-pound burgers at Black Canyon Café are made with Rocky Mountain beef and come with crispy sweet potato fries. Pies like this buttery, flaky cherry pie are house made at Black Canyon Cafe.

## Fall is a wonderful time to travel through

Colorado. Delta County, a beautiful five-hour drive west of Denver, is a rural area that's perfect for RV exploring. The little towns of Delta, Crawford, Cedar-edge, Eckert, Hotchkiss and Paonia offer interesting cafes and restaurants. There are plenty of wineries and distilleries, many with free tastings. Additionally, fruit stands burst with locally produced food products and fresh produce such as peaches and the area's famous Olathe sweet corn.

Paonia is a village of 1,000 with a quaint downtown filled with interesting shops and restaurants that really hops on the weekends. One of the most interesting restaurants is the **Flying Fork Cafe & Bakery**, a little place with a Mediterranean feel. Dinners start with a plate of small sautéed niçoise olives and soft, house made focaccia and herbed bread with balsamic and olive oil for dipping.

Pastas are house made, too, and come in appetizer or regular sizes. Judging from the generous appetizer portion, I suggest ordering the smaller portion or plan on enjoying leftovers later in your motorhome. My linguine came cooked perfectly al dente with salty capers, chunky bits of garlic, good olive oil and plenty of fresh parsley.

Nestled along the North Fork of the Gunnison River, **Orchard Valley Farms** and **Black Bridge Winery** grow peaches and cherries, and sell other produce and locally produced gourmet foods, jellies and honey. The winery offers free tastes of its wines and balsamic vinegar and infused oils like lemon olive oil. Enjoy a glass of wine in a riverside Adirondack chair and watch hummingbirds hover over the rushing waters. During warm evenings, they celebrate Fridays with Wine Down where they fire up an outdoor brick beehive oven and bake up free pizza.

In Hotchkiss, **CoalTrain Coffeehouse** specializes in breakfast and lunch offerings like quiche, breakfast burritos, and their specialty, buttery, flaky spanakopita full of fresh spinach and feta cheese. They bake their own scones and cinnamon rolls — big with plenty of cinnamon and just the right amount of frosting.

Located on Highway 92 just outside of downtown Hotchkiss, **Sparky's Farm Market** offers local produce, their own products like cherry pie filling and cherry syrup as well other locally produced items. They have a shady patio area with chairs and tables and an old-time village facade for the kids. In season, you can pick Bing and three different types of pie cherries.

On a high North Valley hill in Hotchkiss, **Jack Rabbit Hill Winery and Peak Spirits Distillery** is one of the first biodynamic wineries in the country. This method of organic farming focuses on improving the soil by creating a closed system that utilizes compost and other products made on the farm. They also have a distillery that makes fruit-based gin and vodka. It's a casual place where you'll be invited onto the front porch for a bit of tasting and terrific views of the vineyards and surrounding countryside.

In the tiny, Western-style village of Crawford, the **Black Canyon Cafe** is an elegant yet casual lunch and breakfast spot. Originally developed by rocker Joe Cocker and his wife Pam, the cafe is a favorite among RVers driving the beautiful West Elk Loop Scenic Byway. Don't miss the juicy half-pound burgers made with Rocky Mountain beef served on fresh, chewy buns with a pile of slim sweet potato fries. They also bake their own pies, all with buttery, flaky crusts.

Where are your favorite Colorado places to eat or sip? Email Bobbie at [hasselbring@bctonline.com](mailto:hasselbring@bctonline.com) with "Road Foodie" in the subject line. Happy travels.



PHOTOS: BOBBIE HASSELBRING

## GET SOLAR POWER ANYWHERE

Portable, storable solar power is now an option for motorhome owners.

**Anywhere Solar**, based in San Diego, Calif., recently announced its latest solar module charging station, called Solar-on-the-Go. Compact and lightweight (less than 10 pounds), the 50-watt, 12-volt DC system is designed to recharge coach, engine or standalone batteries. The portable solar kit features shatterproof, glass-free panels, and the kit is packed in a bag for easy storage.

The Solar-on-the-Go kit includes four 24-by-6-inch modular panels, one charge controller, a collapsible, multi-position stand with two bracing rods, a 16-foot cable with alligator clips for easy connection to batteries and a durable carry bag. The Solar-on-the-Go kit is \$299 and available through Anywhere Solar's eBay Store.

**Anywhere Solar Technologies, 858-695-9161, [www.anywheresolartech.com](http://www.anywheresolartech.com)**



## BLUETOOTH MUSIC PLAYER

New from **NYNE Multi-media**, a company focused on

audio solutions, the NB-230 portable speaker is designed for the RV lifestyle. This boombox integrates with mobile devices so users can wirelessly stream music from any Bluetooth-enabled device, whether it's an Android, Apple or Windows smartphone or tablet. Perfect for days in the motorhome and nights around the campfire, the NB-230 is said to produce in-home quality audio while providing portability.

The NB-230 portable Bluetooth speaker combines a sleek design with professional, high quality sound that can easily entertain friends at the RV park or campsite. Two full-range speakers provide medium and high frequencies while an innovative passive radiator gives the strong, loud bass expected from a boombox. In addition to A2DP Bluetooth, the NB-230 features a 3.5mm stereo aux-in port with included cable to connect a non-Bluetooth phone, tablet, MP3 player or other mobile device. A microphone with advanced noise cancellation is also built in for hands-free calling from the comfort of your chair.

The NYNE NB-230 is available now at BrandsMart, Huppin's retail stores, OneCall.com, World Wide Stereo, Focus Camera and Amazon for \$129.95.

**NYNE Multimedia, 888-722-6963, [www.nyne.com](http://www.nyne.com)**



## LIGHTWEIGHT A/C OPTION

A new version of **Dometic's** most popular RV air conditioner is on the market. The Brisk II air conditioner offers a 15 percent increase in airflow, the company says, and is 19 percent lighter than previous models, making it the smallest 13,500-watt rooftop unit available.

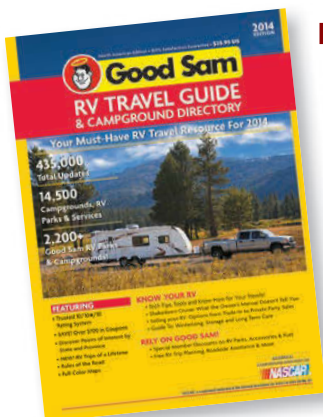
According to the company, the Brisk II is easy to install and maintain, with a high-performance motor and fan. Its EPP foam housing reduces weight and increases cooling, while rounded edges increase airflow, and fan motor sound dampening brackets reduce noise and vibration. The unit weighs 72 pounds and offers tighter tolerances for improved fit and finish between shroud and evaporator cover. Its press fit evaporator cover eliminates fasteners for improved service access, and its custom composite Korad shroud is laminated to provide UV protection.

The sturdy design includes a 3-inch deep-drawn G90 carbon steel drain pan with powder-coated finish for durability, and larger air openings for improved airflow and cooling performance. The edges are roll-formed, and the enclosed wrap-around base pan and shroud add strength and protect the coils. MSRP is \$680.

**Dometic, 800-544-4881, [www.dometic.com](http://www.dometic.com)**



## ESSENTIAL RV TRAVEL RESOURCE



**In RVing, timing is everything. So if you** plan on hitting the road next year, pre-order your copy now of the *2014 Good Sam RV Travel Guide and Campground Directory*. This complete RV travel companion, with its comprehensive campground listings, RV-friendly travel routes, helpful maps and informative lifestyle articles, is expected to sell out quickly. Included in the pages of the *Good Sam RV Travel Guide and Campground Directory* you'll find:

- Listings of 14,500 RV parks across North America, with updated information about hookups, amenities, pet restrictions and

Wi-Fi connectivity. Each campground is personally inspected and rated by Good Sam's seasoned consultant teams.

- Detailed listings of North America's 2,200-plus Good Sam Parks, which offer 10 percent discounts to Good Sam members.
- The Good Sam three-numbered rating system, which grades each privately owned campground on Facilities, Restrooms and Showers, and Visual Appearance.
- A brand-new RV Trips of a Lifetime guide that maps out exciting RV-friendly routes across North America, from Maine's lobster coast to California's stunning desert vistas.
- An information-packed section for RV novices that dispenses basic tips on RV shopping, camping and storage. Complete with checklists.
- Colorful state and provincial maps that indicate the locations of RV parks as well as Good Sam Parks and select tourism and service locations.
- Camping World coupons worth hundreds of dollars.
- Complete listings of military parks for current and retired career service personnel.
- Helpful lifestyle tips for snowbirds, pet owners and more.
- Guides to RV-related state and provincial laws, fishing-license fees and critical facts needed for trouble-free trips into Canada and Mexico.

**For more information** and to pre-order your copy of the *2014 Good Sam RV Travel Guide and Campground Directory*, go to [www.goodsamcamping.com/](http://www.goodsamcamping.com/) 2014, or call 877-209-6655.

### FOLLOW THE NUMBERS

The three-numbered Good Sam Campground Ratings System gives RV travelers a clear measurement to judge the privately owned RV parks listed in the directory. Each rating number is based on a scale from 1 to 10 with 10 being the best.

**10 FACILITIES** evaluates the level of developments of RV sites, hookups, recreation, swimming, security, laundry, services, interior roads, registration area and Internet access.

**10\* RESTROOMS AND SHOWERS** rates the cleanliness and physical characteristic of toilets, walls, showers, sinks/counters/mirrors and floor. If a park achieves a full point in each of the above, it receives a star (\*) that indicates exceptionally clean restrooms.

**10 VISUAL APPEARANCE** appraises the park's setting and site layout, function and identification signage, overall exterior building maintenance, noise, trash disposal, litter and debris around the grounds and sites, and appearance of grounds, sites and entrance area.

## News Briefs

According to a recent survey by **Coach-Net** of its members, RV owners are not letting elevated fuel prices dampen their enthusiasm for travel and adventure. In fact, more than 72 percent of members of Coach-Net, a provider of RV roadside and technical assistance, indicated that rising fuel prices would have no effect on their upcoming travel plans. RV owners also indicated their continuing preference for longer road trips. Almost 50 percent said they generally travel more than 1,000 miles when taking a trip in their RV; closer-to-home road trips of 100-499 miles ranked second and midrange trips of 500-1,000 miles ranked third. When asked to select their favorite regional destinations for North American road trips, the respondents' top choices were the U.S. West and Southwest.

Germany's **Hymer Group** is launching the first Chinese RV joint venture. Chongqing Jinguan Automobile Manufacture Co. Ltd (Jinguan), a leading Chinese special vehicles manufacturer, signed an agreement with Hymer in June to launch China's first RV joint venture. According to a Global Times report, Jinguan and Hymer Group, one of Europe's largest manufacturers of RVs, will jointly invest \$81.2 million in building a factory with an annual production capacity of more than 5,000 vehicles, said Sun Lu, president of Jinguan. The factory will be based in southwest China's Chongqing Municipality.

Class B manufacturer **Roadtrek Motorhomes** hosted a special rally in May to celebrate its 40th anniversary. Five hundred owners in 259 Roadtreks from across the U.S. and Canada gathered to enjoy several days with Roadtrek senior management, sales staff, engineering representatives and service technicians in Branson, Mo. At the rally, Roadtrek introduced its 40th Anniversary Edition model, and Roadtrek technicians and engineers provided free technical support. The rally also raised \$2,000 for the Moore Public Schools Tornado Relief Fund.







## Introducing the New Dynamax DX3

# DX3

- ◆ Under 40 ft. in Length
- ◆ Up to 20,000 lbs. Towing
- ◆ 8.3L Cummins Diesel with 350 HP
- ◆ House Type 23 cu. ft. Refrigerator
- ◆ Stackable Washer & Dryer
- ◆ Bunks for Extra Sleeping
- ◆ Radiused side walls & roof for excellent handling and fuel economy

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At Dynamax we build a way of life. Our customers expect top-notch amenities in their luxury Motorhome, like enticing decor packages and well-planned floorplans. As performance driven as Dynamax owners are, it's the superior standard of living we deliver in every motorhome we build that's built the Dynamax brand.



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**www.towdemco.com**

## escapes CROSSROADS

# ATLANTA'S MANY ATTRACTIONS

### History, beauty and an inviting

urban environment help make Atlanta, Ga., an RV destination worth exploring. Start with the Atlanta History Center, located in the historic Buckhead neighborhood. Not only is the center home to Atlanta's renowned history museum, it also gives visitors a look at life in the 1860s at the Tullie Smith Farm. Costumed interpreters lead tours of the house, which is surrounded by a blacksmith shop, corncrib, dairy, smokehouse and barn. One of Atlanta's most recognizable landmarks, the Swan House, is also on the grounds. Tickets are \$16.50 and also include the Tudor Revival Margaret Mitchell House in Midtown, where the author wrote "Gone With the Wind."



PHOTO: © 2013, KEVIN C. ROSE/ATLANTAPHOTOS.COM

Nearby, the Atlanta Botanical Garden boasts wildflower trails and gardens that cover 30 acres. Sit among orchids in the 10,000-square-foot Fuqua Orchid Center, and don't miss the conservation gardens and amphibian displays that highlight carnivorous plant bogs from the Southeast and endangered frog species from around the world.

Complete your trip by visiting Underground Atlanta, six city blocks of shops and restaurants. The Underground takes advantage of the viaducts first built in the '20s over the city's railroad tracks. For more information, call 800-285-2682 or visit [www.atlanta.net](http://www.atlanta.net). **Don't forget, Atlanta plays host to the Camping World/Good Sam Rally October 17-20. To find out more, call 800-701-1399, or visit [www.therally.com](http://www.therally.com).**

## RV SHOWS

### OCTOBER 2-6

**Fall Detroit Camper & RV Show**  
Novi, Mich.; 517-349-8881 ext. 11

### OCTOBER 11-20

**61st Annual California RV Show**  
Pomona, Calif.; 818-248-6600

### OCTOBER 17-20

**Camping World/Good Sam Rally**  
Atlanta, Ga.; 800-701-1399

### OCTOBER 17-20

**Oregon State Salem Fall RV Show**  
Salem, Ore.; 206-783-5957

## APPLE FESTIVALS



### Missouri is proud of its apple

heritage and has the festivals to prove it. An October trip to the Show Me State isn't complete without visiting at least one apple event, and the town of Versailles kicks things off with its 34<sup>th</sup> Annual Olde Tyme Apple Festival October 4-6. Find everything apples at this event, including a pie-baking

contest, Apple Dumplin' contest and apple pancake breakfast.

The following weekend, October 11-13, Mount Vernon hosts its Apple Butter Makin' Days. Cooked in copper kettles over open fires, the apple butter is hand-churned and then ladled into jars to be sold. Enjoy apple dumplings and caramel apples, and don't miss the apple peeling contest. The month closes with the Kimmswick Apple Butter Festival, October 26-27. Close to 100,000 people attend each year to get their hands on the Kimmswick Historical Society's famous apple butter.

**For more information**, call 800-519-2100 or visit [www.visitmo.com](http://www.visitmo.com). ♦



## MOTORHOMES

# \$349

from /mo.^^



Stk. #SAV488759 NEW 2014 Thor Motor Coach

### FREEDOM ELITE 23U

List Price \$80,163 **SAVE \$25,164**

## \$54,999\* OR \$369/MO.^^

Based on 20% down @ 5.99% APR for 180 mos.

Automatic Electric Patio Awning • Wheel Liners • Auto Transfer Switch • 3-Burner Range w/Oven • TV Bracket

**SAVE \$29,347**



NEW 2013 Thor Motor Coach

### ACE EVO29.2

Stk. #KCI788184 List Price \$104,342

## \$74,995\* OR \$395/MO.^^

Based on 20% down @ 4.99% APR for 240 mos.

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### MELBOURNE 29D

Stk. #KC2696049 List Price \$115,044

## \$99,995\* OR \$529/MO.^^

Based on 20% down @ 4.99% APR for 240 mos.

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Stk. #CLE25244 List Price \$257,569

## NOW \$199,995\*

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\*Government fees, state taxes and dealer fees as applicable will be added to comply with state vehicle codes. (Not applicable in CA, OH or TX) Freight costs vary by state. Inventory and floorplans vary by location.  
^^Payments to qualified buyers with approved credit and subject to lender terms. May not be combined with any other offer and not applicable to prior sales. New unit photography for illustration purposes only. Offer valid at any Camping World RV Sales or FreedomRoads dealer only. See dealer for details. Offers expire 9/25/13.



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WORLD**

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**CLUB SALE**  
**\$59<sup>99</sup>**  
Reg. \$129.99

**CLUB MEMBERS SAVE**  
**50% OFF**

**MAC Sports Recliner #58829**

Extra large frame with geared locking device for nearly unlimited reclining positions. Slide out the table to hold your drink or snacks. Table slides back under seat when not in use. Woven polyester seat is 17½"W. 63"L fully reclined. | **\$33 \$9** | ♥

250 lb. capacity

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**25% OFF**



**CLUB SALE**  
**\$25<sup>99</sup>**  
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**MaxxAir® Roof Vent Cover, Translucent #1733**  
Let Us Install It—Club SALE \$16 | Ship Wt. 4 lbs.

**CLUB MEMBERS SAVE**  
**35% OFF**



**CLUB SALE**  
**\$3<sup>88</sup>**  
Reg. \$6.29

**Wheel Chock #56863**  
Heavy-duty molded plastic with serrated surfaces for a sure grip. Ship Wt. 1 lb.



**CLUB MEMBERS SAVE**  
**\$60 OFF**

Enamel-coated steel cooking grate

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**\$109<sup>99</sup>**  
Reg. \$169.99

**Element® Grill #67692**  
A roaring 8,000 BTU stainless steel burner fires up an unbeatable 350-650° F. Offers 159 sq. in. of cast iron grill space. Uses disposable propane cylinders (sold separately). **\$18 \$9** | ♥

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**\$32<sup>99</sup>**  
Reg. \$46.99

**Body Spa RV Shower Kits**  
Upgrade kit saves water while oxygen infusion revitalizes skin and hair. Guaranteed to never clog.

