

**COMPLETE BUYERS GUIDE! 88 MOTOR HOMES
& HOUSE CARS! PICTURES! PRICES! SPECIFICATIONS!**

MotorHome **Life**

A TRAILER LIFE SPECIAL PUBLICATION / SPRING-SUMMER 1968 / \$1.00



WHERE TO BUY

WHERE TO RENT





Introducing the Great Indoors

We believe that the Great Outdoors should stay outdoors. That's why we created the Great Indoors.

The Great Indoors of the Dodge Motor Home is built from the ground up to give you the best of both worlds. You can get as far away from it all as you want. But still enjoy all the comforts of home.

And we do mean all. There's a spacious double bed in back. (With the bunk beds up front you can

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The Great Indoors comes in two sizes: 27' and 21'. They're both built by the world's largest manufacturer of motor homes. For a close-up see your Dodge dealer or send for our full-color brochure. Just complete the coupon below.



TRAVCO CORPORATION Brown City, Michigan 48416

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All \$7 million jet airliners
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So do most leading recreational vehicle manufacturers



Monogram manufactures all flushing toilets for Boeing 707 and Douglas DC8's

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CORLON COMMOMODES

THE FINEST IN
PORTABLE
SANITATION...!

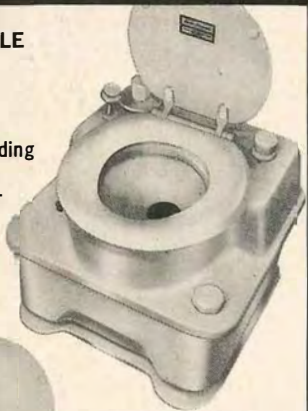
Corlon quality is your assurance of complete travel comfort for your home away from home. Corlon Commodes (with exclusive Chem-67) are designed to provide efficient, trouble free, odor free operation every day you're away. Whether you're buying, building or remodeling, insist on Corlon Commodes; portable or permanent, there's a



model designed for YOUR travel requirement... Thousands of trailers and camper installations have proven the assurance of Corlon quality.

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Truly portable fresh water flushing unit. Extra large holding tank. Easy to service by anyone. Can be permanently installed.



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Dependable, effective flushing toilet with removable container. A cinch to service. Provides ample usage anywhere!

See Your Trailer Dealer Now!

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MotorHome Life

SPRING-SUMMER, 1968

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ON THE COVER: Family gets "away from it all" in a handsome, self-propelled, fully self-contained "Adventure Liner" by Parsons Mobile Products of Parsons, Kansas. (See "Buyers Guide" for complete details) Unit is Chevrolet Step-Van conversion, available only through Chevrolet dealers.

Publisher & Editor/ART ROUSE
Managing Editor/DWIGHT FISKE
Associate Editor/ALICE ROBISON
Advertising Director/DENIS ROUSE
Marketing/HARRY SLEIGHT
Advertising Sales/RICHARD ROUSE
Midwest Advertising Manager/
NORMAN SARLES
Circulation/JOYCE WHITEMAN
Production/LESLIE KRIEGER

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CHICAGO: 670 North Michigan Avenue, Chicago, Illinois 60611 • (312) 787-8576
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NEW 1968 21' Mobilodge MOTORHOME

New low-profile styling! Chinook designers have given the '68 Mobilodge a brand new low-profile look on the outside without giving up an inch of inside roominess. The new, lower silhouette improves appearance and road-holding stability. No square, boxy look. Chinook's advanced aluminum/fiberglass body is designed for safe, smooth travel at legal highway speeds. Equipped to meet the most rigid safety and code requirements.

New luxury features inside! Available in a choice of excitingly new decorator-designed interiors. New color-coordinated fabrics and materials. New luxurious carpeting throughout. New eye-level, built-in oven. Many more deluxe features costing extra on other motorhomes are standard equipment on the Mobilodge.

Completely self-contained for "at home" comfort anywhere. Even far from civilization, everything you need for travel living is conveniently available in the '68 Chinook Mobilodge. Fully equipped kitchen. Shower and toilet. Forced air wall furnace. Electric lights. Hot water. Comfortable beds for up to 6. Eating space for as many as 8. Air conditioner and 110V power plant optional.

Easy to drive and park. Power steering, power brakes, automatic transmission and a powerful Premium V8 engine are standard equipment on the special Dodge chassis. You can cruise at legal highway speeds with power to spare for hills and passing. Compact 21' length makes the Mobilodge easy to handle in traffic and easy to park. See your Dodge dealer or Chinook Mobilodge dealer.

BACKED BY 33 YEARS OF PRODUCTION EXPERIENCE

For Free Brochure, write: Dept. MH, MAIR & SON, INC., 3509 Main Street, Yakima, Washington 98903

Please Tell Them You Saw It In Motorhome Life

Beechwood ...the Class of 1968!



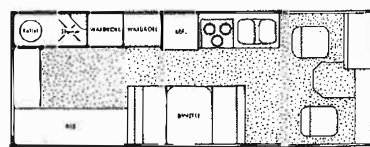
Beechwood
Vacationer

No. 1 in Livability
No. 1 in Performance
No. 1 in Price/Quality

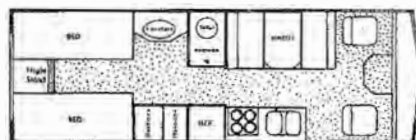
Beechwood is truly "The Class" of the motorhomes in 1968. No other motorhome can match Beechwood's credentials at Beechwood's price.

The Beechwood family includes a model just right for your family's needs and pocketbook. The very economical Beechwood Vacationer is designed for family fun and recreation. Carefree outings are always just a turn of the key away. The luxurious Beechwood Imperial, available in models up to 24 feet, is truly the finest motorhome available at any price.

Floorplans — A host of exciting floorplans await your inspection. Beechwood's spacious floorplans provide plenty of room to move about. This has prompted many to say Beechwood seems as spacious as coaches half again as long. Standard conveniences and appliances abound

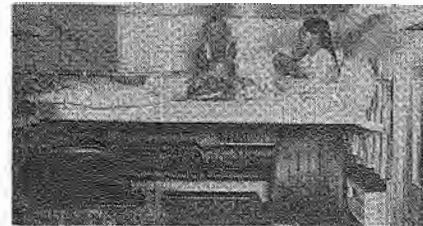


↑ 20 FT. VACATIONER
24 FT. IMPERIAL ↓



making each Beechwood completely self-contained. The following outstanding features have allowed Beechwood to maintain its position as No. 1 in livability.

"Swinger Bed" — Exclusively Beechwood... the "Swinger Bed" converts the driver's area into a spacious bed by night... instantly. This sleeping innovation is optional.



Imperial

Driver's Area — The driver's area is plush but more important it's functional. Contour bucket seats, power steering, automatic transmission, power brakes and tinted windshield make driving a pleasure.



Beechwood Imperial

Princess Lavatory — Beechwood's spacious Princess Lavatory, made with the lady in mind is the largest, most beautifully appointed lavatory in any 22 ft. or 24 ft. motorhome. In a Beechwood Imperial it's standard equipment.

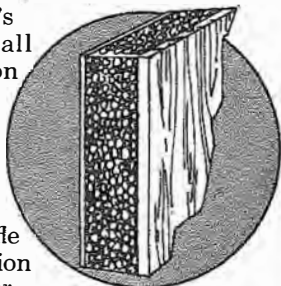


Princess Lavatory and Oversized Bed in Imperial

Oversized Double Bed — King-sized sleeping comfort is standard equipment in Beechwood. Beechwood's permanent 54" bed is the largest in the industry. In a Beechwood sleeping is a pleasure not a task involving construction of your bed.

Construction — All Beechwood's coaches are built to a standard more stringent than the exacting California Housing Code assuring superior construction and engineering.

Thermal Wall Construction — Beechwood's Thermal Wall Construction consists of finished oak panel plywood, 1 1/2" poly styrene waffle core insulation and an outer sheath of prefinished aluminum bonded together by a high pressure roller press. This lightweight, superior strength construction has proven itself in both tropic and frigid climates.



Price/Quality Leader — Beechwood's continuing technological and engineering innovations in the product and assemblyline has allowed Beechwood to maintain its coveted position as price/quality leader.

In more meaningful terms this means Beechwood offers the most livable motorhome with the most standard conveniences and finest quality construction for less money than anyone else in the industry... and we invite you to shop to bear us out on this.

See America's No. 1 motorhome at your nearest Beechwood Dealer and go with the Class of '68, Beechwood.

Write for a free brochure and the name of your nearest dealer.



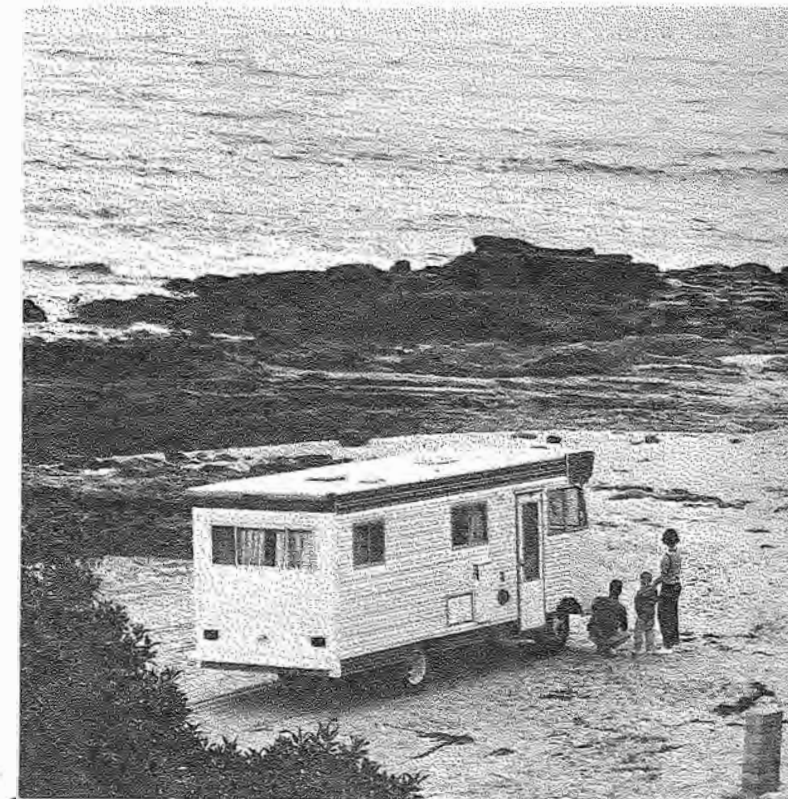
Hemet, California/P.O. Box 1467
Phone: (714) 658-4461
Elkhart, Indiana/P.O. Box 1106
Phone: (219) 264-1132

No matter how far you go...

You're always at home in an Islander!

Going places is more fun in an Islander because whenever you reach a spot you like, you're home. Every Islander motorhome is totally self-contained for luxurious living anytime, anywhere. Send for our new color literature and you'll see what we mean.

ISLANDER MOTORHOME CORP.



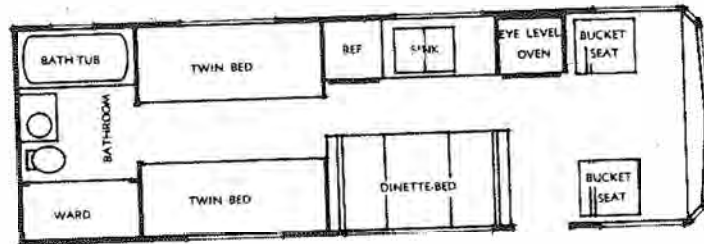
Islander Motorhome Corp., 802 E. Washington
Santa Ana, Calif. 92701
Please send complete information on the Islander Motorhome and the name of my nearest dealer.

Name _____
Address _____
City _____ Phone _____
State _____ Zip _____

Voyager

SETS THE PACE . . .

with a new standard
of quality and design
in MOTORHOMES



From 18 foot to 24 foot models, featuring unusual new concepts of convenience and luxury . . . elegant decor . . . and handsome exterior lines. These are units that are fun to drive . . . practical to live in . . . a pleasure to own! Young families, middle families and retired

couples are enjoying new recreation, sports and travel opportunities in Voyager Motorhomes . . . so easy to "pick up and go" on a moment's notice . . . so easy to park . . . COMPLETELY SELF-CONTAINED, with all the comforts of home. Investigate! Check and compare prices! Look

over the various models and have a dealer demonstration. Woods Voyagers are competitive with any other make. You'll discover extra value features in the Voyager . . . features that add up to sound value and endless hours of leisure time fun.

Some Voyager FEATURES:

3 MODELS — 18', 22', 24' long.

RUGGED CHASSIS — Powerful V-8, Dodge, Chevy or GMC. Dual wheels, 6-ply tires, power steering and brakes; Heavy duty equipment for safety and long life.

SIMPLE TO DRIVE AND PARK — Automatic transmissions, (easy for the ladies, too) Parks like your automobile.

HANDSOME! — Pleasing exterior lines; color-coordinated decor;

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EASY TO MAINTAIN — Vinyl clad hardwood walls and cabinets; Herculon carpet wall-to-wall; foam upholstery, covered with heavy Vinyl and Nylon fabric.

FULL BATHS, SEPARATE SHOWERS — You can bathe and make-up in comfort. Flush toilet. Lots of hot water.

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frigerator; double porcelain sink; large Formica counter.

SNUG BEDROOMS—Choice of beds and bunks — king size, twin, etc. Accordion door for privacy.

3-WAY FRONT UNIT — Easily convertible from bed to dinette to wide front seat. Pioneered by Voyager designers; Gives much more usable space.

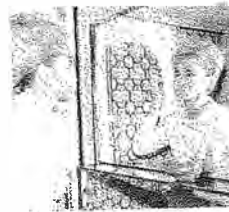
SELF-CONTAINED — Use park hook-ups or be independent. Voyagers have large water and holding tanks; 110 volt electricity with automatic 12 volt converter.



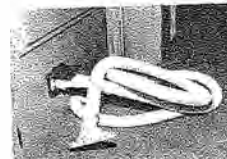
EYE-LEVEL OVEN with see-thru glass door, makes cooking a pleasure.*



8-TRACK STEREO or AM/FM radio — gives wonderful sound.*



SMARTLY STYLED, roomy bathrooms, with tub, shower, putman lavatory, in the 24' model.



BUILT-IN VACUUM cleaning system, 12 volt. Just attach the hose.*

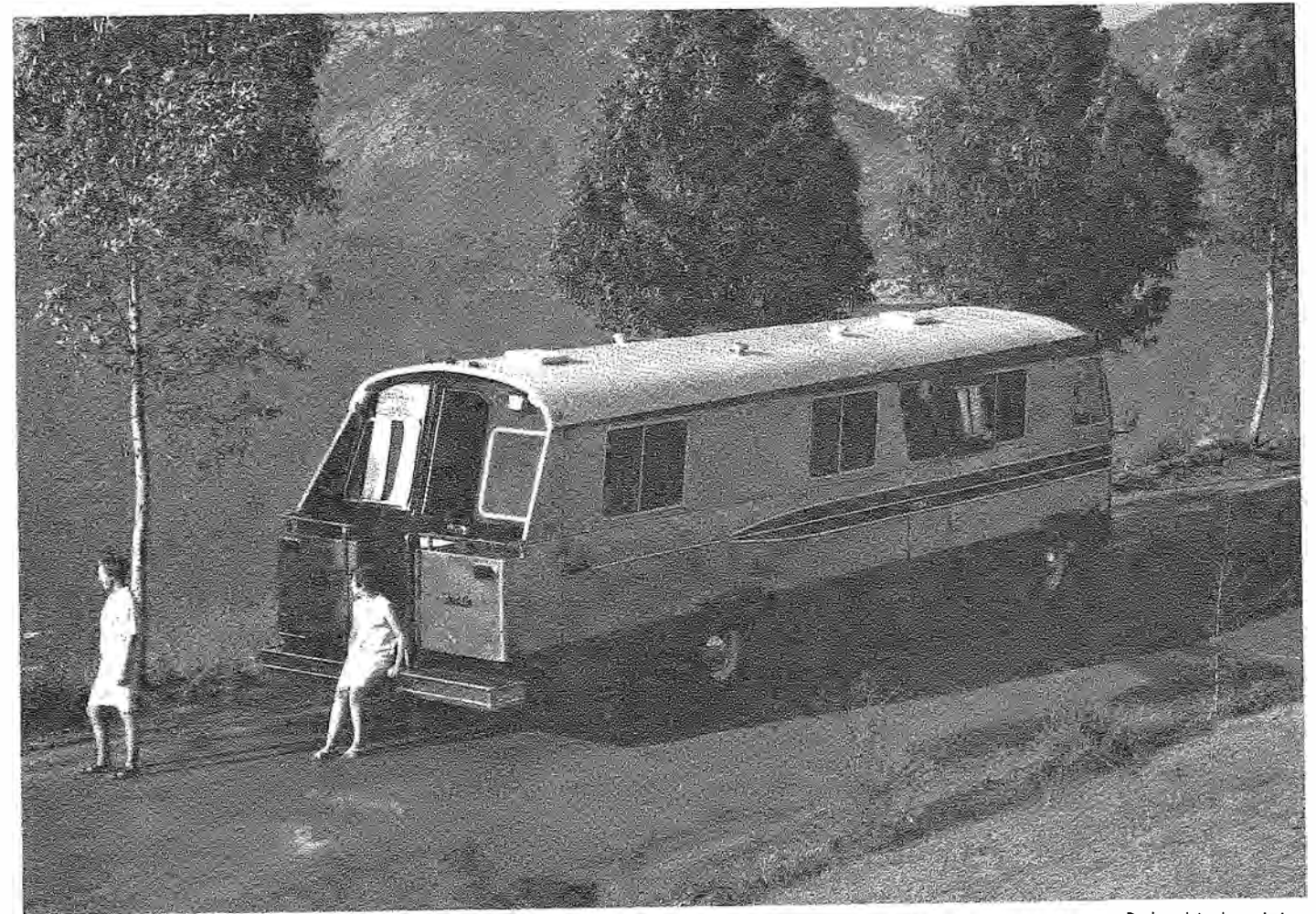
Voyager 

by
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INC.

10752 Gardena Ave.
Loma Linda, Calif. 92354
Phone (714) 796-0082

DEALER INQUIRIES INVITED

Please Tell Them You Saw It In Motorhome Life



Designed by Larry Imig

After the Travel Car Bonanza, There Is Nothing!

After you see this one, you'll agree that this is truly the last word in motorhome luxury. Basic retail price is under \$20,000.00 — and there's nothing else like it on the market at twice the price! Your choice of GMC or Chevrolet 14,000 lb. GVW chassis, with brand new 1968 327, 351, 366, 396, or 427 cu. in. V8 Power (and on up with Allison Transmission). Body is 1½" tubal steel structure covered by one-piece stretch-form steel. Exterior is stainless steel.

One look inside, and you'll never be satisfied with anything else. Natural wood walls and cabinets, tufted leather bucket seats, tub and shower, big twin and double beds, two wardrobes, Magic Chef 4-burner range with oven, broiler and glass door, tufted dinette, Armstrong vinyl floor covering, nylon carpeted cab area and much, much more you've got to see to believe.

DEALERS: This is the one you've been waiting for!

TRAVEL CAR DIVISION OF UNITED BUS SALES

6700 South Garfield Avenue, Bell Gardens, California

SPruce 3-6161

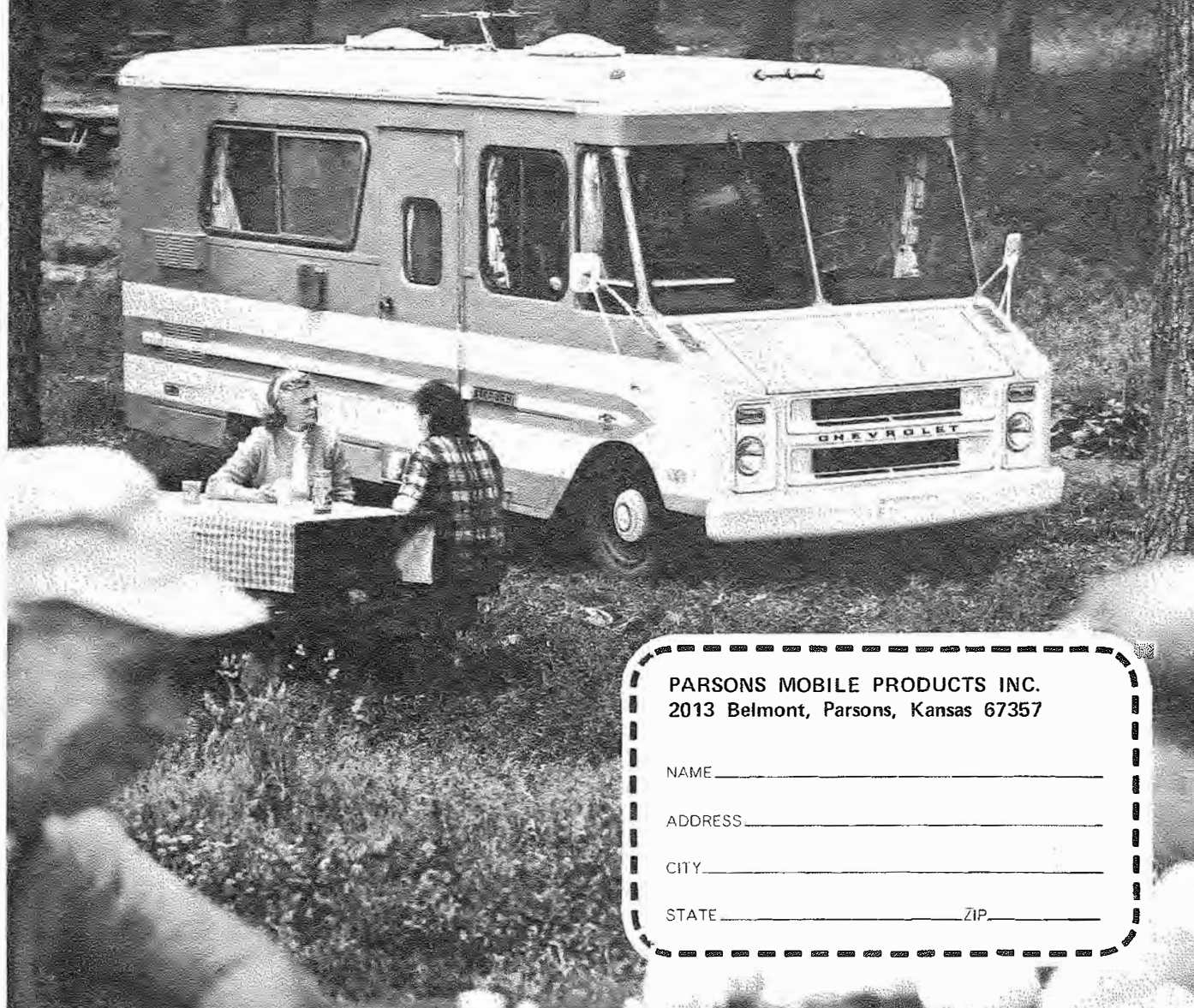
WAlnut 7-1377

Please Tell Them You Saw It In Motorhome Life

MOTORHOME LIFE, Spring-Summer, 1968 9

Adventure Liner

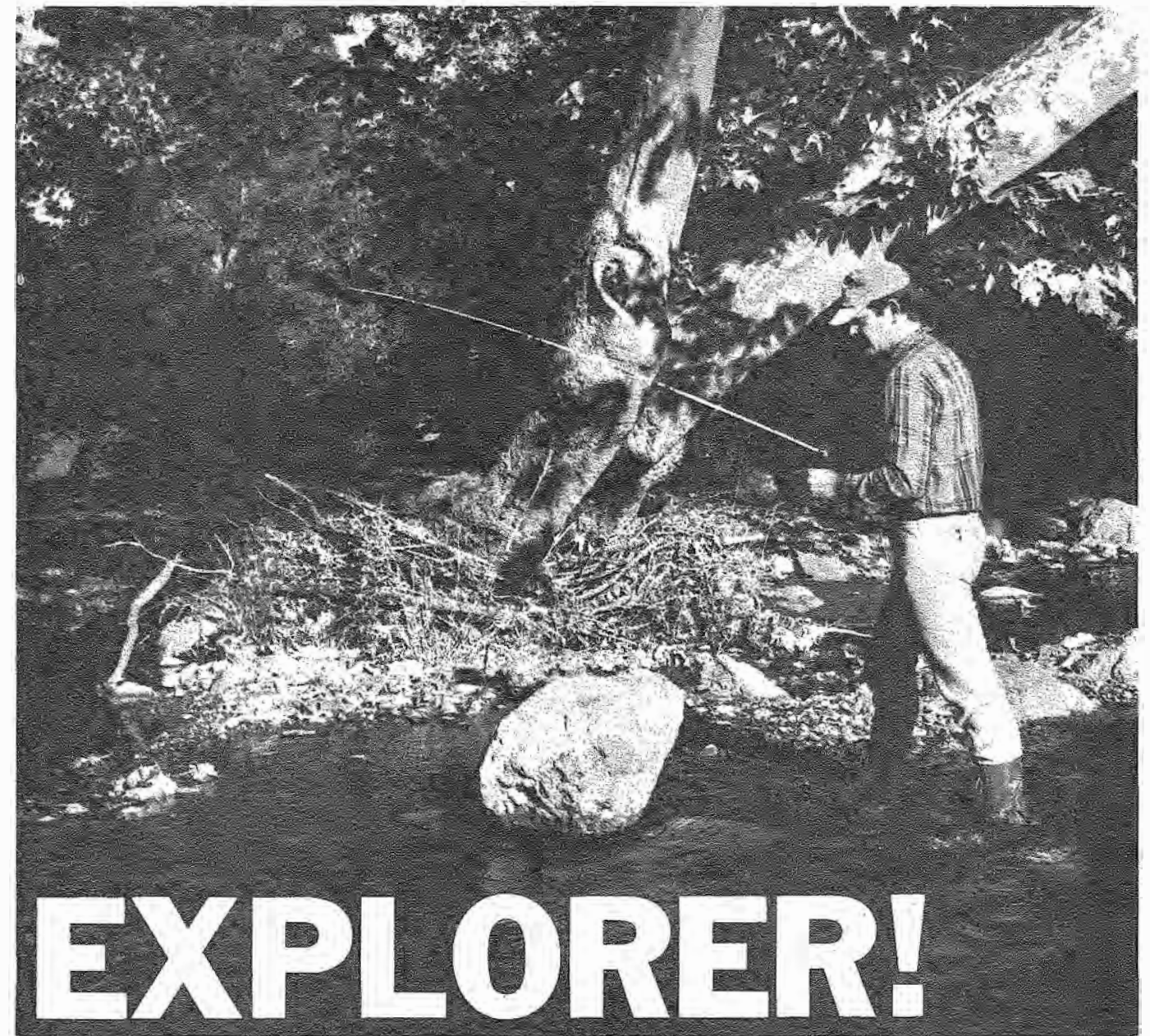
Here's the way to go and take the "rough" out of roughing it. Every modern convenience you're used to goes with you down the turnpike to your favorite spot, or over a rugged trail to a new adventure. Relax in big, comfortable bucket seats, soak up the luxury of wall-to-wall carpeting. It's the homemaker's delight . . . the driver's dream, get away, the "Adventure Liner" way!



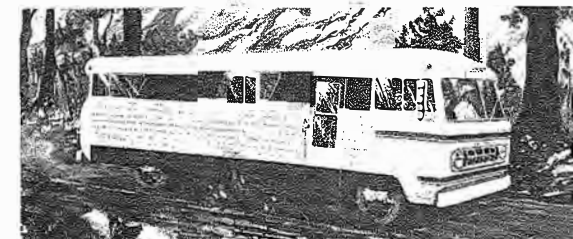
PARSONS MOBILE PRODUCTS INC.
2013 Belmont, Parsons, Kansas 67357

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____

Please Tell Them You Saw It In Motorhome Life



Rainbow trout are leaping just outside your window when you own an Explorer motorhome. Step outside and bag your limit. Now step inside . . . pan fries for breakfast and all the comforts of home! The Explorer motorhome offers you new living ideas and advanced engineering features this industry has never seen before. So, write for literature before you make a buying decision.



4000 Campus Drive
Newport Beach
California
(714) 546-3300

EXPLORER MOTOR HOMES
4000 CAMPUS DRIVE
NEWPORT BEACH, CALIF.

Please send me free information
on the new Explorer Motor Home.

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____

Please Tell Them You Saw It In Motorhome Life

Motorhome Life

Buyer's Guide

Introduction

As we began final assembly for printing of this first Motorhome Buyer's Guide, we stacked up for the first time all our research material that the publishers of *Trailer Life* have obtained straight from the producers themselves. The sheer size of this mass of information, to put it mildly, was astounding.

It was only a couple of years ago that except for one-of-a-kind custom specials, mostly homemade, you could read through the entire roster of production motorhomes and housecars before a 3-minute egg was ready. Travel trailers, campers, and such, growing by leaps and bounds, were more or less taken for granted — but a motorhome was either a rare and luxurious dream, costing virtually your life savings, a crude rough-camping job, or a painfully-constructed conversion special. And seeing one of any kind was a big deal for the kids in the back seat.

But today — would you believe 88 separate motorhomes and housecars profiled in the following pages? And it's still an infant industry, growing like a weed and just getting well launched! Right now it's by far the boomingest part of the whole booming rec rig field.

Having come so far so fast, the sky's the limit for the next few years, and whatever estimates that are now made for the future can't help but come out way short — either in terms of the number of makes to be available, or the number of rigs on the road. Still just a baby, the motorhome and housecar industry will grow up to be a giant adult and no doubt about it — as this first in-depth compilation of production rigs now available will attest.

Where did all this furious activity of the past few years come from? Nobody has the perfect answer to that. Certainly the charm of rolling down the road with the whole family in a single room, with lights on and everything going has hit almost all of us. The ease of driving a single rig with its own engine, the footloose-and-fancy-free style of a compact rolling home for retirees, the take-the-house-with-you possibilities for working weekenders — all of these things have played a crucial role, depending on who you are and what you want from the rig.

Then with the advent of bikes (motorized or otherwise) to hang on the front or rear, one of the last big drawbacks aside from price vanished — with a bike, you could set up shop and not have to move the whole works

every time you needed a quart of milk from down to the campground store.

With all these things going for them, it's no wonder that motorhomes and housecars have been around quite awhile — actually long before the current boom started. Henry Ford converted a Model T, so it's said, into a camper for his personal use many decades ago. A few perfectly restored housecars from as long ago as pre-World War I, some of them looking like nothing so much as an elegant old J. P. Morgan-era Pullman car, now live in some big U.S. collections of old cars — such as that of Bill Harrah at Reno, Nev.

For over 50 years the idea has persisted, and occasionally a real swinger of a rig would make everybody sit up — like the steam housecar of many years ago. But in spite of such rigs turning up year after year, usually in company with beaming owner or builder, housecars were just a tiny trickle until lately.

A lone rig here and there wasn't exactly a sweeping change, and things more or less bumped along — until the electrifying growth of the modern rec vehicle. Then — wow! What began with trailers appearing on the highways by the hundreds as the money, time, and open-spaces urge developed soon moved on to the

truck-mounted camper. For those of us who never could get used to towing, the truck-mount was about the best thing since they put seats in horseless carriages. And from there it was only a short hop from the camper to the motorhome.

At the start, though, the traditional problems were a serious barrier. Mostly this meant the unavoidable stiff price, as the first rigs were almost all land yachts, big, lavish, high class and high cost. Then an unsung genius somewhere, somehow, saw the possibilities in motorhome/housecar mass production. After that rigs costing from \$5,000 to \$10,000, for the first time, were offered on a production basis in quantity — and the field went into high gear.

The trickle has become a flood, to start still another rec rig revolution, and to carry the whole field farther and farther forward. And as far as we know this first Motorhome Buyer's Guide is the only existing picture of the industry — as it is today.

EXPLANATION OF THE BUYER'S GUIDE

In preparing this first Motorhome Buyer's Guide, the publishers of *Trailer Life* spent literally months con-

tacting makers directly and assembling a mountain of information. We tried to cover everything in production in the U.S., including specials such as conversions — which are covered in their own *Special section* following the primary alphabetical listings.

Units are listed by the name, with the name and address of the maker following the rig name, right across the top of each listing. If you are interested in a rig and don't know the location of your nearest dealer, you should write to the maker for the name and address of your nearest dealer — and please tell 'em you saw it in *Motorhome Life!*

Under that is a layout sketch and/or photo, as available, of the rig.

Then on the left side of the page is the *At-A-Glance* list of rig features: number of people (Capacity or "C"), then cost (Base Price or "BP"). Under that is a basic mechanical description (Chassis/Engine or "C/E"), then beneath that to complete the *At-A-Glance* entry, coach special points of interest (Coach Features or "CoF").

The last named "CoF" section includes such things as an air conditioner (A/C), tankage sizes if unusual (such as 20 gal. butane, for example) ultra-special interiors such as extra deluxe interiors or range, etc.

Then besides the "At-A-Glance" list, which is intended to give you a few most basic facts on each rig, the right-hand side of the entry for that rig is a short written *Summary* of the rig, containing all our information and whatever conclusions can be drawn on the rig, based on all available information, first-hand and otherwise.

In case of several different rigs from the same maker, each rig is listed separately — since a Buyer is primarily interested in the different housecars, not in the differences of manufacture or who makes what, as the first point of interest anyway.

And if the same rig comes in different versions, like Economy, Regular, and Super Deluxe, then each of these also is listed separately. Different size rigs (basically the same unit only bigger or smaller) are listed in order with the smallest version first under the alphabetical entry for the name of that rig. The first entry on a rig is complete, but the listings under that for different models show only differences — with the whole story in the first entry on that model. OK?

Now you're all set to dive right in, to the biggest selection and variety of motorhomes and housecars available ever, the first Motorhome Buyer's Guide . . . and here they are!

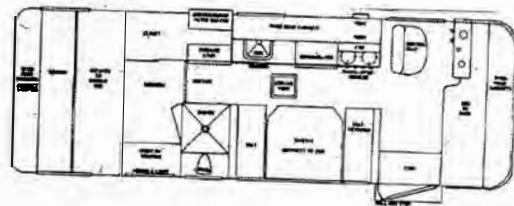
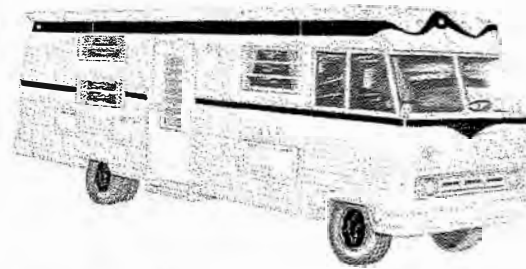
AIR-O-MOTORHOME 18' Model 144
(by K. M. Neufeld Co., Box 458, Mountain Lake, Minn.)



AT A GLANCE:
C: 4
BP: From \$8000
C/E: Ford 137" WB, 300CI 170HP 6, PS, 3-sp. auto. trans., rear duals.
CoF: Dual A/C uses either 110V or 12V thru flipswitch, magnesium/alum. frame and body, awning windows, GW about 6000 lbs., vacuum heating system, urethane insul.

SUMMARY:
Big windows in aluminum natural body complement extra heavy-duty coach insulation make this one a standout in very cold weather. Stock Monomatic, nat. elm paneling, unusual oak cabs., 40 gals. water and holding tanks, help make this an interesting and we think outstandingly good-looking rig.
Maker says available nationally through Ford and rec vehicle dealers. Weight held down by use of space-age metals, so both performance and coach rigidity better than might be expected.

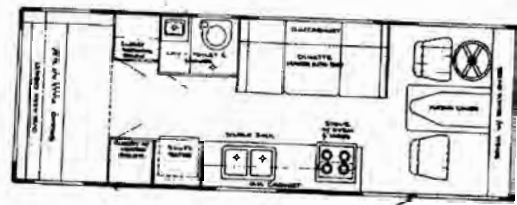
AIR-O-MOTORHOME 24' Model 24



C: 8
C/E: Ford or Dodge 178" WB, 300CI or 318-CI 6 or V8, PB, etc.
CoF: Tub plus shower plus features above.

Plus 18' features, offers thermo-laminated ceiling, embedded steel floor members, shower plus tub and vanity, providing not only 6' more room than the 18' model above but also more features for the larger group expected to inhabit this 24' version. Retains good visibility, metal coachwork, and cold-weather advantages of smaller model.

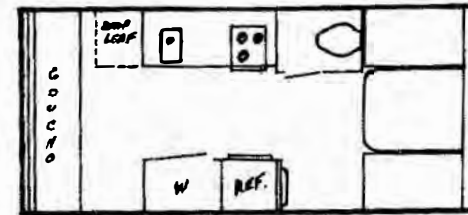
ALLIANCE 22'
(by Alliance Coach, Box 357, Bristol, Indiana 46507 or Box 895, Alliance, Ohio 44601)



AT A GLANCE:
C: 4/6
BP: \$8400
C/E: EHD Dodge 2T chassis, 137" WB, 318-CI 210HP V8, rear duals, 3-sp. cooler, PS, PB, HD rear, auto. trans., HD trans-axle, batt., alternator, shocks, etc.
CoF: Much storage, big wardrobe, antique birch int., built-in 4-burner range, 110V plus separate 12V power systems, big trunk, etc.

SUMMARY:
This extra HD, extra rugged rig provides all the extras and a deluxe color-coordinated series of luxurious interiors and yet is one of the best equipped for extra service on the market, with its very unusual full 2-ton chassis, among the heaviest available in motorhomes at all near this size. Should be an outstanding cold-weather, back-country, off-highway rig but with usual CG and road clearance specs.
With all deluxe features available, the HD chassis makes the Alliance one of the few choices if you want or need a very rugged package.

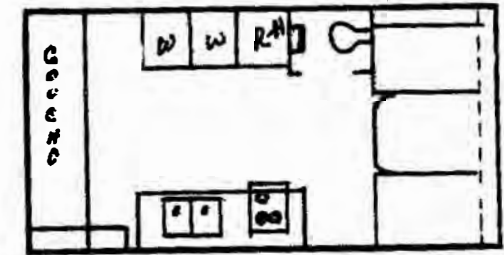
ANDER-ETT 20' Standard Model 180
(by Ander-Ett, Inc., East Tawas, Michigan 48730)



AT A GLANCE:
C: 4/6
BP: Over \$6000
C/E: This maker normally uses Ford 127" WB for this model, but since chassis/engine available thru dealer or from Ander-Ett, virtually any comb. is available that will fit; engine size, PS, PB, auto. trans., etc. optional.
CoF: Converted trailer approx. 15' matched to front-engine cowl chassis (see pic) to remove engine from driver/pass. center. Self-cont., 110V/12V/LP gas lights system, 13,000 BTU furnace, 2 LP gas bottles. Conv. guacho stock.

SUMMARY:
While the Ander-Ett rigs are definitely unusual they are not conversions or one-of-a-kinds, and aside from a novel approach to construction and some unusual features, are qualified for inclusion in this section of the Buyer's Guide rather than the following Special Category.
Ander-Ett obtains chassis/engine for you (normally Ford) equipped as desired, or the C/E may be ordered through a dealership. A trailer body is then adapted, thru careful cowl matching, to the engine-forward body (rather than the cab-over chassis often used). The result gets engine/trans. out of your way, with its fumes, maintenance and accessibility considerations, etc., but adds length to the rig.
Because of Ander-Ett's flexible modus operandi and unusual construction approach you get a wide choice of rigs and chassis, a chance to participate in the basics, and a finished rig that's different.

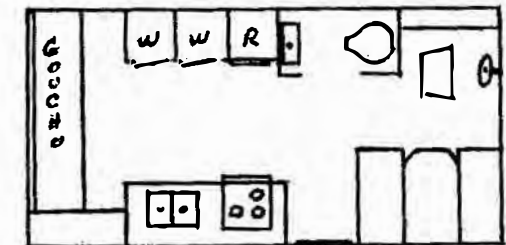
ANDER-ETT 25' Standard Model 210



AT A GLANCE:
Ander-Ett 25' Standard Model 210
C: 4/6
BP: Approx. \$6500
C/E: (if Ford used) 157" WB, rear duals, GVW approx. 6800.
CoF: Coach is about 18' long which allows more space plus room to take optional bigger reefer, A/C, heater. Normally 4-sleeper, 6 optional with folding bunk, 3" foam matts. Instant water heater, 17,000 BTU furnace, 5" cushions.

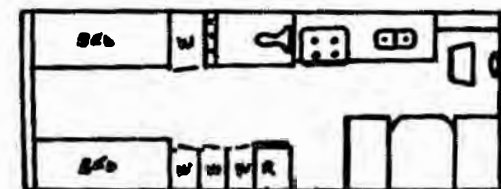
This mid-sized Ander-Ett, intended for the biggest group in the middle who want more than a sports weekender but less than a permanent living land yacht, is also a converted trailer with a few extra ft. to take a much greater list of options, appliances, accessories than the smaller rig, although the number it will sleep remains about the same. Again flexible arrangements on obtaining chassis plus the front-mounted engine away from the driver/pass. area.

ANDER-ETT 25' Optional Model 210



The 210 described above but with larger reefer, floor-ducted heat, A/C, slightly different floor plan to accommodate additional equipment.

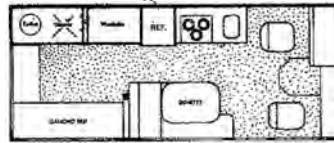
ANDER-ETT 29' Model 250



AT A GLANCE:
C: 4/6/8
BP: Not available.
C/E: (If Ford) 199" WB, rear duals, GVW approx. 8100, engine size, auto. trans., PS, PB, etc., optional.
CoF: Room for optional rear or side dinette, twins, 20,000 BTU floor ducted heater stock, big reefer, A/C, optional in converted trailer coach about 23' long.

Top of Ander-Ett line, with four wardrobes, front pass. side dinette optional, rear longitudinal twins if desired, etc. Seems more like self-propelled trailer than housecar due to in-front engine, rear quiet, stability. Driving similar to in-front engine type bus.

BEECHWOOD 18' 18' Vacationer
(by Beechwood Industries, Box 1467, Hemet, California, and Box 1106, Elkhart, Indiana)



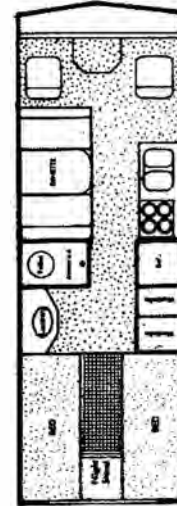
AT A GLANCE:

C: 4
BP: \$5995
C/E: Chev 137" WB, 300CI 170HP 6, or Dodge 137" WB, 210HP V8
CoF: Built to Cal. Housing Code, swivel front bucket seats, oversize rear double bed 48"x78".

SUMMARY:

Smallest current economy model of wide, well-engineered, safety-conscious line, dependable and responsibly built. Good value, standard components, pleasant and sound but not lavish. Many options/extras available. Reliable unit for basic, short-term use, such as weekend camping. New model.

BEECHWOOD IMPERIAL 22' OR 24'



C: 4/6
BP: 22'—\$8545
24'—\$9145

CoF: Finest materials, all Beechwood features, color, appliance, drape choices inside and out.

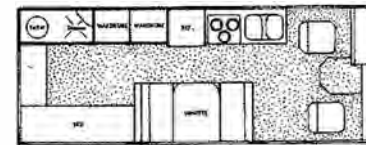
Luxury versions in several sizes, generally resembling Vacationer above but utilizing more expensive components in coach and chassis. More costly, comfortable, elegant version of a major U.S. unit, suitable for longer usage. Large dealer network, more readily available service, generally standard components.

Dependability, solidity, cross-wise double bed in 22 or twins in 24. A safe rig, as a purchase, road vehicle, or home.

BEECHWOOD 20' 20' Vacationer

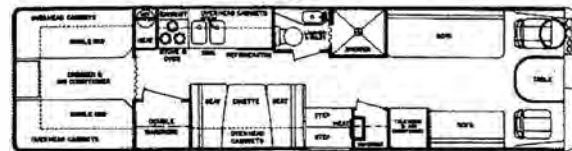
BP: \$7895

Basically same as above but more storage, second wardrobe, bigger dinette, larger beds, more interior space, double sink.



BLUE BIRD WANDERLODGE 31'

(by Blue Bird School Bus Co., Fort Valley, Georgia)



AT A GLANCE:

C: 6 (as tested)
BP: (as tested) \$26,509
C/E: Special 179" WB, several engine/trans. options. Unit steel-rib body construction, high stiffness, rigidity, safety, same as used in Blue Bird Busses.
CoF: Ext. storage holds folding chairs, optional rear ladder, roof rack, built-in 5 KW power gen., ultra-high quality int., layout for 3 separate rooms, full length piano-hinge doors, completely equipped, long list choices/options.

SUMMARY:

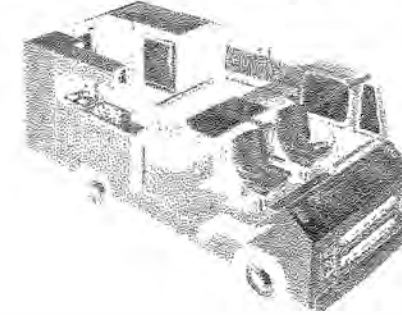
Wanderlodge is among few luxury class rigs on market made up from proven tough chassis, in this case school bus.

Int. level of finish, hardware, very high but as would be expected. Very long option list includes many C/E mechanical choices. Rig has both butane and very big power gen. but intended to depend mostly on power gen. for juice.

A landmark Motorhome, one of very few at the very top in price, luxury, class and quality.

CHEVROLET BY PHOENIX

(Step Van Conversion)
(by Heckaman Manufacturing, Inc. Phoenix division, Box 32, Nappanee, Indiana 46550)



AT A GLANCE:

C: 4
BP: \$7900 - \$8950
C/E: Chev. Step Van chassis, 6-cylinder or V8, HD Turbohydramatic trans., PB, PS, rear duals, HD batt., alt'n'r, etc.
CoF: Rear door stock plus pass. side door, custom front bucket seats, gaslight, 2 20lb. butane tank, 5" foam cushions, TV tray, AM-FM ant'n'a, etc.

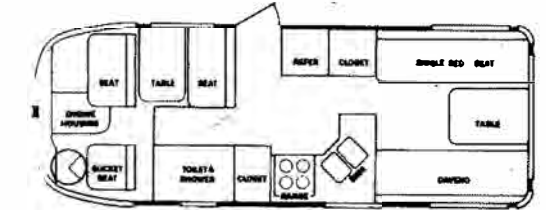
SUMMARY:

Phoenix provides the advantages of more room and equipment space than many of the van conversions available and yet fits easily into standard parking spaces, does not require a mechanical engineer to drive, plus yielding much more economy than the big fellas. This one could be classed as an intermediate size, with many advantages of both smaller and larger rigs plus the advantage of a pre-engineered body.

Phoenix, just at presstime, also announced a large motorhome with optional Dodge, International, Ford or GM chassis/engine bottom carrying a super deluxe, ultra elegant Phoenix int. Price will be around the \$10,900.00 class.

CHINOOK 21' MOBILODGE Model 2168

(by Mair & Son., Inc., 3509 Main St., Yakima, Wash. 98903) 98903)



AT A GLANCE:

C: 5/7
BP: \$10,200
CoF: 3 new floor plans, with choices overhead bunks, chest of drawers, twin beds, etc., with swivel front pass. seat available in one plan.

Chinook's newest and most flexible model, designed to sleep up to 7 and feed up to 8. New extra lavish ints., 3 floor plans built around passenger capacity desired, luxury carpet, eye-level oven stock, many other features often listed as extras. Optional A/C, power gen.

Wraparound rear panoramic window, distinctive front improved but generally similar to previous models. Lighter and more rigid than many competitive makes, making for easier and more responsive driving. An appealing and generally trouble-free package from any viewpoint.

CLARK CORTEZ Model 122

(by Clark Cortez Division, Clark Equipment Co., Battle Creek, Michigan 49016)



AT A GLANCE:

C: 2
BP: \$11,250
C/E: Chrysler Corp. HB-225 6 in Clark-designed chassis, coach. 4-spd. man. trans. Many handling extras as stock.
CoF: Unusually compact unit body; driving ease but engine power merely adequate. Lavish decorated interior, 3 doors, beautiful int. hardware bath, kitchen.

SUMMARY:

Among best-known motorhome units on the road, the Clark Cortez is a specialized and ultra-luxurious unit that has won awards in several fields. Advantages and disadvantages of smaller size include much greater driving ease, convenience, mileage, etc., but with accompanying reduction in interior space. An early classic, not cheap but a permanent luxury leader, and to some, the only unit in its class. Engine power marginal without extra-cost power pac.

Available in business and bare-interior versions for customizing; many of these now in use.

COACHETTE 29' CRUISER

(by Coachette Co. P.O. Box 18001, Dallas, Texas)



AT A GLANCE:

C: 6 or more
BP: In \$20,000 class as tested.

C/E: GMC HD bus chassis, 6 or V6, 351CI 220-HP, or diesel V6, Allison 6-spd. auto. trans., or other optional trans., plus variety of other options. WB this 29' model 224". PB, PS, approx. 7 mpg w/gas V6, auto. trans. Wide choice virtually all drive train components.

CoF: All-steel, anti-rust dipped, EHD coach insul., padded ceiling, deluxe Marlite paneling, 7500W 4-cyl. power gen., or gas facilities if wanted, ultra quiet, luxurious.

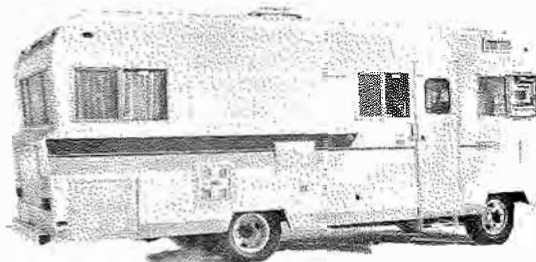
SUMMARY:

Also available in rigs from 20' to 31' in length, the Coachette is among the select few in luxury price class, virtually custom-built, using a tough and durable bus chassis and commercial drive train. In this case the variety of drive chain options is as wide as the int. choices.

Costing as much as a home, this type of rig requires a major investment, some extra maintenance (but less proportionately than many smaller rigs) and definitely requires a degree of driving skill and concentration not called for in smaller rigs—since this is a converted bus, for driving purposes. Maker among top U.S. HD road and special bus firms.

CORSAIR 22'

(by Divco-Wayne Industries, Inc., Marlette, Michigan)



AT A GLANCE:

C: 4/6
PB: \$8900
C/E: Dodge 137" WB, MH chassis, 318CI 202-HP V8, 3-sp. auto. trans., PS, PB, rear duals, HD batt., alitrn't, 25 gal. gas, stock spare wheel, optional lim. slip axle, extra batt. hookup, etc.

CoF: Much storage, 220 lb. LPG tanks with 230 tanks avail., 5" foam cushions, wide variety color-coord ints., 4-way swivel driver/pass. bucket seats, linen closet, power gen. avail., 10,000 BTU or 22,000 BTU A/C avail., seat belts for dinette, gaucho, avail., etc.

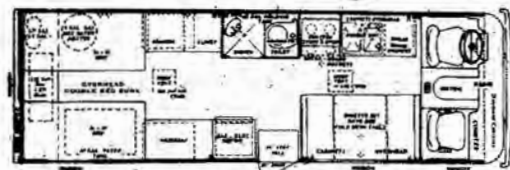
SUMMARY:

Major recent rig from one of the very few large companies directly providing rigs, and no disappointment at all in variety of features stock and/or avail., care and heavy experience reflected in rig, fulfillment of responsibility to provide value, safety, dependability particularly sharp on large maker.

Excellent detail and quality of proven items for price, great option variety, strong backing, among buyer advantages with Corsair.

CONDOR COACH 26'

(by Kelson Engineering Co., 11262 E. Rush St., So. El Monte, California 91733)



AT A GLANCE:

C: 8
BP: \$15,900
C/E: Ford P-500, 1½ ton chassis 300 cu. in. V8, 3-spd. Cruise-O-matic trans., PS, PB, rear duals, HD shocks F&R.

CoF: Monomatic stock, 60 gal water and holding tanks, much cab storage, roof TV ant., 3 TV jacks in coach, inside rear-vu mirror, Hercules Carpeting, 8'x16' patio awning, instant hot water, 23,000 BTU space heater, A/C, 25 gal butane supply, Onan 10HP 4000 watt generator.

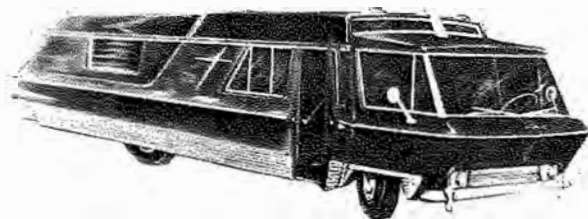
SUMMARY:

Among largest and most costly production motorhomes, the Condor 26' for '68 offers every conceivable extra. The 26' sleeps 8 max. has 6 cu. ft. refrigerator, stereo w F&R speakers, o'head oven, 4 burner range, variety of bunk/conversion arrangements, perm side patio awning, holding tank, 60 gal. gasoline tank, Hercules carpeting throughout, 110-V and 12V lighting systems, New 12 instrument cluster for driver and electro-center control panel with water tank indicator, holding tank indicator, ammeter and battery meter, etc.

The very few rigs in this class could not offer more coach/convenience options as there just are no more made.

CONTINENTAL 27' 27' Motor Coach

(by Continental Motor Cruiser Div., Consolidated Marine Corp., Box 361, Rochester, Indiana 46975)



AT A GLANCE:

C: 8
BP: Query Maker
C/E: Ford 172" WB, PB, PS, or Chev. 172" WB, PB, PS, Narrow unit at less than 8'.

CoF: Famous industrial designer body by P. Hoppes, reinf. molded fiber glass ext., welded steel body cage frame, "directional thrust" design (ultra-modern), replaceable body panels, custom ints.

SUMMARY:

Brand new rig introduced just before going to press. Among most advanced coaches available, both in looks and in novel construction methods used. Also among few rigs to be designed by industrial designer rather than to evolve from development of chassis, coach, and features.

CUSTOM CHALLENGER 35' Private Coach

(by Motor Coach Industries, Inc., Pembina, North Dakota 58271)



AT A GLANCE:

C: 8 (or large daytime/meeting coach)
BP: Query Maker
C/E: Custom GM bus chassis, 2-cycle 8 cyl. diesel, rear-mounted man. trans. stock w/4 forward, 1 rev. speeds (auto. trans. avail.) rear duals, air suspension via 8 bellows plus 6 telescopic shocks, air service and parking brakes, 10,000W 4-cyl. power gen., 24V main power w/transformers, 50 ft. ext. source cable, CoF: Seats up to 18, sleeps up to 8, in 1 of 3 versions, 2 intended business exec. use. Sound-dampened A/C, heating, ventilation, power gen., heater on water tank for freezing climates, monocoque body, cork tile insul., 4 indiv. thermo heaters plus 30,000 BTU driver heater, all-electric coach appliances, ultra deluxe ints. in wide choice colors, fabrics, etc.

SUMMARY:

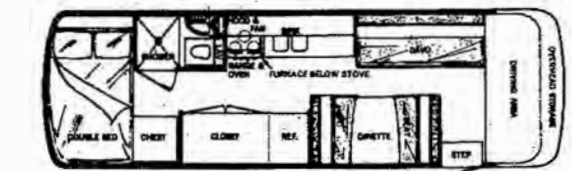
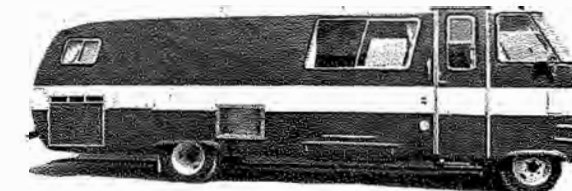
This ultra-ultra rig is a modified highway bus, (even more HD and equipped than a city bus chassis) and is one of the few rigs at the very top of the Motorhome field. A true land yacht, with all coach items operable in motion, or stopped with no hook-ups since no butane is used. Interior facilities are by Custom Coach Corporation, 134 E. Goodale, Columbus, Ohio 43215.

Of the 3 versions available, one is for business only, and one has a large open rear area, intended for displays but available for your choice of facilities and including sleeping for 1 or 2. The 3rd version is the Motorhome rig. If you can afford this kind of 7th-Heaven luxury you may also want professional driving lessons since a rig this large and complex definitely requires special instruction. Options include full-length sound movie projection, aircraft-style beverage area, and your own choice of words for the front top sign normally showing bus destination.

This type of rig represents the ultimate in present Motorhomes without question.

DODGE 27'

(by Travco Corporation, Brown City, Michigan 48416)



AT A GLANCE:

C: 2/4/6/8
BP: \$11,995
C/E: Dodge P375 chassis, 178" WB, 318 CI 210 HP V8, auto. trans., PS, PB, dual rear wheels. CoF: All-fiber glass custom body, good form, long-plan plus length give extra room; choice of 110-V or 12V A/C; many stock items usually extra, plus long list of options (5000W or 6500W power gen.) Luxury decorator int.

SUMMARY:

Among handful of rigs that helped to establish field and acceptance, the Dodge MH is a high-cost super deluxe unit, lavish and top-quality in every respect, from basic engineering through interior decor.

Basically a long-term, long-distance rig, involving large investment but accommodating large numbers of small/adult passengers in comfort for long periods of time in complete comfort. Option list includes power scooter and outside rear storage brackets, small TV set, extra 2nd door in rear.

Because of suitability for long-duration and high mileage trips, many extra-cost options are desirable — not only raising initial cost but requiring higher-than-average operating and maintenance costs than those of smaller, cheaper, weekender-type rig. A big rig, ideal for long trips and long stays, but not recommended for occasional use only.

AT A GLANCE:

C: 3/6
BP: \$5,989
C/E: Dodge 108" WB van chassis, stock 170-CI 6 cyl., man. trans., 225CI 6 or V8 plus auto. trans. optional, EHD springs, shocks, axles, batt. stab. bar, lim. slip rear, fits in parking space of big pass. car. CoF: Uses van cowl but custom coach aft, heavy full insul. of urethane, deluxe stainless sink kitch, full chem. toilet bath, elec. flush optional, gas furnace, 220 lb. LPG bottles, clothes hamper, big trunk, hot water heater, gaslight avail., etc.

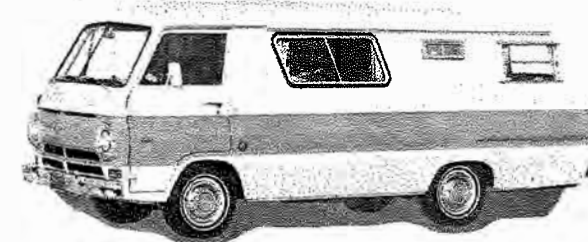
SUMMARY:

One of best answers on market for ultra-deluxe weekender or traveling semi-perm. housekeeper. For those who don't want to tow, and find large motorhomes, high or long or both, a handful and generally "too much," the Dodge Explorer provides rare handling and driving ease-plus availability of all comforts of much bigger rigs, while keeping cost down far below usual price of bigger, fully-equipped rigs. Has 6' Int. headroom due to domed overhead of steel/fiber glass body.

Very serious contender in compact-deluxe motorhome range, with long option list and good preparation of both chassis and coach and coach hardware. Very attractive rig, in our opinion.

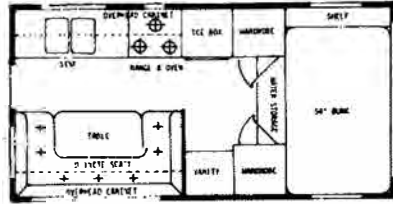
DODGE EXPLORER 21'

(by Explorer Motor Homes, Inc., 4083 Second Street, Brown City, Michigan 48416)



DOLAN 17' SPORTSMAN HOUSECAR

Model S-K
(by Dolan Bros. Trailer Sales, 6167 Sepulveda Blvd., Van Nuys, Calif. 91401)



AT A GLANCE:

C: 4/5
BP: \$5295
C/E: Dodge 108" WB, 318CI, 210HP V8, EHD suspension drive train, stab. bar. est. 15 MPG, highly maneuverable, stable, nimble due to smaller size.
CoF: This model not self-contained. Cab-coach access door, 54" bunk over cab; 2" under-floor, sidewall insul; nice int. has some niceties, extras considering low BP.

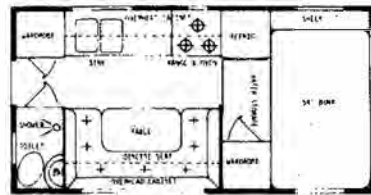
SUMMARY:

Intended for service as an economical weekender, or short-tripper, with no self-containment items in this Model S-K, the Dolan is not exactly a conversion or the usual chassis-mount — providing some unusual features in a price ranger where the maker has very little room for variations.

Int. nicer than could be expected at the price, with 2 ceiling vents, range hood, 4.2 Cu. ft. reefer, hardwood cabs, screen door. Very easy on driver, with many handling/body/drive train extras included in BP.

DOLAN 17' SPORTSMAN HOUSECAR

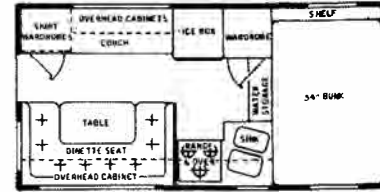
Model S-C
BP: \$5995



Self-contained but otherwise similar to models above. Kitchen moves to left rear and bath to right rear corner, but couch in F-K is lost due to bath. Same basic body shell, chassis/engine. Hardware features found in much more expensive rigs in power, water systems. Man. trans. stock all models. Good value but may not be your cup of tea as economy unit.

DOLAN 17' SPORTSMAN HOUSECAR

Model F-K
BP: \$5350

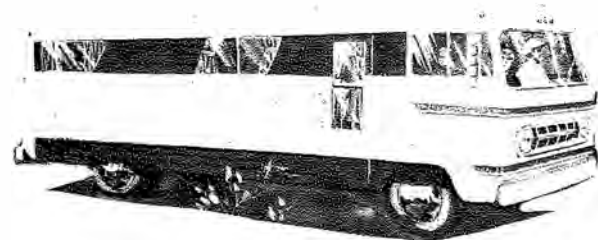


Same basic rig, not self-contained just as model above, but with different floor plan, slightly higher BP. Has canted double sink, extra couch, other little extras for very little more money than basic model above. Same body shell, mechanical specifications.

Worth the extra if rig is to be used frequently, but again, not basically intended for more than short-trip weekender traveler, camper, or fisher. Sleeps surprising number of people for basic economy rig but comfort not lavish is aim here.

EXPLORER 23' AND 25'

(by Explorer Motorhome Corporation, 4000 Campus Drive, Newport Beach, Calif.)



AT A GLANCE:

C: n/a
BP: Approx. \$8995 for 23', approx. \$9995 for 25'.

C/E: No details yet announced on this new rig.
CoF: Stock 4-burner range, water and holding tank gauges, 25,000 BTU blower furnace, quality bus-type windows, fiber glass coach roof, extra storage, 5" foam mattress/dinette cushions, HD steel chassis/underfloor, etc.

SUMMARY:

Announced just at presstime of the Buyer's Guide, in 23' and 25' models, the Explorer rendering shown above indicates that this will be one of the best-looking and best-equipped in class with much use of the newer fiber glass molding techniques on ext.

The makers, who are heavily experienced in rec rigs in general and motorhomes in particular (a type of experience not yet too plentiful) announce that "... standard equipment will include many items not normally on motorhomes in our price range ..."

The makers also expect, as they say, that "... these should be the most luxurious motorhomes in the middle price range ..."

FAN 23'

(by Fan Coach Company, P.O. Box 100, La Grange, Indiana 46761)



AT A GLANCE:

C: 4/5
BP: \$10,300
C/E: International Metro Van Chassis, 158" WB, 304CI 193HP V8, 3-spd. auto. trans., dual rear whls, PB, PS, MOR/ryde suspension.
CoF: Color-coord. interiors, plentiful cabs, unusually roomy front area around driver, pass. seats, engine hump, middle front aisle. Optional rear overhead double bunk. Visibility in our opinion minimal, in coach & sides.

SUMMARY:

Very interesting unit on very unusual chassis, one probably best classed as a medium unit in size, features, and cost, with attractive interior and some development work still to be done on this very recent entry.

International Metro chassis, developed originally for city delivery service, a very tough and agile chassis much easier to handle than its 158" WB would indicate that should prove superior in durability and dependability. Low maintenance and simple upkeep should be outstanding features of this long-lived rig. To us, coach not pleasing in appearance and too-high axle ratio meaning overworked engine on road drives, but these are small items.

HOLIDAY Continental 22' or 24'

(by Frank Fey & Company, Inc., 1860 North Tyler Avenue, South El Monte, Calif.)



AT A GLANCE:

C: 4/6/8
BP: 22'—\$12,500
24'—\$12,950

C/E: Dodge 1T, 318CI 210HP V8, approx. GVW 9000, all-steel frame construction, forward cab section of structural channel/steel, etc.

CoF: 51-gal. glasslined water tank, TV set radio, stereo stock, power gen., 2 holding tanks, wide choice color-coord. ints., 3 heaters, etc.

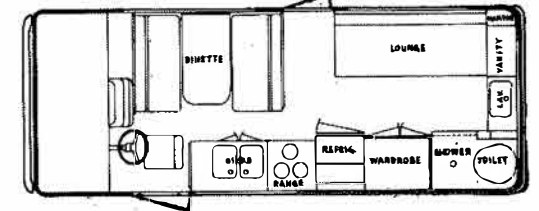
SUMMARY:

This rig is not the cheapest available but comes with so much hardware and equipment as stock that its price compares favorably with many rigs starting at a deceptively low BP — but actually costing more when loaded as is the Holiday Continental.

Very few more features have been invented, much less produced, than the rig offers, topped off with some extra goodies of its own, such as lined tanks, double holding tanks, hi-fi arrangements more complete than many busses, etc. If you like things fully-equipped this may be it.

FLX-TOUR 21'

(by Flxible Southern Company, Evergreen, Alabama 36401)



AT A GLANCE:

C: 4/6
BP: Approx. \$9,450
C/E: Approx. BP given based on use of 3/4T Chev. chassis, 300CI 6 cyl., auto. trans., but mfr. states variety of 3/4 or 1T chassis avail.
CoF: Steel-fiber glass coach built by Flxible, 2nd-biggest bus maker, to bus standards of ruggedness, safety, durability. "Ultralite" insul. for noise, temp. control. Body treated w/zinc chromate before finishing, unusual anti-rust step for MH. 18 cu. ft. trunk, bus-type slider windows, 5" foam cushions throughout, meets all RVI standards, etc.

SUMMARY:

Just unveiled for first time at Jan. 68 Cleveland Show, the Flx-Tour offers many unusual and some unique features in addition to its surprised look due to the great amount of window (safety glass) area.