- A** Chrome #68322
  - B** White #68324
  - C** Brushed Nickel #68323
- Ship Wt. 2 lbs.



**CLUB MEMBERS SAVE**  
**UP TO 25% OFF**

**CLUB MEMBERS SAVE**  
**20% OFF**

Collapses for storage

Extendable arms with no-slip grip



**CLUB SALE**  
**\$22<sup>99</sup>**  
Reg. \$28.99

**Collapsible Dish Drainer #54828**  
Holds 8 plates up to 10" diameter. Uses 2/3 less storage space! | Ship Wt. 2 lbs.

12" x 16"

**CLUB MEMBERS SAVE**  
**35% OFF**

**CLUB SALE**  
**\$4<sup>99</sup>**  
Reg. \$7.99

**Good Sam Jumbo Pillow #71202**  
Ship Wt. 2 lbs.



**CLUB SALE**  
**\$142**  
Reg. \$177.99

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**\$35 OFF**

**Heavy Duty King Pin Stabilizer #20307**  
Stabilize the heaviest 5th wheel from front-to-back and side-to-side movement. | **\$28 \$9**



Large footpads combat sinking & tilting



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th THROUGH OCT. 3<sup>rd</sup>, 2013



STARTING AT  
CLUB SALE  
**\$759**  
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**20% OFF**

- A** Elemonate™ Grey Water Tabs, 5-Pack #37792
- B** Bio-Pak® Enzyme Formula #27871  
Ten packets in resealable zip-top pouch.
- C** Porta-Pak® Tank Deodorizer, 10-Pack #23913
- D** Porta-Pak® Lavender Scent Toss-ins, 10-Pack #69990  
Ship Wt. 1 lb. ea.



Adjusts for riders  
of any height

Wide padded  
Seat

Hand brakes and  
easy shifting



Quick release clamp on handle  
bars, seat post and frame

**Adventurer Six-Speed Folding Bike #70089**  
20" tires on rugged alloy wheels. Wide, non-slip pedals for safety and  
comfort. Bike folds to 30<sup>3</sup>/<sub>4</sub>"L x 17<sup>1</sup>/<sub>2</sub>"W x 26"H. | 🚚 \$32 \$9 | ♥

CLUB MEMBERS SAVE  
**\$80 OFF**

CLUB SALE  
**\$149<sup>99</sup>**  
Reg. \$229.99

CLUB MEMBERS SAVE  
**\$55 OFF**

CLUB SALE  
**\$114<sup>99</sup>**  
Reg. \$169.99

Patio Set #49379  
Table open is 48" x 26" x 28" | 🚚 \$33 \$9



Table folds to  
48" x 8" x 4<sup>1</sup>/<sub>2</sub>"

Two zippered carry bags with  
shoulder strap included

CLUB MEMBERS SAVE  
UP TO  
**\$60 OFF**

CLUB SALE  
**\$164<sup>99</sup>**  
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- A** XC Hitch or Bumper  
Mount Rack #49401  
Inserts into your 2" hitch receiver  
or attaches to your 4"-4<sup>1</sup>/<sub>2</sub>" square  
steel bumper. | 🚚 \$40 \$9
- B** XC Tow Mount Bike Rack #49402  
Fits over your 2" receiver bar.  
**Club SALE \$154.99** Reg. \$214.99  
🚚 \$30 \$9

Transport  
2 bikes of  
any size



CLUB MEMBERS SAVE  
**35% OFF**

CLUB SALE  
**\$49<sup>49</sup>**  
Reg. \$82.29  
Fold-In-Half Table #42495  
🚚 \$16 \$9



Folds to  
suitcase size

CLUB MEMBERS SAVE  
**60% OFF**

CLUB SALE  
**\$5<sup>99</sup>**  
Reg. \$14.99  
Clean Machine® Boot Scraper  
Spruce Green #71527 Cocoa #71528  
Ship Wt. 2 lbs.



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Carry bag  
included

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Patriotic Chair #58374 | Ship Wt. 6 lbs. ea.



225 lb. capacity



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- 19.5" Tires
- 80 Gallon Saddle Bag Fuel Tanks
- 10,000 Lbs. Hitch
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## CABOOSES ADD A UNIQUE OVERNIGHT OPTION TO THESE CAMPGROUNDS

by JEFF CRIDER

**V**isitors to Caboose Lake Campground in Remington, Ind. have a chance to sleep in a piece of American history, specifically a 1900-1910 vintage four-wheel Baltimore and Ohio caboose, which has been remodeled into a cottage.

"To my knowledge, there are only four of these cabooses left in the United States," said Douglas McGill, who opened Caboose Lake Campground in 1999 with his daughter, Christiane Palladino.

Like many adults, McGill traces his fascination with trains to his childhood, when he got his first Lionel train set.

"I did a lot of train track building and models when I was young," he said. "And, somehow, I switched over to the big stuff."

That switch to the "big stuff" took place in 1991 when McGill and a friend developed a side job moving old railroad cars for collectors and museums, which they continue to do to this day. McGill estimates that he's moved more than 100 trains during the past two decades. But having his own deep-rooted fondness for trains, McGill picked up six cabooses for himself along the way, three of which are at his campground. The others are stored at his farm in Reynolds, Ind.

McGill plans to turn all of these cabooses into rental units at his campground. The others include a 1971 Baltimore and Ohio caboose; a century-old New York Central wooden caboose; two Louisville and Nashville steel cabooses from the 1960s and a Pennsylvania Central Reading Railroad caboose, also from the '60s.

But while it's certainly unusual to find a campground operator who has converted cabooses into rental accommodations, several campgrounds across the country have found it worthwhile to do it.

The Historic Route 66 KOA in Eure-



# ALL ABOARD!

**Clockwise from top left: Heavenly Acres Campground in Stanardsville, Va., offers four camping cabooses, including a blue C&O and a red 1926 B&O wooden caboose. A Santa Fe caboose is being refurbished to serve as a food service unit at Oregon Dunes KOA in North Bend, Ore. A vintage four-wheel Baltimore and Ohio caboose is now a rental cottage for campers at Caboose Lake Campground in Remington, Ind.**

ka, Mo., has a converted caboose, as does the Twin Mountain KOA in Twin Mountain, N.H., with its 1932 Boston and Main caboose. The Point South KOA in Yemassee, S.C., has an original L&N Railroad steel caboose, which dates to 1962.

"When it came off the railroad in Savannah, Ga., it was being used as a fireworks stand. But we bought it and turned it into a camping cabin," said Bill Olendorf, who owns and operates Point South KOA.

The L&N caboose, which Olendorf has had since 1998, is one of the park's most popular rentals. Point South KOA also has a 1992 Victorian-style trolley car, which was used by the city of Charleston, S.C., to transport tourists.

"We pulled it out of a junkyard in Charleston," Olendorf said, adding that the trolley has regular wheels since it was designed for use on city streets.

A handful of other campgrounds across the country are also restoring vintage cabooses, including the Jellystone Park Camp-Resort in Madison, Fla., and the Oregon Dunes KOA in North Bend, Ore.

Park operators say they like using cabooses as rental accommodations partly because they were originally used for sleeping quarters, and partly because of their historical value, since they are no longer used by railroads today.

"The cabooses were primarily made for use as sleeping compartments during



**Top:** Two fold-up bunks provide additional sleeping space in the Caboose Lake B&O rental. **Above:** The interior of Caboose Lake's caboose rental has a full kitchen.

the steam engine era," said Fritz Gross of the Oregon Dunes KOA, who recently brought two cabooses into his park, which he is refurbishing for use as rental accommodation and food service units.

"One thing I tell my guests is that the caboose was the first camper," said Palladino of Caboose Lake Campground. "It was the first unit that had a bathroom, sleeping bunks and a stove for cooking."

The men staffing the cabooses also performed safety functions such as putting out fires and adjusting loads that shifted during transport. Cabooses also carried the brakemen and flagmen, but automatic air brakes, radio transmitters and other electronic equipment eventually made the cabooses obsolete. New railroad labor agreements, which reduced

**MOTORHOME ACCOMMODATIONS**

**CABOOSE LAKE CAMPGROUND  
REMINGTON, IND.**

**RV SITES:** 125  
**HOOKUPS:** Full, 50-amp electric  
**RATES:** \$32 daily; \$150 weekly  
**AMENITIES:** Large pull-through sites, swimming beach, paddle and fishing boat rentals, LP-gas, open year-round; 877-600-2267, [www.cabooselake.com](http://www.cabooselake.com)

**HEAVENLY ACRES CAMPGROUND  
STANARDSVILLE, VA.**

**RV SITES:** 29  
**HOOKUPS:** Full or partial; 50- and 30-amp electric service  
**RATES:** \$30-\$40 per night; \$180-\$240 weekly  
**AMENITIES:** Pull-through sites, near Skyline Drive; 434-985-6601, [www.heavenlyacres.net](http://www.heavenlyacres.net)

**OREGON DUNES KOA  
NORTH BEND, ORE.**

**RV SITES:** 55  
**HOOKUPS:** Full, 50- and 30-amp electric service  
**RATES:** \$30-\$80 per night  
**AMENITIES:** Sites up to 110 feet, Wi-Fi, pet playground, laundry room; 541-756-4851, [www.oregonduneskoa.com](http://www.oregonduneskoa.com)

**POINT SOUTH KOA  
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the hours of service, also eliminated the need for cabooses as sleeping quarters.

Having performed so many important functions, the loss of the nation's cabooses marks a major milestone for train enthusiasts who are familiar with America's train history. But most baby boomers also have childhood memories of waving to the men in the cabooses while waiting for trains to pass at railroad crossings. Even

those who didn't grow up waving to cabooses have a certain fondness for them.

"Cabooses are very popular," said Gary Schneider of Heavenly Acres Campground in Stanardsville, Va., who has been renting out three of his four cabooses for the past 10 years, including a Burlington Northern caboose from the late '60s, a wooden 1926 B&O Railroad caboose and a Chesapeake and Ohio caboose. He hopes to start renting out his fourth caboose (another Burlington Northern caboose from the late '60s) after completing repairs.

McGill's historic Baltimore and Ohio caboose, which rents for \$95 per night, sleeps five. It has a double bed and three single beds, two of which swing down from the wall. It also has air conditioning and heating, a small refrigerator, a micro sink and stove, and a bathroom.

The RV park with the largest concentration of railroad sleeping cars is Railroad Park Resort in the historic railroad town of Dunsmuir, Calif., which offers 22 cabooses and one boxcar that have been converted into overnight rental units.

Gross, of the KOA Oregon Dunes, said he got inspired to bring Santa Fe and Southern Pacific cabooses to his own campground after staying at the Railroad Park Resort with his wife and kids.

"I had a couple of Lionel trains when I was little in the early 1950s," he said, adding that the train accommodations at the Railroad Park Resort brought back fond memories of his own childhood.

"We brought these cabooses into the campground about three years ago when the economy crashed," Gross said, adding that he is fixing them up and hopes to convert the Southern Pacific caboose into a honeymoon suite while using the Santa Fe caboose as a food service unit.

"They're going to require some repair work because they've been offline," Gross continued. "They're also not made to be real luxurious. They are utilitarian units. So it will take a little bit of work. But they are pretty cool. If you start thinking about how many miles they've traveled behind a train in their lifetime it's amazing." ♦



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





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Visitors to Allegany State Park can walk across the Thomas L. Kelly covered bridge, which spans the length of Red House Creek.



# ALLEGANY STATE PARK

## A CHARMING RECREATIONAL GEM IN NEW YORK STATE

by A.M. MURPHY

**N**estled in the enchanting mountains of far western New York, Allegany State Park is a secret treasure for RVers. After a summer of continuous work, my husband and I arrived at Allegany anticipating a nice park with some hiking trails, tall trees and a pleasant, if fairly routine, state park camping experience. The reality was far beyond our greatest expectations.

The largest of all the state parks in the New York system, Allegany remains surprisingly quiet and secluded. Within its 65,000 acres of lush forest, we were immediately transported to a time past. The lakes and forests stirred visions of the Native American hunter stalking his prey or the settler forging a trail into the early west. We learned that the Seneca Iroquois people survived and thrived here for hundreds of years. Later, pioneer hunters moved to the area, including the historic deer hunter Philip Tome. Tome, famous for his work as interpreter for Cornplanter, Chief of the Seneca, was said to have captured numerous elk in the area and worked in



PHOTO: ALLEGANY STATE PARK

**Above:** Deer are frequently sighted enjoying Allegany State Park. **Below left:** Campsites at Allegany are spacious and rich with natural beauty. **Right:** A camper holds up his catch while fishing at Red House Lake.



MOTORHOME | October 2013



PHOTO: ALLEGANY STATE PARK



PHOTO: ALLEGANY STATE PARK

tandem with wild wolves to hunt white-tailed deer. Eventually, homesteads and farming communities were developed, and by the 1870s, a 7,000-acre tract that is now part of the park was a privately owned hunting reserve.

In 1920 the effort to create a park was initiated in a joint undertaking of the Society for the Protection of Birds, Fish and Game, and the Buffalo Society of Natural Sciences. New York Senator Albert Fancher lent the project his full support and is now affectionately referred to as the “Father of Allegany State Park.” Allegany officially opened in the summer of 1921, and now this magical place provides recreation to thousands of visitors a year.

Miles of hiking trails and a world-class 5-mile biking route are favorite features, and an 18-mile section of the multi-state North Country Trail runs through the park. We especially enjoyed the short Three Sisters Trail as it wound up and around the hills and through a fantastic assortment of tree species, and the more challenging 6.5-mile Beehunter Trail with its mix of forest, creek and meadow terrain. Bring a sack lunch, as when the Beehunter ends at the

picnic area, you’ll definitely be ready to eat.

Three campgrounds provide more than 300 sites within the park. A quick scouting trip of each campground revealed they were equally scenic, and even though they are rustic in nature, with back-in sites and gravel or dirt roads, their spaciousness and natural beauty was undeniable. Running low on provisions, we were grateful for the camp stores located in both the Red House and Quaker Run areas. If you require more substantial provisions, grocery stores, fuel stations, restaurants and even a casino are within minutes of the park boundary in the nearby towns of Salamanca, N.Y., and Bradford, Pa. Exploration of these history-rich towns would have to wait for our next visit as we couldn’t pull ourselves away from the beauty of Allegany.

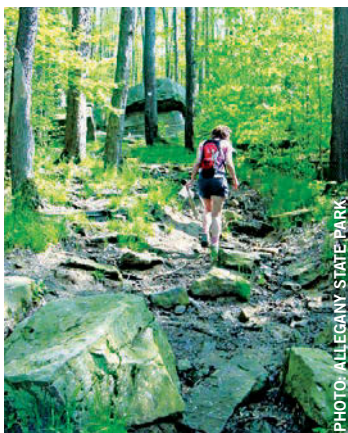


PHOTO: ALLEGANY STATE PARK

**Top left: Allegany’s clear, glossy lakes are among the park’s many attractions. Right: Canoers enjoy an afternoon out on Red House Lake. Above: Allegany’s trails provide numerous scenic hiking opportunities. Bottom left: Bikers pedal past the covered bridge. Right: Quaint cabins are available for non-RVers.**

Unique to Allegany are the nearly 400 vintage style cabins located in clusters on various trails and loops. These cabins would provide a great way for non-RVing friends and family to meet and have their own space. The cabins blend as naturally into the park setting as if they were sprung from the earth, and the gentle squeaking of their screen



PHOTO: ALLEGANY STATE PARK



doors and smells of campfires create an atmosphere of times gone by. But the shimmering jewels of Allegany are its glossy clear lakes, Red House Lake, Quaker Lake and Science Lake, and they effectively divide the park into its two main areas. We explored both areas in our several-weeks-long stay and fell in love with each of them.

Red House Lake was created through dam construction in the 1930s. The lake is crowned on one side by the historic park administration building. Constructed in a traditional Tudor style and flanked by statuesque hemlocks and hardwoods, it is the grand dame of the park. The mansion sits on a hill looking over the Red House recreation area and houses park offices, a gift shop, small restaurant and natural interpretive museum. A number of picturesque picnic areas surround the lake, and a swimming beach, boat rentals, tennis courts, snack bar, mini-golf, volleyball and fishing make this an amazing recreation area. I joined in quite a few games of beach volleyball and was welcomed

into the fold like an old friend.

Natural and scenic Quaker Lake was also created by dam construction and has a swimming beach with changing facilities, showers, a snack bar and playground area. Quaker Lake is particularly popular with anglers and paddle sport enthusiasts who want to get away from the hustle and bustle of busier Red House. We brought our two kayaks with us but noted there are also several types of boats for rent within the park at reasonable rates.

Quaker outdoor amphitheater is where families gather to watch movies under a canopy of stars. Sitting on a gently sloping hillside, a father and his two young sons shared a bowl of popcorn as the screen below them came to life with the flickering of an old black and white movie. A couple snuggled on a plaid blanket with a carafe of coffee. Down front on wooden benches a group of women chattered and laughed heartily as the moon passed silently overhead. Here, looking at other visitors, it became clear that this park is more than just a place to spend

the night or take a hike. It is a community of those wanting to slow the pace of life, to reconnect, to be in agreement with nature, if only for a few days.

History buffs visiting Allegany won't be disappointed. The Old Quaker Store Museum provides fascinating history lessons on the establishment of the park, those who lived and worked the land prior to its establishment, and a historical look at camping equipment of the past. The park itself possesses a fascinating history since its formation.