Avail. on 3/4 Chev. or other popular chassis, 3/4 or 1T, the body uses ext. fiber glass in rear but is built like a bus body for extra rust protection, durability, safety, etc., by Flxible, 2nd-biggest U.S. bus maker. This rig (pronounced Flex-tooer) is a must-see for those interested in bus/professional quality coachwork, unusual in this class and at this price. Virtually only unit in class with this type of strong and durable construction.

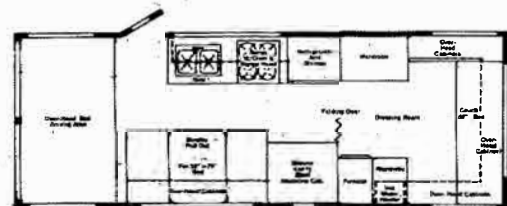
Delux coach hardware and full body equipment, all inside projections padded or rounded, built-in charger for 2 storage batts. Sure to become one of most serviceable rigs in class.



New rounded roof Hide-A-Way Dodge Motorhome boasts clean styling and very roomy rear-dinette floor plan. Self-contained package includes shower, Monomatic. Power train is Dodge 318CI 210HP V8, 3-spd. auto. trans., or a man. setup with heavy duty clutch. (No further data received at presstime —write Schlemmer Boat Company, 15124 Lakewood Blvd., Belflower, Calif.)

HONORBUILT 23' El Dorado

(by Honorbuilt Trailers, Inc., Box 68, Lakeview, Calif. 92353, or Box 266, Minneapolis, Kansas 67467, or Box 509, Salyersville, Kentucky 41465)



AT A GLANCE:

C: 6
BP: Approx. \$9,800
C/E: Dodge 157" WB, 318CI 212HP V8, 3-sp. auto. trans., PS, PB, rear duals, car heater, HD batt., alt'nr, etc.
CoF: 4-burner range, 21,000 BTU blower furnace, room divider, molded counter tops, 3 50" wide double beds, color-coord. ints. including appliances, textured hardwood paneling, etc.

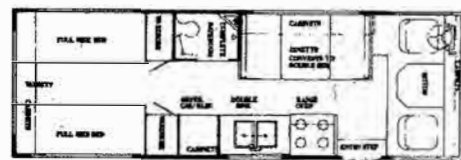
SUMMARY:

Built by the makers of the highly popular El Dorado camper units, this rig embodies much experience plus tried-and-true components—not the least of which is the widely-used Dodge C/E package.

It is also a nice-looking rig, inside and out, and to us contains a good and spreading idea in the sloping roof to the front—which helps with road wind resistance and still permits overhead front 53" wide bed. A recent but to all appearances very sound rig from an established and successful rec rig company.

ISLANDER 22'

(by Islander Motorhome, Inc., 806 E. Washington St., Santa Ana, Calif. 92701)



AT A GLANCE:

C: 6
BP: \$8,450
C/E: Dodge P300 137" WB, 210HP V8, auto. trans., PS, PB, rear duals, lim. slip rear axle, driver heater, HD 70A batt.
CoF: Fiber glass front, instant flash hot water heater, extra cab. storage plus trunk, optional extra 3000W power gen. 10,000 BTU A/C, 46 gal. water tank.

SUMMARY:

New but from a firm heavily experienced in pleasure boat-building, Islander reflects sea-going influence in int. floor plan, selection of hardware. Highly competitive unit in medium price, size, feature range, suitable for longer semi-perm periods than weekends, but would probably be slightly cramped for occupation year-round, depending on your tastes. Definitely a good vacation, or few-weeks unit, with interior room and plentiful enjoyable features, including gaslight.

Not at best on long drives due to extreme height and boxiness.

ISLANDER 24'

C: 8
BP: \$9,500

Almost identical to 22' Islander, the newer 24' model sleeps 2 more but is on the same chassis/engine comb. Floor plan is slightly different, with the rig virtually the same in the front half but allowing for two side-by-side bunks plus upper in the rear instead of the single cross-wise double in the 22'. Extra length, as a result, is almost all in the tail—providing one of most spacious rear areas in industry but further detracting from mediocre 22' driving qualities.

LIFE-TIME 17' Town/Country

(by Life-Time Manufacturing, Inc., P.O. Box 1627, Mason City, Iowa 50401)



AT A GLANCE:

C: 2/4
BP: \$4795
C/E: Ford 240CI 6 cyl., 3-sp. man. trans., spare and bike rack, oversize trunk stock.
CoF: 2 5-gal. propane tanks in side locker, 2-leaf foldaway table. Self-containment, power reefer extra on this model, 12V and 110V system stock.

SUMMARY:

Among the first MotorHomes available in production form from a big maker of rec rigs, the Life-Time offers an enormously wide choice of rigs and options, reflecting not only the growth of the Motorhome but the diversification into many types of rigs now taking place. This 17' is Life-Time's rock-bottom price economy-vacation model—and while you can get a long list of features, many even in the luxury class, this economical and rugged little rig is intended to give more int. room than many other types of economy jobs, and still provide basics for the least possible money.

LIFE-TIME 22' Premier



C: 6/8

BP: \$6995
C/E: Same Ford chassis but with bigger 300CI 170HP 6 cyl. engine, or extra-cost Dodge chassis, 318CI 210HP V8.
CoF: 2 8-gal. propane tanks, 4-burner delux range, 14,000 BTU furnace.

SUMMARY:

The 22', the biggest production Life-Time, is one of the best buys on the market for sheer size and for sleeping relatively large groups in a well-equipped and practical rig. Even with many desirable features added, and a considerably higher delivered price as a result, it gives you more than many rigs costing thousands of dollars more.

As with all Life-Times, this one is aimed at those who want practical and dependable features and service.

With either the Ford or Dodge chassis PB and PS are stock, and the Dodge provides substantially more performance (and of course gas consumption) than the 6-cyl. Ford but you aren't really going racing with this anyway.

A very important rig from a very important maker.

LAZY DAZE Sportsman Housecar

(by Lazy Daze, 4303 Mission Blvd., Pomona, Calif 91766)



AT A GLANCE:

C: 4
BP: (M'f'r reports): "Prices start at \$5295. Self-contained series including toilet, shower, hot/cold running water, refrig., etc., available at slight additional cost."
C/E: Dodge van 108" WB, 318CI 210HP V8, HD suspension, brakes, clutch, (man. trans.) HD cooling, stab. bar, "Super Single" rear wheels.
CoF: Full body insul., hardwood int. cabs, 7' linear ft. counters, separate 12V and 115V circuits, clear plastic 30 gal. water tank (direct reading), center-coach folding door.

SUMMARY:

Set up as a basic unit for short trips such as weekends, or similar jaunts, Lazy Daze Housecar comes from a firm that makes a number of slide-ins and chassis-mount campers—which is the secret answer on how they are able to offer so much interior at these prices.

Equipped the way they are often wanted, however, the price is certainly going to rise from the m'f'r's BP quoted, but is still well below the cost of rigs offering very little more in coach features.

Few rigs offer more in handling and driving ease, enjoyment, and flexibility, with the outstanding handling and economy of the Dodge chassis/engine package well used. A very carefree economy/vacation rig, built to a take-off-and-go concept, but even so with some basic niceties included at a relative modest tab.

LIFE-TIME 19' Classic



C: 4/6

BP: \$5795
C/E: Same as above.
CoF: Stock self-contained, full carpeting, other detail items not stock on 17' above.

SUMMARY:

Supplying somewhat more of everything than the basic 17' described above, this 19' is also to us somewhat better looking. The angular lines of the 17', while built for comfort not looks, provide a lot of usable space, and this intermediate model of the Life-Time line is in our opinion slightly more slightly with the extra space.

Again because of the economic advantages of a big maker who can buy components in volume, this dependable rig offers considerable solid value at a good price.

MEADE 22' Deluxe Travel-Inn



BP: \$9450
C/E: Above plus 3-spd. auto. trans., PS, booster brakes, HD batt./alt'n.r., spare, pass. bucket seat, etc.

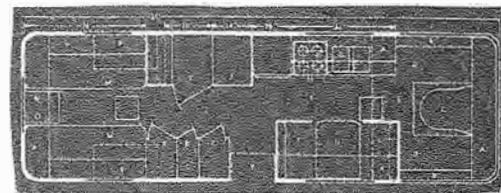
SUMMARY:
The Deluxe Travel-Inn coach has above features plus full water hot water system, furnace, carpeting, complete bath, other goodies not stock on above. Maker also takes special and custom-built orders and offers optional choice of 2 A/C, 2 power gen., many other options.

MEADE 22' Standard Travel-Inn
(by Meade Mfg., Inc., Box 710, Meade, Kansas 67864)

AT A GLANCE:
C: 4/6
BP: \$7995
C/E: Chev. or Ford, 6-cyl., rear duals, all-steel body mounts, under carriage, etc.
CoF: Delux range, choice of int. and appliance colors, optional 12V or 110V A/C, rear door, skylight, divider drapes, 5000W power gen., wall clock, etc.

SUMMARY:
Meade's diversified line of campers, agricultural gear, and rec rigs are headed by the Standard and Delux motorhomes with a list of varied options including some unusual items, such as skylight and clock.
Meade aims at providing much space for the money in the 22' Standard, among the roomiest for the lowest BP available. The Travel-Inn is considerably revamped for 1968.
Many amenities provided as well as space.

NEWELL 25' Coach
(by Miami Products, Inc., Box 1185, North Highway 66, Miami, Oklahoma)



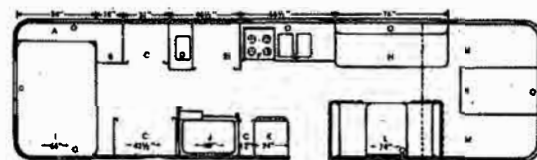
AT A GLANCE:
C: 4/6/up
BP: 25' approx. \$16,495.

C/E: Custom chassis based on commercial big - vehicle methods, 330CI V8 industrial Ford, 3-spd. commercial auto. trans., or optional 391CI engine, 6-spd. Allison auto. trans., booster brakes, HD suspension, flotation tires, hydraulic jack, custom-engineered carbon steel high - safety all-welded frame, other options, etc.
CoF: Ultra delux decor, uphol., also unusually wide choice floor plans/sleep setups, shower tub combo, much storage, 4 optional power gens. avail., opt. yard lights, Monomatic, innerspring beds, TV ant., barrel or T-bird seats, extra tanks, etc.

SUMMARY:
Any buyer considering big, costly, multi-sleeper rig, much over 5 figures may well find Newell can put him into a higher-grade rig for a comparatively small increase, considering the prices in this class. Many rigs of luxury-cruiser type such as Newell cost as much more as a luxury car and provide less custom designing, components, features, int. layouts, and service.
Chassis and coach custom engineering, (rather than frequent conversion from other original purpose) great advantage to buyer, also level of quality in features, decor, etc., truly superior luxury unlike many rigs costing as much or more, A well-prepared rig for a major, serious, and costly decision in this class.

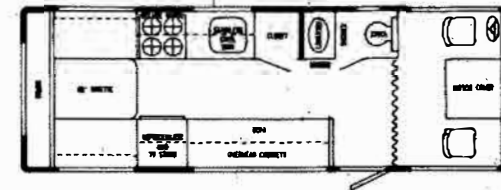
NEWELL 30' Coach

BP: \$19,995



Chief advantage of extra space is greater variety of floor plans avail., rear double, rear twin, rear twin wardrobe, etc. In this 30' or smaller 25' above custom models and floor plans avail. 30' generally retains all advantages, stock or optional, of smaller rig. Driver must consider extra size of both on road.

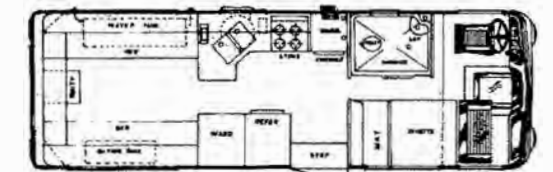
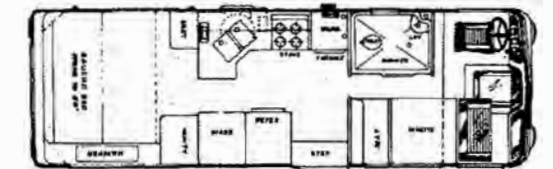
NORRIS 22'
(by Norris Motor Homes, Inc., Box 245, New Tazewell, Tennessee 37825)



AT A GLANCE:
C: 4/6
BP: \$8995
C/E: Dodge P-300, 318 CI 210HP V8, PS, PB, 3-sp. auto. trans., 10,000 GVW-rated chassis, etc.
CoF: Fiber glass molded front, roof, rear, coach built to Gold Seal plus RVI standards, 17 cu. ft. trunk w/light, Old English Elm custom paneling, Ozite int./ext. carpet, 68-lb. LPG tank, 6'3" headroom.

SUMMARY:
Norris is another fairly recent model and as such is part of the second generation of motorhomes to become available, with the benefit of experience with the initial wave. Many advanced, attractive features, as a newer entry, like fiber glass used on all coach ext. except sides. This type construction also permits lot of room at 22' with moderate BP and with some delux int. features such as the 4-burner deluxe range, extra-quality custom cabinets, paneling, indoor-outdoor carpet, 6-ply tires, huge lighted trunk, and surprising 6-sleeper capacity at the price. Very competitive entry in its class and general price range. Unusual and modern ext.

OASIS 22' Travellodge
(by Oasis Sales, Inc., 10123 E. Washington, Bellflower, Calif. 90706)



AT A GLANCE:
C: 2/4
BP: \$9975
C/E: 137" WB, 318CI 210HP V8, PS, PB, 3-spd. auto. trans., wt. under 7000GVW.

CoF: Extremely high quality cabs, paneling, fabrics in drapes and seats. Modern styled fabrics used in wide choice. Front 3-way seat as part of front pass. side dinette, 4-pass. seats, molded fiber glass bath booth, extra storage, power outlets, fiber glass front, roof, rear.

SUMMARY:
Again a high-quality unit from a larger maker of rec rig coaches, who has used his experience and volume buying advantages to offer more features at a realistic price. The canted sink helps make this one of the best floor plans available except for the bath/dinette juxtaposition, offset by two roomy and airy parlors, front and rear. Very comfortable driver's seat with swing-down double armrest.
All kitchen items centered, tile backsplash, etc., make this kitchen a standout, plus 46 gal. water tank.

OPEN ROAD CORONADO Coronado 21'
(by Open Road Campers, Inc., 2601 Manhattan Beach Blvd., Redondo Beach, Cal. or 9101 Chancellor Row, Dallas, Texas, also St. Petersburg, Fla., and Cincinnati, Ohio.)



AT A GLANCE:
C: 4/6
BP: \$8995
C/E: V6 or 283 V8, 1T Dodge 157" WB, PS, PB, 3-sp. auto. trans., rear duals, safety-split wheel rims, tubetype tires, etc.
CoF: Kitch. has Formica counters plus 2 breadboards, freezer in reefer, much storage, Monomatic, 50 gals. water, instant heater, built-in rear headboard, gas-light, etc.

SUMMARY:
A recent model by the biggest U.S. camper maker with one of the biggest lines, option and feature lists, service availability, and widest experience.
Big, handsome, color-coordinated interiors with the most popular features proven thru thousands of Open Road units and tremendous variety of uses. Lots of room and solidity, 6'2" headroom, backing of large outfit.

TRAVEL CAR Bonanza 24'
(by Travel Car Division, United Bus Sales, Inc., 6700 South Garfield Avenue, Bell Gardens, Cal.)



AT A GLANCE:

C: 4/6/8
BP: \$19,995
C/E: GMC 14,000 GVW-rated, gas V8, over 300-HP, 3-sp. auto. trans., PS, PB, stock, or Chev. 14,000 GVW-rated chassis w/300HP V8, auto. trans., PS, PB.
CoF: Full luxury rig, rib-reinf. stretched stainless steel body, int., vinyl contoured ceiling, wide choice deep pile carpet, tufted leather uphol., nat. wood custom cabs., all tanks high capacity (60 gals. water), long list options.

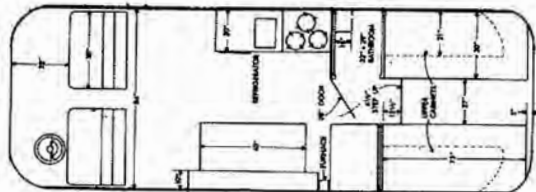
SUMMARY:

The 24' Bonanza is the baby of the Travel Car line, (the rest of which are over 30' and \$20,000) and it's the "economy" model of these ultra-super-deluxe road yachts, basically started on a bus chassis by one of the largest U.S. bus builders.

All this background gives professional dependability and well-established know-how and product backing to the rig, as well as the obvious luxury and endless list of options available containing virtually anything you might desire. Considering the size and cost of other Travel Cars, this one has many features of its bigger brothers and when you look at all you get, really a very good and economical buy.

Rear features a sort of Pullman-car observation platform (see photo) plus a center rear Dutch door that is pleasant when standing still, or for adults only when moving. This idea appears on palatial 50-year old motorhomes, then copied from private-Pullman rear decks, but seldom seen since. A fascinating utter-end big rig.

ULTRA VAN 22'
(by Ultra, Inc., 4241 Pennsylvania Avenue, Kansas City, Missouri 64111)



AT A GLANCE:

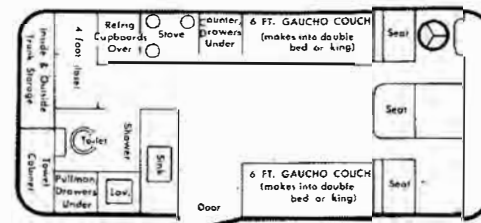
C: 4
BP: Approx. \$9,000
C/E: Airline-type UMT body, 140HP 165CI rear Corvair engine, trans-axle, air cooled, approx. 3000 lbs. GVW, lo CG, commercial Aircraft-wt. Alum., Chev. II front-end components, etc.
CoF: Novel airliner-fuselage style aluminum streamlined monocoque body, great strength, rigidity. Very low at 8' tall, 1' or more lower than most rigs, yet 6'2" int. headroom. Rear engine leaves more front room, 15,000 BTU furnace, instant water heater, gauged 35-gal. water tank, shower/lav. water recirc. to flush toilet, holding and disposal system pump plus emulsifier.

SUMMARY:

Similar to only a handful of other rigs available in production, unique in many ways, this one is an advanced, aircraft-style collection of very modern and some one-of-a-kind features, in a package medium-large at 22' yet very nimble, quick, and light (under 3000 lbs. empty!) and very easy to drive, with engine in rear and extra front room.

A highly compact package in terms of hardware yet with huge int. space and aisles, and much less front noise and better wet-surface traction due to rear engine. Definitely something different; a plush vacation or weekender, extremely driveable and liveable for longer periods, fully and lavishly equipped yet with a clean-and-simple personality.

VENTURE 18' COACH
(by Venture Coaches, 3980 West Wilson St., Banning, Cal. 92220)



AT A GLANCE:

C: 2/4
BP: \$11,800
C/E: Dodge 125" WB Special, EHD suspension, steering, brakes, chassis and insul., stab. plus torsion bar, PS, PB, EHD rad., 318CI 210HP V8, 3-sp. auto. trans., smaller turn. rad. than large pass. car, reinf. frame/chassis very rigid, stiff. Flotation tires stock. Spicer rear axle spare tire, tools stock.
CoF: Engineered, designer all-fiber glass body, urethane foam insul., front sitting/dining room w/custom designer seats 3 sides, 27' wraparound front safety tinted glass incl. windshield, wide choice luxury designer ints., etc.

SUMMARY:

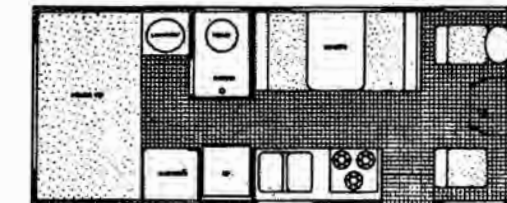
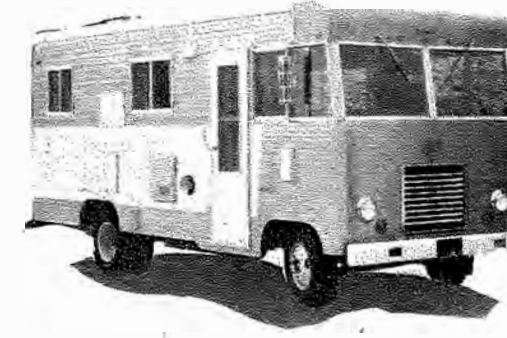
At once among the best looking, best driving, prettiest and most appealing, best living room area, and with other features placing it in the forefront of units available today, in our opinion this is without a doubt one of the rigs from the future in its general size and class.

Arranged in phases, similar to present architectural house practice, with large and beautiful living/sleeping area up front, basic kitchen area just behind with entry door, solid rear has wardrobes, storage for removable round table, one-piece molded fiber glass bath booth.

Rig combines very high style with high-quality professional engineering, design, oversize tankage all items, and driving/handling features nimbler, more responsive, less tiring, more fun than slew of smaller rigs.

To us Venture is among must-see class if Motorhome of type and size being considered; a very bright, pleasing, modern, yet clean and simple personality, the kind that grows on you.

WAGONMASTER 21' Pullman Campers
(by Wagonmaster, 8211 Phlox Street, Downey, Calif.)



AT A GLANCE:

C: 4
BP: \$6995 up
C/E: Chev. 137" WB, 292CI 170HP 6 cyl., 3-sp. auto. Turbo-Hydramatic trans., PB, dual rears, HD batt., alt'ntr, or optional Dodge 137" WB, 318CI 202HP V8, auto. trans., PB, PS, 1T chassis, dual rears, HD springs, batt., alt'ntr, etc.
CoF: Much storage including 40 cu. ft. trunk, o'size rear bed, sliding center door, rear ext. door optional, hardwood paneling, cabs., construction meets Cal. applicable Codes, choice int. color-coord groups plus choice ext. color, 40 lb butane gauged, swivel front buckets, etc.

SUMMARY:

Not the earliest motorhome available or the biggest company in the field, Wagonmaster offsets these things by providing plentiful space and features at a tremendously competitive price.

A 2nd-generation motorhome, benefitting from everything learned in the first large batch to appear a couple of years ago. Unusually well equipped, much of it stock rather than optional extra-cost additions.

A landmark in the trend to more value and space for the money, as the field fills and competition increases, and an outstanding value.

UNGERS REDI-GO 27' Traveler
(by Ungers Coach Co., County Line Road, Madison, Ohio 44057)

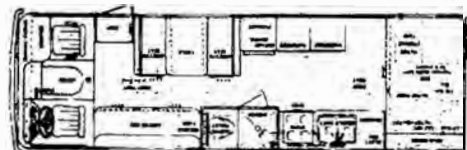
AT A GLANCE:

C: 6/8
BP: \$12,440
C/E: Chev. 292CI, 7-bearing 6 cyl., o'size rad., man. trans. stock w/optional Power Glide or Turbo-Hydramatic, HD alt, HD shocks, o'size PB.
CoF: One-piece molded fiber glass body, 2 30-lb. LPG tanks, portable radio stock, fiber glass bath, shower, sink, counter, underside, swivel front bucket seats, 4" floor, 2" side-wall/ceiling insul.

SUMMARY:

A large and beautifully decorated rig, on essentially a small bus/truck chassis, making almost total use of fiber glass with all its inherent advantages of performance, maintenance, and strength. A good luxury rig for cold climate, with extra LPG aboard. Wide choice of interior colors, plentiful counter and storage space, tiled backsplash and high-quality cabs and luxury paneling.

Comfortable and high-style in any climate or area, with maintenance reduced by the use of so much troublefree fiber glass—but still a big rig, in price, size, room, driving effort, etc., and probably best suited for long-term or full-time usage.



WAGONMASTER 23' Pullman Campers



This higher-cost model comes with Dodge 154" WB chassis only, with engine and drive train listed above. 6-cyl. Chev. not avail. this model, but optional guachos in rear plus center rear nightstand, other floor plan changes avail., providing more space and storage among the chief changes. 6'5" int. headroom.

WINNEBAGO F-17'

(by Winnebago Industries, Inc., Box 152, Forest City, Iowa 50436)



AT A GLANCE:

C: 2/4

BP: (NOTE: Winnebago builds one of the industry's largest, most varied, most widely available, and longest option lists available, and because of these complexities plus the added complications of delivery to various destinations, Winnebago could not supply us with indicative prices, but suggested a check with your nearest dealer who will of course be glad to quote the desired model, equipped and delivered as desired.)

C/E: Ford P350 137" WB, 300CI 170HP 6, 3-sp. auto. trans., HD 70A batt., 55A alt., or other chassis.

CoF: Without power re-frig., not self-contained, tile floor, time-tested floor plan through many units built by this large maker.

WINNEBAGO D-18'

C: 2/4/6

C/E: Dodge 104" WB, 202HP V8, 3-sp. auto. trans., PS, PB, rear duals, HD batt., alt., backup lights, 2 20-lb. propane tanks.

CoF: Changeover 12-110V power system, extra storage, extra thick cushions, "foldaway" bunk, linen closet, front swivel bucket w/height adjustment, driver heater, fire ext'er, full set 12V bulbs, etc.

SUMMARY:

Smallest, most economical of the wide "Big W" line, the F-17 is intended primarily as a sportsman sleeper with more than average int. space but otherwise virtually basic.

With Winnebago's famous Thermo-Panel construction, in which body panels are a bonded-together sandwich of outer alum. skin, middle styrofoam, and inner wall paneling fused together under great pressure, it still has most of the integral features of the line in terms of the workmanship, quality, construction features like the T-Panels, and offers the massive advantages that only a very large, high-volume, mass-production maker can provide.

Always good value here, safe, dependable, embodying a wealth of experience and service.

With one of the most extensive complete lists of options, some at no charge and some extra-cost, the D-18 coach shares many built-in features with its smaller sportsman-type brother above as do all the Winnebago family bear some fundamental likenesses, but this is intended for entirely different uses.

It can of course be used as a more comfortable basic sports or hunting type rig but is aimed at a comfortable vacationer, long-weekender, or mid-sized traveler for a small family—or even a mid-sized family, with all the W sleep options available, that wants a compact housecar with some of the amenities.

Tried and true for livability and mechanical solidarity, at a price that's fair but not ruinous, in a rig with a tremendous reputation based on acceptance. In its class you can't avoid looking at this one if you're going to cover the field.

WINNEBAGO F-19'

C: 4/6

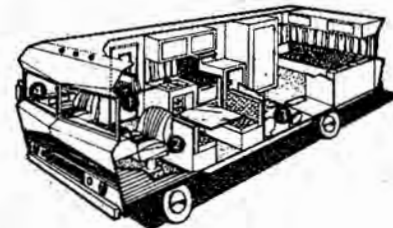
C/E: Ford package described above for F-17.

CoF: Slightly longer option list available than basic F-17; 2 30-lb. propane tanks, has water/toilet system.

Like the first model described above, the F-17, this F-19 is still a sport/hunter rig but with a few more comforts than the basic F-17 provides—but its still intended to be definitely for the wide-open spaces types who want more out of life than tents rather than a family Motorhome type of rig.

Nevertheless has all the built-in Winnebago features plus vastly more room than the smaller type of sport rig, and to us the choice is a matter of your own preference strictly.

WINNEBAGO D-22'



C: 8

C/E: WB 137" but otherwise virtually identical to D-18 chassis/engine package listed above. 210HP. (Note: this widely used Dodge 318CI engine, as setup for most Motorhomes, has been listed at both 202HP and 210HP. The difference is a slight matter of fine tuning, making no noticable difference to driver/owners.)

CoF: 2 20-lb. propane tanks, separate 110V system for elec. appliances, double wardrobe, driver plus center divider curtains, large lighted trunk, etc.

The extra 4' over the D-18 puts this model into an entirely different class, suitable not only for the family's long vacations but also for extended semi-perm touring trips—and for very little additional cost (we are told) again because of the inherent economies in a large mass-production operation. The result is greatly increased int. living/storage space, inclusion of several features listed as optional extras on the smaller rig, almost a full yard more WB which means greater stability, strength, rig support, less rear overhang to scrape or get hung up, etc.

At the same time the driver takes a tiny penalty in driving a slightly larger rig, which means somewhat more driving care, less rig agility, slightly less performance, etc., but this tradeoff seems insignificant compared to the advantages of the added roominess, features, sleeping accommodations, and more generous floor plan because of the space available in the 22.

WINNEBAGO D-27'



C: 8

C/E: Dodge as per above, except for WB 178", stock lim. slip rear axle, windshield washers stock.

CoF: Stock radio, ducted heating system, 2 30-lb. propane tanks, etc.

The top of the Winnebago Motorhome line, a very imposing rig in size. Integral Winnebago features plus extras that come stock on the 27, in a price range under that of many smaller rigs without all the advantages of a Winnebago.

Many Motorhome shoppers start looking with this model, since in many ways it can be considered one of the standards of the Motorhome industry: the biggest rig from one of the biggest makers.

In practice this means buyers get the most out of enormous experience, volume component buying and mass production economies, making each rig more valuable at less cost than one-of-a-kind models. Another intangible is in components and construction techniques that have been thoroughly proven and accepted in thousands of rec rigs.

Often this is the rig the competition is competing with; you can't get around it if you're thinking of one in this class, as a basic yardstick for this type of rig.

WOODS 18' Voyager

(by Woods Motorhomes, Inc., 10752 Gardena Avenue, Loma Linda, Cal. 92354)

AT A GLANCE:

C: 2/4

BP: \$7995

C/E: Dodge 137" WB, 318CI, 210HP V8, PS, PB, 3-sp. auto. trans., or GMC V6, 351CI; V8, 396CI or Chev. V8 396 V8 327.

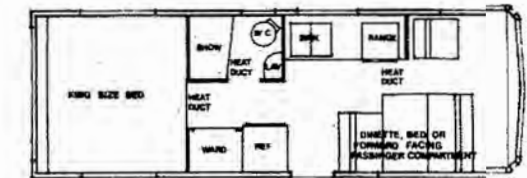
CoF: Construction workmanship outstanding, excellent, 3-way front pass. seat, forward, backward for dinette, or down for bunk, front and rear living/dining areas, deluxe Herculon carpets, wide choice decorator color matched interiors, sleeping setups, extra power circuit and breaker set, easy driver seat access over hump.

SUMMARY:

Currently one of the few at the very top of the sales sheets, acceptance of the Voyager 22' and newer 24' paved the way for introduction of this even newer unit, the Voyager 18'. Essentially has most of the features that have helped make its bigger cousins so well accepted. Thorough believers in workmanship, dependability, underneath quality as well as luxurious custom interiors, this rig is well laid out, thoroughly tested and dependable.

A substantial rig in character, sound, dependable, and solidly backed. Larger Voyagers are often used for long-term or permanent living.

WOODS Voyager 22' Standard



C: 4/6

BP: \$8450

Similar to the rig listed above except for the 4 rear bunks available, the top 2 on chains rather than the straps often used for suspended bunks, and with decorator window shades and top valance boxes plus other decorator items. Nice interiors very high-quality workmanship, dependability, solidity, etc., virtually same in all sizes. Bath, containing decorator vinyl waterproof papers, mirror and Pullman med. chest, stock marine toilet, lavishly decorated.

WOODS Voyager 22' Deluxe

BP: \$9,950

Several additional items stock on the Deluxe version, available in all 3 Voyager sizes, have helped make Voyager one of most popular rigs with the most well-known features. One such is a forced air furnace, which heats thru 3 registers located throughout the rig.

A vacuum cleaner hose connection, with detachable hose and cleaning wand, are included in the Deluxe models, along with usual fine cabinets, eye level oven, very high quality materials and workmanship.

WOODS 24' Voyager, Standard or Deluxe

C: 6/8

BP: (Standard) \$10,600

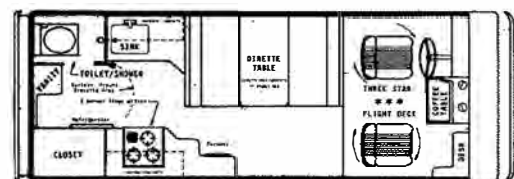
C/E: The 24' uses the longer 157" WB chassis, with extra members and supports fully welded to the frame using u-channels the same heavy gauge as the frame itself.

Although bathtubs have appeared before in trailers this is among the first Motorhomes to feature a bathtub and shower. The extra 2' over the nearest Voyager in size make up into a rear bath/dressing room that is definitely one of the fanciest, roomiest, and best equipped on wheels, certainly much more lavish than most homes or apts.

Introduced only late last fall the new 24' is one of the main reasons for expansion of the Woods factory into space 4 times larger than previous quarters. A very sound value as well as truly outstanding interiors.

Special Motorhomes

ADVENTURE Liner 21'
(Chev. Step Van Conversion)
(by Parsons Mobile Products, Inc., 2013 Belmont, Parsons, Kansas 67357)



AT A GLANCE:

C: 4
BP: Approx. \$9,700
C/E: Chev. Step Van chassis, 307CI 200HP V8, 3-sp. Turbo-Hydratic auto. trans., PS, PB, Ind. Front Suspension, HD F&R shocks, HD batt., sliding doors/windows, spare whl. and tire stock, full front whl. housing.
CoF: 2 doors, screen door, full insul., 40 lbs. propane, top bunk over driver/pass. compartment, 12V/110V/gas lights, chem. toilet, washable int. surfaces, full length wardrobe, writing desk, front coffee table plus dinette.

SUMMARY:

With 6'4" int. headroom, the Adventurer-Liner conversion offers the traditional advantages of a conversion done without major body modifications, along with the appeal of a really above-average int.—with many smart features done up in an attractive package. These include the front bunk, front coffee table, a good option list including either type A/C, TV and/or radio, and a 14½' x 6' awning.