A science camp and a natural history school were the first formal activities to begin in the park in 1921 near Science Lake. During the Depression, park dance halls hosted weekend revelers and kept them dancing the nights away right up to the rock 'n' roll 1970s. The work of the 1930s Civilian Conservation Corps added significant infrastructure, and the now-removed Fancher pool was the heart of activity for children's camps of the 1940s and '50s. Even a 1990 tornado that cut a swath through one section has left its



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mark on the pages of park history. To me, the most moving parts of the park's history were the stories of those who gave up their homes and farms for the creation of the park.

If it's the sciences that pique your interest, be sure to visit Thunder Rocks geologic formation. Geologists speculate that these quartz conglomerate behemoths perched on the slopes of wooded hills were actually the floor of an ancient sea. Wildlife enthusiasts will enjoy seeing the many deer, black bear, beaver, bobcats, coyote, owls, turtles and other critters that are found in abundant numbers throughout the park.

We enjoyed the quiet wanderings of deer in and out of our campsite, watched industrious beavers working on their elaborate home building, and saw bears along the park's many roadways. In fact, the resident black bears have made it necessary to establish Allegany as a "pack it in, pack it out" facility where all trash is taken to central recycling areas. Bears that become habituated to garbage as a

food source are likely to require relocation or more drastic intervention. It is up to all campers to help protect these wonderful creatures from being disrupted by securing food in our campsites. In other words, don't feed the bears. It is fun, however, to learn about the bears, and park naturalists lead tours and conduct programs on everything from bears to beaver colonies and waterfalls to night owls.

Birds are abundant here and the park is a vital breeding area for the threatened cerulean warbler. A bird blind viewing station is a unique way to get close to these feathered wonders. Also, be sure to visit the natural science museum, located within the administration building, which houses a wonderful educational display of the parks flora and fauna. Each time I encountered a bird or insect I didn't recognize, I simply wandered into the museum and found everything I wanted to know.

Our visit coincided with the tail end of the busy summer season and the beginning of the park's quieter fall days. The peak season runs June through August

and provides a nostalgic feel of being back at summer camp, with activities centered on swimming beaches and boat docks. Lake waters, cool and clear, sparkled and danced as families gathered with picnic coolers near the volleyball courts. Canoes and loons alike glided silently across the blue expanses like moving picture postcards of summer vacations. Fishermen would cast and reel in rhythmic progression from the grassy banks. As summer lulled into autumn, the fall leaves became nothing short of spectacular. Sugar maples shed their green coats and put on vibrant displays of colors that bounced and reflected off of the lakes and filtered glistening sunlight onto the roads and trails.

The campgrounds close at the end of November, just as the area settles in for its long winter's nap under blankets of annual snowfall. For those who love to commune with nature in the colder months, stunning cross country ski trails and miles of groomed snowmobile trails wind through unspoiled terrain. Campgrounds are closed at that time and winterized cabins provide shelter and warmth for hardy four-season travelers.

So grab your fishing pole, your bicycle and your curiosity, and plan a trip to magical Allegany State Park, with its mesmerizing mix of history, nature and memories in the making. ♦


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A.M. Murphy has been an avid camper since childhood. She lives and writes in the Great Smoky Mountains and loves motorhome traveling with her husband.



# HOME IS WHERE THE ART IS

10 MORE **PORTABLE PASTIMES**

by MARY ZALMANEK

**S**ometimes rain clouds really do have silver linings. Three days of thunderstorms on last year's winter vacation left me wondering what other people do when nasty weather confines them to their motorhomes — so I asked. The results of those inquiries were published in the August 2012 issue of *MotorHome* in an article titled "Portable Pastimes: 10 Ways to Enrich Your Life While On the Road." These creative, generous and intelligent people inspired me to take up at least one new interest, and I'm still asking RVers about their hobbies.

Top, left to right: Frankie Cardinal crochets scarves and other items from the comfort of her motorhome. Larry Fox takes his wood turning tools with him when he travels, making bowls, vases and ornaments. Bottom, left to right: Full-time RVer Bernice Richeson makes her own feline fashions and sells designs to other pet owners. Her husband, Larry, weaves new life into old chair frames.





Don Emrick enjoys playing his Native American flutes and even jams with a group at an RV resort in Arizona.



Creating handcrafted wooden pens is a favorite pastime of RVer Bob Weil.



Ann Winter brings her fossil-cleaning tools on the road and is ready to make her next big find.

### 1. CRO-HOOKING FOR ANGELS

Cro-hooking has been around for ages, but the first I'd heard of it was from Frankie Cardinal. A retired musician and former music school owner, Frankie was in a horrible car accident. No longer able to play piano, she felt "creatively dead" for years. When her doctor suggested a hobby, she learned to knit, crochet and cro-hook. A special double-ended crochet hook is used to cro-hook double-sided, usually two-colored fabric for afghans, scarves and tablecloths. A longer hook is used to create the larger pieces. This hobby tapped into a creative vein and soon her husband said, "I've never seen you so alive, so happy." She now teaches cro-hooking to friends.

But what really makes Frankie happy is the knowledge that good comes from her hobbies. She sells the cro-hooked and other handcrafted pieces to buy yarn to make "angel gowns." She donates these crocheted gowns, along with matching hats and booties, to various hospitals. When an infant, born to homeless or indigent parents, dies in the hospital, these precious garments are used as burial gowns. If you have extra yarn to donate to the cause, contact Frankie at [fcardinal@videotron.ca](mailto:fcardinal@videotron.ca).

### 2. NATIVE AMERICAN FLUTES

Don Emrick has been playing the Native American flute for less than two years, but he's already collected six of them. A longtime fan, he finds flute music relaxing. Three or four days a week, he loses track of time while practicing. He learns basic songs from tablature, sheet music indicating fingering rather than musical notes on a staff. He also learns embellishments, techniques used to enhance a melody with his fingers and breath.

Don lives full time in an RV resort in Arizona, which allows him to participate in weekly jam sessions with about a dozen other flutists.

Because echoes create a different sound in each venue, whether it's a living room or practice hall, the group decided to venture out. They booked a private tour at Colossal Cave Mountain Park near Tucson. I got goosebumps as he described the experience of being immersed in music surrounded by the stillness of the cave.

### 3. WOODEN PENS

During the 25 years Bob Weil owned motorhomes, he hauled around a variable-speed wood lathe, finishing tools, and materials, including pen kits and raw stock of wood or acrylic. He estimates he's made about 2,000 pens. Upon arriving at an RV site, he would pull tools and supplies from a side compartment and set up shop on a picnic table. When necessary, he would go to a lumber supply store to have raw stock cut to size.

His pens are works of art, many of the wooden ones inlaid with turquoise. The acrylic pens are richly colored. Bob sells his pens on eBay or gives them away as gifts.

### 4. PAMPERED FOSSILS

When Ann and Bob Winter plan road trips, they go where fossils can be found: remote sites identified in fossil guidebooks, rocky outcroppings and cuttings for new roads. Spring is the best time for finding fossils, after winter storms and runoff have uncovered long-buried treasures. That's when Ann gets rid of her manicured "winter nails," loads up her GPS, chisels and picks, and heads out with Bob.

Ann's interest in fossils dates back more than 10 years. She took classes at the Field Museum of Natural History in Chicago to learn how to find and clean fossils. Finding her first brachiopod and realizing it was 450 million years old was a "significant emotional event" in her life.

When she's not hunting fossils, she's cleaning them. Tools she



carries with her in their motorhome include a lighted magnifying glass, jeweler's loupe, dremel rotary tool, etcher, files and dental picks.

### 5. WHIMSICAL WOODS

Eight years ago, when George and Billie Jo Moncsko became full-timers, George decided he needed a hobby, something relaxing that didn't require a lot of space. He took a class from the Easy Bleeders, a woodworking hobby group in Tucson, Ariz. They even loaned him knives to get started.

George makes whimsical carved houses from cottonwood bark. There is no pattern; he starts at the top and works his way down. He said, "If I make a mistake, the design just changes." A house with stained glass windows took him less than 40 hours to complete, and a cliff dwelling took him 12. He gives away some of his carvings as gifts, and keeps the rest.

His collection of tools includes 15 knives, 10 gouges and eight files, all of various shapes and sizes. These are stored, along with semigloss lacquer for finishing, in a carrying bag that is kept in an exterior storage compartment of his motorhome.

### 6. PENCIL DRAWINGS

Billie Jo Moncsko, meanwhile, started oil painting when she had young children. Eventually life got so busy that something had to give, so she quit painting. When she was finally able to express her artistic side again, she took up pencil drawing and pastels. Many of her drawings were donated to a hospital in Silver City, N.M., and others were given to her daughter. Animals are her current favorite topic, but she's ready to move on to landscapes.

Billie Jo considers drawing a perfect hobby for her lifestyle. It's something she's enjoyed for years, and since few supplies are required, it's quite portable. The steering wheel in the motorhome serves as an easel when they are parked.

### 7. FUSED GLASS

After 35 years as a stained glass artist, Sydney Ryan decided to give fused glass a try in 2003. After one class, she was hooked. She makes jewelry from fusible and dichroic glass, and often embellishes the pieces with beads. She has become so proficient that now she teaches classes in fused glass and beading. Most of the time she works at a fused glass hobby shop, but she can work in her RV when the mood strikes. She has an abundant supply of glass, a Morton board for cutting glass, cutters, pliers and a tabletop kiln. Since the internal temperature of the kiln reaches 1,500 degrees, she places it on a heat-proof mat, approved by her husband, Bob, a former fire fighter.

In addition to jewelry, she has used her RV kiln to make "yard bird" garden art, wind chimes and refrigerator magnets. Creating art glass pieces is something she does primarily for the pleasure it gives her, but occasionally she does commissioned work. She also gives several expensive pieces each year to charity auctions.

### 8. CHAIR WEBBING

Larry and Bernice Richeson are full-timers at an RV resort in Kentucky. A "self-taught perfectionist," Larry weaves new life into old chair frames, about 50 of them in the last five years. His interest in chair webbing started when his parents passed away and left behind some ladder-back chairs. Since none of his siblings wanted them, he took them home and fixed the seats. Not only did Larry enjoy doing this, friends and family were so impressed with his work that they started asking him to re-web their chairs. People bring Larry their chair frames and pick out colors of nylon rope he uses to fashion his projects. With several hundred feet and a lot of patience, Larry makes the chairs look better than new. His mas-



Woodworking is a favorite hobby for George Moncsko, who carves whimsical houses from cottonwood bark.



For artist Billie Jo Moncsko, the steering wheel of her motorhome serves as an easel when the coach is parked.



A tabletop kiln lets Sydney Ryan take her fused glass and beading hobby along for the ride.

terpiece is a swing that took him three months to finish. A typical chair can be re-webbed in about 10 hours. What started as a hobby has turned into his "retirement business." He recently received an order from a restaurant to repair 40 chairs.

**9. FELINE FASHION DESIGNER**

Bernice Richeson's cats, Mouse and Pebbles, are surely the best-dressed pets at their RV resort. Bernice makes outfits for all occasions, whether it's a grass skirt for a Hawaiian luau or a bumblebee costume for Halloween. She got the initial idea from a picture in a magazine. A seamstress since the age of 5, she had no problem constructing her own pattern. With her humane designs, leashes can be attached to the clothing rather than to a collar, which won't hurt the animals' necks if they try to pull away.

Through word of mouth, Bernice sells her designs to other pet owners. On the Fourth of July, when residents and guests at the RV resort decorate their

golf carts, many of the dogs and cats will ride in style, dressed in festive, sparkly clothing.

**10. TURNING WOOD INTO ART**

Soon after Larry Fox sold his retail store and screen-printing business, he realized he needed a hobby. Intrigued when his teenage son brought home a wooden bowl he'd turned in wood shop class, Larry signed up for an adult education class in wood turning from his son's shop teacher. Five years later he had perfected his technique enough that his hobby grew into a business. Now he makes about 500 bowls a year and sells them at retail stores and juried art shows in Colorado and Florida. His best sellers are beetle kill pine bowls inlaid with turquoise, although he also makes urns, vases and ornaments in a variety of woods. Christmas ornaments made from trees given to Larry by people who lost everything in the devastating Waldo Canyon Fire are sentimental favorites in Colorado Springs.

In 2010, he bought a 32-foot, two-bedroom travel trailer. He gutted the back bedroom and turned it into an 80-square-foot shop, equipped with a Jet 16-by-42-inch wood lathe, tool grinder, buffing wheels, and an assortment of gouges. When he and his wife, Linda, leave their Colorado home, he takes between 80 and 125 bowl blanks with him to finish while wintering in Florida. Each day he spends a few hours turning bowls, although he does find time for golf and fishing.

**CREATIVITY ABOUNDS**

Whether it's for personal satisfaction, altruism or profit, these folks have found their passions. At home or on the road, creativity flourishes. On second thought, maybe they're always at home. After all, home is where the art is. ♦



Mary and Jim Zalmanek enjoy traveling in their 2003 Safari Trek when they are not at home in Monument, Colo. Mary is the author of *The Art of the Spark* ([www.artofthespark.com](http://www.artofthespark.com)).

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by JEFF CRIDER

**W**hen Becky Gussel moved to Wisconsin Dells 12 years ago to help run a local campground, the area was busy during summer, but a rather sleepy place the rest of the year.

It's a different story today, thanks in part to an ongoing marketing campaign by the Wisconsin Dells Visitor and Convention Bureau, which is actively promoting the area as a year-round destination in addition to being the "Waterpark Capital of the World."

This is no exaggeration.

The Wisconsin Dells area has



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PHOTO: WISCONSIN DELLS VISITOR AND CONVENTION BUREAU



more indoor and outdoor water parks than anywhere else with a combined total of more than 200 water slides, the highest concentration of water-themed amusement parks on the planet.

Wisconsin Dells also has the world's biggest water parks, including Noah's Ark water park, a 70-acre park with 3 miles of water slides, and Wilderness Hotel and Golf Resort,

**Clockwise from above: Kids splash about in one of Noah's Ark's many outdoor water park features. One of four water slides at Yogi Bear's Jellystone Park Camp-Resort. Kids await the dumping of a bucket full of water while playing at Yogi Bear's Jellystone Park Camp-Resort in Wisconsin Dells.**



PHOTOS: YOGI BEAR'S JELLYSTONE PARK CAMP-RESORT, WISCONSIN DELLS



PHOTOS: WISCONSIN DELLS VISITOR AND CONVENTION BUREAU

Clockwise from above: Noah's Ark, covering 70 acres, is known as America's Largest Waterpark. Campers gather around a fire pit at Sherwood Forest Camping & RV Park in Wisconsin Dells. The outdoor water parks are a popular feature at Yogi Bear's Jellystone Park Camp-Resort in Wisconsin Dells.



PHOTO: YOGI BEAR'S JELLYSTONE PARK CAMP-RESORT



with 500,000 square feet of indoor and outdoor water park space.

All of this is a dramatic transformation for the Dells, whose original tourist draw was a series of scenic sandstone bluffs along the Wisconsin River. The area is also the ancestral home of Ho-Chunk Native Americans, who were once called the Winnebago by French fur traders. The Ho-Chunk staged Wild West shows and ceremonial dances for tourists in the early days, but now focus their attention on the Ho-Chunk Casino Resort on the out-

skirts of Wisconsin Dells, which has become one of the top casino destinations in the Midwest.

Wisconsin Dells' focus on water parks began in the 1970s and early '80s, but the transition into a year-round destination really started in 1989 when the Polynesian Resort Hotel & Suites covered its water park, creating the first indoor water playland. The concept was so successful that other hotels copied the idea and, in the process, began converting the Dells area into a resort hot spot where families

could enjoy the famous water slides no matter the weather.

The net result has not only been a dramatic increase in the number of visitors year-round, but a lengthening of the busy summer season.

"The indoor water parks definitely stretched the season," said Romy Snyder, executive director of the Wisconsin Visitor and Convention Bureau. "It expanded a 100-day season into a 365-day season."

Even campgrounds, which typically have to close by late October or early

November when they shut off their water for the winter months, are seeing a lengthening of their tourist season.

"We've seen a huge increase in the number of campers in May and June compared to the way it used to be," said Gussel, who now co-owns and operates Sherwood Forest Camping & RV Park, adding, "We've steadily seen the numbers go up in the fall shoulder season as well."

And as Wisconsin Dells has become more famous, it has seen growth in the number of accommodations, from 3,000 hotel rooms 20 years ago to more than 9,000 today. The number of campsites, meanwhile, has grown to nearly 3,200.

And campgrounds have also gotten into the water attraction business, either by adding splash pads and water play features or by developing more elaborate water attractions.

In 2005, Yogi Bear's Jellystone Park Camp-Resort in Wisconsin Dells became

the first campground in the Jellystone chain to develop on-site water attractions, including a water playground with four water slides, an activity pool with 25 interactive features and a hot tub.

Brent Gasser, the park's owner, said the improvements increased business by close to 40 percent.

"Our main clientele is families with children through age 15 who love our extensive recreation and the special events we offer," he said. "However, we also have grandparents traveling with their grandchildren in motorhomes who love our large Red Carpet Camp Suites. Plus, we are located on Mirror Lake and offer boat rentals as well as golf cart rentals and mini golf."

Other campgrounds with water features include the Wisconsin Dells KOA and Gussel's Sherwood Forest, which has both a swimming pool and a large splash pad for small children.

"People who travel with toddlers and young children prefer a smaller water park, while teens and tweens often want more action and adventure," Gussel said.