Utilizing the existing metal body in this type of rig means that the builder starts with a well-matched chassis and body that were intended for each other from the start, a situation not always in force when a custom body is added to a chassis/engine package meant originally for something else. Added to this compatibility, extra stability, generally lower maintenance, etc., are extra roadability and the comparative driving ease of a van.

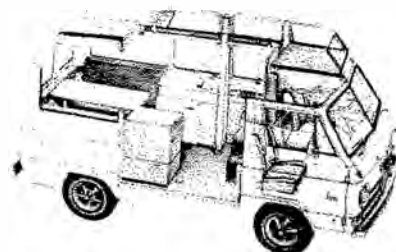
A top-flight conversion offering fair value.

This new larger model, we're told, will have the same general interior (only 2' bigger) but with some chassis mods, such as a 4-spd. auto. trans., main plus auxiliary springs, rear duals—all going to make the rig beefier, more roadable, more stable. Although it's too early to know, these should also mean longer life and even lower maintenance cost for this already tough originally-commercial chassis.

ADVENTURE

Liner 23'

COREY 17' Custom Cruiser
(Dodge A100 van conversion)
(by Corey Cruiser, 150 Weet Union Street, Pasadena, Calif. 91101)



AT A GLANCE:

C: 2/4/5
BP: Approx. \$5095 on 90"WB; approx. \$5388 on 108"WB.
C/E: Dodge van 90" or 108" WB, 170HP slant-6, 3-sp. synchromesh man. trans., or 318CI 210HP V8, 3-sp. auto. trans., HD springs, axle, brakes, reinf. body/chassis, extra-big rad., HD batt., alt'n'r, stab. plus torsion bar, etc.
CoF: Shadowproof pull-down vinyl shades, "Flying Bridge" (extended) top, int/ext carpet, insul. floor, front and rear double bunks avail., Coleman propane 4-hr. cartridge range, etc.

SUMMARY:

Another brand-new entry just before presstime, the Coreys, in 2 models, almost certainly have a bright future ahead—since they offer the same high style, full list of luxury features if desired, and level of int. finish as several famous rigs in the same class costing thousands more.

This is a quality family rig, not a sports-hunter van, with a big extra provided by the fact that Bill Corey is among the master U.S. mechanics on U.S. or foreign vehicles, and for years wrote expert columns on free world rigs—and also did repairs/conversions nobody else could do. His master touch is reflected in the basic but effective C/E improvements. Level of quality, engineering, and taste throughout are very high. Should wear well too.

COREY Executive Cruiser

BP: \$7750 approx., on 108" WB only.

For those who have trouble making option-list decisions, this model offers everything stock—plus virtually all options on the model above, except for the aux. bunk, gasoline heater, dual batt. power system, and one or two other items. Otherwise completely equipped and still priced below compet. models without this level of finish.

BEL-AIRE Custom Specials

Bel-Aire Campers, of 226 South 22nd St., Escanaba, Michigan 49829 builds units in the Motorhome and housecar category only to customer specifications and on the customer's chassis, with a sample of their work shown in the converted van-to-Motorhome on GMC chassis shown below.



KAM SUPERLINER (Dodge Van Conversions)
(by Kam Manufacturing Company, 1845 Victory Blvd., Glendale, Calif 91201)



AT A GLANCE:

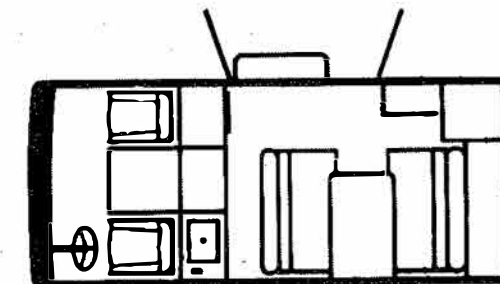
C: 2/4
BP: Approx. \$4,500 up
C/E: Dodge van chassis, 6 or V8, man. or auto. trans., etc., HD options avail.
CoF: L-couch makes double bed, wardrobe plus dresser plus linen closet, pivot table, pantry plus storage cab., insul. coach, etc.

SUMMARY:

Kam's makers concentrate on this rig, described as a camper and compact motorhome conversion, which is a good portrayal of the wide line offered. All have the expanded top, which may be had in at least 2 versions, and a wide variety of int. and coach features make each Kam virtually a custombuilt.

Plus the Superliner, other models are the top Super Deluxe, the Super Deluxe Stateroom, and the Executive. Very wide choice of options avail. virtually all models, making the Kam a true build-it-yourself.

DODGE Family Wagon I
(Dodge A108 or A100 Sportsman Wagon van conversions)
(by Compact Equip. Corporation, 5257 North Vincent Avenue, Irwindale, Calif. 91707)



AT A GLANCE:

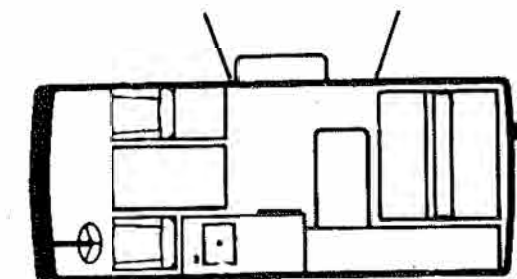
C: 2/4/5
BP: Conversion equipment sets start from approx. \$705 up. plus van.
C/E: Dodge vans for which equipment intended, avail. with variety of 6 or V8, man. or auto. trans., stock or HD suspension, steering, brakes, etc.
CoF: 3-way bench seat for dinette, 2 seats forward, or down for bunk. Optional expanding top w/2 bunks, driving crosstop bunk, side awning tent, toilet, optional permanent Vista Top.

SUMMARY:

Travco van conversions are among the top sellers today and are known, among other things, for excellent value—providing much well-thought-out and well-made hardware for a very fair price. The list of equipment comprising the conversion, option list, etc., are all tailored for the '68 Dodge vans and reflect Travco's substantial experience in rec rigs, and in particular, in semi-camping weekenders and family sports-type, short-term rigs.

In practice this means comparatively fast and simple setup for camp or for use as a town family car. Certainly one of most outstanding rigs in class.

DODGE Family Wagon II
(conversion of Dodge A108 Curb Side Vision Van or A100 van)



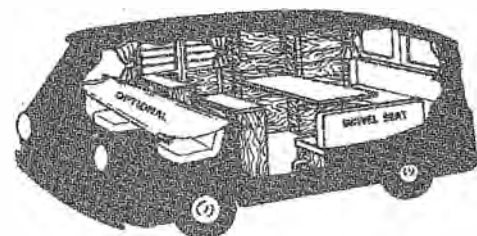
BP: Family Wagon II conversion equipment prices start at approx. \$850 up plus van.

CoF: Rear vinyl sofa converts to separate-mattress foam double bed. Nat. wood paneling, jalousie windows, engine cover pad, etc., stock, plus rest of items optional above.

The II is a little more of everything for very little more money, with many items optional on the I stock on the II and the whole list available on both, with the permanent Vista Top avail. both but aimed at the II.

Same virtues as I only slightly more features, convenience, int. room, etc.

GYPSY Model 104 Housecar
(Dodge, Ford, GMC, Chev., or VW compact van conversion)
(by Gypsy Campers, 1601 W. 190th, Gardena, Calif.)



AT A GLANCE:

C: 3/2
BP: Elevated Top w/ adult size bunk \$585. Camping int. for Dodge, Ford, GMC, Chev., 3 floor plans available, \$670 up. Camping Int. for VW, 2 floor plans available, \$500 up.
C/E: Depends on which of 5 vans chosen by customer.
CoF: All have seats conv. to bed, icebox, water tank and pump, sink, full paneling/insul., safety glass all around plus screens, etc. Chem. toilet stock all except VW. Reefer, stove, toilet, available.

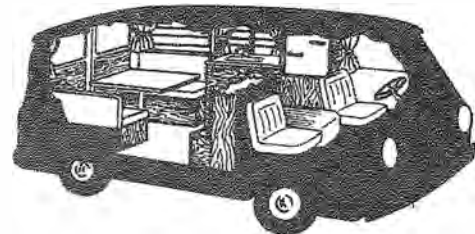
SUMMARY:

Among the 3 floor plans available for U.S. vans, and the 2 floor plans available for the VW van, the Model 104 Gypsy features a swivel-reversible seat amongst its outstanding differences from other Gypsies, with an L-shaped rear area, sofas on 2 sides and the table attachable to either of 2 walls.

High or low cabinets go across the rig just in back of the driver/pass. front area, with the optional stove between the two in the middle aisle front. The 104 is available in extended or standard vans — or wagons.

A pleasant and carefree rig, giving a lot for little money, intended just as its name implies—a camping wanderer with some extra niceties past the rough-it-in-a-tent stage. Surprising amount of storage for such a relatively little guy.

GYPSY Model 108 Housecar



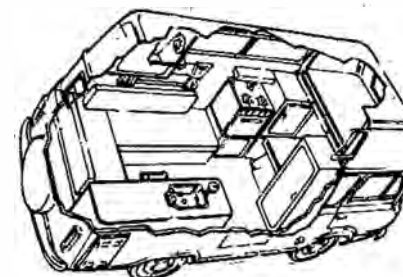
This model, similar in most respects to the 104 model, but differing in floor plan and other details, is intended primarily for extended vans and requires some additional minor changes for standard vans or wagons.

The different floor plan (below) has a full-width rear dinette, a back-view bed, a side kitchen rather than center middle, an optional spring and mattress bed rather than the cross-front stretcher type bed in the lesser version, etc.

A long list of knickknacks for such a basic rig provides great flexibility, including portable or built-in range, various awnings, reading lights, motor hump mattress, sink with drain, butane system, etc.

MALCOLM COMPACT

(modifications or full conversion, as decided by customer, of Ford, Chev., Dodge, GMC 108" WB vans, window or panel)
(by Malcolm Industries, 3 North Hickory, Arlington, Heights, Ill.)



AT A GLANCE:

C: 5/6
BP: Depends on van, equipment, type of conversion selected.
C/E: Usually 108" WB van but not necessarily; otherwise depends on van, other equipment chosen.
CoF: Full Motorhome version, if selected, features molded fiber glass top w/6'2" headroom replacing old top permanently. Double bunk plus 3 hammocks, optional. 2 20 lb. LPG bottles, chem. toilet, portable or built-in range, full insul., outdoor carpet, water purifier, full particle board underfloor, bathtub under rear cross sofa/bed, 40' hookup cable.

SUMMARY:

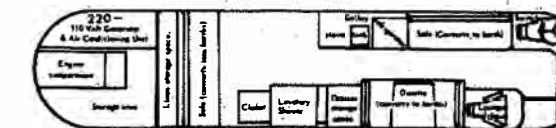
Available in several versions, from simple addition of the 6'2" headroom full-length permanent fiber glass top to a fully-equipped Motorhome with bathtub, the Malcolm conversions are today among the most popular.

Easy to drive, and definitely usable for grocery shopping or for carrying several adults on short city jaunts, Malcolm options constitute an extremely long list.

Basic is the addition of the top, which if desired, can be the only modification. Or the top plus windows can be added. The full motorhome has a 4" foam bed and up to 3 more hammock type beds—2 of which can be used for adults and all but 1 while driving.

Offers high utility, good floor plans, wide range of equipment in very appealing unit.

OVERLAND CRUISER Custom Built
(by Overland Cruiser Corp., 23801 Hoover Road, Warren, Michigan 48090)



NOTE: Overland custombuilds on your bus chassis, but can find you a bus to convert and help you make a good choice if desired. Cost depends on facilities desired. Overland's detailed drawings and specifications are submitted for final approval. The company also will advise of used land cruisers available if you would prefer not to wait for your custom rig to be built.

AT A GLANCE:

C: n/a
BP: n/a
C/E: (Based on bus most often converted by Overland, a "remanufactured Flexible Starliner Coach") Flexible chassis, Ford 534CI industrial engine, Allison Industrial auto. trans., air brakes, 1 1/2 T A/C, 10,000W, 220V power gen., new drop center bus wheels, welded safety steel frame, riveted steel and stainless steel ext. panels.
CoF: Stainless steel bath, 80 gals., gas, 90 gals. water, 104 gals. holding, 12 gal. water heater, transistor radio system with multiple spkrs., electric thermo heat, naugahyde walls/ceiling, 11V and 220V ext. power lines, etc.

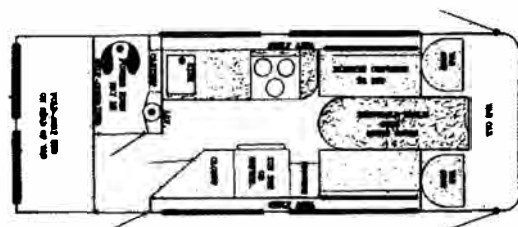
SUMMARY:

A very lavish or very big rig, depending on what you want, since you build it yourself by furnishing a bus to be converted, or by buying a bus with Overland's help, which is then built to your specs.

Advantages include interiors exactly tailored to your needs, and if you are sharp and/or lucky, possibly some savings—since you are doing some of the shopping yourself rather than buying a rig all done and ready to go. This is a possibility only, however, and not something to count on.

In this price range you may feel that the rig should be equipped exactly the way you want it should be, in equipment, facilities, and appearance, and if so, this approach may be the best for you.

KAMP KING Van-A-Home
(Dodge, Ford, GMC, Chev. 108" WB HD van conversion)
(by McNamee Coach Corporation, 2501 Rosemead Blvd., South El Monte, Cal.)



AT A GLANCE:

C: 4/6
BP: Standard Model \$2595 plus van. Self-Contained Model \$3695 plus van.
C/E: Depending on unit chosen. All WB 108", includes new 1968 Ford 108" WB HD van.
CoF: Rear extension provides room of 10 1/2' camper 21'6" long with bed open. Self-contained model has shower plus Monomatic, instant water heater w/freeze guard, coved Formica counters, etc. Sandwich foam construction. Standard model has all except stock Monomatic, available as option eliminating shower/heater heater.

SUMMARY:

Instead of frequent practice of merely raising van ceiling and converting int. plus adding doors and windows, Kamp King adds considerable space by adding on a type of modified camper body, which provides not only much additional headroom but also a rear extension as well.

Kamp King's large volume of pickup campers also help the buyer of a van conversion, since the advantages and experience of a bigger maker are available here to the purchaser.

Very roomy and serviceable rig with van handling, compactness, etc. with more room and features.

SETRA 22' S-6 Motor Coach
(by C.D.S. Projects, Inc., Box 362, Pacific Palisades, Calif. 90272)



AT A GLANCE:

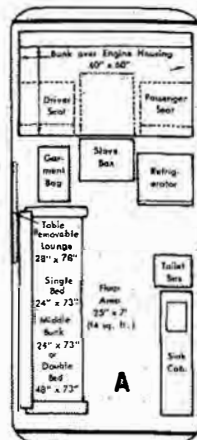
C: Open
BP: Open, depending.
C/E: Complete chassis, engine, drive train, coach body imported from Germany. Rear-mounted 4. cyl. diesel, 5-spd. syncho. man. trans., PB, indep. 4-wheel suspension, 15 mi/gal., 40 gal. diesel fuel, 123" WB, cruises 60 MPH, rear duals, etc.
CoF: Coach ints. built in L.A. to your specs on custom basis in coach imported with C/E. Body originally designed small sightseeing bus, with overhead dark-glass areas. High quality engineering in well-matched package, rugged tube steel body structure, sophisticated quality finish, etc.

SUMMARY:

This interesting rig, imported as a chassis/engine/bare coach package from Germany with the ints. finished to order, represents a very sophisticated small sightseeing bus-type vehicle, intended to go 250,000 miles between overhauls. Finish and road feel very different from stock U.S. products, very novel, and should be thoroughly checked out during consideration for your own wants/wishes.

Chief advantages include very high-quality package, designed as unit except for body ints., with durable and high-quality body and structure in very modern European style, all offering a distinct choice from usual range available.

TURTLE TOP (and Turtle Tail) Housecar
(converted Ford, Dodge, Chev., GMC vans)
(by Turtle Top Division, Independent Protection Co., Inc., Goshen, Indiana 46526)



AT A GLANCE:

C: 4/6
BP: Ranging from installation of Turtle Top only to complete Motorhome conversions of customer vehicle, \$480 for Top only, Motorhome conversions your vehicle \$1025 up.
C/E: Usually 108" WB standard or extended vans, other equipment depending on choice.
CoF: Expanding fiber glass top gives partial 6-2" headroom in vehicle. 4 floor plans available, depending vehicle chosen, equipment desired, etc., vary from basic camping-style rig, sleeping up to 6 w/ chem. toilet, to plan for extended-body vans w/ rear riding seats, table, convertible to bunks and usable while driving (but Turtle Top is closed when in motion). Package can include Turtle Tail, extendable rear thru rear double van doors.

Chief advantages include very high-quality package, designed as unit except for body ints., with durable and high-quality body and structure in very modern European style, all offering a distinct choice from usual range available.

SUMMARY:

Named for the Turtle Top extending the ceiling, and now available with a Turtle Tail extending the rear of the vehicle out thru rear double doors of the van for more living room, the Turtles come in basic camping versions with several floor plans sleeping a family of up to 6—or can be equipped as comfortable and attractive compact housekeeping Motorhomes.

Beautiful plastic laminated walnut wood grain paneling used in cabinets of upper 3 or 4 floor plans available. Some floor plans not available in some vans because of vehicle construction and limitations.

Very flexible rig with many options and items available. Top and Tail closed while moving.

Basically a camping family unit, but with city utility, and also modifiable to comfortable small housecar thru selection of deluxe floor plans, equipment.

AT A GLANCE:

C: 4/5/7
BP: Depends on equipment chosen — from \$280 up plus van.
C/E: Any VW van will take many Sportmobile options, available as a package installation or separately for old VW vans or new 1968 model. No drive train alterations listed.

CoF: Long list of options, described as "installable with only hand drill, screwdriver, sabre saw," include 6'3" headroom "pop top," small tent or separate 10'x10' guest house with corridor to van int., 2 different int. child hammocks, various sleeping setups, kitch. equipment, etc.

SUMMARY:

A relatively new array of deluxe options for conversion of VW vans (Ford and Dodge soon) including new '68 model to variety of different sleeping, kitchen, camping arrangements, with long option list including chem. toilet if desired. Alum.-frame tent options include small child's tent plus separate "guest house" 10' x 10' tent with corridor to van if desired.

High-quality, well-planned equipment easily converts to van for city use. Royal Naugahyde seat cushions, other deluxe items avail., but basic approach is provision of fundamental items for family camper with some niceties that can double as utility vehicle.

SPORTSMOBILE Family Wagon Camper
(new 1968 Volkswagen van conversion. Ford/Dodge conversions to be available)
(by Sportmobile, Andrews, Indiana 46702)



National Rental Directory

AMONG THE MANY QUIRKS of the Great Motorhome Rush that are stumping even the most veteran rec rig observers is the rental motorhome market. This corner of the motorhome world has quietly grown to the size of a Green Bay Packers defensive tackle.

For the first time, so far as we know, the really vast proportions of this rental situation are revealed in this first National Motorhome Rental Directory, as compiled by the publishers of *TRAILER LIFE*. When the clouds of dust at last began to settle, and the material was assembled for the first time, the size of this directory was just overwhelming. As with the Motorhome Buyer's Guide—we were flabbergasted at the rate of growth, fluidity and scope of the rental situation.

Still, for confirmation of this tremendous and continuing expansion all we had to do was compare our experiences of a few years ago, when combing the area for weeks was essential to finding a suitable rental rig, to the present—when the right rig and equipment can be located with a few simple calls. Now that's *change!*

But growth, even growth as fantastic as the motorhome field, is after all a built-in feature of the whole rec rig field. For motorhome rentals, the really burning question is, why? Where has all this interest come from, in a specialized part of a specialized part of rec rigs?

The answer isn't simple, especially in view of the situation in trailers. Except

for some smaller and very basic rigs, there just isn't any trailer rental market, certainly not in rigs of any size and with any equipment. If you want a self-contained 24' or 26', for example, forget it.

And it's too bad, really, because one of the best ways to discover if you and the rig will hit it off together is a sort of trial period—in a rental.

This is really the secret of success for motorhome rentals. Even though we may be experienced trailerists or campers, a motorhome is an iron horse of an entirely different color, and most of us would prefer to be cautious and give it a tryout before committing important money to buying a housecar or motorhome rig.

Another underlying reason has nothing at all to do with prospective buyers, but stems from motorhomers who just want to rent a motorhome for a short period, a vacation or whatever, and that's it. Buying one, these folks figure, is like buying a tractor when all you want is to pull that one stump in the back yard. Actually this reason is part of the most serious original motorhome drawback — one that the "experts" predicted would restrict the field to remaining just a tiny stepchild of other rec rigs.

A motorhome or housecar, by definition, is a highly specialized and often fairly big and expensive rig, great for living and trips — but basically not suitable for mere transportation or household-goods hauling. Or people who like motels/hotels and eating out

a lot. Or people without bikes who need supplies but don't want to lose their camping space in first-come-first-served parks. Or people who look at driving as a chore roughly equivalent to cleaning out the cesspool. Or . . . well you can fill in plenty of other blanks.

But all these apparent and supposedly serious drawbacks began to fade as the solutions, surprisingly, popped into view one by one as the motorhome spread. Motorhomes, like boats, proved to be a great way to spend a lot of leisure time — and after all you can't get to the drugstore or haul kids in a boat either.

So even the 9-to-5ers have found that the housecar still gets plenty of use, just as a boat would. And motels/hotels get very very expensive and very very boring day after day. And hanging a bike on the tail, or towing a tiny car, is really pretty simple — just like a boat carries a little dinghy for the short errands. And driving housecars gets easier and easier, as the convenience and luxury features appear on more and more rigs. And suddenly the motorhome doesn't seem so impractical and specialized at that.

The net result is that we who want to try it first in a rental before taking the plunge are a growing army. Meanwhile those of us who only need it for a short time are also waxing large and flourishing in number.

But if you don't fit any of these descriptions, well come on anyhow and welcome — to this first National Motorhome Rental Directory!

National Motorhome

Rental Directory

ALASKA

Anchorage
Equipment Services, Ltd.
2605 East 5th Avenue
Rents: Cortez Motorhomes
\$50.00 per day

CALIFORNIA

Campbell
Baker Trailer Sales & Rentals
2105 South Bascom Avenue
Rents: Life-Time 17' & 19'
17' — \$125.00/wk plus 5c/mile
19' — \$175.00/wk plus 5c/mile
Vernon Thompson — Motor Home Rental
2298 Montezuma Drive
Rents: Dodge Motor Homes, 27'
\$250.00/wk plus 10c/mile

El Cajon
Nicholas Bros.
885 East Washington
Rents: 22' Beechwood and
Pace-Arrow
\$155.00/wk plus 6c/mile

Hayward
Cooper Leasing Company
25601 Mission Blvd.
Rents: Dodge Motorhome
\$200.00/wk plus 15c/mile

Lynwood
Eddy's Place
Trailer Sales and Rentals
12133 S. Atlantic
Rents: Volkswagen Campers
\$65.00/week plus 5c/mile

Modesto
Advance Auto Sales
1300 Tenth Street
Rents: Ford Pacer by Selgran, Inc.
\$200.00/wk plus 2c/mile
\$1000.00 for 30 days—no mileage

Sacramento
"Big" Jim Schindler
Downtown Ford
13th and Eye
Rents: 6 Shasta, one each,
Life-Time and Winnebago
\$25.00/day, no mileage
Generators and air-conditioners
furnished, no extra charge

San Carlos
All Bay Coaches
197 El Camino Real
Rents: Kamp King
and various other
makes—\$70.00 to \$175.00/wk

San Diego
D&P Truck Center
Home Avenue & Highway 94
Rents: Woods Voyager & Westways
Start at \$225.00/wk

Santa Ana
Vacation Vehicles Inc.
1415 North Harbor Blvd.
Rents: Winnebago
\$250.00/wk — \$100.00 deposit

Santa Rosa

Mitchell Motor & Trailer Sales
P.O. Box 1495
5690 Old Redwood Hwy. N.
Write for information on models
rented \$199.00/wk; \$716.00/mo.
4c mile with 23' and 25' models

Thousand Oaks
Southernland Cortez Rentals
2266 W. Adrian
Rents: Clark Cortez
\$250.00/wk plus 10c/mile
(summer)

Torrance
South Bay Motor Homes
18311 Hawthorne Blvd.
Rents: Pace-Arrow
\$200.00/wk plus 5c/mile

Tustin
Tustin Trailer Supply
171 D Street
Rents: Pace-Arrow Motorhomes
Winter—\$175.00/wk plus 4c/mile
\$50.00 cleaning deposit

Van Nuys
Pageant Motor Homes
7750 Sepulveda Blvd.
Rents: Dodge Islander & Voyager
Oct. 1 thru May 31—\$149.00/wk
Jan. 1 thru Sept. 30—\$199.00/wk

Dolan Bros. Trailer Sales &
Rentals
6167 Sepulveda Blvd.
Rents: Dolan Sportsman Housecar
and Dodge Sportsman
\$250.00/wk

Campertown
7540 Sepulveda Blvd.
Rents: Pace-Arrow 21'
Sept. 15 thru May 15—\$150.00/wk
plus 5c/mile
May 16 thru Sept. 14—\$175.00/wk
plus 5c/mile

Ventura
McFarland Trailer Center
177 East Meta
Rents: Winnebago 22D
\$175.00/wk plus 5c/mile

COLORADO

Alamosa
Jones Machine Company
P.O. Box 1
Rents: Chevrolet Chassis —
custom built
\$25/day

Denver
Colorado Camp-R-Land
4747 West Colfax
Rents: Life-Time 19'—22'
\$175.00/wk

Denver Dodge Truck Center
5135 York Street
Rents: Dodge Camper Wagon and
Family Wagon
\$100.00/wk

Mobile Trailer Leasing Inc.
4101 W. Colfax Avenue
Write for information

CONNECTICUT

Meriden
A-1 Rentals, Inc. (United Rentals)
328 Paddock Avenue
Rents: Life-Time
\$195.00/wk plus 6c/mile

Simsbury
Maynard Chrysler-Plymouth, Inc.
520 Hopmeadow Street
Rents: Clark Cortez
\$175.00/wk plus mileage

FLORIDA

Orlando
Swope Travel, Inc.
P.O. Box 20241, Herndon Station
Rents: Dodge Motorhomes
\$225.00/wk plus 8c/mile

Tampa
Sellhorns Mobil-Hire
P.O. Box 790
Rents: Dodge and California makes
\$100.00 to \$150.00/wk

ILLINOIS

Decatur
Kilborn's U-Drive-It
765 North Main
Rents: 1968 Dodge
\$250.00/wk plus 10c/mile

Elgin
Elgin Luxury Land Cruises
970 Villa
Rents: 1967 Dodge Motorhomes
\$250.00/wk plus 8c/mile

Northfield
Peaster Oil Company
1822 Willow Road
Rents: Clark Cortez, Dodge
TEC Camp Wagons, others
Dodge Motorhomes: Winter—
\$250.00/wk plus 10c/mile
Summer: \$250/wk plus 12c/mile
TEC Campwagons, year around:
\$125.00/wk plus 9c/mile
All rentals without gasoline

INDIANA

Michigan City
Astro Auto Sales
3301 S. Franklin Street
Rents: 1967 Dodge Motorhomes
\$250.00/wk

IOWA

Bettendorf
Continental Leasing & Manage-
ment Corp.
P.O. Box 539—1104 State Street
Rents: 1967 Dodge Motorhomes
Winter rates: \$225.00/wk plus
12c/mile
Summer rates: \$250.00/wk plus
12c/mile

Council Bluffs

Midwest Luxury Travel
27 South 24
Rents: 1967 Clark Cortez
Write for information

KENTUCKY

Murray
Happy Holiday Travel
P.O. Box 362
Rents: 1964 model
\$200.00/wk plus 7c/mile

LOUISIANA

Baton Rouge
Standard Rentals
2029 North Street
Rents: 1966 Dodge Motorhomes
\$200.00/wk plus 10c/mile

MASSACHUSETTS

Taunton
New England Motor Homes, Inc.
6 Pleasant Street
Rents: Dodge
\$198.00/wk plus 8c/mile

MICHIGAN

Battle Creek
Cortez Sales & Service
1018 E. Columbia
Rents: Clark Cortez
\$200.00/wk plus 10c/mile

Dodge Center, Inc.
301 W. Michigan Avenue
Rents: Dodge Motorhomes
\$250.00/wk

Belleville
Vacation Camper Rental & Sales,
Inc.
Corner Belleville and Ecorse Roads
Rents: Land Rovers, Inc.
\$225.00/wk

Detroit
Century Cut Flower Co.
4811 Fourth Avenue
Rents: 1967 Dodge Motorhomes
\$20.00/day plus 8c/mile

Farmington
Town & Country Dodge, Inc.
31015 Grand River
Rents: 1968 Dodge Motorhomes
\$300.00/wk plus 8c/mile

Iron Mountain

Ken's Motor Sales, Inc.
North U.S. 2
Rents: Dodge Motorhomes
\$175.00/wk plus 7c/mile

Livonia

Hi-Way Cruisers Inc.
20417 Middlebelt Road
Rents: GMC, Flex, Clark Cortez,
Dodge, Chevy Cruisair
Various rates

Ypsilanti

Acme Products & Sales
326 Ecorse Road
Rents: 1967 Dodge Motorhome,
27 1/2'
\$325.00/wk plus 12c/mile

MINNESOTA

Redwood Falls
Menn-Rose Mobile Homes
E. Bridge
Rents: Winnebago 19'
\$125.00/wk

MISSOURI

Grandview
S-71 Hiway Trailer Sales
14815 S. 71 Hiway
Rents: Clark Cortez
\$250.00/wk plus 14c/mile

St. Ann

St. Ann Motors Inc.
10805 St. Charles Parkway
Rents: Dodge Motorhomes
\$250.00/wk plus 10c/mile

St. Louis

Rixman Dodge Truck Center, Inc.
8014 North Broadway
Rents: Dodge Motorhomes
Winter: \$175.00/wk plus 12c/mile
Summer: \$250.00/wk plus 12c/mile

NEBRASKA

Omaha
Dodge Motor Trucks
18 and Nicholas Streets, Box 276
Rents: Dodge Motorhomes
\$250.00/wk plus 14c/mile

NEW JERSEY

Bergenfield
Bergenfield Sports & Auto
61 South Washington Avenue
Rents: Sunbeam Funwagon
\$125.00/wk plus 10c/mile plus gas

Lodi

Modern Traveler Sales & Rentals
Route 46 & North Savoie St.
Rents: Life-Time Motorhomes
\$200.00/wk

Parry Trailer Sales & Rentals
10 Route 46
Various models
\$125.00/wk plus mileage

Pine Brook

Kevah Konner, Inc.
Route 46
Rents: Clark Cortez
\$275.00/wk plus mileage

Wayne

RUI Camp 'N Comfort
1168 Route 23
Rents: Winnebago 22' and 17'
\$200.00/wk and \$175.00/wk

NEW YORK

Boonville
James D. Capron Trailer Sales
139 Schuyler Street
Rents: Winnebago 17', 18'-10',
22', and Used Trade-ins
\$90.00 to \$175.00/wk plus mileage

Endicott

Wheel Estates, Inc.
1561 Maine Hwy. Rt. #26, N.
Rents: Winnebago, 17', 18', 22'
\$125-\$245/wk

Kenmore

Samcoe of Kenmore
917 Military Road
Rents: Shasta Land Yacht
\$250/wk

Hempstead

Hempstead Dodge
257 Main Street
Rents: Dodge Motorhomes
\$1100.00/month plus 12c/mile
\$285.00/wk plus 12c/mile

Jamestown

Twin Trailer Sales
Foote Avenue Ext. Route 60 South
Rents: New unit each year
\$150.00/wk

Tonawanda

White Star Distributors
2783 Niagara Falls Blvd.
Write for information on models
rented, \$250.00/wk

White Plains

Mobil, Inc.
182 Main Street
Rents: Dodge Turtle-Top
\$275.00/wk and \$135.00/wk

Yonkers

Caryl Auto Sales Corp.
303-288 McLean Avenue
Rents: Clark Cortez
\$250.00/wk plus 10c/mile

Yorkville

Carbone's Dodge City
Truck Route 5-A
Rents: Dodge Motorhomes
\$250.00/wk plus 12c/mile

NORTH CAROLINA

Hickory

Trutred Mobile Homes Sales
Highway 305—321 By Pass
Rents: 17' and 19' Life-Time
\$18.00 and \$20.00/day plus
5c/mile

Newton

Wray Frazier Camping Center
Highway #16 East
Rents: Norris 21' and
Shasta Land Yacht

OHIO

Akron

Tramper Camper Inc.
3136 Manchester Road
Rents: Open Road Housecars
\$185.00/wk plus 5c/mile over
first 1000 miles

Bowling Green

D&H Travel Trailers
R.R. #2 Mercer Road
Rents: 22' models
Various rates

Cincinnati

Harrison Terminal Inc.
1220 Harrison Avenue
Write for information on
models rented
\$75.00 to \$150.00/wk plus mileage

Columbus

Farher Motors Inc.
4318 E. Main Street
Rents: Dodge, Ford Condor,
Life-Time
\$175/wk for Life-Times
\$250.00/wk for Dodge and Condor

Conneaut

Dun Rovin Trailer Sales
917 W. Main
Rents: Life-Time
Fees not established

Copley

Town & Country Store
3567 Copley Road
Rents: Winnebago 18' and 19'
\$175.00/wk plus 2c/mile

Cuyahoga Falls

Moorehead's Motorhome Rental
1868 Front Street
Rents: Dodge Motorhomes
\$275.00/wk plus 8c/mile

Dayton

Brown's Travel Trailer Agency
5121 North Dixie Drive
Write for information

Mansfield

Richland Travel Trailers
302 Ashland Road
Rents: Various models
Fees open

OKLAHOMA

Bethany

The Campsite
7700 Northwest 39th Expressway,
Highway 66, West
Rents: Winnebago 16', 19', 22'
16'—\$150.00/wk; 19'—\$185.00/wk;
22'—\$245.00/wk

OREGON

Portland

Penna's Trailer Sales & Rentals
9080 S. W. Canyon Road
Write for information

PENNSYLVANIA

Brookville

Haskell's Mobile Homes
R. D. #1
Rents: Life-Time
\$110.00

Ephrata

Messick Rental, Inc.
P.O. Box 60
Write for information on
models rented
\$100.00/wk

Johnstown

Leckey Trailer Center
1220 William Penn Hwy.
Rents: Shasta
\$250.00

Martinsburg

Hoover Mobile Homes, Inc.
600 East Allegheny Street
Write for information on
models rented
\$50.00/wk

Transfer

Reynolds Trailer Rental Inc.
Box 103
Rents: Winnebago
\$200.00/wk

SOUTH DAKOTA

Rapid City

Rapid Rental
325 West Blvd.
Rents: Scotty, Winnebago
\$50.00/wk

TENNESSEE

Columbia

MotorHomes of Columbia
Country Club Lane
Rents: 1965 Dodge Motorhomes
\$210.00/wk plus 10c/mile

Knoxville

Travel Trailer & Camper Servicenter
1401 Central Avenue North
Rents: 19' Winnebago
\$150.00/wk plus 6c/mile

TEXAS

Abilene

Bells Mobile Homes
Route 3 Box 259
Rents: Dodge Motorhomes
Rates vary with time and distance

Dallas

Hutton-Eddins Company
5431 Lemmon Avenue
Rents: Dodge Motorhomes
\$200.00/wk plus 10c/mile

Houston

River Oaks Leasing, Inc.
4807 Kirby Drive
Rents: Clark Cortez
\$250.00/wk plus 10c/mile

VIRGINIA

Richmond

Herman Vaughan Auto Sales
1701 Chamberlayne Avenue
Rents: Dodge, Chevrolet
\$250.00/wk

WASHINGTON

Seattle

Northwest Cortez
16616 Pacific Highway South
Rents: Clark Cortez
Summer rates: \$275.00/wk plus
10c/mile

WISCONSIN

Appleton

Circle-R Lease
1405 Westland Avenue
Rents: Dodge Motorhomes
\$250.00/wk plus mileage and gas

La Crosse

Jay's Mobile Homes
Route 1
Rents: Winnebago 17'
\$150.00/wk

Thiensville

Mirace Leasing
427 North Main Street
Rents: Dodge Motorhomes
\$30.00/day plus 10c/mile

Road Testing a Motorhome

The key to making a final decision rests in that driver's seat. And here's a tip about road testing: always take along a friend to ride in the back of the coach while you drive. I'll explain why later on. Here are some check-points for your road-test.