The Dells' rising popularity as a tourist destination is also leading to more campgrounds. The Ho-Chunk Hotel and Casino debuted Hocak Houisa Chi' Nuk RV Park, a 49-site campground, two years ago and, since it's open year-round, people even camp when it's snowing. Nehomah Thundercloud, a senior public relations manager for the casino, said six sites are winterized and the campground has 33 pull-through sites that can accommodate the largest of motorhomes.

And while pets are not allowed in the Ho-Chunk Hotel, they are allowed in the RV park, whose amenities include hot showers, Wi-Fi and full hookups. Guests are also welcome to use the casino's indoor swimming pool and wellness facility.

Looking to the future, Gasser said he's developing a promotional partnership with Cruise America, the Phoenix, Ariz.-based RV rental company, to bring visitors from China and other countries into Wisconsin Dells. ♦



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

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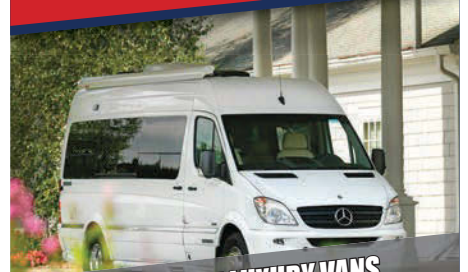
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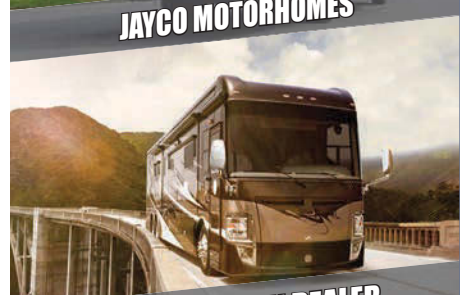
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# AMERICAN REVOLUTION 38S

FLEETWOOD'S 38S MODEL MAY BE THE SMALLEST COACH IN THE VETERAN BUILDER'S HIGHER-END LINEUP, BUT IT'S PACKED WITH ALL THE FEATURES EXPECTED FOR LUXURY LIVING

by BOB LIVINGSTON

## AMERICAN REVOLUTION 38S

### WHAT'S HOT

Full-wall slide, moving steering column, polished tile floors, LED lighting, large living room, induction cooktop

### WHAT'S NOT

Driver's seat legroom, walking space while traveling, limited windows, tight half bath

In the world of luxury coaches, space is an important consideration. So when Fleetwood released its 2014 American Revolution lineup, a full-wall slide was a key ingredient for all four models. Add two complementing slideouts to the mix and these spacious abodes on wheels become likely candidates for buyers who like to be pampered.

As part of the American Coach banner under Fleetwood's wing, the Revolution has evolved into a quintessential brand in the luxury coach market. Four plans are available on the Revolution roster; three are 42s and the solo 38 is the one we tested. When traveling in a coach that's only a foot shy of 40 feet in length and expands laterally in dramatic fashion, choosing the right park is a big factor. So it seemed only fitting to spend the week in Newport Dunes RV Waterfront Resort and Marina, Newport Beach, Calif., in a site on the water.

Those drivers who have experienced Southern California traffic will immediately understand how stressful negotiating

some of the busiest freeways in America can be. The journey to the RV resort could have been one of those white-knuckle trips as the coach was maneuvered through tight lanes and barricades in construction zones with lots of other vehicles in close formation. Fortunately, acclimation to the Revolution comes quickly and getting into the comfort zone was uneventful.

Fleetwood's Liberty chassis in concert with the Freightliner XCM platform is well matched to the Revolution body. The NEWAY Air-Ride Suspension takes most of the bumps out of the ride, and steering precision is on the favorable side. Heavy traffic gave the air disc brakes a real workout. Hard braking to neutralize following distance shortened by cars cutting in front of the motorhome slowed the coach safely at all times.

Performance wise, the coach is not a rocket ship but the 400-HP Cummins does a respectable job. The coach can be loaded to 37,700 pounds, which means the Cummins ISL engine will be working hard at times, but for the most part, the ride



is pleasant, with not a lot of pedal effort. Approaching a 6 percent grade at 65 MPH, the coach maintained decent road speed until dropping to 37 MPH in the middle of the ascent and stayed at that speed until the road flattened out. There was no car in tow at the time, but the Allison transmission should help keep the speed constant, even with the additional weight.

Driving comfort was at first a mixed bag, but after spending time behind the wheel, the climate changed favorably. Adjustability of the steering column is excellent, and it's needed because the seating position is a little close for long-legged drivers. That's because the 30-foot slideout occupies some of the space that could be used for additional seat adjustment. The instrument cluster travels with the steering column, which promotes unobstructed visibility for most drivers.

Cockpit ergonomics are good, and the controls can be learned quickly with good reachability. While the stereo is high quality and the sound projects into the cab with excellent volume, balance and tone, the touch-screen icons are a little small for adjustments while driving. Right from the get-go passengers get the sense that the ride is going to be quiet with nary a sound coming from the interior, which is testament to solid fit and finish. Even the turntable in the microwave was quiet.

Tagged a 38S, this American Revolution has all the elements that allow it to pass the test for high-end motorhome living. Once the slideouts are extended the inside opens to generous proportions complemented by beautiful polished porcelain tile flooring (even in the cockpit) that contrasts handsomely with the sculpted ceiling. The premium chestnut stained maple cabinetry against the light flooring stands out in stately form. Add in the other components, like the extra long Ultraleather couch with an expanding end, a hutch/dining table arrangement that conceals the 46-inch retractable LED TV and perfectly sized galley and this bath-and-a-half floorplan is destined the spoil the occupants. While space is king here, the opposite happens when the slides are retracted for travel. Aisle space is restricted so those moving about will need to carefully negotiate the narrow walk space to access the center/rear of the coach. The lip in the front curbside slideout makes walking more difficult;

**Clockwise from opposite page: Full-wall slide has lots of room when expanded on the premium site at Newport Dunes RV Waterfront Resort and Marina in Newport Beach, Calif. Hutch with retractable TV butts up to the galley counter giving the cook plenty of room to spread out. The plush couch fills the entire opposing slide in the living room, which is ready for entertaining. Instrument cluster moves with the steering wheel so gauges are not blocked; good ergonomics enhance driver acclimation.**



King-size bed with foam mattress offers excellent sleeping comfort. While walk-around space is at a premium, the overall dimensions of the room when expanded are generous and work well with the rear main bath to form a private suite.

removing the dinette chairs will help open the space. Access to the rear bath is completely cut off when the master bed — in the rear curbside slideout — is retracted. It's a tradeoff that's quickly forgotten once the coach is set up in a site and the living space expands.

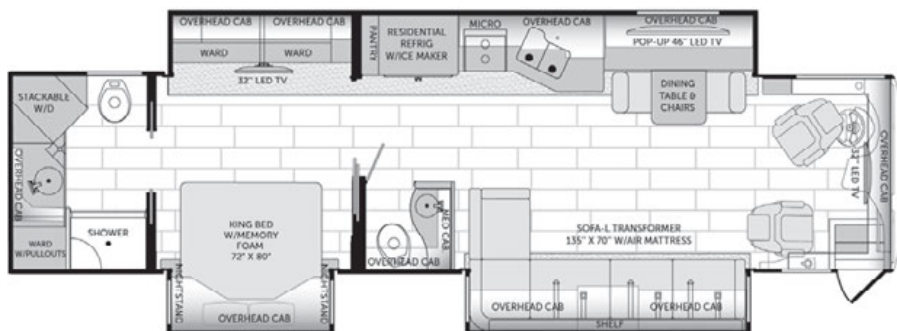
People who appreciate hardwoods will love the cabinetry in the Revolution. It's on the dark side and has a very rich feel. But smallish windows prevent ambient lighting from brightening up the interior. Fortunately, an extensive use of flush-mounted LED lighting changes the atmosphere dramatically. The décor inside the Revolution, accented by crown molding, finely decorated window valances and Auto-Motion pull-down shades, is ultimately an acquired taste. Some people like a darker environment with plenty of privacy and this coach delivers in that department.

Up front, the living area has "entertainment" written all over it. Turn the

cockpit highbacks around and the living room opens to party central — or a grand place to kick back for an evening of watching TV or reading. The couch occupies the entire curbside slide. It's long, plush and heavenly to lounge on — and easy to stretch out on for an afternoon nap.

Visibility to the TV across the aisle is exceptional, after pulling the dinette chairs away from the table. The hutch where the TV resides on the power lift looks integrated into the galley counter on the left, only it's slightly shorter. Although the sink covers can augment the galley counter, the cook can easily spread out to the hutch, especially when the TV is retracted. Next to the dinette table, which pulls out to allow seating for two additional people, is a pullout computer desk. A good selection of cabinets and drawers above and below the hutch counter provides storage for a large number of items.

Chair positioning is a little awkward because the slideout floor doesn't sit flat



## SPECIFICATIONS

### PERFORMANCE

**FUEL ECONOMY:** 6.3 MPG

**ACCELERATION:**

**0-60:** 42.0 SEC

**40-60:** 21.0 SEC

### CHASSIS

**MODEL:** FREIGHTLINER XCM/LIBERTY

**ENGINE:** CUMMINS ISL

**SAE HP:** 400 @ 2,100 RPM

**TORQUE:** 1,250 LB-FT @ 1,400 RPM

**TRANSMISSION:** ALLISON 3000MH

**AXLE RATIO:** 4.78:1

**FRONT TIRES:** 305/70R22.5

**REAR TIRES:** 295/80R22.5

**WHEELBASE:** 254"

**BRAKES:** AIR/DISC

**SUSPENSION:** I-BEAM FRONT AXLE/

NEWAY AIR RIDE

**FUEL CAP:** 100 GAL

**WARRANTY:** 3 YEARS, 50,000 MILES

### COACH

**EXT LENGTH:** 38' 11.5"

**EXT WIDTH:** 8' 6"

**EXT HEIGHT:** 12' 10" WITH A/C

**INT WIDTH:** 13' 2" (OPEN) 8' 1" (CLOSED)

**INT HEIGHT:** 6' 11"

**CONSTRUCTION:** ALUMINUM FRAMING, VACU-

UM BONDED SIDE WALLS, REAR WALL, ROOF

**FRESHWATER CAP:** 100 GAL

**BLACK-WATER CAP:** 40 GAL

**GRAY-WATER CAP:** 60 GAL

**WATER-HEATER CAP:** AQUA-HOT

**LP-GAS CAP:** N/A

**AIR CONDITIONER (2):** 15,000 BTU

**FURNACE:** 50,000 BTU AQUA-HOT

**REFRIGERATOR:** 21 CU-FT RESIDENTIAL

**INVERTER/CHARGER:** 2,800 WATTS

**BATTERY:** (2) 12-VOLT CHASSIS,

(6) 6-VOLT COACH

**AC GENERATOR:** 8 KW

**MSRP:** \$357,786

**MSRP AS TESTED:** \$365,367

**WARRANTY:** 1 YEAR, 15,000 MILES;

3 YEARS, 50,000 MILES STRUCTURAL

### WET WEIGHT

(WATER & HEATER, FUEL, LP-GAS TANKS FULL;

NO SUPPLIES OR PASSENGERS)

**FRONT AXLE:** 12,240 LBS

**REAR AXLE:** 20,560 LBS

**TOTAL:** 32,800 LBS

### CHASSIS RATINGS

**GAWR, F/R:** 14,700/23,000 LBS

**GVWR/GCWR:** 37,700/47,700 LBS

**ROCC:** 4,900 LBS (DEDUCT WEIGHT OF

PASSENGERS FOR NET CARGO CAPACITY)

**GAWR:** GROSS AXLE WEIGHT RATING

**GVWR:** GROSS VEHICLE WEIGHT RATING

**GCWR:** GROSS COMBINATION WEIGHT RATING

**ROCC:** REALISTIC OCCUPANT AND CARGO CARRYING CAPACITY (FULL WATER, NO PASSENGERS)

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**Clockwise from above: Newport Dunes RV Waterfront Resort and Marina has 382 RV sites, 24 rental cottages and is located near area attractions such as Disneyland. Controls for slideouts, leveling jacks, system monitor and other electronics are located above the entry door. Bathroom sink and classy faucet are positioned between the roomy shower and the stacked washer and dryer.**

with the main floor, leaving a lip that unbalances the chair legs. The lockdown system for securing the chairs when in travel mode could also use a little work.

Since the coach is all electric (no propane), the two-burner induction stove handles all the cooking in pots and pans. This high-tech cooktop is exceptionally fast and only heats up when compatible cookware is placed on the burners. The rest of the meal preparation can be done in the microwave/convection oven and the dishes go in the dishwasher in a drawer, mounted in the kitchen cabinet complex. Storage below and above the galley counter and the two-drawer pantry adjacent to the 21-cubic-foot Dutch-door residential refrigerator handle a lot of groceries and utensils. The use of residential refrigerators is becoming increasingly popular, so it's probably time to dispense with the nylon strap that keeps the doors from opening while traveling. Internal latches would be much more classy.

Six AGM 6-volt batteries tied to a 2,800-watt pure sine wave inverter provide power for the refrigerator while on the road, and for a little while if stopped without hookups. Generally, this coach is designed for use in parks with hookups,

but the 8 kW diesel generator can deliver power when necessary. Controls for the electronics and other systems are centrally located in a shallow cabinet above the entry door.

Appliances are controlled by a 50-amp energy management system, which prioritizes the dual 15,000-Btu air conditioners (and other programmed appliances) when only 30-amp power is available. Ducting for the air conditioners balanced the climate inside the coach nicely. Comfort heating and hot water are provided courtesy of the Aqua-Hot system, which will also operate on diesel fuel.

The rear portion of the coach is reserved for the bedroom and main bath. Roomy closets and the 32-inch LED TV are expanded when the full-wall slide on the driver's side is extended and the king-size bed moves out in the smaller slideout on the passenger side. Once expanded, the room has generous proportions but minimal walk-around space due to the large bed. While making up the bed is a little difficult because of the space restrictions, the comfort afforded by the foam mattress is exceptional — so bed making becomes a distant memory. The only windows out back are on the sides of the slideout where

the bed resides, so if privacy is important, you'll love this configuration.

A short step from the mattress is the rear bathroom. Here the space is dedicated to a beautifully crafted sink counter with storage cabinets below and above. Adjacent is a cabinet housing the stacked washer and dryer. There's plenty of room in the shower, and the fixtures are first class. A Tecma two-button, vacuum, porcelain toilet resides in both bathrooms. Tecma toilets are super comfortable and efficient, but they do use a lot of water (even in the lower flush mode), so plan on dumping a little more often.

It's nice to have the half bath forward of the bedroom, especially when entertaining guests, but in this case the designers might have overlooked the sit-down test. Certain requisite procedures can be amusing (if you have a sense of humor) because of the tight fit of the toilet between the room wall and sink structure.

Owners of a coach of this caliber expect enough storage capacity in both cubic feet and payload and the Revolution meets that requirement handily. Exterior compartments are large and fitted with pullout trays to make loading and unload-

AMERICAN  
REVOLUTION 38S

ing easier. Swing away doors with slam latch mechanisms make access convenient, even for those compartments located under the slideouts. A well-equipped utility compartment makes hooking up a snap; there's clear access to all the fittings and connections and they are clearly marked. Holding tanks can be emptied using the standard sewer hose or via the built-in macerator system. The 50-amp power cord is mounted on a power take-up reel located in another compartment. Generator access is revealed when the power-actuated front cap extends from the motorhome body, operated by a switch inside the front, left compartment. When extended, the generator is wide open for service.

The coach body surrounds an aluminum interlocking framework that's beefed up with a steel front bulkhead. Vacuum bonding is used to sandwich the fiberglass exterior to the bead foam insulation in the side walls, rear wall, roof and floor. The roof is reinforced with a six-layer structure and the floor has five layers. Fiberglass caps seal off the front and rear and the entire exterior is finished with an automotive paint that's sanded and buffed to a brilliant shine. Classy exterior graphics are complemented by close fitting slideouts and flush widows.

Awnings over the slideouts and the patio are integrated well into the exterior design. We just couldn't get our eyes to like the protrusion of the entry door awning past the profile of the front cap. It must be a necessary evil, since many other coaches in this category have the same awning placement.

We found the Revolution to be perfectly at home in Newport Dunes' highline RV park. Its stately appearance generated lots of stares and thumbs up from onlookers walking the pathway that followed the shoreline. Inside, the long list of standard amenities made life in this 38-footer on par with luxury coach living. Impressive are the features — some, only little things like receptacle locations and reading lights — that make life inside this coach more pleasant. The heated holding tanks, whole-house water filter, holding tank flush system and easy satellite receiver hookup, just to name a few, are just icing on the cake. ♦

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# ROLLIN' ALONG

KEEPING A MOTORHOME CRUISING PAST REPAIR CENTERS REQUIRES SPECIFIC SERVICE PROCEDURES AT PRESCRIBED INTERVALS

by BILL AND JENN GEHR

**F**or many owners, engine service means changing the lubricating fluids, but there's much more to consider in order to keep a motorhome on the road without hiccups — and potential unscheduled service visits. Filter inspections should be performed regularly and in many cases coolant, for example, is usually out of sight, out of mind until the engine overheats. Servicing these areas is not difficult, but precise recommended procedures and parts selection must be observed for optimum results. The following is a continuation of last month's article "Get Ready to Roll" on motorhome engine/drivetrain maintenance.

## COOLING SYSTEMS

Cooling systems are comprised of the coolant, radiator, the upper and lower hoses, and the filter in diesel engines all functioning in harmony by way of the water pump that distributes the coolant. Heavy-duty diesel and gasoline engines have very different requirements for coolant. Monitoring the motorhome's engine cooling system is often overlooked and when the mercury takes a jump to either an extreme high or low, the effects can be devastating. The boiling point of the coolant can lower to dangerous levels that can cause overheating and the freeze point can rise as well causing major



Many diesel-pushers have a sealed air filter located within a metal canister that is easy to access inside the engine compartment.



It is imperative to check the overflow restriction gauge, which takes the guesswork out of filter service.



Most Class A motorhomes with gas powered engines are fitted with a housing that uses a replaceable air filter element.



To get to the filter element, unlatch the housing and pull up the top portion to gain access. It's best to keep a record of filter changes and check visually during service.



Most auto parts stores carry a number of antifreeze products, cleaners and additives. Consult your owner's manual to ensure the correct fluids are used for your engine's cooling system.



Over time, radiator fins can become damaged, thus adversely affecting the overall cooling capacity. A fin-straightening tool will make short work out of realigning bent fins.



Earlier-model diesel-pushers incorporated the radiator cap directly on top of the coolant overflow tank.

damage such as a cracked engine block.

Even more critical to today's modern engines are the supplemental coolant additives (SCAs) used in diesel engine cooling systems that protect against scale, corrosion and pitting, and keep cylinder sleeves from wearing out prematurely. Remember that all SCAs wear out at some point, making it critical to test the SCAs and freeze point of your engine's coolant according to the specific maintenance schedule listed in the owner's manual. Coolant test strips are available for purchase, but are not very accurate. Due to the fact that coolant and additives are so complex, multiple tests should be performed and diagnosed by a professional technician. Modern diesel engines include filters as part of the cooling systems that eliminate abrasive materials, debris and other contaminants that may work their way into the coolant system. Filters must be changed in accordance with the recommended intervals specified by the engine manufacturer. Rarely do gasoline engines include OEM coolant filters.

Testing the radiator cap is another very important maintenance item that



There are several antifreeze testers on the market. Basic testers will determine the level of protection, but not the condition of the additives. It's a good idea to replace the radiator cap at the time of testing if the cap has not been changed in several years.

when overlooked can cause dangerously low pressure within the cooling system that will result in overheating. Radiator caps can be tested for the recommended pressure at a local radiator shop or you



It is important to check transmission fluid level in diesel-pushers and gas chassis. This particular chassis model positions the transmission and engine oil dipsticks together in a convenient location.

can purchase a tester at a local auto parts store or on the Internet. Radiator caps should be replaced from time to time due to the extreme temperatures and harsh chemicals that make up their environ-

ment. When replacing the radiator cap, double check to make sure the pressure rating is correct for the engine.

Over time, all of the fluids in a motorhome engine's cooling system reach the end of their life and will need to be flushed out and replaced to ensure maximum cooling efficiency. During the flushing process, excess scale, rust and other foreign particles will be removed from the radiator, water pump and the engine cavities. Time schedules on this necessary servicing will vary greatly so be sure to consult the owner's manual for specific needs.

During the flushing process, have the upper and lower radiator hoses checked. Rotted, worn, collapsed or swollen hoses are the culprits of frequent cooling system problems, especially as the coach begins to age.

In the 1970s and '80s, motorhome antifreeze was primarily comprised of a green colored ethylene glycol. Today, modern coolants are made up of different substances that come in various colored liquids and cannot be mixed together. Again, consult the owner's manual to ensure proper selection and use of the coolant for your specific motorhome engine.

### AIR FILTRATION

Modern engines are being built with tight tolerances. Whether a gas or diesel, even a small amount of dirt can be fatal to a motorhome engine or turbocharger. Gas engines typically use a much smaller paper element filter than diesel engines that require a larger paper element or a sealed filter encased in metal. Motorhome diesel engines require more air simply because they are much larger than gasoline engines. Replacement intervals are similar despite their size difference. Diesel air filters have an overflow restriction gauge (aka, filter minder) designed to take the guesswork out of replacement intervals.

The filter gauge uses vacuum to determine filter condition. When dirt builds up on the filter, engine vacuum builds up between the filter and the engine, thus activating the minder. If you are in doubt whether the gauge is working properly, it can be reset by pushing the yellow button that is usually located at the bottom of the gauge and recheck the gauge after driving 20-30 miles. Keep in mind that you may need to check the minder and/or service the filter more frequently when in extra

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Radiator coolant overflow tanks come in many different sizes and shapes. The tank gives the owner a visual for minimum and maximum levels for coolant.



Coolant overflow tanks are usually in plain view when the engine compartment door or hood is opened. It's best to check the fluid levels before and during a trip, especially in hot weather.



The rear access doors on diesel-pushers are generally large enough to service a wide variety of components.

dusty and dirty conditions. Log driving conditions while continually monitoring the filter gauge, and of course inspecting the filter element. Replace the filter after two or three years regardless of mileage.

**TIRES AND WHEELS**

The tires' primary job is to carry the weight of the coach. With proper care they will last for several years (depending on mileage). Tires fail for many reasons; low air pressure, road hazards and age are among the most common. Motorhome tires typically do not wear out, as the majority of motorhomes are simply not driven enough to accumulate the number of miles to wear down the

tread to unsafe levels. That being said, most motorhome tires time out due to sunlight, smog and other environmental effects.

The average lifespan of a motorhome tire is roughly seven years, although some manufacturers have specific recommendations. Every tire has a date code and being aware of the exact age of the tires is critical. Look for the D.O.T. letters and numbers on the sidewall of the tire. The last four numbers are the week and year the tire was manufactured; for instance 0608 would be the sixth week of 2008. It is far better to replace old tires when you're at home than in the middle of nowhere, paying an exorbitant price on a me-



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**Left: Here are two typical fuel filters for Cummins diesel engines. Fuel filters are generally fairly easy to replace. Check the owner's manual for service intervals.**

diocre tire while footing the bill for the tow truck. Check the air pressure in all tires, including the spare, before each trip and inspect the tires for cracks and damage.

Some tire specialists recommend filling the tires with nitrogen as a means to prolong the service life. Nitrogen is an inert gas that contains no moisture; it is used in place of compressed air and some experts feel it can extend the life of the tires, especially if it has been used from the day the tires were installed. The benefits of nitrogen may be small, but may be worth it in the long run, especially since the cost is not that high.

It's highly recommended to use a tire pressure monitor system (TPMS) to warn drivers of a drop in tire pressure. Some TPMS systems will give a specific tire temperature reading within each individual tire. This is critical information since excess heat can cause high-pressure readings and could warn drivers of an impending tire failure. This is important because blow-outs not only destroy the tire, but cause collateral damage that is usually very expensive to repair. Knowing the exact weight on each tire allows the owner to determine the minimum air pressure needed for front and rear tires using the tire manufacturer's load/inflation tables.

### FUEL FILTERS

Until a problem arises, fuel filters are often overlooked as part of the routine chassis maintenance schedule. Usually, plugged filters rear their ugly heads when out on the road at the most inconvenient time or place. Diesel engine fuel systems are more finicky than gasoline engines and these systems have at least two filters, a primary and secondary, as well as a water separator. Many systems drain the water

automatically but some require periodic manual draining. Some motorhomes have a warning light in the dashboard to indicate when water in the separator is at a critical level and in need of draining. Gasoline engines typically have one fuel filter and do not have a water separator. Check the owner's manual for service intervals and the type of filter needed for replacement. Don't skimp on price here; the better filters provide more reliable service.

Fuel filters are not difficult to change if you don't mind getting a little fuel on your hands. Use a drain pan and follow the instructions in the owner's manual. The process of changing diesel fuel filters is a little more complicated because it's critical to prevent air from entering into the fuel system, which can create an injector problem. Filling the new filters with diesel fuel before installing them will make it easier to purge the system of air. Follow the instructions in the owner's manual for purging the system carefully. It's best to perform the procedure twice, to ensure that all the air is purged from the lines and filters.

Regular motorhome chassis maintenance will ensure better performance and mileage for years to come. Having a better overall understanding of how each system operates will provide the insight needed to determine whether the service procedure can be performed by you, and to be comfortable communicating with RV service technicians. Keep precise written records to prove that maintenance procedures were followed in case a warranty claim requires scheduled service. ♦



**Bill and Jenn Gehr, along with their two Boston bulldogs, are full-time RV adventurers who enjoy sharing their technical knowledge with fellow RVers.**



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# NEW FOR 2014

**PRE-SHOW  
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**A**s the calendar flips to the latter part of the year, many motorhome owners have an ear to the ground to hear about the newest models. Oftentimes, new model-year coaches are introduced exclusively at industry shows — with public unveiling at a later date. However, many new-for-2014 motorhomes are available right now, as you read this. We've picked a few of our favorites, and lifted the curtain on some of the top trends in the motorhome industry.

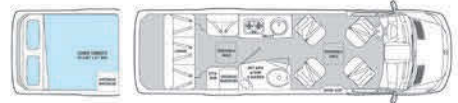
by **KRISTOPHER  
BUNKER**

AIRSTREAM INTERSTATE



That classic Airstream styling isn't just for trailers. Though it doesn't share the same exterior as the iconic trailers, the **Airstream Interstate** Class B motorhome will turn just as many heads as you travel down the highway. Advanced safety features such as front and rear parking sensors, a smart steering wheel and six air bags help enhance the driving experience, as do a multimedia in-dash touch-screen system, heated Ultraleather seats and aluminum Alcoa wheels. For in camp, the Interstate is available in a variety of configurations, all featuring holding tanks, appliances, a 6-gallon water heater and a lav. There's even an available option for a golf-bag storage system (\$452) for the dufer in us all.

**AIRSTREAM**  
877-596-6111, [WWW.AIRSTREAM.COM](http://WWW.AIRSTREAM.COM)



**CHASSIS:** MERCEDES-BENZ SPRINTER 3500  
**ENGINE:** 3.0-L V-6 TURBODIESEL  
**FUEL CAP:** 26.4 GAL  
**GVWR:** 11,030 LBS.  
**EXT. LENGTH:** 23' 1" - 24' 4.5"  
**EXT. WIDTH:** 6' 7.7"  
**EXT. HEIGHT WITH A/C:** 9' 8"  
**WHEELBASE:** 170"  
**FRESHWATER CAP:** 32 GAL  
**BLACK-/GRAY-WATER CAP:** 15/27 GAL  
**LP-GAS CAP:** 18.9 GAL  
**BASE MSRP:** \$136,585/  
\$142,670 (EXT MODEL)

BORN FREE TRIUMPH



The 25-foot, rear-bath **Triumph** features a single slide housing a sofa, which is a departure from previous Born Free models. What isn't a departure from the past is the craftsmanship. Standard features include three tubular steel roll bars, solid-surface countertops, furniture-grade raised panel hardwood cabinetry with real wood edge banding and brushed-nickel fixtures. Add to that the 4 kW Cummins Onan gas generator, touch screen cab radio with integrated navigation and backup camera, a 13,500-Btu roof air conditioner, a fully dimmable lighting system and premium residential size convection microwave, and you'll likely not even need to see the options list. But if you do, you'll find new options ranging from a heated floor to full-body paint to HWH hydraulic leveling jacks, to name just a few.

**BORN FREE, 800-247-1835, [WWW.BORNFREERV.COM](http://WWW.BORNFREERV.COM)**



**CHASSIS:** FORD F-550 XLT  
**ENGINE:** 6.7-L POWER STROKE V-8 TURBODIESEL  
**FUEL CAP:** 68.5 GAL  
**GVWR:** 18,000 LBS.  
**EXT. LENGTH:** 27' 9"  
**EXT. WIDTH:** 8' 6"  
**EXT. HEIGHT WITH A/C:** 11' 1"  
**WHEELBASE:** 201"  
**FRESHWATER CAP:** 35 GAL  
**BLACK-/GRAY-WATER CAP:** 40/40 GAL  
**LP-GAS CAP:** 24.5 GAL  
**BASE MSRP:** \$141,100

ENTEGRACOACH



Entegra Coach has focused on improving the ride of its motorhomes by utilizing a cab-forward design. With the cab directly over the tires — plus a shallower dashboard design — drivers are offered improved visibility, making the **Aspire** easier to drive. A thicker wood floor helps minimize road noise and vibrations, while the cabinets are screwed directly into the floor and then tiled

in to prevent squeaks and cracked tiles. But once inside the coach, it's easy to see that the Aspire is more than just a smooth ride. An expandable sectional sofa facing a 46-inch TV is great for entertaining, and a king-size bed in the master means a restful night's sleep. The quad-slide unit features a full rear bath, while a half bath is located amidships. There's also an exterior entertainment center for some fun under the stars. Five floorplans are available.

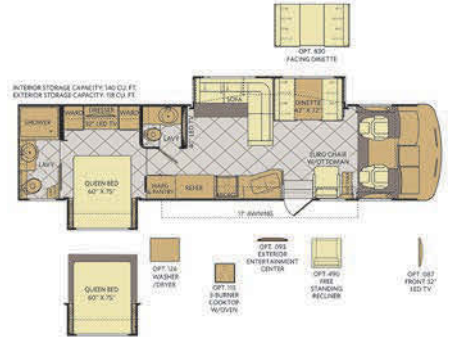
**ENTEGRACOACH, 800-945-4787, [WWW.ENTEGRACOACH.COM](http://WWW.ENTEGRACOACH.COM)**



**ASPIRE 44U SPECS:**  
**CHASSIS:** SPARTAN MOUNTAIN MASTER TAG AXLE  
**ENGINE:** CUMMINS ISL 450-HP 8.9-L TURBO-CHARGED DIESEL  
**FUEL CAP:** 100 GAL  
**GVWR:** 46,600 LBS.  
**EXT. LENGTH:** 45'  
**EXT. WIDTH:** 8' 5"  
**EXT. HEIGHT WITH A/C:** 12' 8"  
**WHEELBASE:** 296"  
**FRESHWATER CAP:** 80 GAL  
**BLACK-/GRAY-WATER CAP:** 49/75 GAL  
**LP-GAS CAP:** 24 GAL  
**BASE MSRP:** \$370,307



Although tailgating is often considered a favorite activity among motorhome owners, it would be tough to leave the **Fleetwood Southwind 36L** to watch the big game thanks to the large sectional sofa and 40-inch LED TV in the living room. The Southwind also features a half-bath located amidships for all the armchair quarterbacks, while a spacious full rear bath is located just off the master for the team captains. Inside the master, a large dresser flanked on each side by a wardrobe also houses a 32-inch TV. There is an optional exterior entertainment center (\$1,932) should you finally decide to take things outside.  
**FLEETWOOD RV, 800-322-8216, WWW.FLEETWOODRV.COM**

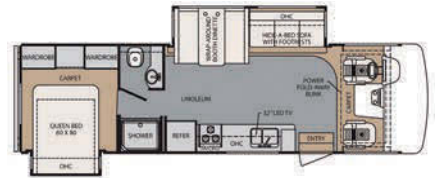


**CHASSIS:** FORD POWER PLATFORM  
**ENGINE:** 6.8-L TRITON V-10  
**FUEL CAP:** 80 GAL  
**GVWR:** 22,000 LBS.  
**EXT. LENGTH:** 36' 11"  
**EXT. WIDTH:** 8' 6"

**EXT. HEIGHT:** 12' 10"  
**WHEELBASE:** 228"  
**FRESHWATER CAP:** 80 GAL  
**BLACK-/GRAY-WATER CAP:** 42/58 GAL  
**LP-GAS CAP:** 25 GAL  
**MSRP:** \$144,809



Forest River's new **FR3** is called a cross-over because it incorporates the family friendly features normally found in a Class C with the space and convenience of a Class A. The gas coach — available in two dual-slide floorplans — has been designed primarily for motorhome owners who want a more compact floorplan without sacrificing comfort or amenities. The FR3 features an electric powered bunk mechanism over the cockpit seating area, which converts the front overhead interior into the styling of a Class C motorhome at the touch of a button. Although the FR3s are some of the shorter dual-slide gas motorhomes on the market, their interiors feel much larger, primarily due to the 32-inch-deep main living area slide and the 36-inch rear queen bed slide.



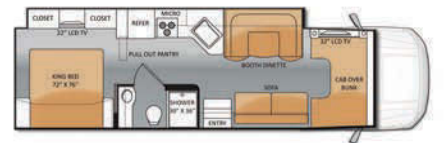
**FR3 30DS SPECS:**  
**CHASSIS:** FORD F53  
**ENGINE:** FORD 6.8-L V-10  
**FUEL CAP:** 80 GAL  
**GVWR:** 18,000 LBS.  
**EXT. LENGTH:** 31' 4"  
**EXT. WIDTH:** 8' 4"

**EXT. HEIGHT:** 12' 2"  
**WHEELBASE:** 190"  
**FRESHWATER CAP:** 60 GAL  
**BLACK-/GRAY-WATER CAP:** 41/41 GAL  
**LP-GAS CAP:** 24 GAL  
**BASE MSRP:** \$108,000

include a power awning, LED trim rings and fog lights on the front cap, powered front shades and 80-inch-long residential size mattresses. Only three options are offered: an outside entertainment center, hydraulic leveling jacks and a rear bedroom TV.  
**FOREST RIVER, WWW.FORESTRIVERINC.COM**



**Four Winds' 33SW** is a spacious Class C coach constructed with a fully welded tubular aluminum roof, side wall cage and floor framing. With the standard towing package, including a fully integrated Ford trailer brake controller, the motorhome can tow up to 10,000 pounds. The luxurious interior is a stark contrast to the beefy frame and power; subtle touches like an 18-cubic-foot refrigerator, leatherette furniture, 30-inch over-the-range microwave and incandescent ceiling lighting create a residential feel. And the 82-inch ceiling height makes the coach feel wide open ... or perhaps that's the result of the enormous full-wall streetside slide.