1 — Pick your own route. Don't let the salesman steer you over a pre-selected milk-run! It happens every day. He knows the road so well that he could take you over it in a hurricane and never let the coach wiggle. Insist that the road-test take place over routine types of terrain. Such as:

2 — A stretch of city traffic. The motorhome should move away from the light at a reasonable clip, but don't expect to stay abreast of that hot pickup truck in the next lane — it won't! Every vehicle has a certain "feel". If the engine seems to be screaming and straining, perhaps it is inadequate.

3 — Try a freeway or throughway of some kind. Get the vehicle up to legal speeds of about 60 to 65 miles per hour. Does it hold in one lane without wandering? Does the engine roar excessively at that speed? How about wind noise? It is a curious fact that some coach designs produce weird wailing or moaning effects at high speeds — sounds that are completely missing at low city driving speeds.

4 — Deliberately pick a hill, a mountain, or at least a winding road on an uphill grade. Travel up it in high range at a slow rate of speed until the engine starts to labor. An automatic transmission will shift into a lower gear range at the precise right moment, and it should bring the vehicle up to normal speed again in a hurry. In a stick-shift model try this: stop dead on the steepest part of the hill. Shift into low gear and start up again. Does it have sufficient power to get the load rolling without unnecessary delay? Will the transmission shift smoothly into the next gear range without clashing or stiffness? Don't let a salesman tell you that "new transmissions are often stiff." A good one never balks. A poor transmission design will be hard to operate throughout its life.

5 — Watch those gauges. On a steep hill the temperature gauge should climb up past normal, but if it gets into the red zone, beware. It means that either the engine is inadequate, that the load is too heavy, or that the axle ratio and tire combination is not quite right. If the power-team was properly designed and matched, the cooling system would handle the loads in most any situation. Overheating should be a thing

of the past. And by the way — if you detect a lot of heat sifting up through the floor during the day, it means that firewall or engine-cover insulation is poor. On a hot day a poorly-insulated engine compartment is a terrible problem. I have known people who traded coaches for that reason alone.

6 — Try a downhill stretch of road, taking corners at a speed slightly above normal to test the cornering reaction. If the coach seems to lean excessively, or if the rear wheels seem to drift sideways a bit coming out of the turn, beware. A high-sided coach is bound to feel slightly top-heavy and most certainly it will lean a bit in the turns. But common sense will tell you when the lean is going beyond normal expected behavior. If it begins to bother you, that's a sign of bad handling.

7 Hit the brakes now and then to test their reaction time. Do brakes begin to take hold immediately? They should start to slow the vehicle a fraction of a second after you hit the pedal. If there is too much delay, or too much pedal-effort required, the brakes were not properly designed. On downhill roads, use the brakes frequently. If they begin a feel a bit "slippery" — as though the linings were becoming glazed — better reject the coach. It means that heat dissipation is robbing brakes of strength. Because of the larger tires and more air circulation under the fender wells, there is no excuse for a motorhome brake to overheat easily.

8 — Look for a stretch of rough road. The rougher the better. Here's where your observer pays dividends. Ask him to feel for "bottoming", pitch-and-yaw, and side-sway reactions in the back of the coach. If the motorhome seems to bounce excessively, drift sideways over washboard roads, and lose traction frequently on the rough stuff — the suspension system is poorly designed. It should handle easily even on rough trails.

9 How about steering effort? Could your wife or father handle it at slow speeds on bad roads? The slower the speed, the greater the physical effort required. A power-steering option can solve this one, but make sure you at least understand the problems.

10 — Stop the vehicle. Close all windows, vents, doors, and sliders. Drive rapidly over a dirt road and check for entry of dust. The more airtight the coach is, the higher is the quality and the more you will enjoy it. A long trek up the Alaska Highway can be sheer torture with dust entering in thick, choking clouds. Sometimes a faulty or incorrectly applied

window or door gasket will allow dust to enter, in which case the problem can quickly be erased. On other coaches, nothing you could do would help much. The "fit" is simply a bad one. Mating edges do not mate. Gaskets do not seal. And it is a pity because many otherwise fine coaches just allow too much dust to enter.

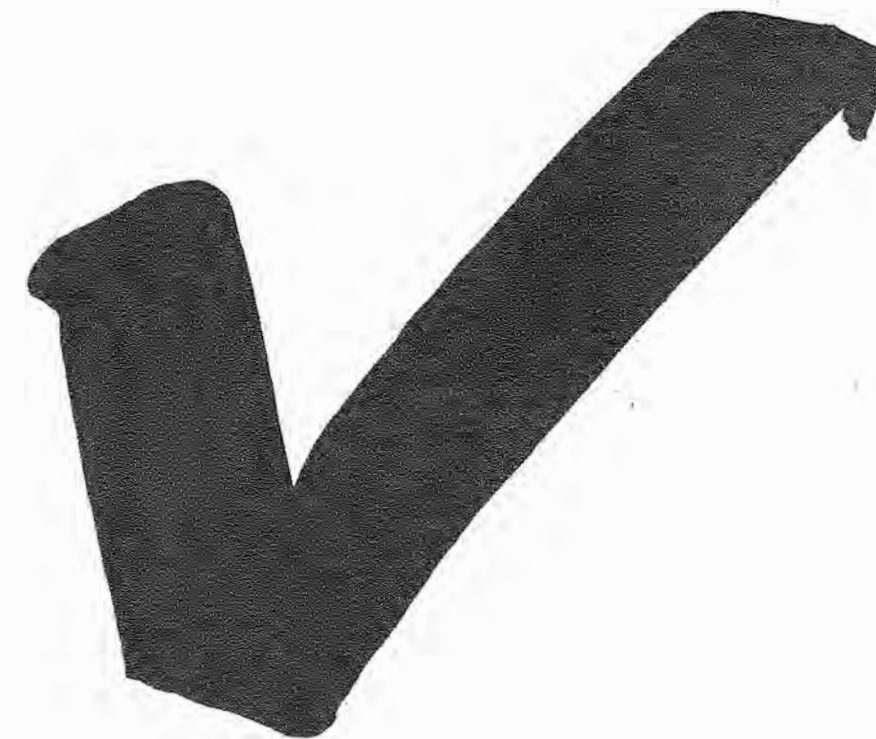
11 — The noise level is also an important factor. Cabinets that pop and squeak, drawers that jiggle and wiggle, an undercarriage that groans and slams, and windows which rattle incessantly—these indicators of poor design speak for themselves. Take into account the facts that dishes, silverware, and personal gear can make a silent coach rattle, of course. But when a new empty coach proves excessively noisy, I can assure you that it will prove annoying throughout its life.

SERVICING PROBLEMS

In a van or motorhome the engine might be located up front, between the front seats, in the center of the chassis, or even in the rear. But how about normal servicing? Can you check the oil dip-stick from outside? —or must you allow a greasy-footed station attendant to stomp over your rugs to lift the motor cover inside the coach? Can the radiator water level be checked and water added from outside the coach? (Spilled battery fluids may cause expensive problems in a motor coach) These are things too often ignored, and perhaps I am too critical. However, I can't help thinking that a motorhome which requires internal—rather than external—servicing steals something from your privacy and comfort. Surely it is possible to redesign such a system so that water, oil, and battery levels can be checked from outside.

SUMMING UP

There are quite probably a thousand reasons why a coach should be accepted, and only a score or more of faults that could classify it as "unacceptable." My purpose here is only to bring out certain hidden factors that often escape the eye, the ear, and the noise in a static examination of the product. Use your check-chart to compare basic features. Then make your road test, not necessarily a long exhaustive one—but one filled with specific details to test and rate. Never buy a motorhome just because you "like its looks." Conversely, never reject a coach on appearance alone. Beauty, after all, is in the eye of the beholder. As the cigarette manufacturers so often put it: "It's what's underneath that counts!"



How to check out a Motorhome

by TOM WAYNE

The best advice anyone can offer about new motor coaches is to check them out before you buy. A complete road test is not possible, of course. You'll probably keep looking and eliminating until your selection of "possibles" is down to three or four. Perhaps only one or two. So much the better. Certain aspects of selection can best be solved by a side-by-side comparison of basic features even before you conduct a road test. Prepare a sort of framework that, when filled in with data, will give you a clear picture of the right motor home for you.

FIRST—CHECK CAPACITY!

Long ago, someone warned me that a rowboat with four seats does not necessarily carry four persons. Pretty much the same line of reasoning holds true in motor coaches. A typical coach might have four seats in the dinette, two up front, and a gaucho couch in the rear—a total of nine or ten seats. It doesn't follow that this particular coach can handle ten persons. This observation is an oversimplification, of course. The point here is that the overall size of a coach presents merely a

visual effect.

Passenger capacity: Despite the size of the coach you'll find that most motorhomes are designed for either four, five, or six persons. (The largest units offer options up to eight and ten persons sleeping capacity). Have you ever stopped to think about passenger capacity? How many persons can travel in a motor home? Actually, there are simple physical laws governing this factor. First, the very basic matter of *weight capacity*. Every adult passenger adds from 100 to 200 pounds or more of body weight, plus another 100 pounds or so of luggage and necessary gear. Each additional passenger will require food, water, clothing, seating space, a bed, closet and drawer space, aisle space, and even viewing space. A big problem with increasing the number of passengers is the *bathroom* limitation. How many persons can utilize one toilet, for example, before severe conflicts arise? Even where personal conflicts might be missing, what about the capacity of the holding tank? If a normal family of four persons can get 5 or 6 days from a 40-gallon holding tank, eight persons would get half that time, and ten persons would

get about a third of the time—or only one or two days before the tank was full. See what I mean?

CARGO CAPACITY

Factory brochures refer to this factor in the more genteel expression "storage space". How much closet space does the coach maintain? If there are six beds but only one closet, expect trouble. If there are only three or four drawers and no other internal storage compartments other than kitchen cupboards, beware. Remember our rules: every person requires a given amount of gear and storage space. How to determine the capacity? Try to visualize it this way. Suppose there are five members in your family. Is there enough storage space in the coach to handle the contents of five large suitcases? Try to imagine where all the clothing and personal gear could be stowed. Following that test, how about related gear that must be toted, such as five towels, cooking equipment for five persons, five sets of blankets or five sleeping bags, and so on.

Estimating CAPACITY is not a difficult task, yet it is a critical factor.

more on page 80



by PAT and FAITH TERRY

*Some generalities about motorhomes—
and a look at why they are so livable . . .*

Mothers love them. It is strange that no motorhome manufacturer has latched on to that slogan. Imagine having the enthusiastic endorsement of such a powerful group and just calmly accepting it.

It takes no stretch of the imagination to understand why. With a motorhome a family need not line up at gas stations, or for that matter, need not make any rest stops. Plaintive voices from the back seat announcing, "I'm hungry", are wiped off the family-travel sound track. Naps for pre-schoolers don't mean keeping the rest of the tribe quiet. Racking one's brain to come up with sitting-still games is unnecessary. Mothers lucky enough to own motorhomes can go on, and on, and on! But you get the picture unless you have never thought about this type of recreation vehicle.

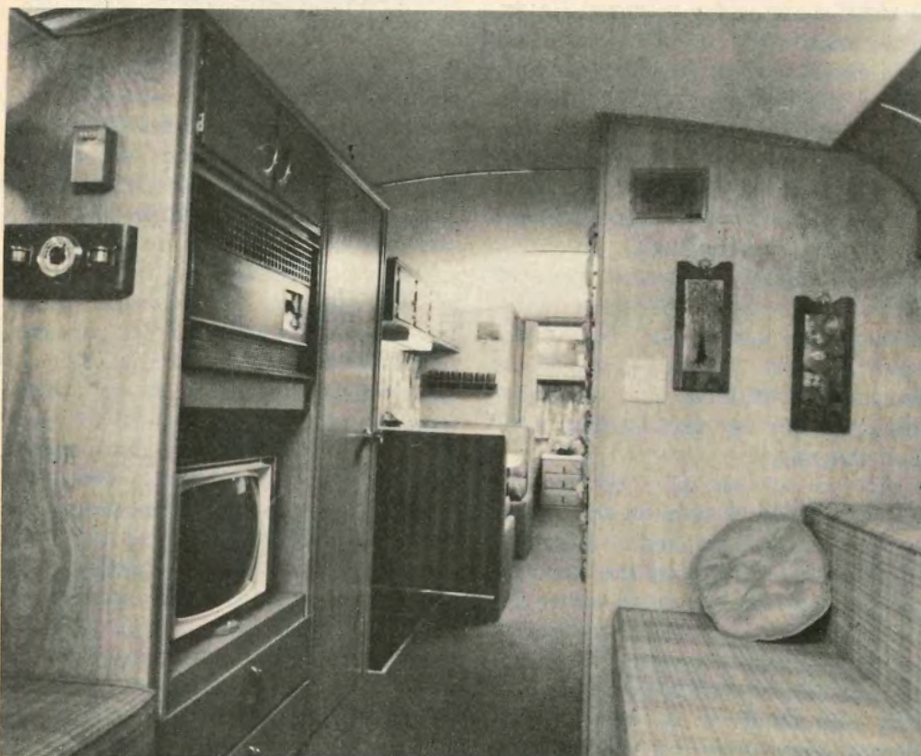
The motorhome is unique in its advantages. No other type of RecV makes it possible to continue all daily living activities while also putting the miles behind. Incredible distances can be covered by a family



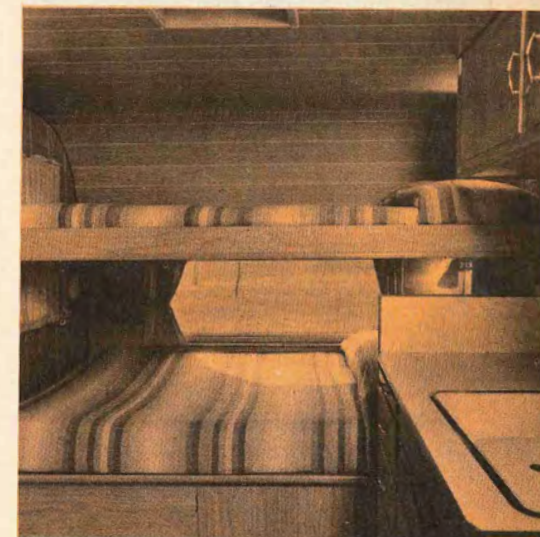
ONE OF THE UNIVERSAL FEATURES of motorhomes is a floorplan with a center aisle and a bathroom on the side. Above is front to rear view of a Coachette unit.

with two drivers without anyone missing a meal or an hour of sleep. As its name implies, this RecV is a home with a built-in motor. The driver in his seat in the living room is the only person not free to wander around inside while the vehicle is in motion, but he or she is merely confined, not isolated from the rest of the family. That overworked word "togetherness" is still one of the *more on page 44*

PLACEMENT OF DINETTE varies from the extreme rear, to a spot in the front directly behind the driver area. Always they convert to beds. This is a Condor.



PLEASANT LIVING IN A MOTORHOME is directly related to its size. Longer vehicles have more storage room, extra inches for bed length, space for larger appliances . . . and TV as shown in this Wanderlodge photo.



MOTORHOMES 25 feet or longer usually have a separate bedroom in the rear. Twin beds can be placed lengthwise as in Newell unit, top. Double beds go across as seen in bottom picture of Condor interior.

No Place Like A MH

continued from page 43
most descriptive for motorhome travel.

Within the motorhome group of RecVs there are three different types. The most compact are the converted vans, the basic shell being one of the light-weight delivery trucks produced by all the major auto companies. Because of their size, many of these do not have all the goodies available in larger units and since they are adaptations of existing vehicles, the drivers compartment may not be worked as completely into the interior arrangement. However, most of the primary motorhome advantages can be claimed by families owning vans and they have some special talking points of their own. The other associated vehicles are chassis-mounted campers with a walk-thru between the truck cab and camper body. Depending on the manufacturer, the cab may be more or less integrated, but so long as the driver is not separated by a wall from the house, we consider these vehicles as part of the motorhome-advantage group.

The strict definition of a motorhome might specify a vehicle with a specially designed body containing all driving and living equipment. It would be impossible to be more precise because motorhomes come in lengths from 17 to 35 feet, may have aluminum, fiberglass or steel bodies,

engines with horsepowers all up and down the scale, and a host of other variables. The one absolute fact is that none of them are more than 8 feet wide — the law takes care of that.

There are a number of generalities that do apply to most motorhomes with the exception of the converted vans. Self-containment is basic to the theme that makes them attractive, therefore all motorhomes have it and most offer a generous package. Tank capacities are often larger than average since weight and size are not as limiting in this type of vehicle. Another universal feature is a floorplan with a center aisle and a bathroom on the side. The fixed back window of a motorhome added to the location of the axles and wheels make a central location the best — opening windows are on side walls, the holding tank can be under the floor. Regulations about entrance doors for buses apply to motorhomes (curbside only) therefore an aisle must be kept open for the driver to get into his seat, the bath should be accessible from both front and rear, *voilà*, the floorplan with an aisle down the middle. The front of a motorhome is more affected by this dividing line. In spite of it, manufacturers have worked out a wide variety of arrangements. The placement of dinettes varies from the extreme rear, with an observation car view, to a spot in the front directly behind the driver area. They can be on either side of the vehicle, forward or aft of the entrance door. Always they convert to beds, 36 to 40 inches when on the side, 48 inches is possible across the back.

Motorhomes 25 feet or longer usually have a separate bedroom in the rear. Twin beds can be placed lengthwise; a double goes across. Shorter vehicles have gauchos to provide both daytime seating and nighttime sleeping.

Any one of our generalities could be proved wrong in a model offered by a particular manufacturer. We have seen bathrooms at the rear. We know of a double bed across the front. There are motorhomes with back doors and opening rear windows. Some economy models are not fully self-contained. All of which indicates that there are motorhomes to fit almost any family and any set of specifications. Prices start around \$5,000.00 and go UP with a top fig-

ure not yet reached. \$25-30,000 will cover the plushiest of the regular production models, after that you are in the custom bracket.

Being quite arbitrary, we can say that the average motorhome is 19-20 feet long, sleeps six, has a dinette, one double bed gaucho and a forward overhead bunk, a galley with 3 or 4 burner range with oven, matching hood, a double stainless sink, a 4 or more cu. ft. gas/electric refrigerator, sealed combustion space heater, 12v lighting system, compact bathroom with shower-pan floor, hand-spray unit, toilet and holding tank, built-in lavatory and wall-hung medicine chest. There will be a pressure water system and a water heater. One full length closet and a minimum of 3 drawers for clothes. Galley



THE INTERIOR ARRANGEMENT of a chassis-mount follows general camper layout except that the front wall has the walk-thru. Shown is El Dorado.

storage in overhead lockers and under the sink with drawers for tableware and kitchen utensils. Dinette seats will provide additional storage. Decoration will include paneled walls, vinyl or treated upholstery in restrained pattern, bright draperies at all windows and colored appliances. Wall-to-wall carpeting, often standard, is a means of blending in the engine bump at center front. Driver and passenger seats are usually upholstered in a harmonious color to minimize their utilitarian appearance. Swivel mounting for these seats permits turning them into the living area. Ventilation will be side-to-side since the front window can never open. Roof ventilators front and rear are more common than a single vent in the center. All windows are safety glass. Price in the neighborhood of \$10,000.00—but this is a big neighborhood and stretches out in both directions.

It is a rare average motorhome that

does not offer another overhead bunk to stretch sleeping capacity. Other common options are a Monomatic toilet, 110v air conditioner, radio and/or tape deck with stereo speakers and the usual complement of extras that may be added to any motorized vehicle — power steering, power brakes, automatic transmission, heavy duty this and that.

Pinning down an average among the van conversions is even more difficult. These range from build-your-own to classy, and expensive, custom jobs. As of the moment we have not seen one with a separate built-in stall shower, but there are a number with flushing toilets and one with a bath-tub hidden under a dinette seat. A supply of water, an LPG tank for a two burner range, an ice box, and some kind of portable toilet are the comfort features usually found. The van moves out of the camper class and toward the motorhome with the addition of a raised roof either solid or collapsible. Head room is what most vans lack and there are many types of toppers, most of them also incorporating supports for a canvas bunk so that one or more can sleep aloft. Down below will be a dinette-to-bed convertible and a junior-size bunk arrangement in the driver compartment. With bucket seats up front many vans have crawl-thru space over the motor hump. When the driver compartment is not sectioned off, the travel advantages of the usual van are similar to those of a motorhome except for lack of head room and stretch-out couch bed. There are conversions that eliminate these two restrictions and each year designers manage to pack more and more into these little units. Along with interior advances, manufacturers are souping up the power plants and increasing body lengths. It is still possible to park one of these vans in a regular garage and it can double as family transportation, or is a fine multiple-use second car. These are its bonus features.

There are two ways of pricing van conversions. One is to add the cost of the conversion package to the tag on the owner's choice of van. Other outfits who specialize in these units concentrate on a particular make of truck and sell their completed product as a specific model in their line. Either way, the average price hovers around the \$4,500-\$5,500 mark. There are some economy conversions as low

as \$3,500 and a custom-built job up beyond \$7,000.

Chassis-mount campers are occasionally spotted in company parking lots, proving that they, too, are used for daily transportation. There is a man on our block who drives his motorhome to work, but we suspect he is not typical of those who own such distinctive vehicles. It seems more appropriate to use a van or truck if a RecV must provide the additional wheels in a family. The interior arrangement of a chassis-mount follows general camper layout except that the front wall has the walk-thru. Bathroom — in the rear on the highway side is a shower room with toilet and holding tank. Galley — along the same wall as the bath. Dinette and gaucho — on the curb side. Upper level bed — over the cab. Obviously, the truck must have bucket seats to make the walk-thru possible. Variations on the general floorplan go all the way from a full width sliding glass door at the back to models without a dinette. There seems to be a slight tendency in the chassis-mounts toward units that limit sleeping accommodations. We suspect that more of these are built to order for retired couples who are not concerned with extra beds. Prices are roughly similar to those for our average motorhome with any difference on the conservative side. Of course, the addition of optional luxuries can boost either, and the same extras are available for both.

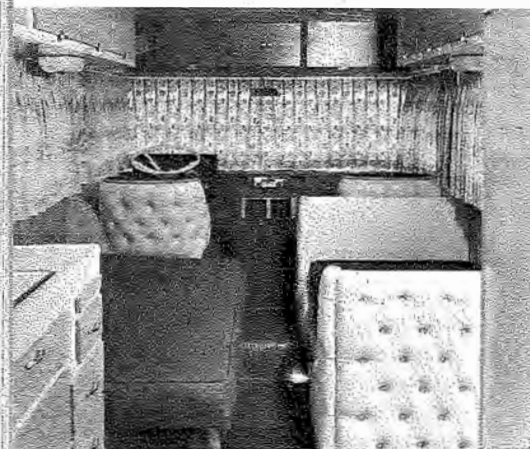
Our hints at the beginning of this article should almost be enough to put you into the picture of motorhome travel. You can see yourself climbing aboard and starting off. As you roll along the Inter-state highway the coffee perks for a second cup and the kids are gathered around the dinette table for a mid-morning glass of milk and a snack. Handy to the driver will be a shelf or table to hold coffee cup and ash tray so there is no need to stop for a break. Clips available for the range keep the pots from sliding. Your dream sequence can be a reality. The youngsters can roam around, stretching their legs, looking out of different windows and generally keep themselves amused. After lunch, naps are a cinch and if the driver is tired there is no reason why he should not be relieved to stretch out too. Piloting a motorhome is no more complicated than getting to the



THE VAN MOVES OUT of the camper class and toward the motorhome with the addition of a raised roof either solid or collapsible. Body lengths are being increased. Units are Travco Family Wagons.

shopping center in your family car once you have adjusted to its length and turning radius. The view of the road from the driver's seat is better than any you have ever had. If you decide to make a formal stop for the night in a park with hook-ups, you will find that attaching the electricity, water and sewer are the same with a motorhome as with any RecV. Should you decide to camp instead of park, your choice of possible locations for over-night is relatively unrestricted. Except for those areas specifically posted, you can literally stop — anywhere. The full benefits of a motorhome may not quite sink in until the second morning. You want to get an early start and do so because the kids can get up and have breakfast *after* you are on the road. If they want to dawdle over their cereal it doesn't matter, they are not frittering away precious driving hours. We'll let you take it from there, adding the details that fit your own family.

Pleasant living in a motorhome is directly related to its size. Longer vehicles have more storage room, extra inches for bed length, space for larger appliances, all of which add up to great comfort. Of all RecVs, the motorhome is most specifically designed for those on the move. Any disadvantages will be noticed only if it stands still too long. Keep it rolling and join in the chorus of — There's no place like — a Motorhome.



FULL DRAPES draw completely around front section of this Newell unit creating luxurious night-time privacy.

A FEW YEARS AGO the buyer of a new motorhome had no choice in powerplants. In most cases, the manufacturer decided that issue and the buyer had to accept it. As the field expanded, competition — and past experience — gradually forced a modest list of optional powerplants into existence. Today, the buyer can sometimes pick from two or three basic engines. Usually, this choice boils down to:

- 1—A V-8 engine of varying size.
- 2—A standard 6-cylinder engine of modest horsepower.
- 3—One of the so-called "Big Six" engines, of medium horsepower.
- 4—A special-duty engine such as a V-6.
- 5—A limited number of "heavy-duty", extra-large V-8 engines. These usually have moderate horsepower ratings, but impressively high torque ratings.

You can't pick the right engine until you examine some of the pros and cons. Stay away from the two extremes resting at opposite ends of the scale. These are: (a) The *BUY BIG* philosophy, which in effect warns you to buy the largest available powerplant no matter what. (b) The *THINK SMALL* mentality, which tells you that speed is unimportant so buy the smallest engine and save on fuel bills. Somewhere between these two extremes you'll find that Utopian power combination.

Pause to consider your situation a moment. Driving a recreational vehicle is a short-term, short-range, part-time activity for most of us. Therefore, the demands in a powerplant are somewhat different. Here are some of the factors to think about:

- A motorhome is not a commuter's vehicle. We don't need jack-rabbit starts in a burst of acceleration from every traffic light. Not when the coach might weigh up to 10,000 pounds!
- Fuel economy is a rather touchy subject, but the new motorhome buyer should expect *some sacrifice* in gas mileage in order to tote that

jumbo-sized coach around the country. You can't fool the engine. The more pounds of weight you haul the more fuel it will consume. There is no magic formula of gear ratio or engine size to beat this one. If your motorhome is a small van that weighs about the same as your family sedan you can expect about the same gas mileage. If it weighs half again as much, expect a drop of 2 or 3 miles per gallon. If it weighs twice as much as your station wagon, for example, the penalty will be roughly 50% increase in fuel consumption. There is no exact ratio between hauled weight and fuel consumption because of tremendous variables in conditions. However, in general you can expect the heaviest motorhomes to consume the greatest amount of fuel *regardless* of the engine type.

- The driver of a motorhome will seldom get into situations where he needs a fantastic reserve of passing-power. Those super-high-performance engines are just not practical for load-carrying, steady-haul conditions. Therefore, medium-high road speeds are sufficient, with just enough passing reserve to handle normal problems with slow-moving vehicles.

SEE THESE IMPORTANT FEATURES

Now that we've set down a few ground rules, we can get into specifics. A motorhome is not a hot-rod. Nor is it a commercial freighter, grinding slowly up long grades belching black exhaust smoke! For practical purposes, it's a vacation home on wheels. You want to get to your destination in style, of course, but you also want:

- Excellent load-starting power. This does not mean jackrabbit starts, but rather a steady and dependable power to get your load moving quickly from a dead stop.
- Reasonable acceleration effort, to keep you out of trouble entering freeway onramps.
- Medium-high cruising speeds — say, in the 60 to 70 miles per hour

range. This is obviously the lower side of the normal open-road traffic stream. Despite the fact that posted limits are usually in the 60's, most traffic seems to flow by at 70 to 80 miles per hour *speedometer* speeds. (*True* speeds may be 5 to 8 miles per hour slower.)

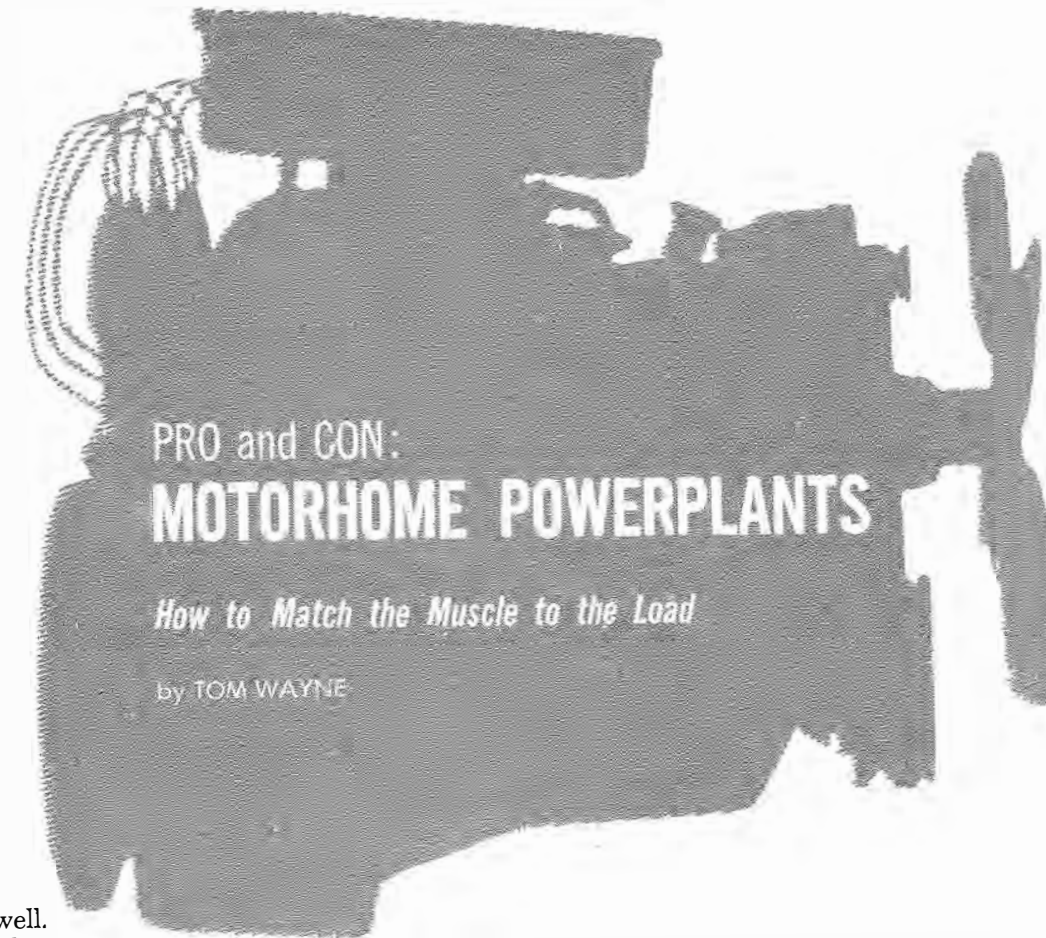
- Considering the heavy loads involved in most motorhomes, we would like to get "reasonable" fuel economy. Speaking from experience, I can tell you that this is from 2 to 5 miles fewer per gallon than you'll get with your family car. The largest and heaviest motorhomes can get as poor as 5 miles per gallon. The lightest and most efficient units will achieve as good as 12 or 13 miles per gallon. That's quite a span — but the range of possible motorhome types and coach weights is so broad that widely varying results are to be expected.

- **RELIABILITY.** This means, in my book, steady and dependable performance under heavy loads on a day-after-day basis. If you plunk down anywhere from \$6000 to \$18,000 for a motor coach, you have every right to expect trouble-free service the first few years. Years ago, we considered 30,000 miles to be "reasonable" engine life. That figure gradually rose to 40,000, then 50,000 miles. Today, it is not unusual for an engine to run 65,000 to 80,000 miles before any engine work is required, other than tune-up. Within the next couple of years the average overhaul period will rest right at 100,000 miles.

EFFICIENT OPERATION

There are two ways to get better performance. 1—*Reduce the size of the load.* An easy sentiment that is virtually impossible to achieve, I'm afraid. The coach is a permanent part of the chassis. Therefore, this method is not practical.

2—*Increase the horsepower.* There is a practical limit, of course, but in general a larger engine will improve performance through all ranges. If the increase is a sensible one you may be pleasantly surprised at the



improvement in fuel economy, as well. One of my favorite expressions is that *A LITTLE ENGINE STRAINING USES MORE FUEL THAN A BIG ENGINE LOAFING.* Scores of road tests with all kinds of camping vehicles has erased all doubt in my mind about this philosophy.

About a year ago, a well-known motorhome manufacturer completed a one-year survey of fuel economy in his line. They offered two basic engines in their 9760-pound, 30-foot motor coaches: a V-8 of about 220 horsepower, and a so-called Big-Six of about 200 horsepower. Results from the engineer's field tests showed that the higher-horsepower V-8's actually squeezed an average of 1 to 1.5 *more* miles out of each gallon of gasoline. Furthermore, the questionnaire sent to their coach-owning customers showed even more surprising results. The larger engines not only consistently produced better fuel economy — they ran longer between tune-ups.

SIX OR V-8?

Many pointless arguments have been waged — in print — over the relative merits of the six versus the *more on page 76*



Moonlight Your Motorhome

by MARY ELISABETH MADDEN

if you plan carefully and proceed cautiously the possibility of renting out your motorhome to meet its debts can become a pleasant reality . . .

Can a motorhome, purchased for the pleasure and enjoyment of its owner, take on the secondary job of making money to pay its own bills? In other words, can it "moonlight"?

The question arises frequently in the minds of people who are not free to travel any time it strikes their fancy, but own or want to own a motorhome. They think of the months when their vehicle contributes nothing but expense. They have friends who are interested in a motorhome but would like to try one themselves before buying. Pretty soon, there seems to be an obvious and happy possibility of renting the motorhome to meet its debts.

There are both pitfalls and rewards, each influenced by the personal variables of individual cases. Those who have found the proposition satisfactory are people who have proceeded cautiously. Those who rush in may be lucky, but preliminary planning can eliminate some of the risks.

Before even announcing your plans out loud and finding yourself swept along by enthusiastic response, you should take the following steps.

1. Have a facts-and-figures discussion with your insurance agent. The coverage required by you and anyone who rents your motorhome can be vastly different from that necessary when the vehicle is owned and operated strictly as a personal pleasure RecV. Only your own agent who is familiar with the fine print on your policy can give you the low-down on this important factor in your plans. He may advise you to carry insurance that protects both you and the renter and suggest that a portion of the premium should be paid as part of the rental fee. He could offer to write short term policies for your customers that would complement the insurance you carry. He might

advise you to increase certain provisions of your policy for the months during which the vehicle is for hire. He will undoubtedly tell you that additional insurance must be included in your calculations. How much and what kind only you and he can work out together.

2. Coincidental to the consultation with your insurance agent, it would be a good idea to have a cozy chat with your lawyer. If you are going to advertise the availability of your motorhome, its rental becomes a business operation. This may have a connection with or a bearing on your income producing activities. If you don't have a lawyer because you have never needed one, this might be the time to get professionally acquainted with a fellow service club member or the young relative of one of your friends. The cost of a conference could be a good investment — and you might even find an interested customer on the other side of the desk. Your lawyer might suggest formalizing your plan into a corporation and offer other advice and service, such as preparing a rental contract, that would require an initial outlay of cash but would result in later savings. His counsel and the action you take could have a bearing on the insurance problem. Therefore, these two investigations should be made at the same time.

Before you begin to think the project now sounds much too formidable and it would be better to forget the whole thing, we should tell you that one venturesome individual started with a single motorhome and was so pleased with his results that he bought a second motorhome, then a third and fourth. Granted, you have no desire to get so involved, still it is encouraging to know that your bright idea has been tested and proved both

possible and financially successful. Take heart and carry on.

3. We assume that, up to now, your wife has been a staunch supporter of this project. Now is the time to enlist her active cooperation. Someone is going to have to handle telephone calls, keep track of reservations, and most important, see that the motorhome is clean inside and out, and equipped for its temporary tenants. (Practices vary on cooking utensils and dishes, but the renter is usually asked to bring along his own bedding.) You may need a representative to meet prospects, someone who can check on references, a person to handle all the details that fall to an executive vice-president. Wives often have much more experience in the friendly, polite but firm turn-down and their own undercover means of discovering facts-you-ought-to-know about the people who want to use your valuable possession. If the Smiths ask to rent your motorhome, her secret knowledge that the Smith's dog is the reason for their buying a new rug could prevent or guard against an unpleasant incident.

4. With your wife as assistant coach, the next member of your team should be a dependable mechanic who knows your brand of motorhome. You should make an arrangement for him to go over the vehicle between each trip. He can probably give you a close estimate on the cost of regular maintenance. Naturally, you will want him to act as an inspector to be sure each customer has returned the vehicle in proper working condition. If repairs are necessary you need an expert's opinion on what caused the damage (is it something for which the renter should pay or normal wear and tear?) Obviously, you will want repair jobs done on a priority basis

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The best that you can buy are adequate. Anything less will not be satisfactory for the kind of rugged service most motorhome owners subject their equipment to in a normal year . . .

So you think there isn't much new in tires? That buying tires for a motorhome is no different than equipping your car with new skins? If you answered *yes* to the first questions, go sit in the corner and slap your hand with a ruler. Just about everything we know about tires is changing, changing as rapidly as the roads we travel upon. Even the industry tire experts have difficulty keeping up with new trends. The retail consumer (you) is going to feel less confident of his knowledge than ever by mid 1968.

After analyzing the problems, it seems to me that the greatest threat to our security is that cheap tires and expensive tires often appear identical to the eye: The rating systems are all balled up again — and in the throes of revolutionary reclassification. Even basic construction materials have suddenly come under attack. For example, if you still think that *nylon* is the top cord for premium tires better go back to school. The latest wrinkle is a *fiberglass* cord that will eventually replace both rayon and nylon in the popularity ratings. It's more than 3-times stronger!

The old "ply" ratings are going the way of the passenger pigeon. Within a year or two, such expressions as "two-ply" and "four-ply rated" will be forgotten echoes of a turbulent past. In future, tires will bear such terms as "Load Range B" and "Load Range D" instead of the old-fashioned ply rating. And a good thing it is, too. The new system promises to end confusion. It will place all tires under a single classification system, and give the poor buyer (you, again!) some chance to check tire specifications that should really concern him. But for now, we've got to contend with the same rating systems used so confusingly the past thirty-odd years.

What's Important In A Motor-Home Tire?

The average person has a rather vague notion that all he needs to be concerned with is *how many plies* a tire has. In a sense, the number of plies is a clue — but only a clue — to a tire's strength. The number of plies on a tire is like the advertised horsepower of an engine. It just tells you a basic fact, and nothing about the durability, safety, or efficiency of the unit. So let's forget about *plies* for a moment and concentrate on more useful factors that are less well-known — but far more critical in our search.

WEIGHT CAPACITY — TRACTION — STABILITY — FLOTATION — LONGEVITY — NOISE LEVEL . . . these are the important factors, not necessarily in order of importance.

We'll dissect them one at a time for easy reference.

Establishing Weight-Capacity

Let's presume that you've driven your motorhome 50,000 hard miles. The "shoes" are beginning to look a bit thin. It's time for replacement. Suddenly you realize that the coachmaker installed the original tires and you're not quite sure what tires to buy. If you just drive into a tire shop and say "install a set of new tires" — that's really asking for trouble! To be sure, you might be lucky and get an experienced tire serviceman who understands heavy-duty requirements. But then, you might not.

In any case, the tire shop man will ask such questions as: "What cord do you want? How many plies? What's your GVW? How much money do you want to spend? Tube-type or tubeless tires? A mind-boggling cluster of questions can catch even an experienced camper short of breath! Tire selection is an important matter, well worth a little study.

Example of weight capacity. Many motorhome owners simply reorder the same tire size at replacement time. It saves answering a lot of technical questions posed by servicemen. But it might be a mistake to take the easy way out. The coach may be carrying more weight than the manufacturer intended. One tire may be handling a larger share of the loaded weight due to a change in placement of water tanks, holding tank, or some heavy object like a trail bike. Lots of reasons can be put forth to prove that replacement tires should be keyed to your load AS IT NOW EXISTS! So do this:

1—Actually weigh your motorhome in a *loaded* condition. I don't mean "while intoxicated!" Fill the water tank and check the coach to see if a normal load of food, clothing, and personal gear is aboard. Passenger weight can be estimated accurately without them being present at the weigh-in. Take it onto your tally after you receive a weight ticket. You should get a weight figure on *each axle* of the motor home.

2—Let's suppose that your coach weighs a total of 8340 pounds loaded for travel. The break-down, let us say, was 4340 pounds of weight on the rear axle, and 4000 pounds on the front axle. (On some coaches the front axle might be the heaviest.)

3—You must select tires for each axle adequate for the load it carries. Suppose the tires were 8.75 x 16.5, with a capacity rating of 2375 pounds. Two of them on an axle would provide 4750 pounds combined capacity. That's plenty for either axle. But suppose the existing tires were 7.50 x 16 in 8-ply design. Each tire then has a 2140 pound maximum capacity, or 4280 pounds for two tires on a single axle. That's enough capacity for the

front axle — but it's short 60 pounds for the *rear* axle, which in our example weighed 4340 pounds. What to do? In this case, you might go to a 10-ply tire, or switch to the flotation-type tires in 8.00 x 16.5 or 8.75 x 16.5 sizes which have greater weight capacity. (Or any other size that meets your total motorhome weight requirement.)

Remember the rules: (a) Weigh the loaded coach, and weigh each axle separately. (b) Check the *tire* weight capacity, against the weight requirement of each axle, front and rear. (c) Select tires with adequate weight capacity. Personally, I prefer from 10% to 20% safety factor. If total weight of the vehicle is 6000 pounds, for example, make sure your tires could carry at least several hundred pounds above that figure.

Tires & GVW Ratings

In most cases, the load you carry including the chassis, coach and all cargo is the right determining factor. But in no case should the tire capacity fall below the rated Gross Vehicle Weight stamped on the vehicle identification plate. If GVW is 7500 pounds, tire capacity *must* match this 7500 pounds figure as a minimum.

Stability

In many ways *stability* is the most noticeable factor of all those mentioned. Certainly it's more of a problem in a recreational vehicle than on a sedan or station wagon. An unstable tire is one with a mushy, weak, or overloaded casing. It wobbles and shifts sideways when the coach is driven around a fast or sharp turn. It virtually collapses on sudden dips in the highway. An unstable tire actually contributes to side-sway, bouncing, and pitching.

A *stable* tire has a strong carcass, more on page 77

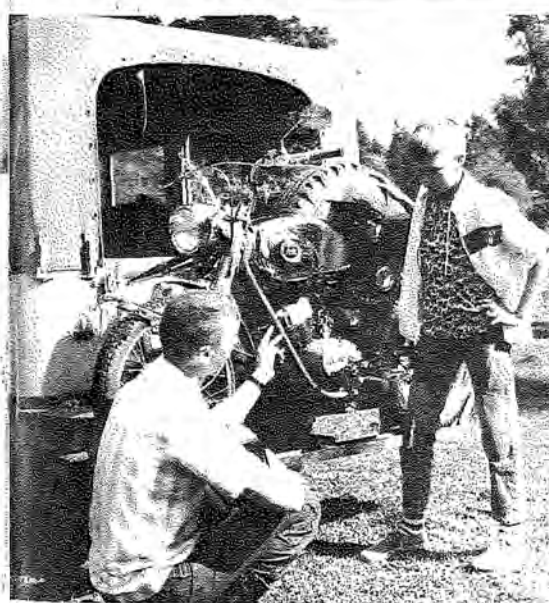
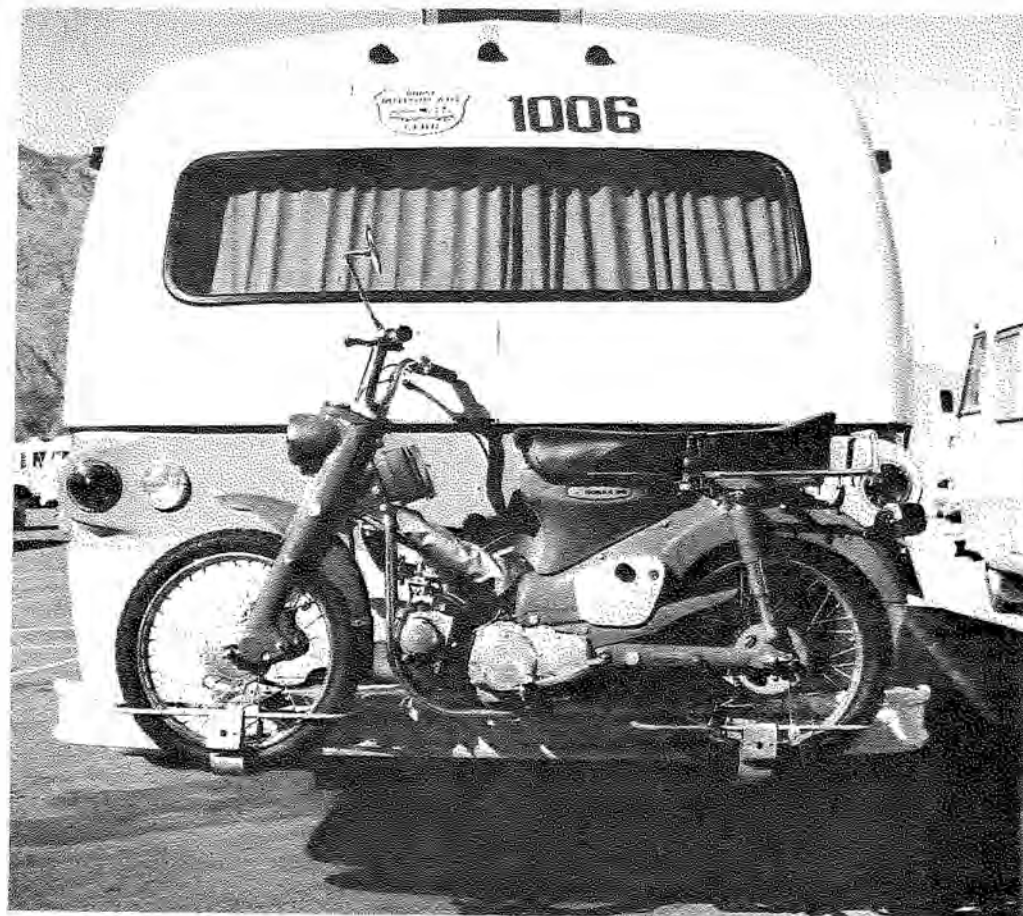


Extra Wheels For Motorhomers

Expand and liven up your motorhome travel-living with two or four extra wheels for fun and supplementary transportation . . .

by RICHARD ALLEN

Many motorhome manufacturers offer optional heavy-duty bumpers upon which to bolt a rack for carrying motor bikes. Racks are available to fit almost any set of conditions.



Scotering is mainly restricted to formal roads and sedate speeds and offers the same fresh air stimulation and mobility as a lightweight motorcycle.

NOT THE UTILITY KIND like spare wheels or duals — we mean the run-about fun wheels to be towed or carried — wheels for going sight-seeing, shopping or just for a spin. Two (bicycles, motor scooters and motorcycles) or four (small car or jeep-type) extra wheels can be handy for supplementary transportation if you

Jeep type 4 wheel units are very popular as they are extremely rugged and will go where their tow cars or trucks could never venture.

If exploring rugged country is your aim, a trail bike is second cousin to a mountain goat.

pause for any length of time in one spot. They save unparking the motorhome and provide a change of pace.

Everyone's first thought these days is a motorcycle, probably because there is such a variety available and a new model being announced every time you turn around. Some motorhome owners get so big a kick out of dashing about on their two-wheelers that one suspects part of the reason for selecting a motorhome is to have an excuse to own and ride a classy bike. Anyone who thinks motorcycles are only for the young

Wheels galore! Six of 'em! They completely round out the picture of motorhome travel.

should spend a weekend in a public campground. A motorcycle, or a motor scooter, offers a fresh perspective on the scenery you came to enjoy and often can get you closer to the sights than a car. If exploring rugged country is your aim, a trail bike is second cousin to a mountain goat.

Loosely speaking there are four different classes of motorcycle. The smallest, lightest, and most limited in use, are the mini-bikes. These will putt-putt you about a campground,

over to the dock, or to the corner store. They are not intended for highway travel but would get you around on paved back-roads where traffic is almost nil. In restricted speed areas, like national parks, they can be a pleasant, leisurely way to visit all the viewpoints, or to pick up a loaf of bread at the headquarters shopping center. Even in the mini-bike classification there are differences in power and capabilities, but their distinguishing feature is always a set of small wheels. Some can be bought in kit form to be assembled, others fold or demount for storage, there are even suitcase models.

Next in line are the lightweight motorcycles. Some are just a cut above a bicycle, others have real strength and power. There are open frame models specially nice for skirted riders. This group goes all up and down the scale from those easily hefted to models that would put a strain on a champion weight lifter. Pounds go with power so before you get carried away by the *varoom*, remember you want to take it with you and you have to carry it in or on your motorhome. Actually it is hard to arrive at a precise line between light and heavyweight motorcycles. The real workhorse machines like those ridden by police officers are seldom picked as auxiliary transportation by a motorhomer. These must be hauled rather than carried and by and large are more motorcycle than a traveler-for-pleasure needs.

The fourth distinctive group of motorcycles are the trail bikes previously mentioned. Superficially you might not recognize these as different from others since they are similar in appearance. Possible first clues might be knobbier tires and a big rear sprocket. What puts them in a sep-

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by ALICE ROBISON

If you'd really rather . . .

DO-IT-YOURSELF

. . . don't be afraid to try. Others have built their own motorhomes in the past, saving cash while converting trucks, secondhand limousines, busses, and even automobiles into roomy recreational vehicles equipped to personal order . . .



Ed Hackenberg put \$1900 and two months work into a school bus chassis to complete his motorhome.

Take a bus. Or a truck. Or a secondhand limousine. Or simply the travel trailer you may already own.

Rip out the inside. Build a new superstructure if needed. Rearrange the interior. Add self-containment if desired. Let your wife and daughters do some interior decorating.

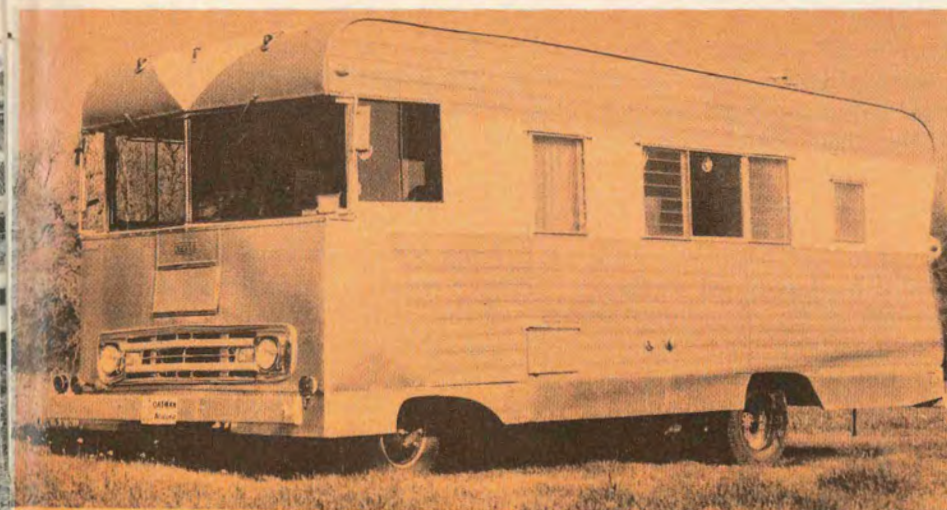
You'll end with a motorhome uniquely your own.



Bill and Kay Johnson of San Diego, California hoist the 14 ft. boat atop their 1948 ACF Brill bus. Greyhound and Continental Trailways had put 2 million miles on it when he bought it in 1962.



J. E. Leininger of Burbank, California contracted this unique motorhome on 1959 Oldsmobile chassis.



W. L. Angus of Oatman, Arizona converted his Kenskill travel trailer into this 23-foot motorhome.



Tom Duck and family converted a 40 passenger Flexible bus into this lush motorhome.

The idea is not as crazy as it sounds. In fact, a surprising number of unafraid do-it-yourselfers have thus acquired the motorhomes of their dreams, while simultaneously saving cash and providing their households with projects which involved the entire family.

Back in 1921, for example, Jay Wilson . . . then of Astoria, Illinois though now residing in California . . . built what he believes were the world's first housecars. Not just one, but two. A Willys-Overland dealer, he purchased two chassis of the then Overland "combined car-truck", built a housecar on each chassis, one for himself and one for his brother.



"Mac" McGladrey of Cloquet, Minnesota grafted a typical chassis type camper onto a 1959 Cadillac . . . and then raised the roof!

Jay's personal model was 18 feet long, 7 feet wide. It had a double folding bed, a phonograph and photo developing area inside, even a back porch on the rear end. Thus equipped, he, his brother, a friend, and their families set out on a successful four month tour across the country to California and back, without ever meeting another housecar along the way.

Just a few years later Jay's self-

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Do-It-Yourself

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built rigs were no longer so unique. For as America took to the highways in the depression '30's, cars quickly became homes as well and soon acquired the self-installed extras needed to provide comfort and convenience along the way. It was another 30 years however, before Merle McNamee, president of McNamee Coaches, came up with what must rate as king of all housecars . . . a single model that mounted three levels of living on a one-ton Chevy truck, including a front overhang that amounted to a luxury observation cab, a main level with fully equipped galley, and a lower level combination den-dining room with a modern all metal wood-burning fireplace!

Now McNamee's fabulous housecar hardly constituted a do-it-yourself project, since that one-of-a-kind model was built by experts. But between Jay Wilson's first housecar and McNamee's king, a great many Americans did design or build their own versions, with help that varied from none at all to the purchase of most construction services once Pop and Mom had worked out the details on the kitchen table.

Since space is prime necessity in a motorhome, it is not surprising that many of these individual projects started with bus chassis . . . from school to Greyhound in size. Some years ago for example, Grover Pierce, president of his own propane gas company in Duncan, Oklahoma, picked up a school bus chassis from a manufacturer in Hi Point, North Carolina, drove it to Texas, where he had a travel trailer manufacturer rebuild the interior.

The outside of the Pierce motorhome remained a conventional school bus yellow. But the inside became a dream for living, with handsome panelled walls, a completely equipped galley, and all the appliances and conveniences any housewife might dream about. When Pierce and the family went on long trips, they hitched a 4-wheel drive Jeep behind for local transportation. The total rig was worth near \$17,000; it cost Pierce \$9000 . . . which is still more than the amount for which some new motorhomes can be purchased complete today.

On the other hand, at about the same time Ed Hackenberg took a similar school bus, completed the inside changes himself, and produced a fine motorhome which cost him only \$1900. Admittedly, Ed was assisted by 30 previous years of experience as a foreman at a large Bendix plant. Proficient with a cutting torch, welder and paint sprayer, he found it simple to pull out the bus seats, rewire the bus, relocate air vents, install window screens, cabinets, partitions and rest. But he was ingenious as well, devising a dining table which could convert into an extra bed. Coil springs from old bus seats were mounted on the bottom of the table; when flipped over, the table formed a base for foam cushions from the dinette, made a second bed in his motorhome.

Ed had the help of his two sons to complete the conversion, which took two months of work. During this period the engine was overhauled, new brakes, shock absorbers and heavy duty tires installed. The bus exterior took on a two-tone sand beige and mesa brown paint job. And a motor scooter was mounted on the rear for short side trips. The Hackenberg's first trip took them from their midwest home to White Horse, Alaska; their first stop for gas came after 900 miles of travel.

It was not a school bus that Thomas Duck drove home one night in 1958, but a 40-passenger Flexible bus that had seen service on the highways of his native southwest. Once he had maneuvered the 33-foot monster into his side yard and past the astonished faces of his family, he explained the possibilities for converting the bus into a traveling home for family outings and cross country trips. He eventually gained the enthusiastic cooperation of the entire family; four months of planning and more than two months of conversion work followed.

Initial changes in the bus involved raising the HP rating of the engine, as well as adding a heavy duty distributor and centrifugal spark advance for more even surge of power. To the regular hand emergency brake system and the pneumatic foot brake system, he added a spring-loaded brake system that would stop the bus automatically if the pneumatic system failed. Other additions were alarm systems on the engine air, oil

and water pressure systems, a heavy duty generator, and others.

Now Duck and the family stripped the bus bare to the metal frame. Before they were done refitting, everything inside except the steering wheel had been shifted. Room was provided for a 35-gallon propane tank for stove and emergency lighting, for two 42-gallon water tanks and for a floor furnace.

Later, built-in furniture went in. A special feature was a master bedroom designed as a multi-purpose room. A full width bed was made possible through use of two facing fold-out lounges which, during daytime, provided a second sitting room and, at mealtime with addition of a foldaway table, a dining room.

The forward lounge was designed to be convertible to twin beds. And a double width upper bunk of Duck's own design was installed to fold in the day. The driver's seat was even engineered to swivel, become part of the lounge when the motorhome was parked. A CB radio in the bus was linked to both the house and the family cars . . . and to nine other similar converted Flexible buses of the Royal Coachmen Club of Southern California.

What Bill and Kay Johnson of San Diego bought to convert was a 1948 ACF Brill bus which Greyhound and Continental Trailways together had already gotten plenty of mileage out of. When Bill bought it for \$3000 in 1962, it had close to two million miles on it. Four years later it was still going strong; perhaps it still is!

First, however, the Johnsons pulled out all the seats and the floor coverings and rebuilt the interior completely. Bill Johnson did all of the re-designing and almost all of the work himself, even though it included relocating engine accessories, air conditioning ducts and filters, the bus heating system and the engine carburetor, repairing the underflooring, tarring the entire floor as a dust seal, and adding ¼-inch of cork for sound insulation.

These were the preliminaries to make possible the addition of a 45-gallon sewage holding tank and a floor furnace. After this the Johnsons were ready to turn the bus shell into a home. Starting at the driver's seat, they put in a refrigerator, a range-oven, sink, dinette table and seats.

Behind this they set up a section with double facing sofa beds, another with toilet, lavatory, and closets. Finally under the back windows they installed their double bed.

More work went into an electrical system designed just for this home on wheels, provision for utilities, installation of a radio with three speakers, a water pump and pressure system. When they had everything in order precisely to their tastes, the bus conversion had cost the Johnsons \$11,000 . . . and the result was the same or better than many conversions done by professionals with price tags of more than twice that amount. But the Johnsons were still not finished.

To the outside of their bus-motorhome the Johnsons now added accessories for the fun-life they were planning for. First a Honda trail-cycle went into a special rack over the front bumper. Next, on top of the bus from front to back, they loaded a 14 foot aluminum boat with its own special loader, a six foot square luggage rack with four insulated metal storage boxes, and a dune buggy. Finally, along the side of the bus the Johnsons installed a 10' x 20' awning, carried on a long roller which permits the awning to be unrolled or rolled up by means of a small electric motor.

Since it was completed, the Johnsons have averaged 30 to 40 thousand miles a year in this motorhome. They get six miles per gallon, and, with a 120-gallon gas tank, go 500 miles before a re-fill. They find highway cruising at 65 or 70 mph easy . . . and they have driven their bus east and west across this country and Canada, and down into Mexico. One driving disadvantage; the long turning radius of the bus can be awkward, especially if it becomes necessary to back down a narrow mountain road. But the outside height of the bus, plus its appurtenances, is carefully figured to make sure of clearance at underpasses.

"Mac" McGladrey of Cloquet, Minnesota, didn't start out with a bus . . . but he ended with a motorhome resembling one. He built a special camper on a 1959 Cadillac, grafting a typical chassis type camper construction onto the auto. Then he went one step further and raised the roof . . . automatically . . . so

that he doesn't have to worry about lower clearances when driving or parking. His motorhome will fit in the average garage, but it will also give him the added inside height he wants when he is parked overnight while traveling.

Mounted on a mechanical jack device, the roof of the camper can be raised two feet. Inside there are such features as a bath with shower, stainless steel sink and laminated plastic counter tops, electrical connections for heat and hot water, carpeting throughout. Extra size benches in the dining area convert into a queen-size bed at night, and driver's and passenger's seats make down into single beds, "Mac" has room to sleep three. He is now working on plans for a similar vehicle which will sleep five; he expects it to cost from \$8,000 to \$10,000, whereas other campers of this type now on the market cost from \$11,500 to \$14,000.

It was a 1959 Olds that J. E. Leininger of Burbank, California, converted to his motorhome, but you would never find the original car under the finished product. Owner of a small machine shop specializing in precision aircraft work, Leininger had previously built a cabover camper for a half-ton pickup. Now he invested \$1125 in an Olds, \$3000 in materials and 18 months of work in this new project. He ended with a custom motorhome that might easily sell at \$8000.

The Olds was selected carefully for the conversion, to supply a long wheelbase, wide frame, powerful engine, flexible springs, low center of gravity and other features. Leininger first overhauled the engine and drove the car 1000 miles to be sure it was roadworthy. Then he stripped the Olds to the frame, shortened the steering column for more leg room in the cockpit, added floor joists of fabricated steel, and bolted on an upper framing of lightweight aluminum channel.

Exterior aluminum .024 inches thick, pre-finished, was used on the sides and rear, unfinished aluminum sheeting was used on the front. Interior was finished in ½ inch pre-finished plywood with doors and tables hollow core to conserve weight. Appliances in the galley behind the driver's seat included an oven-broiler stove, ice box, stainless steel sink.

The rear had room for a double bed, plus 14 cubic feet of storage space reached from the outside. Only thing not included: bath and toilet facilities. Otherwise the Olds had become a custom motorhome.

Similarly, E. S. Mondenhall of St. Petersburg, Florida, started out with an Oldsmobile and ended with a motorhome which has its own carport . . . for the small car Mondenhall hauls with his home. Work involved a new motor, \$6000 of material . . . and absolutely no labor cost.

Finally, in this tale of conversions, a Kenskill travel trailer purchased in 1961 has now been turned into a motorhome by W. L. Angus of Oatman, Arizona. After pulling trailers from 1935 on, Elva and W. L. Angus looked forward to retirement, decided they now favored a motorhome for no more unhooking and far less maneuvering. W. L. was in the body and sheet metal business and he had already built campers and trailers, so he saw nothing to fear in this new project.

Angus put a low-powered Ford P-400 "breadwagon" with a four-speed transmission under his Kenskill trailer. Then he tore out the front end (the dining area and gaucho space), added five feet of driving room with two swivel seats. The Kenskill factory in Sun Valley, California, cooperated with a reference to the firm which would supply matching outside skin for the five new feet.

After all work was completed, Angus owned a 23-foot motorhome that cost \$6300, including the market value of the original trailer. The reduced sleeping area remained enough for the two of them and the trailer has now carried them 7000 and more miles. Incidentally, like the Mondenhalls, these motorhome enthusiasts also carry a spare vehicle for use when parked . . . in this case a Ford Bronco which tags along behind easily by means of a tow bar.

Truck, bus, auto, or even a trailer . . . you, too, can start with almost any vehicle and end with your own motorhome. What you need most of all is a vision of the possibilities and the courage to start, plus the willingness to put in the hours that will give you precisely *what you want* for less money.



Leave the Driving to Haas

by JEAN WARDLOW

WITH a great shoosh-shoosh! of air brakes, a final checking of eight passengers and a barking Scottie and the grinding, growling grumble of multi-ton mechanical insides, Gil Haas will wheel his family on its vacationing way shortly, leaving the driving to nobody but himself.

Gil Haas bought himself a bus.

What's more, Gil Haas and his pretty blonde wife have turned it into the classiest thing on a number of wheels. Sort of a combination luxury motel and drive-in campsite, roughing it with hot and cold running water and tweedy carpet, but being able to rustic-it-up as far as Nature and scenery are concerned. They can shoulder in among the bears, if they like, or pick their grove of whispering trees to nestle under.

Give them just a plot 37 feet long, eight feet in width, 12 in height and some animal neighbors that don't object to ex-Greyhound buses with air brakes wheezing and that great exhausting roar like a lion with emphysema.