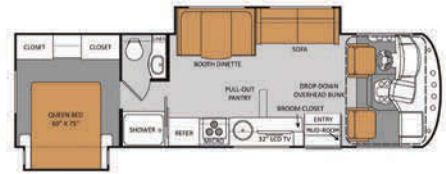
**CHASSIS:** FORD F-550 SUPER DUTY  
**ENGINE:** 6.7-L POWER STROKE TURBODIESEL  
**FUEL CAP:** 68 GAL (40 + 28 GAL TANKS)  
**GVWR:** 19,500 LBS.  
**EXT. LENGTH:** 34' 6"  
**EXT. WIDTH:** 8' 3"

**EXT. HEIGHT WITH A/C:** 11' 7"  
**WHEELBASE:** 255"  
**FRESHWATER CAP:** 75 GAL  
**BLACK-/GRAY-WATER CAP:** 40/47 GAL  
**LP-GAS CAP:** 16 GAL  
**MSRP:** \$134,925

**FOUR WINDS**  
**WWW.FOURWINDS-CLASSC.COM**



The **A.C.E.** name comes from combining (Class) A, (Class) C and E(volution), resulting in a motorhome that drives like a Class C and lives like a Class A. The Class A coach does offer a few Class C touches, such as the hideaway overhead bunk above the cockpit area. The A.C.E. features easy-clean, pet- and kid-friendly surfaces for added versatility, and a Mudroom Wet Storage unit in the entry continues the family-focused trend. There's also an entry-step toolbox and storage drawer, perfect for storing greasy and gritty wrenches and the like. Large Mega-Storage Compartment areas mean there's plenty of space for gear, and the booth dinette, sofa and queen bed in the rear master bedroom provide lots of sleeping options. **THOR MOTOR COACH, 800-860-5658, WWW.ACEMOTORHOME.COM**



**CHASSIS:** FORD F53  
**ENGINE:** 6.8-L V-10  
**FUEL CAP:** 80 GAL  
**GVWR:** 18,000 LBS.  
**EXT. LENGTH:** 30' 10"  
**EXT. WIDTH:** 8' 3"  
**EXT. HEIGHT WITH A/C:** 11' 11"

**WHEELBASE:** 190"  
**FRESHWATER CAP:** 50 GAL  
**BLACK-/GRAY-WATER CAP:** 25 GAL/44 GAL  
**LP-GAS CAP:** 20 GAL  
**MSRP:** \$94,793



For nearly a quarter century, the **Challenger** motorhome has been a prime example of residential appointments in a Class A motorhome. For 2014, that tradition continues, with a large chef-friendly kitchen with a peninsular layout, in addition to a large bathroom with dual vanity cabinet and a full-length mirror. Plus, the Challenger is fully functional with the slides in, meaning you don't have to completely set up shop in order to access the interior. The freestanding dinette and cleverly designed sofa that features a recliner on one end and a sofa bed on the other make the living-area configuration truly versatile, while the master bedroom offers his-and-hers wardrobes across the foot of the bed in addition to the standard shirt cabinets on each side of the queen bed. **THOR MOTOR COACH, 800-860-5658, WWW.CHALLENGERMOTORHOME.COM**

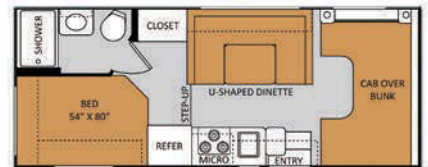


**CHASSIS:** FORD F53  
**ENGINE:** 6.8-L V-10  
**FUEL CAP:** 80 GAL  
**GVWR:** 22,000 LBS.  
**EXT. LENGTH:** 37' 10"  
**EXT. WIDTH:** 8' 5"  
**EXT. HEIGHT WITH A/C:** 12' 7"

**WHEELBASE:** 242"  
**FRESHWATER CAP:** 65 GAL  
**BLACK-/GRAY-WATER CAP:** 43/65 GAL  
**LP-GAS CAP:** 24 GAL  
**MSRP:** \$148,895



Designed with motorhome families in mind, the compact **Chateau 22E** Class C is fuel-efficient and easy to drive. Outside, the fiberglass front cap, along with Thor Motor Coach's Full Color HD-MAX Exteriors come standard to help things look nice. Inside, the efficient corner bedroom makes the most of its space, while the Premium Denver Mattress Pillow-Top allows for a comfy slumber. The family sized U-shape booth dinette provides plenty of room for meals, and an available child-safety seat tether is great for families with little ones. The large exterior storage compartment should be able to swallow most of the family's camping gear. **THOR MOTOR COACH 800-860-5658, WWW.CHATEAU-RV.COM**



**CHASSIS:** CHEVY 4500  
**ENGINE:** 6.0-L V-8  
**FUEL CAP:** 57 GAL  
**GVWR:** 12,300 LBS.  
**EXT. LENGTH:** 24' 6"  
**EXT. WIDTH:** 8' 4"  
**EXT. HEIGHT WITH A/C:** 10' 10"

**WHEELBASE:** 159"  
**FRESHWATER CAP:** 50 GAL  
**BLACK-/GRAY-WATER CAP:** 40/37 GAL  
**LP-GAS CAP:** 10 GAL  
**BASE MSRP:** \$71,425



The **Palazzo 33.2** offers the benefits of a diesel-pusher in a compact floorplan. The six-speed Allison 2100 transmission combines with the 300-HP ISB Cummins engine to deliver up to 660 LB-FT of torque. Inside, the large streetside slide opens up the spacious interior, which includes a large 45-by-72-inch dinette and push-button side sleeper sofa. Standard dual-pane windows help keep the weather at bay, while solar and privacy shades in the living area add extra insulation. Hardwood, raised-panel cabinet doors are standard, as are halogen ceiling lights, leatherette furniture and solid-surface countertops. For the techies, there's a co-pilot workstation with charging station, and a large media-storage compartment with a slide tray.

**THOR MOTOR COACH**  
**800-860-5658, WWW.PALAZZORV.COM**



**CHASSIS:** FREIGHTLINER XCS  
**ENGINE:** CUMMINS ISB DIESEL  
**FUEL CAP:** 90 GAL  
**GVWR:** 26,000 LBS.  
**EXT. LENGTH:** 34' 5"  
**EXT. WIDTH:** 8' 5"

**EXT. HEIGHT:** 11' 10"  
**WHEELBASE:** 208"  
**FRESHWATER CAP:** 95 GAL  
**BLACK-/GRAY-WATER CAP:** 43/43 GAL  
**LP-GAS CAP:** 24 GAL  
**MSRP:** \$189,980



As Thor Motor Coach's flagship Class A motorhome, the **Tuscany** is billed as offering the ultimate in beauty, styling and power. The new 42WX floorplan offers a ZF front suspension and a 15,000-pound towing capacity (when properly equipped). Tuscany features high-end appointments like premium Comfort-fit by Villa custom furniture, 24-by-12-inch polished porcelain tile, a built-in fireplace and handcrafted solid-wood cabinetry. The residential French-door refrigerator highlights the galley, while the living area features an expandable sofa with a double air bed, both of which are great for viewing the 40-inch TV. The bath-and-a-half floorplan features a powder room amidships, while the main bathroom is partially located in the rear slide, making for a bigger footprint with an extra-large shower.

**THOR MOTOR COACH**  
**800-860-5658, WWW.TUSCANYRV.COM**



**CHASSIS:** FREIGHTLINER XC-TAG  
**ENGINE:** CUMMINS ISL DIESEL  
**FUEL CAP:** 150 GAL  
**GVWR:** 44,600 LBS.  
**EXT. LENGTH:** 43' 2"  
**EXT. WIDTH:** 8' 5"

**EXT. HEIGHT:** 12' 9"  
**WHEELBASE:** 266"  
**FRESHWATER CAP:** 91 GAL  
**BLACK-/GRAY-WATER CAP:** 51/51 GAL  
**LP-GAS CAP:** 19 GAL  
**MSRP:** \$355,777



The Allegro Breeze is one of the most compact luxury diesel-pushers on the market. Built on Tiffin's proprietary Powerglide chassis in Red Bay, Ala., the **Allegro Breeze 28 BR** features Tiffin's Independent Front Suspension (PrecisionTrack) system, designed to offer precise handling with nimble response times. Inside, a U-shaped dinette converts to a bed in the living area, and attractive wall-to-wall vinyl flooring makes for easy maintenance and a clean look. Hardwood, raised panel cabinet doors are affixed to ceiling-mounted cabinets, while the built-in pantry and expansive basement storage mean you'll have plenty of space for your belongings, even in the compact floorplan. The memory-foam queen bed in the carpeted master makes resting easy, well a breeze.

**TIFFIN MOTORHOMES, 256-356-8661, WWW.TIFFINMOTORHOMES.COM**



**CHASSIS:** TIFFIN POWERGLIDE  
**ENGINE:** NAVISTAR MAXXFORCE 7  
**FUEL CAP:** 70 GAL  
**GVWR:** 22,000 LBS.  
**EXT. LENGTH:** 29' 7"  
**EXT. WIDTH:** 8'

**EXT. HEIGHT:** 11' 2"  
**WHEELBASE:** 152"  
**FRESHWATER CAP:** 70 GAL  
**BLACK-/GRAY-WATER CAP:** 30/50 GAL  
**LP-GAS CAP:** 20 GAL  
**MSRP:** \$182,700



Winnebago's Adventurer diesel-pusher is available in four floorplans, including the new triple-slide 38Q (shown above). Designed for entertaining, the 38Q offers multiple large HDTVs and a front lounge with sectional sofa. The mid-coach galley with island sink is great for meal prep, and the stainless-steel French door refrigerator with interior water and ice dispenser and glide-out, bottom freezer drawer should keep guests happy with food and drink. Standards include Ultraleather furniture, MCD solar/blackout roller shades and LED lighting. Full-body paint, a redesigned front cap and an optional upgrade to dual-pane Contour windows help deliver a stylish look.

**WINNEBAGO, 641-585-3535, WWW.GOWINNEBAGO.COM**



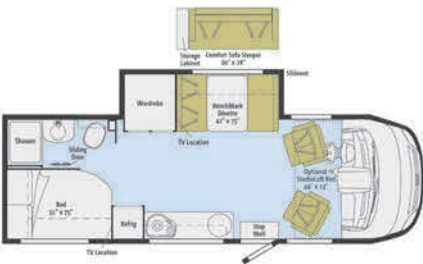
**CHASSIS:** FORD F53  
**ENGINE:** 6.8-L V-10  
**FUEL CAP:** 80 GAL  
**GVWR:** 26,000 LBS.  
**EXT. LENGTH:** 39' 1"  
**EXT. WIDTH:** 8' 5.5"  
**EXT. HEIGHT WITH A/C:** 12' 8"

**WHEELBASE:** 248"  
**FRESHWATER CAP:** 75 GAL  
**BLACK-/GRAY-WATER CAP:** 75/79 GAL  
**LP-GAS CAP:** 28 GAL  
**BASE MSRP:** \$181,672



With the powerful, yet nimble Mercedes-Benz Sprinter chassis as its foundation, the Itasca ReyO offers a unique combination of fun and fuel-efficiency. Features such as the Studioloft and FlexBed system make the most of the available space, allowing more room for luxury features in the three 25-foot models. The all-new 25P features a spacious lounge and large rear storage trunk. The single slide houses the BenchMark dinette and large wardrobe with three drawers below for additional storage. An Ultraleather Comfort Sofa/Sleeper with moveable table is available instead of the dinette.

**WINNEBAGO INDUSTRIES, 641-585-3535, WWW.GOITASCA.COM**



**CHASSIS:** MERCEDES-BENZ SPRINTER F50  
**ENGINE:** 188-HP 3.0-L V-6 TURBODIESEL  
**FUEL CAP:** 26.4 GAL  
**GVWR:** 11,030 LBS.  
**EXT. LENGTH:** 25' 5"  
**EXT. WIDTH:** 7' 6"

**EXT. HEIGHT WITH A/C:** 11'  
**WHEELBASE:** 170"  
**FRESHWATER CAP:** 29 GAL  
**BLACK-/GRAY-WATER CAP:** 34/40 GAL  
**LP-GAS CAP:** 13 GAL  
**BASE MSRP:** \$126,476 ♦



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

# HOLLAND Motor Homes



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**Website:**  
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 Holland MI 49423



## HOSE EXTENDER ▲

The exterior windshield washer hose on our motorhome developed a leak that prevented the washer fluid from reaching the windshield. There is usually enough play or excess hose to cut out the leaking section, however, finding an insert to connect the line and/or insert a portion into the outlet can be difficult. I solved the problem by cutting a length of an empty ballpoint pen ink cartridge, and inserting it into the line and the outlet. You may have to look at several cartridges to find the right diameter, but it works great!  
**GORDON K. SMITH | GREELEY, COLO.**



## IN THE LOOP ▲

The ice bin in our refrigerator is free to slide toward the door. Sometimes the ice bin would shift out from under the icemaker during travel. The cubes would then miss the bin and be dumped into the freezer. A very simple fix was to wrap some two-sided hook-and-loop fastener snugly around several of the freezer shelf grates just in front of the ice bin. No ice has missed the bin since. We found this solution to be better than using the commercially available refrigerator “keepers” because the bin can be pulled forward over the hook-and-loop fastener for easy access to the ice, whereas the keepers have to be unscrewed and removed each time in order to slide the bin.  
**LEN BENKOSKY | SCOTTSDALE, ARIZ.**

## ROLLIN' ALONG

We didn't want to spend thousands of dollars on new window shades for our 2006 Tiffin Zephyr so we went to Lowe's and found 14 mm-thick white roller shades that block all the light, provide total privacy and reduce heat on the inside of the coach.

After removing the valances and the pleated day/night shades we did a careful measurement of the windows (excluding the kitchen and windshield) and went back to Lowe's and found the cost would be less than \$300. Lowe's has experts for cutting the shades with a machine in the store, so give them exact measurements.

Our valances are illuminated with rope lights and it was still a simple two-person project. Hint: Do the smallest window first so you feel comfortable with each step on the larger windows. We slid a plastic roller shade grip in the middle of each shade to finish it off. It has been three years since we installed the shades and they are just as beautiful.  
**LAMBERT AND SANDRA ELBOECK  
 BROOKSVILLE, FLA.**



## TIME TO HIT THE ROAD

An atomic digital wall clock is a fantastic item for RVers. It comes in

many different sizes and always has the correct information when I need the time, date and indoor temperature.  
**ARLENE CHIAROLANZIO | FLORHAM PARK, N.J. ♦**

### WE WANT TO HEAR FROM YOU!

**Quick Tips**, *MotorHome's* monthly column of handy, simple tips by fellow RVers, is looking for submissions. Please send your favorite do-it-yourself ideas to: *MotorHome* Quick Tips, 2575 Vista Del Mar Drive, Ventura, CA 93001, or email [letters@motorhomemagazine.com](mailto:letters@motorhomemagazine.com). Be sure to include photos, illustrations or drawings, if necessary. If your tip is selected for publication, you'll receive \$35.



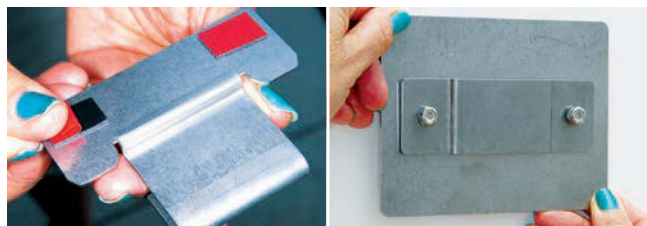
# techsavvy

HANDS-ON | HOT LINE | COACH & POWERTRAIN

HANDS-ON | *by* BOB LIVINGSTON

## CLEVER BRACKETS

King Controls offers a simple two-part system that keeps the Tailgater satellite antenna off the ground and out of the way



Using a portable satellite dish system like the Tailgater antenna offers a lot of versatility when traveling. One of the primary benefits is the ability to move the antenna to find a clear path to the Southern sky without being blocked by trees and other obstructions. In some cases, the best location for the Tailgater may be a place where it gets in the way — for example on the patio. King Controls, the maker of the Tailgater, offers a couple of bracket options that allow the antenna to be mounted on a roll-up window or on the side wall of the coach.

The key element is the MB300 Window Mount, which is affixed to the side of the Tailgater. A bracket is wedged into the space between the top and bottom portions of the Tailgater's enclosure. Before positioning the bracket, the protective film is lifted from the two-face tape. While keeping the bracket from touching the side of the antenna, the edge is inserted under the lip, and then the bracket is pushed against the Tailgater to secure the attachment. The tape has a powerful grip, so you don't get a second chance to position the bracket. Complete bonding takes at least one hour.

The second step is to attach the foam wedge against the body of the antenna using the supplied hook-and-loop tape. The wedge is used to level the Tailgater against the window or side wall. Although the antenna has a built-in leveling feature, it's best to make the body of the Tailgater as level as possible. Once in place, the wedge can be removed when using the Tailgater on the ground.

The bracket is designed to be used with roll-up windows, like those in the cabs of Class C motorhomes with a low profile cabover and Class B's; some Class A's also have roll-up windows, especially if a driver's door is provided. There's not enough room to clear the standard Class C cabover when



Left: Hanging the antenna on a Class C with a standard cabover prevents the window from fully closing.

rolling up the window all the way. Clear vinyl stickers are used on the window edge to protect the glass from being damaged by the bracket.

If the roll-up windows are not suitable or not facing the Southern sky, a Cab Mounting Plate (MB350) can be installed in any convenient location, such as a side wall or end cap. Using the same strong two-sided tape, the mounting plate can be "stuck" to any clean, flat surface. Again, the tape is very strong and you will not get a second chance to reposition. Multiple brackets can be installed for additional mounting options. Cleaning the surface with alcohol will improve adhesion. The company warns against using alcohol prep pads since some may contain lotion that inhibits adhesion. You don't want this plate to fall off; the antenna can be seriously damaged if it hits the ground.