And the kids, a handsome assortment with flying shoelaces and variously dimpled, think it's the greatest thing since Batman. One even likes it better than gum.

Not anyone in the Haas family thinks it's exactly unusual to own your own bus.

"When my sister and I were growing up my father always had one in the family in which we went camping and to see the sights," said Carole Haas, sliding comb through her small fry's hair.

"So buying a bus wasn't a new idea for us," she said.

With a family this size (one of the six kids missed the picture at left), the Gil Haas family decided camping was still for them, but in a camper converted from a Greyhound bus. It's complete with kitchen, heat, showers, master bedroom and all the trimmings . . .



mean, who'd expect to see a bus with no "seats"; a panting dog and six grinning youngsters peering out and Mom standing there at the windows cooking dinner?

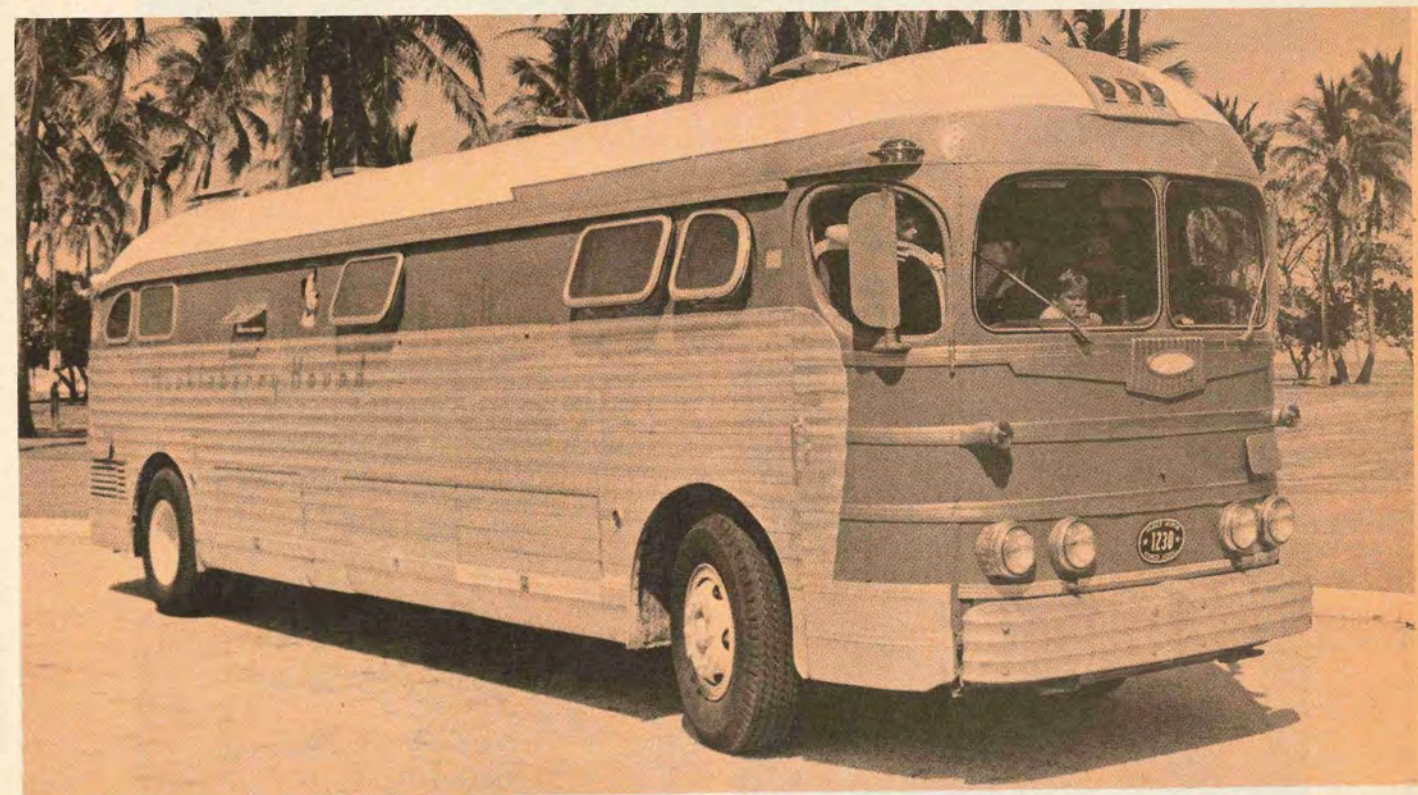
Nobody.

Why a bus?

"In the first place, it's an idea that's been in the family for years," explained Carole. "In the second place, we have a large family and it makes it much more convenient to travel. We outgrew our truck camper which we had before this. We were

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The Haas family — minus one — gather 'round the driving compartment.



They evidently have a lot of company, according to the Family Motor Coach Association — people who've taken all manners and modes of bus-type machines and made home-sweet-rolling - homes - on - the - road out of them.

But, nevertheless, it shook up a

lot of traffic between here and Canada, where the Haases went to Expo 67 last summer, to see what looks like a Greyhound bus approaching in the rear view mirror, then having this great turquoise and gold and chrome conveyance labeled "Huckleberry Hound" go hurtling past instead. I

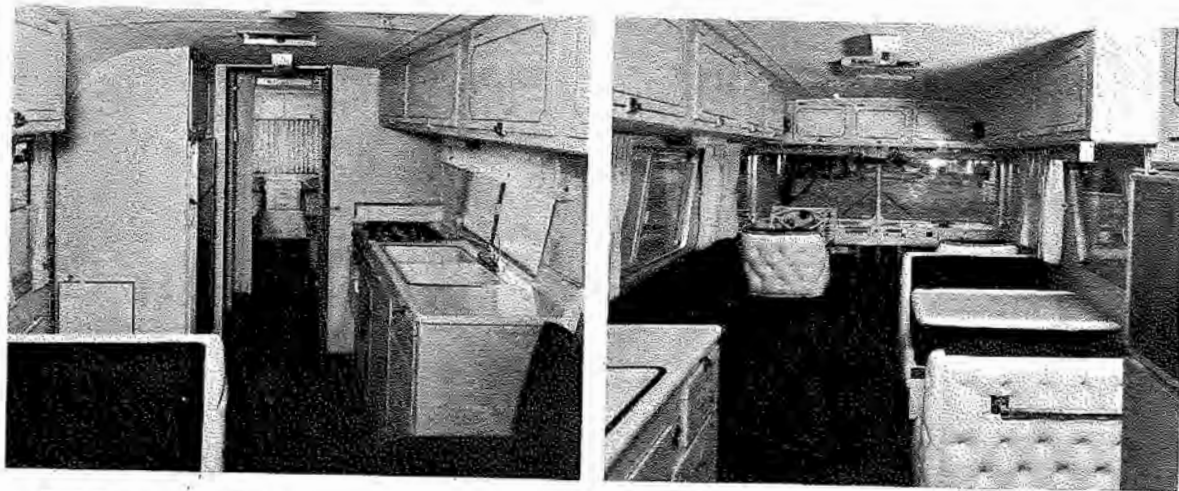
Who needs to buy tickets when you have your own "Greyhound"?

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... And it drives just like your car, with power steering and power brakes. Take your choice of three Ford power plants and two automatic transmissions. You may design the interior to suit yourself. Take your air-conditioned home with you on those out-of-the-way roads in safe, strong, light, aluminum-aircraft-constructed comfort.



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Please Tell Them You Saw It In Motorhome Life

Leave Driving To Haas continued from page 59



Nine foot galley has matching range, refrigerator, sink.

starting to camp on the ground with that.

"The nice part about this," she said, wetting the comb for the next hairdo, "is that wherever we go, we can visit friends and family but still feed our own kids and not be an imposition on anybody."

The Haases, whose more formal-type address is 8431 SW 16th Ter., Miami, Florida, number Papa — big 210-pound Gil, an affable, over-six-foot insurance consultant with blue eyes, easy grin and a love of all-in-the-family fun; Mom, with long platinum hair, smoky blue eyes and an unruffled disposition, and their offspring — Bob, 11; Cathy, 9; Patti, 7; David, 6; Teddy, 4, and Steven, 3. With a great family like that, whatever you do — even crossing the street — becomes a planned-for, togetherness event.

Oh, yes. The Scottie's name is "Pipes." He's happy anyplace, just so there's shade.

The Family Haas has never, never bought tickets to vacation anywhere. When the family was small, it went by car. When it expanded a bit, there was the truck camper. Today it deemed it more practical to buy a whole bus rather than tickets.

"About a year ago we had an op-

portunity to buy this from a private party — it was stripped down — so we bought the coach," Haas said. "When Greyhound buys new buses, it phases out others and they become available for private sale. That's what happened with this one originally," he said.

It was an ordinary, step-up-into, one-story bus with its interior scooped out. Haas said he was "able to get it in a unique situation so I'd hate to have people think you could usually buy them for that." But he said they "run from \$5- to \$10,000."

Next step was taking it to Camper's Choice, a manufacturing company which could fill the bus' vacant spaces with all the dream of the Haas family.

"Carole designed the interior," Haas said proudly. "She'd tell them what she had in mind, then they'd find ways to do it. It was a beautiful



Family style bus owners have banded together in the Family Motor Coach Association as tag indicates.

working out of exactly what we wanted," he said.

"It was a combination of what I had seen done in my family's and the needs for our own," Carole said. "For example, my family's first bus was set up for four people. The second one, they changed things all around. Their galley is at the very back of their bus, for instance, but I've put ours in the middle."

Haas estimates "we have since put in about \$10,000 for the interior work

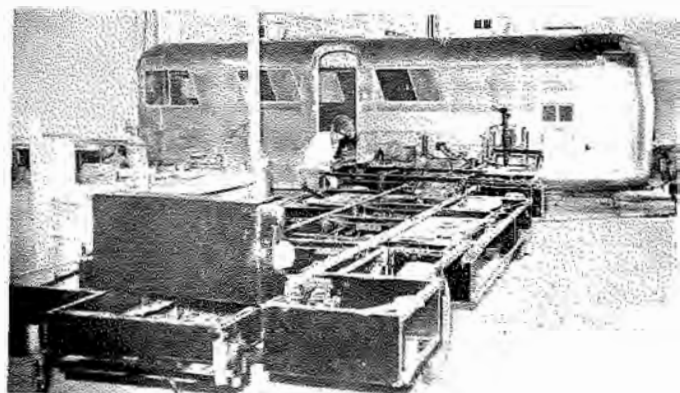
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Helen and Frank Netter

Full Time Retirement Aboard A Motorhome

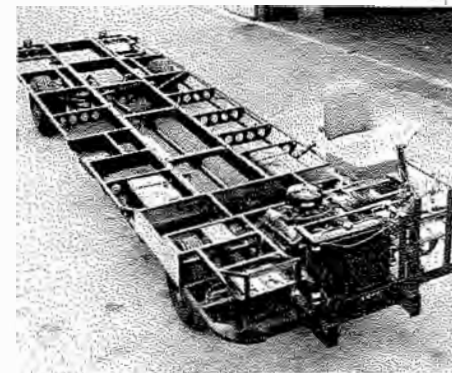
Washington couple leave nice home, car, Chinook camper, furniture, bric-a-brac—purchase new custom-built motorhome for permanent home . . .



The Netters, because of their layout ideas, had to have a custom builder. They chose Newell Coach, who had purchased the motorhome section of Streamline, custom builders in Miami, Oklahoma.

The Newell chassis is single unit, aluminum-wrapped to form an enclosed outer shell.

by STUART RISTINE



The beginning of the Netter's coach. Changes and additions to "standard" were made right on the assembly line. Engine is 400-HP Ford.

Helen and Frank Netter on day of departure from Puget Sound for Frostproof, Florida. The custom-built 30-footer, the Netters' permanent home, is air conditioned, self-contained throughout.



DODDERING into Social Security status, the senior citizen looks back on a lifetime of hard work; putting the kids through school; scrimping and saving for inevitable old age. Ahead are the fruits of merited toil. A snug home, paid for, puttering in the garden, plenty of leisure to mow the lawn and perhaps lay in a few fireplace logs from the woodlot. Peace, it's wonderful.

"How I despise that patronizing term, 'senior citizen!'" explodes Helen Netter. "Yes, I know, at 65 we're supposed to sit and knit or play checkers, maybe a rousing game of croquet when the weather doesn't ache our bones! Not Frank and I: we've swapped the entire classic concept of old-age retirement for a new life of our own choosing."

The new life is a custom-built motorhome, designed, fitted and equipped to the Netters' specifications. A trade, as Helen says, of traditional retirement and going-to-seed for a fresh challenge, the promise of an adventuresome future. A decision, both Netters confess, not easily come by.

"The hardest part of the change from fixed to mobile is leaving old friends, associations of many years," Helen reflects. "But in our short trailering history we've met so many *new* friends it's astonishing; *good* friends, too, people who'd give you their last ounce of butane on a zero day! Besides, we can roll our new four-wheeled home back for a visit whenever we choose."

more on page 87

by TOM BURRIER

Use of motorhomes for honeymoons, summer vacations, weekend fishing and skiing trips unusual "fringe benefit" for Oberto employees . . .

Motorhomes Build Employee Goodwill

"Most people operate their business with the idea of making money. Our basic philosophy is, if you take good care of your customers and your employees and operate with the idea of stability and growth; keeping abreast of the latest ideas you will build a stronger, more progressive organization, than if you

went out solely for profit."

So believes Arthur P. Oberto, president of the sausage and specialty meat packing company bearing his name in Seattle, Washington. What's more, Art backs his beliefs with action — one of the "latest ideas" being a pair of motorhomes purchased for the almost exclusive use of employees



on week-end skiing trips, summer vacations AND the priority use, honeymoons.

"Our first 'bus' as everyone affectionately calls it was purchased in November 1963," Art continues. "My wife Dorothy and I were at home watching traffic on the Mercer Island floating bridge when one of these Dodge motorhomes rolled by. An unusual vehicle at that time.

"It started us thinking this would be a good way to do something for our employees, making it possible for them to enjoy the country at a price they could afford. Just to test our people we took one out on demonstration to the plant. We told them it could be theirs if they were willing to loan us the balance of the purchase price at 4½% interest, the going bank rate.

"Their immediate pledges totaled far more than the 'bus' balance. Once we confirmed they were interested, we didn't use their money. We figured if they were that willing to help, they'd appreciate it more when they got it for nothing. The company bought the 'bus'.

"We set up a priority system for

use of the 'bus.' It's based on the number of hours worked. Qualifications are that full time employees be with the company two years, part time four years. *Except* an employee wanting it for his or her honeymoon gets top priority! Only other rules are that the driver be 21 with a clean driving record, and he be thoroughly checked out on 'bus' operation. All users must bring it back clean. They pay the gas, oil, propane cost. The company takes care of insurance, repairs, maintenance and any other extras.

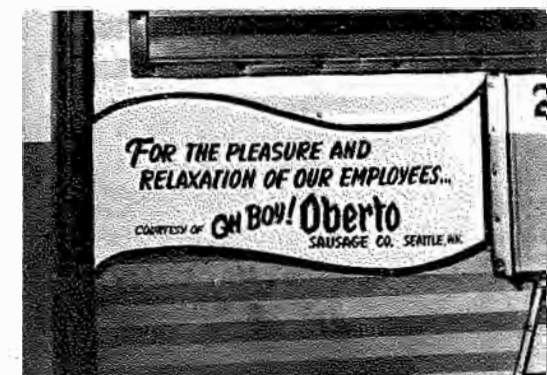
"First 'honeymoon express' trip wasn't long in coming. A packaging girl married a fellow she'd met at the plant while he was working his way through college. (All our part-time help is kids working their way through college; we've graduated six engineers and a school teacher.)

"Coralie married John Stachurski, a Polish immigrant born in a Siberian concentration camp—and immediately ately applied for the 'bus.' We gave them a royal sendoff, honeymoon signs, crepe streamers and all. They drove to Lake Tahoe, and from all reports were the hit of the lake resorts. Shortly after their return, Coralie's twin sister used the motorhome for *her* honeymoon to San Francisco. After that, honeymoons became part of the routine. But they remain an important part.

"During the winter — it's not prime honeymoon time — our people use this Number One motorhome for fishing and hunting weekends; or park it at one of the Cascade Mountain ski resorts. Self-contained in everything, heat, light, water, sanitation, it's a perfect base for a sporting weekend. It's booked solid, by the priority system, for months ahead."

During Christmas season Oberto and his employees decorate the 'bus' with lights and garlands. Young employees and students from a nearby high school dress in white coats, carry red Santa bags, and load the motorhome. "Santa" himself sits in the passenger seat. They tour city residential areas, and communities surrounding Lake Washington.

The bus pauses at community centers, school functions; Santa's helpers pour out to distribute popguns, balloons, candy, and two of the company's most popular products, pepperoni and beef jerky. The bus is also



Oberto manages a bit of advertising, even on the "honeymoon bus." This sign and others literally plaster the motorhome when it leaves Seattle carrying a honeymoon couple. The 'bus', on vacations, has traveled east to the Mississippi, toured much of Canada, penetrated Mexico.

utilized by the Rainier District Kiwanis Club to Christmas carol at the homes of spastic children. Oberto's Number One motorhome rapidly became an area, as well as a company institution.

Motorhome Number Two, a later Dodge model, joined up in July.

"We were so delighted with the first 'bus' that when we went to California seeking a second plant site we bought another one, with an eye to future diversified use. For six months the Oberto family lived in that Dodge motorhome. Perfectly comfortable. Returning to Seattle we made some interior alterations and additions."

The second motorhome is now used as a mobile office when Oberto salesmen travel the State. When not used for that purpose it's added to the "employee use" pool. In summer months it will be used exclusively

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Coralie and John Stachurski, first Oberto Sausage Company couple to utilize the 'bus' for their honeymoon, leave church for motorhome after their marriage in Seattle. The couple spent ten days at Lake Tahoe, where they were the "hit of the lake resorts." Coralie's sister (twin) was the second user of the bus, on her honeymoon to San Francisco.

The "honeymoon" bus, with proper signs and decorations, is parked at California's San Clemente State Park.

Holiday Continental Luxurious Ski Lodge

by DWIGHT FISKE

Rebel Ridge ski area in the Big Bear Lake area of Southern California was site of ski holiday.



Continental Explorer gets right in middle of ski action. Ernst Benedikter, Ski School Director at Rebel Ridge, "walks" over to say hello.

If you want to stay on top of the ski action or snow fun, for a day, a week or a month, the way to go is in the brand new Holiday Continental Explorer motorhome.

We know because we tried it!

How can you beat a cozy, warm, luxurious, fully self-contained 22 foot Holiday motorhome parked just a sneeze away from the chairlift — es-

say that the interior of the Holiday Continental is one of the finest we have had the opportunity to live in at any price.

A most pleasing cool green color scheme throughout provides an exciting first impression that proceeds to grow.

The galley area is really an eye-opener, with the built-in 4-burner

Holiday Continental is cozy, warm, luxurious and fully self-contained. Exterior is handsome with smart green, brown and white color design.



Dinette with sink, range and refrigerator at right. In rear is big gauchio type convertible bed.



Looking forward toward driving compartment. Notice TV above windshield center post.

pecially when there's no lodge around?

Especially when it has a thermostatically controlled Duo Therm wall furnace (11,000 btu) that keeps the entire coach as warm as toast — even when the mercury dips to 16 degrees as it did during our ski holiday.

Right here we feel compelled to

gas range with eye level oven broiler responsible for most of the popping. (One gets mighty hungry after a full day on the slopes.)

Then there's the smartly angled double sink, color matched to the combo gas/electric refrigerator. Just opposite is the roomy dinette which,

more on page 71



YOU CAN PARK right in the middle of Naples or Amsterdam, but there are no disposal dumping stations in Europe.

by JIM CAVINS
Col. Ret. U. S. Army

IF YOU HAVE A SPIRIT OF ADVENTURE, and the willingness to try something different, many surprises and delights await you in the Old World . . . from the front seat of your own motorhome.

Now many people would go to Europe only on a caravan or guided tour. But for those who relish the excitement and freedom of travel alone, the motorhome offers marvelous advantages for travel on the continent — at a cost that can be one of the surprise pleasures of the trip.

In fact, if you are a family of two or more and you are planning to spend two or more months abroad, go in a motorhome. You will defray the cost of transportation and actually live for less than you can by any other means of traveling abroad.

It's true that if you were to ship your rig by normal ocean freight, where the going rate is by cubic meter, the cost would be high. But the wonderful news is that the big passenger ships are so eager to fill their cabins today that they will make very special rates for vehicles on a surprising round trip basis, figured by weight.

Let's say you are traveling tourist on the S. S. Rotterdam with a Beechwood

The thrills can start when the ship leaves New York, peak as you cross the Alps, and never end . . .

Editor's Note:

Several years ago Colonel James H. Cavins retired from the U. S. Army after 25 years as a career soldier. Long years before he had acquired a love of camping; his years of service had intensified it. A swimming, tennis, and photography buff, he was also a ski enthusiast. He had skied with the Olympic Ski Patrol at Squaw Valley in 1960, in late 1966 was European Chairman of the National Ski Patrol System.

The lakes, forests, and ski trails of the Old World called naturally to Col. Cavins . . . and he and his Swiss-born wife, Maggi, set out to explore them, initially with a trailer, then in the motorhome they found to be more practical for the sometimes poor roads of Europe. They

live currently in Switzerland. But one week may find them high in the snow of the Swiss Alps, bedding down comfortably at night in their motorhome, while the temperature outside reads a minus 20. A few days later they will be off to Spain for the winter months. And spring will find them on the move once more, in search of the adventure that always lies ahead of their motorhome.

Jim Cavins admits that "You must like this healthy, independent, interesting life or it is no good for you." But he obviously finds it good . . . and he here passes on not only some of his enthusiasm but also some practical hints that will help to make it good for others.

Reprinted from *Trailer Life*

motorhome . . . as I did. My own passage was \$258 one way. My rig traveled for \$750 roundtrip . . . only \$100 more than the fare for the rig one way would have been, and the roundtrip was good for two years. (My rig came in the weight class 6500-7500 pounds, if you are wondering what the cost for your own rig might be.)

What's more, the steamship line gave my traveling home the same tender loving care extended to myself. In fact, the ship arrived in port on a Saturday morning, not a usual working day. Yet my coach was unloaded before I could clear myself through the formalities of debarkation.

So getting to the continent is no problem. What other worries do you anticipate? You will be in a foreign country. Your motorhome will be larger than the usual European trailer. You won't know where to park overnight. So many things will be strange to you. You don't speak the language.

These are your worries? Forget them. Even the weakhearted need not fear. To begin with (and particularly if you begin with the friendly Dutch people, as we did) Europeans you will meet are generally outgoing and warm, love to speak English, and will go out of the way to be helpful.

Two days after I was in Rotterdam, I needed propane badly. I imagined all kinds of difficulties trying to fill our tanks, because of metric threading and the like. But we pulled into a firm, an attendant attached his hose to our quick-fill connection; in not more than two minutes we had enough gas to last six weeks.

Where do you park overnight in Europe? Where you will. Complete self-containment makes you independent of the camping spots that trailers and tents must seek out. So your first night out you might park as we did . . . right in the middle of Rotterdam, a city of 850,000. In some places you might avoid the center of the big city because of traffic noise and parking restrictions. But in Amsterdam, Holland's biggest city, for example, you can park your rig beside the huge Olympic Stadium and modern, fast streetcars will take you anywhere you want to go in a matter of a few minutes.

We parked on the banks of the Rhine,



THE AUTHOR ADMITS that you must like this healthy, independent, interesting life or it is no good for you.

near famous Cologne Cathedral, and awakened in the morning to the sounds of tugboats and barges plying the heavily congested river. We parked in the heart of Naples, right by the sea — for three days of unmolested pleasure and perfect quiet for slumber. We stayed two weeks in the Eternal City and spent not one night in a regular camping spot. We could have stayed in a lovely modern camping area in Florence; we didn't need to and chose not to.

On such a trip you are soon aware that not only are you living an unrestricted life, but one virtually impossible by any other means. On a guided tour your meals, hotel, transportation are taken care of, true. But you have almost no flexibility; if you want to linger longer the schedule won't let you. On the other hand, if you are on your own by car or train, you have the difficulty of finding a hotel. And you are constantly packing and unpacking your bags.

But in your home on wheels you can, *more on page 70*



PARKED on the banks of the Rhine. Mrs. Cavins poses in front of Beechwood.



AUTHOR AND HIS WIFE in driving compartment of late model Beechwood with almost every comfort built-in, including FM-AM radio, tape recorder, TV, etc.

Motorhome Your Way

Across Europe

Motorhome Across Europe
continued from page 69

if you will, park in the huge Piazzale Michelangelo in Florence, overlooking the city and the famous River Arno. Your clothes are hung on hangers or arranged in drawers. There is cold beer in your refrigerator and music on your hi-fi to accompany your home-cooked dinner. Outside the sun will sink in the west with an eerie glow, and the Arno will take on a golden hue. Here and there tiny lights will come on; a large and beautiful city will change before your eyes. It is a sight you may never see from a trailer parked on a campground, and certainly one you can never have from the boxed-in room of a downtown hotel.

The Beechwood motorhome in which we traveled Europe was the latest model, with almost every comfort built in, including FM-AM radio, tape recorder, and a TV which worked superbly. The six cubic foot Dometic refrigerator carried huge quantities of goodies, plus many frozen food parcels, and we had no trouble restocking it abroad. All the larger European cities have supermarkets today; they are not quite up to our stan-

dard of quality and variety, but they are more than adequate... and they include an increasing array of frozen foods. Meat cuts in Europe are entirely different from at home; they take a little getting used to.

One word of caution: while there is no need to be afraid of water in Germany, in Italy, Spain, and France one should use service station water only for bathing, flushing and (after thorough boiling) for washing. Buy bottles of drinking water for coffee-making and cooking. Like myself, you may also be a little hesitant about dairy products in some countries.

A few other facts: there are no disposal dumping stations in Europe. So you look for an isolated area where there is a general sewer (not a city one) and then you dump completely. Also, I would recommend that your vehicle have the quick fill type propane tanks.

I would also recommend that your engine use regular gas; Super (as they call it) is about 12-15% higher in price and in places like Spain and Yugoslavia the octane rating can be quite low. But you normally won't travel as long distances in Europe as you do in the states. Roads are narrower, traffic on them is heavier and, most of all, there is so much to see enroute that you meander at a slower pace through the countryside. Thus the

bite when you fill your gas tanks is not so evident... even though you must pay twice to four times the price of gas stateside.

My Beechwood had a three-speed Turbo Hydromatic transmission Chevy six cylinder 170 HP motor. It had dual 6.50 x 16 8-ply nylon snow tires. It carried \$990 of extras - including the window curtains, double plastic windows all around, a \$300 generator, extra battery, and \$270 worth of air conditioning, along with my special TV cable, antenna, and hi-fi radio. I found the generator and air-conditioner were of no value in Europe, the double windows were nice but not necessary, but the extra battery was worth its weight in gold. I found the snow tires especially worthwhile. They made it possible to get off the highway even without snow, and they did not make the ride appreciably rougher, I could have gotten by without a spare tire, but I found it nice to have.

Include insurance in your planning. The narrow roads, higher accident experience, and general driving conditions in the Old World make it a must. I would recommend \$250,000 PL and PD minimum; the rest is up to you and your own agent can tell you the cost.

But what you are buying with these initial costs is complete freedom abroad, plus the opportunity to do and see more,

at your own pace and on your own schedule, in a way that saves you cash from money otherwise spent on overnight stops and also allows you to eat on your own budget.

Most of all, you won't be worrying about the price of gas or anything else as you cruise the dark but beautiful highways through German's fabled Black Forest... or as you come to the waters of Lake Constance, look across the lake and catch your first glimpse of the magnificent snow-capped Swiss Alps... or, finally, as you and your sturdy motor-coach climb those same mountains, reach the top of the world without trouble, and turn back down to the lovely lake region below.

Europe awaits you in your motorhome. What are you waiting for?

Luxury Ski Lodge

continued from page 67

of course, can be converted to additional sleeping quarters if necessary.

Regular sleeping accommodations are in the rear of the coach - a big, roomy gaucho type convertible bed.

Incidentally, the rear area, thanks to large rear and side windows is a wonderful place to spend many happy hours.

Bath contains flush type toilet, portable shower head and lavatory sink. Walls are lined with prefinished aluminum.

Another "happy" space is the driving area which is beautifully decorated in matching color decor. Bucket type seats are foam and adjustable.

And get ready for this: A generous size TV is built into the area just above the windshield. Just behind the dinette is the stereo tape - also built in.

Before talking a bit about the exterior, let's look a while at the self-containment features that mean so much for an extended trip. The Continental Explorer has not one, but two holding tanks. The additional tank retains water and waste from the lavatory and kitchen double sink. This allows use of the two sinks even while parked for a spell in a busy city area. Water waste tank holds 18½ gallons. The waste toilet tank has 26 gallon capacity.

Water comes from a 51 gallon

glass lined pressure tank via pressurized water system. Hot water is available instantly.

The coach carries two 10 gallon butane tanks. Generator is a 110 volt Onan job.

Features about the exterior that strike one immediately are the handsome light green, brown and white color design; rounded rear gold corners; large rugged bumper in the rear, and the large amount of window area all around. Also opening at the rear is a full trunk of skis, poles and all sorts of recreational equipment.

How does this beautiful coach handle on the road? You can toss away any reservations you may have about driving a "big one". The Continental maneuvers through mountain "S" turns as though it had built them. And though we were buffeted by tremendous gusts of wind in the mile high canyons, the Continental shook them off like crystals of snow.

Yep, for a great holiday in the snow you can't beat the Continental Explorer. And beside a rippling stream, a glassy lake, a roaring surf...yummy.

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MH Builds Goodwill continued from page 65

with Motorhome Number One for employee vacations. As a sequel to the original honeymoon 'bus,' Number Two is equipped with baby cribs!

This Oberto program of unusual "fringe benefits" for employees has sparked considerable interest among other firms, State and County government employee organizations, even civic clubs. While Oberto's employees are union members, this "fringe" is above and beyond any contract; something freely and honestly given, stemming from deep belief. There is a definite talk-trend at least toward "motorhome cooperatives."

Art Oberto's beliefs have crystallized in a hard roller of experience.

His firm was founded in 1918 by his father, Constantino, and an uncle. The father died when Art was 16, leaving the boy and his mother to run a struggling business with three employees. In 1954 he bought out his mother; there were 12 employees then. Today there are 80.

"About the time of the first 'bus' I decided to make business my hobby instead of a job. At a hobby you can devote 18 hours a day, seven days a week and enjoy it; at a job, it's often hard to put in eight hours a day for five days. A person who works for a living has to enjoy what he's doing to really do a good job. I think our people enjoy their work a little more, thinking of a weekend or vacation in one of the 'buses.'"

And Art's biggest enjoyment?

Waiting for the next wedding announcement, to put the "honeymoon express" on the road.

Extra Wheels continued from page 53

arate class is their ability practically to claw their way up hills and over rough country. They can be geared to a point where the rider "walks" the bike — what you might call sit down hiking. As you would expect, trail bikes are not intended for zipping down the road but can be used for steady perambulating around as well as for back country exploring. Changeable gear sprockets allow for

more on page 74



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Extra Wheels

continued from page 73

adapting the bike within certain limits. As with the lightweights, there are so many makes and models, picking one is a matter of deciding how you are going to carry it and how fat your wallet is.

Since we have emphasized the factors of carrying in selecting a motorcycle, we should give you a run-down on all the possibilities.

The fold-up and demountable might be fitted into the storage compartment of a motorhome. Mini-bikes and smaller lightweights can be picked up and carried inside to a parking

spot in the aisle. Usually, however, this method of toting gets a negative reaction from the lady of a motorhome. The most common custom is to put a rack on the back. These can be bolted on to any vehicle having a rear bumper that is part of the chassis. Many motorhome manufacturers offer optional heavy-duty bumpers. Motorhomes with integral bumpers would require special work to attach a load-bearing section at the rear. There are racks to fit almost any set of conditions. The most versatile is a swinging type that permits opening a rear door or compartment. Some of these have a folding leg

that supports the bike on the rack in the swung-out position. If your motorhome has a load-bearing roof you can arrange overhead parking. One ingenious guy went so far as to install power davits for swinging his two motorcycles aloft.

Motor scooters are not as *In* as they used to be but still have certain advantages for the more conservative motorhome owners. It is possible for a gal to ride a scooter like a lady and to stay neater and cleaner than on a motorcycle. Anyone who has seen a travel movie about Italy knows that a scooter can be ridden by anyone and can be pressed into service for transporting amazing loads. Scootering is restricted to formal roads and sedate speeds and offers the same fresh-air stimulation and mobility as a lightweight motorcycle. The difference between the two is rather like that between a hot car and the family sedan. The greater width of the scooter with its platform and protective shield makes it awkward to put inside a motorhome, so these are usually carried on a rack.

When considering storage for motorcycles and scooters you should know that many states now require the wearing of helmets if one is riding on public streets or roads. Finding a place to keep two of these non-compressible head-protectors might be more of a problem than what to do with the extra wheels.

Bicycles hardly need any explanation. You know they provide as much transportation as you can pedal into them. There are collapsible models and a wide range of geared, light-frame bicycles in different sizes and styles. A glance at the bike-rack in a schoolyard will show you how much this "standard" item has changed since you got one for Christmas. They are easier on the rider and much less cumbersome. Storage is mainly a question of what to arrange, and where, since the weight factor is negligible.

Motorhomers who live year-round in their vehicles often decide that their extra wheels should be all-weather and more practical — four instead of two — a small car rather than any of the bikes. A car on the back immediately puts the motorhome in the position of having a tow whether the car is on its own wheels or run up on a trailer. Deciding which way it will be pulled determines whether you must have a stick shift or can use an automatic.