Once the Cab Mount is in position, the window bracket previously installed on the Tailgater fits into an adjustable plate that's bolted to the main plate. While the plate is designed to attach to the side wall, it seems fairly easy to devise custom brackets to make the mounting system even more versatile. For example, a bracket that screws into a tripod can easily be fabricated and adapted to attach to the Cab Mount Plate, which would keep the Tailgater off the ground should it need to be located away from the motorhome to secure a clear view of the sky.

The bracket system can also be used for the company's VuQube products. Installation only takes minutes and the flexibility afforded by these two simple brackets is welcomed when trying to keep the antenna out of the way. The Window Mount has a retail price of \$29.99; the Cab Mount Plate is \$34.99. **King Controls, 952-922-6889, [www.kingcontrols.com](http://www.kingcontrols.com)** ♦





## Wheels Not Covered

HAVING TROUBLE GETTING AN ANSWER REGARDING AN EXCHANGE ON AN RV COVER, A READER REQUESTED HOT LINE'S HELP. HE WROTE:

I purchased an RV cover and wheel covers for my Class C from Eevelle Inc. in Carlsbad, Calif. When my order arrived I discovered the rear zippers were missing from the motorhome cover, and that I had ordered the wrong size wheel covers. I returned them both and received a replacement RV cover, but not the wheel covers.

I have tried to follow up with the company, but so far my emails and phone calls have gone unanswered. Hot Line's help would be appreciated.

**JAMES MONTGOMERY  
HICKORY, N.C.**

*Hot Line sent an inquiry to Eevelle Inc., and not long after received the following letter from Montgomery filling us in on the outcome of his case:*

Thank you very much for your help with Eevelle, Inc. The company finally answered my emails. The supervisor for the returns department apologized for the misunderstanding. I have received the correct wheel covers and a check for the amount of the covers in return.

**JM**

### UNWANTED HOLIDAY SURPRISE

*Denied compensation by his emergency road service provider when his motorhome broke down during a holiday weekend, a reader asked Hot Line to help. He wrote:*

Shortly after heading out on a trip to Florida on Dec. 26, 2012, we experienced a breakdown requiring emergency road service: The CHECK ENGINE light had come on, we lost the power steering and the water temperature gauge soared beyond 240 degrees. Because local service providers were closed for the holiday, I called Sarnia Truck Centre, which provides 24-hour emergency commercial truck roadside assistance.

Within minutes, the Sarnia Truck Centre on-call mobile technician returned my call and arrived at our location 45 minutes later. He immediately diagnosed the problem as related to a lack of oil in the hydraulic system, which provides power to the engine fans and power steering.

Since he didn't have the specified oil for our Cummins engine, we followed him (at low speed) the short distance back to the shop. Once there, he found the problem was caused by a split hose. Because the shop and local suppliers were closed due to the holiday, we left our coach overnight at Sarnia Truck Centre awaiting its opening the following morning. By noon the next day the replacement hose had been installed and we were back on the road.

When I initially contacted Sarnia Truck Centre, I also immediately called Coach-Net, our emergency service provider. I explained the situation and was advised by the representative to submit a written request for reimbursement to the claims committee, which I did.

Shortly thereafter, I received a letter denying my claim for the following reason: "Did not acquire service through Coach-Net dispatch." That is true. In a technical sense, based on the precise wording of the road service insurance, my failure to call Coach-Net first would result in the denial of my claim for reimbursement. However, the decision ignores the reality of our circumstances on that holiday morning.

Simply put, had we called Coach-Net first, it would appear that the only option to get us emergency service in that geographic area on that holiday morning would have been Sarnia Truck Centre. Had we called Coach-Net first, either it would have contacted Sarnia and would have reimbursed Sarnia directly for the costs incurred, or it would have contacted another service provider farther away that would have probably resulted in a higher cost to Coach-Net and a greater delay.

For all of these reasons, we are asking Coach-Net to please reconsider its decision. Any assistance Hot Line can provide will be greatly appreciated.

**BOB CAMPBELL  
BAYFIELD, ONTARIO, CANADA**

*Campbell's case seems to mirror many complaints received by Hot Line. It essentially shows how urgent circumstances often motivate people to seek out help wherever it can be found. Taking these types of actions in such an emergency is understandable, but it must also be realized that when taking such actions, people are placing any reimbursement at risk.*

*Hot Line contacted Coach-Net for further evaluation of Campbell's case. Soon afterward, we received the following response from the company. It read:*

We appreciate the opportunity to address Mr. Campbell's concerns regarding his request for reimbursement of emergency road service expenses.

A Coach-Net Gold Membership includes dispatch of an RV mobile mechanic to the site of a mechanically disabled vehicle, but does not cover any associated charges for parts and labor. Also, as Campbell references in his letter, Coach-Net does not reimburse for services a member contracts directly, unless law enforcement takes control of the situation.

However, because Campbell has been a loyal, long-term Coach-Net member for nine years, as a courtesy, we will reimburse the portion of his expenses that would have been covered under his membership had he contacted Coach-Net dispatch for assistance. Those charges amount to \$270, the charge for the mobile mechanic service call.

We have contacted Campbell to let him know the check is being mailed and we look forward to continuing to provide him with peace of mind on his RV travels.

**LISA DAVIS  
CHIEF OPERATING OFFICER  
COACH-NET, IRVING, TEXAS ♦**

TO CONTRIBUTE TO HOT LINE, please refer to Contact MotorHome, on page 10.

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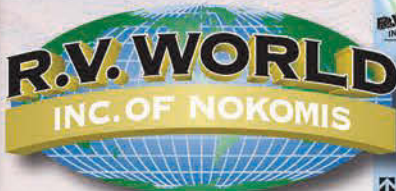
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## Wimpy Workhorse

We have a 2004 30-foot Itasca Sunova on a Workhorse chassis with an 8.1-L V-8 GM engine. We tow a Ford Escape. I would like some help with an engine performance issue. It seems to be losing power, or not performing smoothly when climbing minor hills at lower engine RPM. We usually travel at about 55 MPH, which, when in overdrive, results in about 2,200 RPM. A hesitation or missing occurs when accelerating up minor hills and other similar conditions, and seems to be between 2,200-2,800 RPM, and mostly when in overdrive high gear at about 50 to 55 MPH.

Last winter we had to be towed to a Workhorse repair facility because the motorhome lost power to accelerate or go up hills. The service technician diagnosed the problem as a plugged catalytic converter and knock sensor. He replaced one converter and then discovered that both had to be replaced. So we now have two new catalytic converters and a knock sensor. After the repair, it seemed to run normally most of the time, but the hesitation returns when going up hills and before the transmission downshifts.

When it was serviced before the trip, I did the suggested maintenance, including a new fuel filter, transmission flush and brake system flush. A friend suggested replacing the spark plugs. Do you have any other suggestions?

**DARRELL SORENSON**  
MILL CREEK, WASH.

*Blocked catalytic converters are almost always a result of an over-rich fueling condition. That is, too much gasoline is going through the engine and burning inside the catalyts. They could have diagnosed it quickly for blocked cats by using an exhaust backpressure tester. The sensor was probably an oxygen sensor, which would be related to the overfueling situation, rather than a knock (detonation sensor).*

*It seems the service technician*

*didn't diagnose or correct the root cause of the catalyst failures. The mis-firing that occurred before and after the cat replacements is likely at least part of that cause. When you put an engine under a load the spark voltage requirement goes up, and if anything is marginal in the ignition that's when it will show up. These Workhorse chassis with the GM 8.1-L V-8 engines are known for having problems with spark plug cable failures. This causes a mis-fire, particularly under load, which is consistent with what you are reporting.*

*The spark plug cables get overheated and partially melt. Workhorse came out with a kit to solve this problem. I recommend that you have the spark plugs and cables checked and (probably) replaced and have the plug cable insulation kit installed at the same time.*

### VALVE EXTENDERS DO MAKE CHECKING TIRE PRESSURES MUCH EASIER. HOWEVER, THEY HAVE BEEN KNOWN TO LEAK.

IF YOU DO DECIDE TO USE EXTENDERS, CHECK TIRE PRESSURE OFTEN. INSTALLING A TIRE PRESSURE MONITORING SYSTEM WOULD BE EVEN BETTER.



*After that, the engine should be checked with a scan tool to verify that there are no trouble codes and that the short- and long-term fuel trim parameters are within normal ranges to avoid future catalyst problems.*

### A FLAIR FOR FUEL PUMPS

We have a 1996 Flair motorhome that has a 7.4-L V-8 gas engine on a GM chassis. We've owned it for less than 10 years and during that time we have had to replace the fuel pump, which is in the gas tank, three times. We wonder if anyone else has reported the same problem and if there is a good alternative to the fuel pump in the gas tank.

**BENNY WUTZKE**  
SUNNYSIDE, WASH.

*These pumps have been problematic and the new ethanol-laced gasoline makes it worse. The pumps work well when they push instead of draw, which is part of the reason why the manufacturers put them in the tank (the fuel also cools them).*

*Do you leave the coach in storage for long periods? It may be that the fuel solidified in the pump; I've seen this happen. The pumps should have had a post-mortem inspection done to verify the actual cause of failure, especially after the second and third replacement.*

*Recently, AEM Performance Electronics (310-484-2322, [www.aemelectronics.com](http://www.aemelectronics.com)) came out with a new in-tank electric fuel pump, No. 50-1200 E85, which is designed to survive in gasoline containing alcohol.*

### EXERCISING DIESELS

We have a 2005 Holiday Rambler Ambassador diesel-pusher that we set up on a seasonal site in Wells, Maine, this summer. My concerns are about the need to run the engine and diesel generator periodically as I have been doing normally here during the winter for the last seven years. Once a month I run the generator under load for at least an hour and at the same time run the engine for at least a half hour or longer at about 1,100 RPM using the cruise control. Weather permitting, I take it

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**PROTECT YOURSELF**

If a driver runs a red light and hits you, how do you prove who had the green light? With a vehicle recorder like the DVR-FHD590 Full HD Vehicle Recorder from Genius. This dash camera records full-HD video and features a 128-degree wide-angle lens, high-power LED for night capture and HDR technology. Just start your engine and the DVR-FHD590 automatically begins recording. In the case of an accident, the G-sensor in the device triggers it automatically to keep a record of the event, which cannot be overwritten unless you specifically delete it.

According to the company, the DVR-FHD590 is designed to work well during bright days and dark nights, and with HDR capture, even in situations with high contrast, videos will remain crisp and clear. At night, a high-power LED at the front of the device assists in providing clear and detailed video recording. The recording can be viewed in real-time or in playback mode on the 2.4-inch LCD screen. Additionally, the DVR-FHD590 is easily mounted to the windshield using the adjustable mounting unit included. Both SD and SDHC cards up to 32 GB in capacity are supported, which allows hours of footage to be recorded, and with the HDMI interface this footage can be viewed in high definition from a computer or TV.

The 600-mAh Li-polymer battery means the DVR-FHD590 can record a long time without needing a recharge. However, when it does run out of power it can be plugged into the 12-volt DC outlet using the included power adapter. It records 30 frames per second and uses a 5 megapixel, 1/3.2-inch CMOS sensor. The DVR-FHD590 also comes with a USB cable for transferring data to a computer or charging at home. The DVR-FHD590 has a suggested retail price of \$149.99.

**Genius, 800-756-4115, www.geniusnet.com**



FOR FREE ADDITIONAL INFORMATION ON PRODUCTS AND SERVICES OFFERED IN THIS ISSUE, CIRCLE THE NUMBER ON THE ATTACHED CARD THAT CORRESPONDS TO THE NUMBER OF THE COMPANY THAT INTERESTS YOU, AND MAIL. VISIT WWW.MOTORHOME.COM/INFO FOR FASTER RESPONSE.

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out on the highway for 20 to 30 miles. I also add a conditioner, along with a full 100 gallons of fuel.

I am pretty sure I won't be able to run this at the campground, so is there any way to prepare the unit to avoid damage to the engine and generator? I suppose if absolutely necessary I will need to take it off site and exercise it a couple of times during the five-month stay, even though that will be a little difficult.

**DON CURLEY | VIA EMAIL**

*Diesel fuel is more stable than gasoline, particularly the new reformulated gas blends with alcohol. Therefore, you can stretch out those starting intervals a bit, perhaps to two months, particularly if you keep the tank full and are using appropriate fuel storage additives. It's best if you can drive the coach, as this gets the wheel bearings, axles, tires, etc., moving, too. Make sure the batteries are kept up*

*properly, using a maintenance charger, as most coaches don't have any provision for charging the engine-starting batteries when the engine is off.*

**AUTO PARKING BRAKE PROBLEMS**

We have a 1994 Fleetwood 30-foot Pace Arrow on a Chevy chassis. The technician at the shop where the RV is can't find the parts to repair the brakes. We need a parking brake control valve. Any help you can provide in locating the parts or repairing the old one would be greatly appreciated.

**GEORGE AND EVELENIA BOWMAN ATLANTA, GA.**

*Brazel's RV in Centralia, Wash. (877-786-1576, www.brazelrv.com), stocks most of the parts on these trouble-prone systems, repairs them and offers modification kits to improve function and reliability. Give them a call and ask for Allen.*

CONTINUED ON PAGE 66

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

# FALL FUN IN ATLANTA

## October 17-20, 2013



### 4 unforgettable days at the Camping World/Good Sam Rally!

The Rally puts the pedal to the metal at one of the fastest tracks on the NASCAR circuit, Atlanta Motor Speedway, October 17 through 20. Get in gear for good times, great friends, warm Southern hospitality and new RVs and RV gear as far as the eye can see—all in the infield of Atlanta's famed 1.54-mile quad-oval track.



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One of the most popular and most recorded singers of the past quarter-century, country superstar **Vince Gill** consistently delivers spellbinding vocal performances with emotionally powerful song writing and world-class guitar-playing.

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## BACK TO BASICS Tire Checklist

Much has been written in magazines, on the Web, and in any number of other sources, about the importance of maintaining proper tire pressure. And rightly so because many tire failures can be attributed to inadequate pressure and/or overloading.

Along with a good grip on tire pressure maintenance, it's important to be reminded of a number of other important items on the tire safety checklist.

### LEVELING

Beyond the underinflation/overloading issue, improper leveling may be the second greatest sin. Tires should be supported uniformly while the coach is parked. If you're using blocks or boards to level the coach, always support both dual tires, not just the outside tires. If any of the tread is unsupported, it can cause internal damage that may not be obvious at the time.



### WEATHERING, CRACKING, CRAZING



Weathering, cracking and crazing tend to appear in tire sidewalls after several years, and they may become a concern. They can be a

spider web of small cracks, or a line of more significant cracks around the circumference of the tire. How much is too much? Michelin as well as Goodyear recommend replacement if the cracks are more than  $\frac{2}{32}$ -inch deep, especially if tire cord is showing.

### TREAD WEAR LIMITS

Tread wear limits: Tire guides published by Goodyear and Michelin agree that tires should be replaced when the tread is worn down to  $\frac{2}{32}$ -inch. The most accurate way to measure is with a tread depth gauge, available at Napa and other auto parts stores. Goodyear also notes that federal regulations require replacement of front tires on vehicles with front gross axle weight ratings of more than 10,000 pounds when tread is worn to  $\frac{4}{32}$ -inch.



### TIRE AGE

Age may be an issue with motorhome tires even if they are not worn out or cracked. Michelin states that service-related issues such as tread wear may prompt replacement as tires age, but that they should be replaced regardless of such issues if they're older

than 10 years. Goodyear chooses not to state a specific replacement date, recommending instead to base replacement on service issues and to arrange for a Goodyear



dealer inspection when appropriate. In lieu of specific recommendations of individual tire manufacturers, the generally accepted time-out factor for tires is seven years. How to determine age? Check the DOT number on the tire sidewall; the last three or four numbers in the series will be the week and year of production, i.e., 1011 translates to the 10<sup>th</sup> month of 2011. Although it's unusual, a new motorhome may be fitted with tires that are a year or more old, so age of the coach cannot be relied upon to indicate tire age.

### INSPECTION

Damage is always a possibility, and tires should be closely inspected at frequent intervals for bulges, cuts, nails or screws lodged in the tread, anything lodged between dual tires and other irregularities. Tire damage may not show up immediately after an incident, such as running over a large piece of debris. Damage to the tire carcass may show up later. All tires should be checked, especially inside duals.

### ALIGNMENT

If front wheel alignment is out of spec, accelerated tire wear will ensue, and it's best to catch that early. Measure tread depth across the tire to determine uneven wear patterns. Balance wheels when new, and as needed afterward if vibration occurs — or any time a tire has been dismantled.

### CLEANING

Tires contain protectants that gradually work their way to surface while they're rolling; harsh cleansers should not be used. A mild soap/water wash is suitable. Protectants that contain petroleum distillates can be harmful.

### ETC.

Steel valve stem caps should be used. Rotate tires if uneven wear is detected (check tire manufacturer's RV tire guide for rotation diagram).

### RESOURCES

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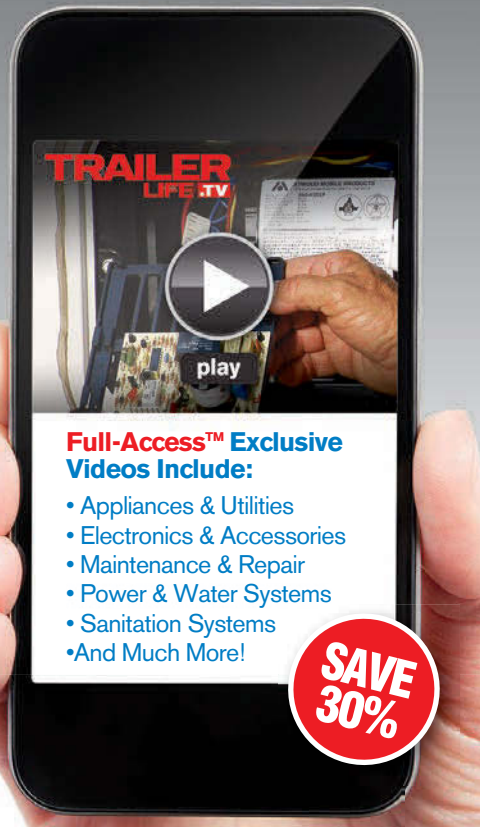
\*\*Rates and terms may vary with market conditions and are subject to change without notice. APRs noted above are available only for consumer transaction applications submitted by October 31, 2013. APR is valid for 30 days from date of loan approval. For a refinance request, RV must be 2003 model year or newer. For a purchase request, RV must be 2005 model year or newer. Maximum loan to value is determined by the following: credit score and model year, with collateral value being established per NADA Used Wholesale Base Trade-in value. Maximum loan term may vary based on model year, loan amount, loan type and lender guidelines. Information is accurate as of July 19, 2013. This offer is not available to applicants who use their RV as a principal dwelling (Full-Timer), visit website for Full-Timer rates and terms. Financing provided through Good Sam Finance Center.

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## VALVE STEM EXTENDERS

We recently bought a 2013 Winnebago Itasca Suncruiser. I am very conscientious about maintaining proper air pressure in my tires, so when I got it home I decided to check them. To my amazement, there were no valve extensions on the front tires or the rear inside duals. When I called the service rep at the dealership, he said neither Ford nor their dealership put extensions on motorhome tires. The reason, he said, was that too often the extenders come loose, causing the tire to slowly go flat, often ruining the tire and rim. I asked him how I was supposed to check the pressure and add air. His answer was to take it to a tire shop and have them take the outside dual off and check the inside dual pressure. When I told him that was probably going to cost me \$50-plus every time I took the coach out he just shrugged. Was he correct about the extenders coming loose frequently, or did Winnebago/Ford just decide to go cheap on tire safety? If I shouldn't put extenders on, do you have any other less expensive alternatives?

**CLIFF STICE | KENNEWICK, WASH.**

*Valve extenders do make checking tire pressures much easier. However they definitely have been known to leak. You can buy a dual-foot tire gauge that can reach inside to the inner dual. If you do decide to use extenders, I suggest you check pressure often. You can also install a tire pressure monitoring system, which would be even better.*

## REMOVING FRONT END MASKS

I have a 2002 Holiday Rambler Endeavor. A clear plastic or acrylic mask covers the front, and it has become cracked and black in a spider web pattern. I do most of my own maintenance. Is there a DIY kit available to replace it? If not, are there instructions to aid in its removal?

**ROGER WHITEHEAD | GRAYSON, KY.**

*There is a product that should help a lot: Vinyl-Off. It's available in 8-ounce, quart and gallon containers from CrystalTek, [www.crystaltek.us.com](http://www.crystaltek.us.com), 866-485-5202.*

## DEAD BATTERIES

We have a new 2013 Fleetwood Bounder

Classic. The problem is the batteries keep going dead. I have taken it back to the dealer and they replace some batteries and I still have the same problem. I would like to know if anyone knows why the batteries keep going dead. After a week of sitting it won't start and needs to be jumped.

**ED JOHNSON  
FORT WORTH, TEXAS**

*There are many items that could be drawing current when it is off. Any good RV shop should be able to diagnose this. You might need to go to another dealer. It should be covered under warranty. They can measure current coming from a battery with an ammeter and disconnect fuses one at a time until the draw is found. I suggest you install a battery disconnect. You can get a manual one for just a few dollars, or invest more for a convenient remote disconnect.*

## SERVICE BEFORE HITTING THE ROAD

I own a 2010 Fleetwood Discovery with only 2,000 miles on it. I have been traveling outside the country for the past three years, so the coach sits a lot. I do start the engine about every two months for 30 minutes and did have the oil changed recently. Also, the tires are covered and up on wood planks, electrical power has constantly been applied and I have treated the diesel in the tanks twice. I live in it about two weeks every other month, so appliances and slides do get used.

I will be taking the coach out this fall and am worried about any issues I might have with the engine/transmission. What kind of maintenance should I put it in the shop for, and is it safe to drive it 100 miles or so to a shop to be serviced?

**LEONARD HOLSTIN | VIA EMAIL**

*You should give it a thorough looking over top to bottom and check all fluids and tire pressure before driving. Check the batteries and their connections. Make sure the brakes are free and inspect the tires for sidewall cracks. It's bad to leave them in one place without moving.*

## FUEL GAUGE FOIBLES?

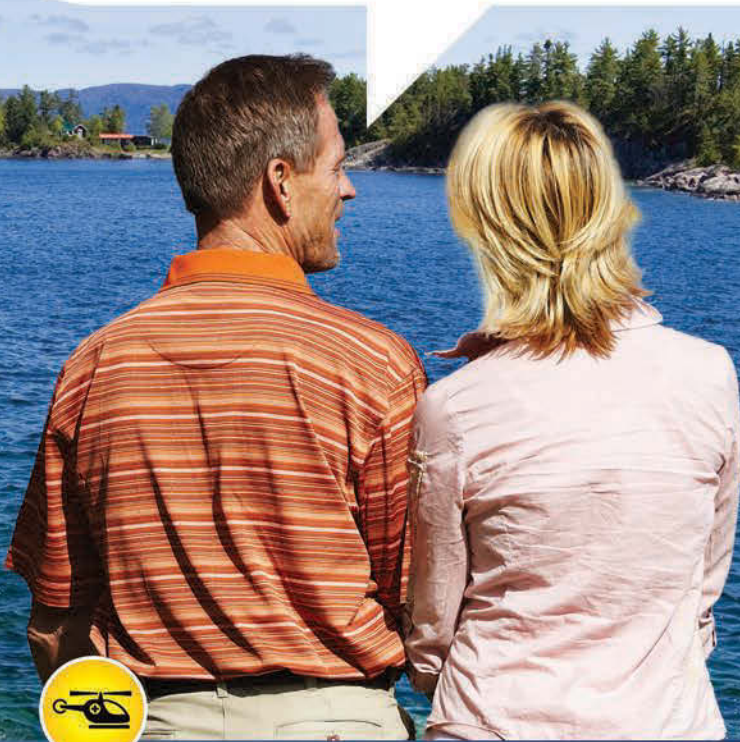
The fuel gauge on my 1997 Winnebago Class A on a Ford chassis doesn't work.

CONTINUED ON PAGE 69

# Emergency Medical and Travel Assistance

## *Once Upon a Time...*

My wife Nancy and I were half way through our 1,200 mile journey to visit our son for the holidays when we got in an accident in our Motorhome. A large tractor trailer cut us off. We tried to brake but didn't have enough time and crashed right into it. I suffered just a few bumps and bruises, but Nancy needed surgery on her leg. We were told by the doctors at the small hospital we were taken to that she needed to be transferred to another hospital with the specialist she needed. I was worried and didn't know where to begin - we were so far from home! I called my son to explain the situation and see if he could help when he reminded me of my Good Sam TravelAssist membership. With just one call Good Sam TravelAssist quickly located a hospital capable of helping my wife. And they arranged - and paid for - a medical evacuation to that hospital. After a successful operation and a few repairs to our RV we made it to see our family - but not without Good Sam TravelAssist! *Happily Ever After.*



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I am the third owner of this motorhome. The second owner said it never worked for him, so he just kept track of mileage, but that is a pain and not reliable. He did say that once while on vacation it worked for a day then stopped again. Do you have any advice?

**FREDERICK SMITH**  
FARMINGTON, MAINE

*The fuel gauge system is relatively simple. There's a float unit in the gas tank that operates a variable resistor. The dash gauge (which is actually a voltmeter) is supplied with voltage from an in-dash gauge regulator and uses the sending unit as its ground. Usually the problem lies with faulty connections, a bad regulator or a defective float unit. Checking for 12 volts at the gauge and grounding the wire going to the sending unit will help diagnose the problem. Ford dealers and many other shops have special gauge testers that make diagnosis even easier.*

### CHANGING THE FUEL PUMP

I have a problem with my 1997 Winnebago Adventurer — it won't start unless I use starting fluid. Once it warms up, it starts fine. I checked the fuel pressure and it was only 10 PSI. I replaced the mass air-flow (MAF) sensor and the fuel regulator, so it must be the fuel pump. I am wondering what is the easiest way to get at it. Can I cut a hole in the floor to access the fuel pump without dropping the fuel tank? I put a fuel pump in a Chevy Suburban this way, but it was only a 40-gallon tank. The coach tank is 80 gallons and heavy, so I am looking for a shortcut. I also don't know where on the tank the fuel pump is located. Is there a schematic anywhere that I could see?

**DENNY TOSKAS**  
EAST BETHEL, MINN.

*When testing fuel pressure, you could have verified it was the fuel pump by pinching off the fuel return hose coming from the fuel pressure regulator. If the pressure didn't increase, the pump would be weak. The MAF sensor does not control fuel line pressure.*

*I wouldn't recommend cutting through the floor when the tank is in place; you might puncture it and cause*

*a fire. Drop the tank when it's almost empty. Siphon (using a hand-pump siphon designed for gasoline, do not suck on a hose) the fuel out as necessary, put it into gasoline cans and/or pour it into other vehicles. Once the tank is empty, support it with a large floor jack or transmission jack, etc., with a piece of wood on it to protect the tank. Have a couple of helpers handle the tank as it's lowered.*

### INTERMITTENT AIR BRAKE ALARMS TIP

This is in reference to the August letter "Intermittent Air Brake Alarms" from Jeff Roche. I have the same motorhome (2008 Gulf Stream Tourmaster) with the same problems. The fix for me was tie-wrap the harness up at each gauge so the weight of the hanging harness does not pull on the terminals. I hope this helps Roche.

**AL KATZMAN** | VIA EMAIL

*Thanks for writing and sharing your fix, Al. This could help others.*

### CRUISE CONTROL CONSTERNATION

I own a 1996 Four Winds Class C 30-foot motorhome with a Ford V-10 engine. I've been having trouble with the cruise control not coming on or dropping out. When it drops out, I hit the resume button and sometimes it will start again. At times the cruise will come on when I first press the button, other times I'll have to be driving for 30 or more minutes before it will start. There are no indicator lights to alert me when it's on or engaged. I took the coach to a Ford dealer that told me they don't work on vehicles of this size, and I've had it to garages that do work on motorhomes, but they can't find anything wrong because the problem is intermittent. Do you have any suggestions?

**TERRY FREED**  
ALBURTIS, PA.

*I've seen a number of these Fords where the brakelight switch is out of adjustment or sticks on, which causes the cruise control to cancel when you hit bumps, etc. Check this and I think you'll be back cruising in comfort. ♦*

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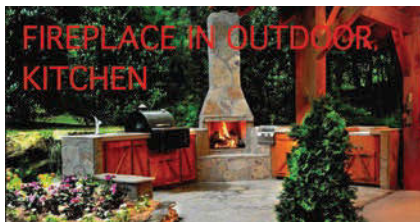
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**HOW TO PLACE AN AD:** Submit ad copy by mail, email or fax. Please include your name, address and phone number. **Mail:** Send with payment (check; money order; VISA, MC, Discover or American Express number, signature and expiration date) to: MotorHome Classifieds, Attention: Kathy Schurman, 516 Maple Knoll Way NW, St. Michael, MN 55376.

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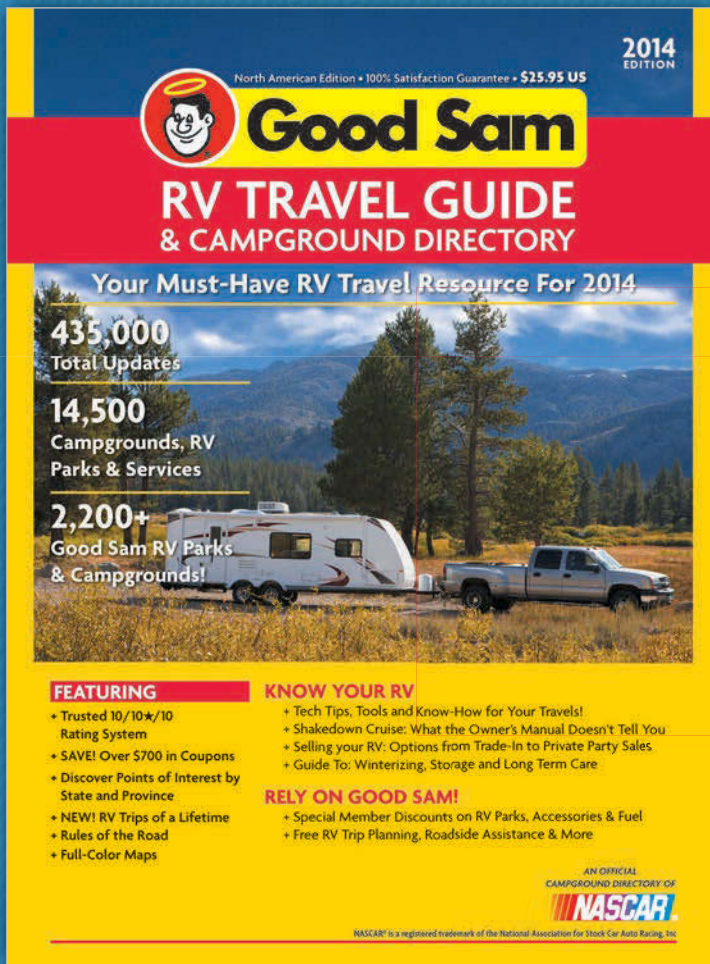
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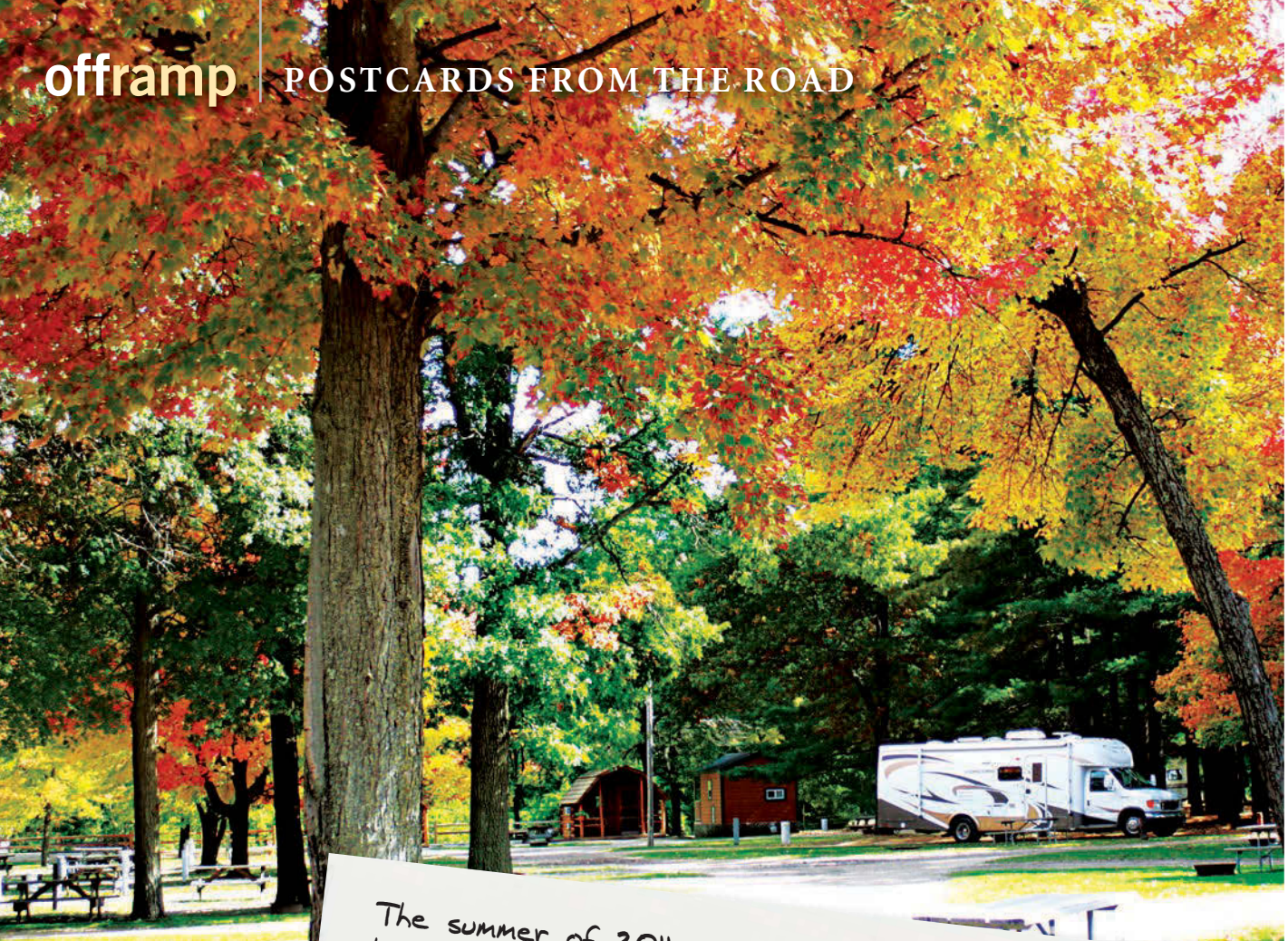
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