As you know, cars pulled along on their own four wheels cannot have automatics, therefore most of those hitched by tow-bars are small foreign makes. A dealer in imported cars who also handles motorhomes has these words of advice about features to look for when selecting a small import. Those with rear engines and swing axles can flip over more readily than models with engines in the front and conventional suspension. He also felt that the only really safe tow-bar was one permanently attached in lieu of and bolted into the brackets for the front bumper. There are more technicalities involved in a tow-bar installation and the job should be done by a mechanic who is experienced in this type of work. A permanent bar folded up in front when the car is unhitched is certainly not a beautifying addition but it is the most positive way of converting a car into a sort of trailer. Another modification to a car that is a constant part of your traveling outfit is wiring in a plug for lights and signals. In essence, the car on behind must conform to trailer regulations. Of course, your driving speed is now restricted to that

of any tow vehicle.

A more expensive method of towing a car is to put it on a trailer. This does have the added compensation of providing a way to carry a boat in addition to the car or in place of one. In fact, a platform trailer can carry loads of bulky gear, can even have built-on locked compartments. The major caution is to consider the capabilities of the motorhome (its power to weight ratio) before asking it to take on the burden of a loaded trailer. A clue to what the manufacturer thinks is whether he offers an optional heavy-duty bumper with a built-in trailer ball. If nothing like this is on his list, think twice and get expert advice from a hitch specialist before planning to put anything on behind.

Out in the western states it is easy to tell when the hunting season opens. The roads are crowded with vehicles towing jeeps or their foreign counterparts. Most, of course, are four-wheel drive and will go where their tow-cars or trucks could never make it. For the same reason, a jeep-type is excellent to round out the picture of motorhome travel. Its sturdy construction is a protection

while it is hitched on behind and it can be either an open or closed model, even have a jaunty kind of class these days.

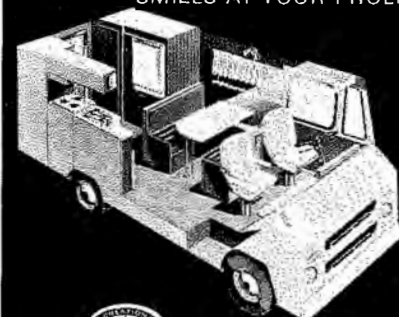
Outside the norm, but certainly intriguing, are several limited edition "extra-wheels" vehicles. One is a scaled down jeep-type called the Mini-Moke, chiefly used in Africa. They say it will even climb stairs and is quite capable of running up a ramp to ride on the top of a motorhome. Best hint for finding out about this one is to check with a dealer who handles the English Land Rover. Another goodie if you are looking for something unusual, is an amphibious car.

The ingenuity of motorhome travelers knows no bounds, therefore we would not be surprised to hear that one of them was carrying along a horse or that another did his sight-seeing on a unicycle. For the average motorhomer, two or more extra wheels will do the best job of expanding and enlivening travel-living. Let yourself go and if you dream up something really unusual be sure to check with the experts before adding those extra wheels to your motorhome.



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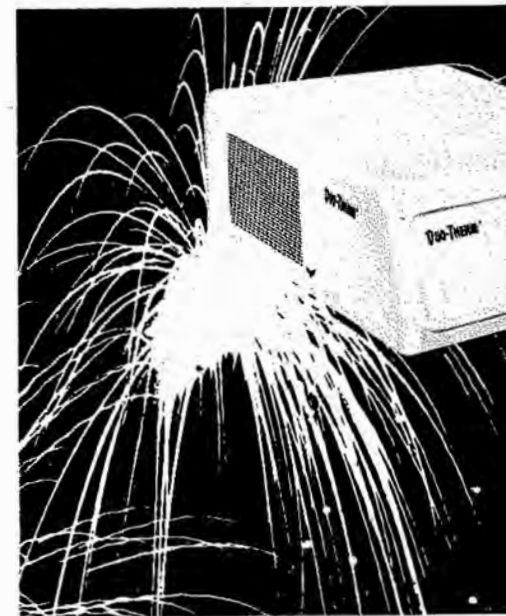
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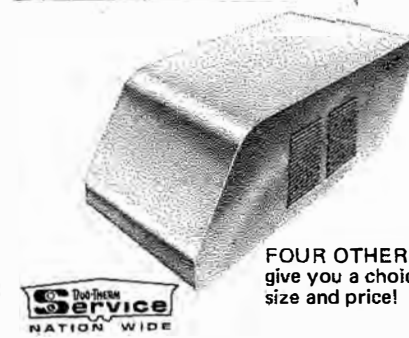
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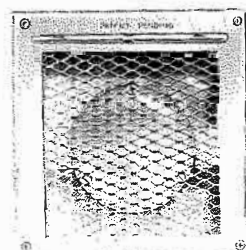
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MH Power Plants

continued from page 47

V-8. You'll be ahead of the game if you pay less attention to the type of engine, and more attention to the horsepower. Quite often, one of the self-styled "experts" will say something like this: "Horsepower doesn't mean anything — what counts is engine torque. Torque is what determines pulling power, and therefore, it's more important than horsepower."

That's downright silly! Modern engines are designed in such a way that the two factors cannot really be separated. You can't have torque without horsepower, nor horsepower without torque. The confusion is caused by a lack of understanding. Few people really understand what the two terms mean.

HORSEPOWER: This term is a measure of the amount of work an engine can do in a certain length of time. Engines are sometimes rated at so many "horsepower hours."

TORQUE: This term has been twisted and badly misused the past several years. Boiled down to elemental simplicity, torque is a measure of the twisting force of an engine. Usually, it refers to the AMOUNT OF WORK AN ENGINE CAN PERFORM IN RELATION TO A SPECIFIC ENGINE SPEED. And by the way — it is incorrect to list torque in "foot pounds". The correct way is pounds-feet. (An engine has 300 pounds-feet of torque, NOT 300 foot-pounds, as so many reports amateurishly state.)

BRINGING TORQUE INTO PLAY

Those reporters favoring six-cylinder engines like to point toward the torque characteristics of the sixes. "SIXES develop their maximum power at a lower rpm", they tell us. Yes, they do. But if they would take the time to study a comparison chart of a V-8 against a Big Six, for example, they would see that while a six has a generally short, sharp torque curve, a V-8 provides a wider range of horsepower through a much longer span of vehicle speeds. In other words, a V-8 engine will give you excellent load-starting power, good acceleration, excellent passing reserve, and good cruising speed. That old jazz about "sixes outpull the V-8's on hills" was started back in granddad's day, when the largest engines were six-cylinder models. Today, the only thing that counts is the amount of power and when it comes into

play. You can achieve this desired balance in sixes, V-8's, or V-6 designs. UNDERSTANDING "MAXIMUM TORQUE"

Another commonly misunderstood term is "maximum engine torque". What does it mean? Rest assured that it has nothing to do with how fast the motorhome will travel, not even how much acceleration you can expect. Those two factors are more related to horsepower, axle ratio, tire size, and transmission start-up ratios. But let's take an example.

OBJECT: To select an engine which brings its maximum torque into play at the desired vehicle speed.

DESIRED VEHICLE SPEED? This depends on the roads, the loads involved, the driver's habits, and so on. But generally speaking, the desired vehicle speed is at or near the legal posted limits. Say, 50 to 65 miles per hour. In other words, the most efficient motorhome operation (from a performance standpoint) would result when maximum rated torque is developed at about 50 to 65 miles per hour vehicle speed.

TO FIND VEHICLE SPEED:

Let's suppose that a motorhome has an axle ratio of 4.80:1 and wears 7.50 x 16" tires. Here's how to check an engine to see if it meets our requirement. Test engine: 250 horsepower, 350 pounds-feet of torque developed at 2400 rpm.

AT ENGINE SPEED OF:	VEHICLE SPEED WILL BE: (in high gear)
1600 rpm	33 miles per hour
1800 rpm	37 miles per hour
2000 rpm	41 miles per hour
2400 rpm	49.5 miles per hour
2600 rpm	53.5 miles per hour
2800 rpm	57.5 miles per hour

In this example, the test engine developed its maximum rated torque (do not confuse with horsepower!) at a vehicle speed of roughly 50 miles per hour. That's pretty close to our objective. It means that this particular engine-axle ratio-tire combination will deliver top-notch load-starting power and excellent heavy-load performance from zero to 50 miles per hour. Above that speed, horsepower takes over to deliver speed, and torque falls off sharply.

This may be a bit too oversimplified, but in a practical sense engine torque is related to moving the load, and engine horsepower is related to vehicle speed and overall performance. The two terms — torque and

horsepower — are inter-twined inseparably, even though they perform different functions.

WHICH ENGINE TO BUY?

Getting back to the problem at hand, the choice of engines in motorhomes today is the best ever. Power ranges from modest 50 horsepower mills in imported vans to the 300-plus horsepower engines on special order. Here are a few common-sense suggestions:

1 — Stay away from any engine labeled "high performance". The term indicates a super-tuned engine that gulps fuel like a runaway truck, that requires monthly tuning, and that has a questionable service life. Such engines were designed for speed, essentially. In heavy-duty, high load conditions a high-performance engine is actually at a disadvantage.

2 — If two different engines have similar torque characteristics and similar horsepower ratings, there is no real difference between them — regardless of type.

3 — Remember: A BIG ENGINE LOAFING is a better choice by far than is a SMALL ENGINE STRAINING! The bigger engine not only will deliver better performance at all vehicle speeds, but it may also provide the best fuel economy.

4 — Larger engines generally yield a higher service life before overhaul is required, when compared to specific loads.

Facts About Tires

continued from page 51

a wide foot (lots of contact area), and enough inherent strength to resist excessive deflection. Every tire must be flexible, but too much is worse than not enough. A stable tire flexes when it should and yet, it holds shape in an emergency situation. Sound like an impossible goal? It isn't really, but few tires have the necessary stability to effectively control road problems on a large motorhome. Many factors influence stability. Even when the tire is basically strong and firm the following situations will cause instability:

1—Low air pressure. Keep those tires inflated at recommended air pressures for best stability.

2—Imbalance or alignment problems. A tire can't be completely effective if it's running off-center, scuffing, or dragging its shoulders around corners. Keep them properly aligned and balanced.

more on page 78

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Facts About Tires

continued from page 77

3—Too narrow a tire for the load involved. The wider the tread (contact area) the greater the stability.

4—A wide tire mounted on a narrow wheel. This situation creates a pear-shaped contact area which allows considerable lateral rolling. You see evidence of this on all-wheel-drive vehicles — but because of their low vehicle weight it doesn't much affect their stability. On a motorhome, the buyer must take care to buy wider wheels if he switches to one of the super-wide tires.

5—A difference in tire pressure from one side of the coach to the other is critical. On the rear axle, if a curb-side tire has 42 pounds and the street-side tire has 60 pounds, some swaying may result.

The problems we've mentioned here are strictly those which are caused by tires. (Other factors can also create instability, such as a weak suspension system, improper loading habits, and so on.)

TO GAIN STABILITY. No matter what your wheel-size happens to be, there are optional tires that will fit. Select the widest tire suitable for that wheel. If your tire serviceman feels that such a minute change in width is not going to do the job, better consider stepping up to the super-wide flotation tires, such as the Goodyear Super-Single. This will mean an extra investment in wheels, of course. But if you have real stability problems on your vehicle the super-wide tires will solve about 95% of them. A wider foot gives the vehicle a wider track, provides a better platform that rocks less, is less affected by wind and other common highway forces beyond your control. Yes, you can switch to duals, or buy steel-cord tires, or do any of a hundred other things trying to alleviate instability. However, I've investigated scores of cases of vehicle instability which were cured dramatically and permanently by the switch to Super-Singles, Duplex, or other super-wide tires.

Traction

In a physical sense *traction* means the "bite", or "grip" that a tire gets on the terrain. A tire with good traction will slip less on slick surfaces, and therefore it wastes less power and gets better fuel economy. Very few people think of it in that light — but an inadequate tire causes inefficient

operation both in power-loss and fuel loss.

There is another side to traction: *braking*. A tire with good traction will dig into the pavement and haul your rig down to a fast, safe stop. A poorly designed tire will lose traction, skip and slip, then go into a series of hair-raising slides that *increases* stopping distance. Once into a slide the driver has almost no control over his vehicle. It will not respond to the steering wheel. The only means of guiding a vehicle in a slide is by deft work with the brake pedal, on and off, and by careful manipulation of the steering wheel to set the wheels in the direction of the slide.

HOW TO IMPROVE TRACTION. Several factors contribute to good traction, including cord-strength, width of contact area, and tread pattern. A tire cannot grip the terrain if the carcass is mushy, deflecting and flexing all out of shape on every little irregularity. When excessive flexing occurs the sidewalls keep pulling the tread up along the shoulders, then squashing down the shoulders and cupping the center section. A tire is most efficient when it is properly inflated, with maximum tread area in contact with the street. To improve traction, try some of these steps:

1—Carry the recommended maximum air pressure. If the maximum weight capacity is achieved at 60 psi, carry 60 psi. The vehicle may ride slightly harder — but performance will improve.

2—Select the *right tread pattern* for the bulk of your driving. For example: (a) if you live in northern regions, a good tread is the snow-grip which provides extra traction on wet, cold, snow-covered roads.

(b) If you travel into off-road desert areas you'll want a tire with extra *flotation* (we'll go into that later), which means a relatively smooth, lightly-ribbed tire. Deep, heavy lugs on a sand tire will simply bog it down! The less tread protrusions the better, for travel over sandy roads.

(c) For penetration of rocky, rough, and mountainous terrain, just the opposite tread pattern is useful: strong lugs and rugged cord construction. Travel over rocks demands extra impact resistance, and a tread pattern that grips even loose gravel as it crosses over it.

(d) The motorhome owner who seldom leaves paved roads, and there

are many who fit this category, should stick with highway-type treads. Tire tread patterns similar to those found on passenger cars. Deep lugs would wear off rapidly. Smooth tread patterns would not provide maximum braking efficiency. A compromise pattern with some cross-cutting and long, gentle zig-zag patterns seems to be the answer for large motor coaches.

AT REPLACEMENT TIME: Tell the tire serviceman what type of terrain you normally take the coach into. He can suit the tread pattern to the job. The *right* tread pattern will improve *traction*, insure safe braking, and provide better gas mileage.

Flotation

The flotation factor is tremendously important to any driver headed into adventure country. Flotation, in this sense, means the ability of a tire to cross over soft surfaces without bogging down. Sand, snow, mud, loose soil and icy slush. Contrary to popular belief, a tire does not gain flotation because of a particular tread pattern. While the pattern has some effect on flotation, it is a minimal one. The greatest influence is applied by: (a) *Inflation pressure*. As a Goodrich engineer told me recently, "Despite thousands of tests of new tread patterns, the most effective way to get across a stretch of soft sand is by letting half the air out of the tires!" If your motor home ever bogs down in sand, let out enough air so that the carcass is squashed down like a ripe pear. Letting just a few pounds out won't help. Keep at it until they look so flabby you're worried about it! Then drive *slowly* out of the sand trap and, of course, replace the air in the tires as soon as possible. *Never* drive fast on soft tires.

(b) *Total contact area*. The wider the tread, the better the flotation. There is a provable mathematical relationship here. If one tire has 20 square inches of contact area under it, and it carries a 100 pound load, the loading per square inch is 50 psi. Suppose a wider tire is used in the same situation with 35 square inches of contact area. The result is roughly 28 pounds loading per square inch. Understand the relationship now?

Far less *weight* pressing downward on each square inch of contact area vastly reduces the chance of bog-down. It has almost the same effect as lightening the load inside the vehicle.

So how do we increase *flotation*? As previously described, the two methods are by decreasing inflation pressure, and by using the widest possible tires. Of the two methods, the practical one is by the use of wide tires. Stopping to alter the tire pressure is strictly an emergency measure. Installing larger tires is a permanent solution.

Noise Level

Some types of tread patterns create a high-pitched whine while underway. At speeds under 50, the sound is barely noticeable. But at highway speeds up to 70 miles per hour tires with snow-treads, for example, really sing out. Tread patterns in friction with the pavement set up this high, eerie sound. A singing tire bothers some drivers a great deal. They say that the whining noise exerts a sort of *hypnotic* effect on a sleepy driver. Personally, I don't mind the sound. I consider it a necessary side-effect of using the type of tire treads that I need for off-road driving.

Tire Life

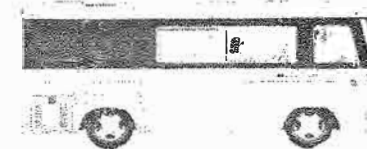
How long should tires last in ordinary service? I know drivers who habitually wear out skins every 8,000 miles on the rear of their vans. Others get up to 30,000 miles on a set of rear tires. Why the difference? Here are some of the causes of rapid tire wear:

- Tires run underinflated increase wear 18%.
- Hard driving, jack-rabbit starts. Tough on tires.
- Panic-stops, habitual "riding the brake", sloppy cornering habits.
- Weak tire casings that flex too much due to overloaded conditions.
- Sloppy suspension components; a worn out shock absorber, for instance, can increase tire wear up to 42% faster!

Conclusion

This report has covered some of the important basics of tire management. It's a big subject, and getting bigger all the time. To get the best deal on tires, buy them in the *right weight capacity*, the *right width*, and the *right cord strength*. In most cases this means a higher-priced tire. Remember that there is more to it than just the few extra bucks. Premium tires will be safer, stronger, more durable — with less breakdown problems. The best that you can buy are adequate. Anything less will not be satisfactory for the kind of rugged service most motorhome owners subject their equipment to in a normal year.

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How To Check Out MH *continued from page 41*

If your prospective coach fails in this department — either in passenger space or in cargo space — reject it. Incidentally, as a rule of thumb you should expect an increase in closet, drawer and bathroom space when you jump, from a 4-sleeper, to a 6-sleeper or 8-sleeper. If the manufacturer simply adds another pair of bunks in his optional plans — forget it! Each new bed must be accompanied by a logical increase in storage space.

COMPUTING THE TOTAL WEIGHT CAPACITY

In the trade, we call it the "payload factor". On every American vehicle there is a little plate attached somewhere which states GVW. Translated, this means Gross Vehicle Weight. The term describes the total weight the vehicle is allowed to carry including weight of passengers, equipment, chassis and coach. Much disappointment has been caused by a misunderstanding of this complex factor. I remember a case three years ago involving a super-luxurious motorhome that had just been announced for sale. The builder had experience in trucking, but *not* in recreational vehicle coaches. When the engineers designed the motorhome they allowed for the weight of the coach and six passengers. But they added only 300 pounds for "related family equipment".

The first buyer came limping back to the factory less than a week after he had purchased the unit. "Broke both front shock absorbers," he complained. "Man — this thing bottoms on every dip in the highway. What's wrong with it?"

The manufacturer got together with his engineers again. On paper, the motorhome tallied only 6600 pounds. The total GVW of the vehicle was rated at 10,000 pounds. Therefore, to find the TRUE PAYLOAD FACTOR they simply subtracted 6600 from 10,000, giving a result of 3400 pounds load capacity. Fine, so far. But then someone suggested that they actually weigh the motorhome. A spanking new model was driven right off the assembly line to a nearby truck-weighing station. The official weight certificate immediately announced the problem: the empty coach weighed 9740 pounds! The unit was 3140 pounds overweight. Instead of a payload factor of 3400 pounds, therefore, it allowed only 260 pounds of pas-

senger and equipment! Obviously, the coach was overloaded the moment the buyer's wife and two kids climbed aboard. By the time personal gear and extra equipment was added the chassis capacity was exceeded by several hundred pounds.

WEIGH THE COACH

Don't take chances. While you're out test-driving the new coach you can "accidentally" steer it past an "official weighing station", zoom in to it, and say something like: "You don't mind if I weigh the vehicle — do you?" If the dealer starts tugging at his collar, beware. If he refuses to let you weigh it, reject the coach at once with no further conversation. You're wasting your time.

A QUICK REVIEW OF GVW

This point is so important, I want to restate it here *briefly*. To find the true weight capacity of a motorhome, you must: (a) Check the GVW rating on the vehicle identification plate. (On the doorjamb, inside the engine compartment, or perhaps in the glove box. Position varies). (b) Actually weigh the motorhome. Get an accurate figure. (c) Subtract the actual weight from the rated GVW — the result is your PAYLOAD FACTOR.

EXAMPLE: If a motorhome has a GVW of 7500 pounds and if the chassis and coach weighs 6750 pounds, what is the payload factor? Subtract 6750 from 7500 and the result is 750 pounds. That means that your *total* load of passengers, gear, water, fuel and food cannot legally exceed 750 pounds . . . or you'll end up over the GVW limit. In some states, running in an "overweight" condition subjects you to heavy fines. The actual weight capacity of a motorhome is IMPORTANT!

WATER, FUEL, POWER

Next on your check-chart should be the *basic tank capacities*. What is "enough" water capacity? It's a difficult question to answer because every family has different habits in water usage. I usually estimate water needs at a minimum half-gallon per person per day for cooking and drinking. If the coach is a self-contained model, better figure at least a gallon to two gallons per person per day (as a minimum). A family of five persons, then, *might* require five times two gallons, or ten gallons *per day* in a self-contained unit. That forty-gallon tank doesn't sound large now, does it? Some people can squeeze a solid week out of a 40-gallon water

supply. On the other hand, I know a fellow who uses 20 gallons a day just to shower! Naturally, he is limited to hook-ups at commercial parks with a hang-up like that. The point here is that the more water capacity you can buy, the better. I would even go so far as to say that when two motorhomes stack up evenly, I'd give the nod to the one with larger supply tanks.

Butane-Propane. The more LP-gas your coach offers, the longer it can stay afield free of external supply. Even on the smallest vans, a 5-gallon butane bottle is standard equipment. Don't accept less! Many motorhomes offer 10-gallons capacity, and some offer 15 gallons. I don't want to get too technical so I won't go into the rather complicated formula for estimating fuel consumption in a butane-equipped coach. If the unit is self-contained with a heater, refrigerator, range, oven, and water heater it can use as much as 5-gallons of butane-propane in a week to 10 days. A standard coach with a range, oven, and butane lamp can extract four to five *weeks* daily use from a 5-gallon bottle. Summing up: on any coach intended for long-distance travel, consider 10-gallons of butane a minimum supply; 15 gallons is better. If an extra butane bottle is an option, consider it a wise investment **POWER**

The term in this instance refers to power used for internal appliances not fired by butane. The roof-mounted air-conditioner, for example, has become a popular option on motor coaches. It requires an electric generator for 110-volt power. Portable generating systems are usually built into a compartment at the rear of the coach, or on one side, when obtainable. Some installations run fuel lines direct to the main gasoline supply tank, so that the tiny engine spinning the electric generator seldom runs dry. On other models, there will be a separate fuel tank for the generator. Personally, I would prefer a separate tank supply for the generator, so that I can more closely control certain maintenance problems. However, some buyers and manufacturers disagree with me.

Twelve-volt (12-volt) lighting systems require storage batteries. They should be of the heavy-duty, high-amperage capacity type. Two batteries are better than one. There

more on page 82

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Moonlight Your MH
continued from page 83

you have confirmed your reservations and set up a schedule you can make advance appointments with him.

5. Still to be assigned is the position of "maintenance engineer" — a fancy title for the person who checks out all appliances (refrigerator, range and oven, space heater, water heater) and the bathroom, particularly the toilet and holding tank. He also tests the water and electrical systems and fills the gas tanks. A responsible teenager, if your family includes one, could handle this assignment.

6. Finally, one or several from your team must instruct renters in the operation of a motorhome and take them for a test drive. You hope they will remember how everything works, you know that a trouble-free trip is a happy one and that satisfied customers are a guarantee of more business. Without being obvious it might be possible to put stickers with basic instructions close to or on equipment that can be temperamental if not operated properly. Manufacturer's manuals should be collected in a folder or envelope and put in a convenient place inside the vehicle.

7. By now, if the thought of the work and complications hasn't eroded all of your enthusiasm, you will want to know how much to charge and whether it will be enough to make Steps 1 through 6 worthwhile. Our answer is, "We don't know". You will have to be your own cost accountant unless you have a friend who is willing to work it out with you. The local classified section will give you an idea of the going rate for motorhomes comparable to yours. Here we should inject a parenthetical remark. The most wanted size is a 26 footer that will sleep six or eight. Second in popularity is a 20 or 21 footer that sleeps six. If no one in your area (commercial or private) is renting motorhomes, these are some figures from big city newspapers for your guidance. Rentals of 26 footers — from \$175 to \$275 a week + 5c to 10c a mile. In season (June 1 to September 30) rates are \$25 to \$50 higher than during the rest of the year, mileage stays more constant. 20 and 21 footers rent for \$165 to \$200, some are \$175 year round. Mileage can be as low as 4c, as high as 10c. Other reference statistics from our file may be helpful.

The average renter takes a two week trip, drives about 1500 miles. Repairs and upkeep can cost as much as \$900 a year though \$5-600 is average. If your personal set of figures — projected income against the cost of insurance, maintenance and repairs, license and other motorhome expenses — works out to a deficit, don't assume the idea is a bust. You must consider the bonus effects. The minus figure becomes your vacation cost. It should be considerably lower than the expense of owning and not renting. In other words, the motor home will pay for its own insurance and maintenance and you can use it for just the cost of the gasoline. That is enough to put you ahead in returns. Generally there is a plus-balance to apply toward the original cost of the vehicle which makes the picture more rosy.

If running a one-motorhome rental operation is not feasible for you, there is still another way to have your own and rent it too. Mobile Lodge Rentals of Glendale, California has pioneered the concept of an agency for private owners. Jacqueline Hepburn runs this show and it was she who developed the plan. It grew from the Hepburn's three-line ad offering to rent their idle motorhome. With more applications than she could satisfy, Mrs. Hepburn started recruiting other private owners and charged them a commission for handling all the details. By now, Mobile Lodge Rentals has worked out a complete operating manual defining owner's responsibility and agent's duties. By contracting for insurance, services (mechanical, cleaning) and supplies on a group basis, costs to the individual owners have been standardized and reduced. Mrs. Hepburn was candidly firm in stating that the owners under her management were not making money with their units, but she also added that the rental fees were sufficiently adequate to repay the purchase price of the motorhome and to keep the vehicle in top condition.

Going a step further, our conclusion would be that if a private owner could do this well under the agency plan where all services are from outside sources and a commission must be deducted; then the owner who can eliminate some of these charges should be able to do as well or better.

Just for fun we tried to put together an ideal situation for a moon-

more on page 86

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MODEL 630 Self-Priming Pump
Push-button type.

- For campers, boats, trailers and general use.
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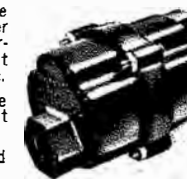


MODEL 644 Accumulator Tank

- Especially designed for use with instant-type water heaters and flush-type toilets.
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MOTORHOME LIFE, Spring-Summer, 1968 85

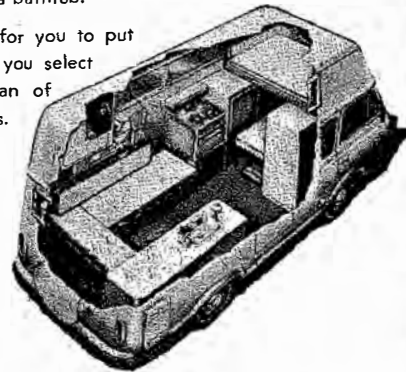
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Moonlight Your MH
continued from page 85
lighting motorhome. It should be owned by a man who runs a garage and whose wife has had business office experience. A close relative should be a lawyer, another an insurance agent. Two teen-agers in the family, looking for ways to earn money and accustomed to the discipline of meeting a standard, would be an ideal work force. The motorhome should be a 26' with the maximum number of beds and a minimum amount of optionals in the luxury class — fancy carpeting, stereo tape, TV, and other extras that could be damaged or easily spoiled. Renters almost universally are families with children, four is very common, and the more practical the furnishings the better. Renters, themselves, seem to prefer utilitarian units. One mother of four who has rented two different makes of motorhomes said she liked linoleum better than carpeting and was happier in one with walls that did not show scratches. She did not want to spend her time worrying about possible damage, or to keep cautioning the children to be careful. On a vacation, mothers like to relax and kids resent being under constant restraint.

Our ideal motorhome owning family did not turn up in the sampling we made of those who put their vehicles up for hire. We discovered that most were business or professional men and, with few exceptions, they were satisfied with the results from renting.

If you have had any experience with the old-fashioned barter method of getting what you want, you might be way ahead of us in thinking that this system might be used for building a rental team. In return for services, the motorhome, in the off season, could be lent to those whose help you need. In other words, you trade rentals for the amount of their services — legal, mechanical, cleaning, etc. Or how about a cooperative with its members carefully chosen to make up a balanced group of skills?

The most encouraging news for owners is the growing number of families looking for motorhomes to rent. One motorhome dealer said he wished he had customers to whom he could refer prospects for his vehicles; people who would like to try out his particular brand on a test trip before actually purchasing. Repeat renters have learned it is wise

to make reservations in January for the summer vacation period. More than one owner who started with his private vehicle has built a small business and now has three or four units. The agency that began five years ago had 17 motorhomes under contract last year. It can and does work.

If your motorhome just sits there taking on the character of a monster because you can't use it and the bills keep coming in, why not send it out to moonlight? The more hats you and your family can wear to make up a working team, the better your chance of making that motorhome pay for itself. It is certainly worth considering.

Full Time Retirement
continued from page 63

You'd take them to be in their early fifties, from their zest for living, and enthusiasm for the open road. Frank was a journeyman carpenter and cabinet maker during his working life; also a capable plumber, electrician and brick mason. Helen also qualifies as a carpenter, plus designing unusual wall plaques and wooden filigree decorations.

"We're short-termers in trailering school," Frank comments. "Helen and I crowded a lot of learning into three and a half years."

"School" began early in 1964.

The Netters wanted to take their daughter and five grandchildren from their Puget Sound home in Washington to visit relatives in the Grand Canyon State. Trains, planes, would not do: too much luggage, no mobility. So they bought a 12-foot Chinook camper body on a Dodge pickup unit. When camping weather arrived they took off. With the aid of sleeping bags and friendly State Parks in Oregon and California their trip to Arizona was a large success.

"We were hooked," Frank grins. "That winter we drove the Chinook to Florida, stayed six months. Same the next two winters. Fine climate, wonderful people and, if you stay out of the publicized resort areas, plenty of parking room."

"We went swimming Christmas Day," Helen remembers. "About that time the first real motorhome we'd had a chance to see closeup rolled into our park. We trailerists swarmed over that vehicle like ants on a honeycomb! I think it was a Ford Condor. Unbelievable. Beds you didn't fold,
more on page 88

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Full Time Retirement
continued from page 87

rugs, shower, toilet, cabinets. And room! — compared to our little Chinook it was a palace."

On the road north the Netters, senses attuned to motor homes, logged many of the big vehicles. They thinned out as the Chinook rolled farther north and west. Somewhere near the Nevada-California line, after a long stretch of meditation, there was spontaneous outburst from the couple: "Let's sell out and buy a motorhome!"

"We owned a nice home we'd built ourselves," Helen recounts. "Some woodland, the Chinook, a car, furniture and bric-a-brac collected over a lifetime. Small savings. But sale of the other property should take care of a motorhome purchase; not just a standard model, but one built and furnished exactly as we wanted it. That's how we looked at it, as buying a new, permanent home."

Friends tried talking them out of this "foolishness". They pointed out the inevitability of flat tires, possible highway mishaps, motor trouble, high parking fees. They emphasized the security of an anchored-to-ground home, taxes, crab grass and all. "And what if you get sick on the road? How about insurance? I hear those big coaches are banned in most State Parks: where will you park it? How can you stand selling your dearest possessions?"

"We stood it alright," Helen relates. "Once we were committed to one of the biggest decisions of our lives, almost everything of the past had to go! A few pieces of furniture, some heirloom dishes, were stored. We never intend using them again, until neither of us can drive. The Chinook sold easily, pickup campers are big in the Northwest. Our home, woodlot, sedan, brought good prices. Our best carpenter tools, a few mementoes were held out."

The motorhome hunt began in earnest.

The Netters pored over stacks of bright brochures; motorhome builders, equipment and appliance makers. They haunted Seattle's Mobile Home Show, another in Portland. Never missing a chance to examine, and discuss with the owners, every type of motorhome rolling into their area. Shortly they were on handshaking terms with almost every product in the trailer-related field.

In Portland, Oregon, they made the decision: a Newell Coach. Newell last year had purchased the motorhome section of Streamline, built a modern plant near Miami, Oklahoma, and begun producing custom-built motorhomes.

"With our ideas on layout we had to have a custom builder," Frank states. "Safety-wise, this chassis is single unit, aluminum-wrapped to form an enclosed outer shell. Protects from rust and corrosion besides keeping the coach warmer. Interior cabinets are aluminum, riveted in place. A fibre-glass blanket between frame and floor."

Knowing motorhome boosters when they saw them, Newell Coach flew Netters to the Sooner State. Daily, Frank and Helen watched their future home take shape; from 12x16.5 tires through 400-hp Ford engine to four-wheel power brakes. Changes and additions to "standard" were made right on the assembly line.

Frank specified twin 30-gallon fuel tanks, balanced to feed from either. Same for fresh water tanks. Power steering was coupled with three-speed Cruise-O-Matic transmission. Tinted safety glass on all windows. Roof-mounted Duo-Therm air conditioner with four ceiling vents — two operating from the 12-volt Onan generator system.

"I wanted stain-proof nylon carpet throughout," Helen added. "And a double bowl sink. Lighted range hood with ventilating fan off the 12-volt system. A Monomatic toilet, best we found. Both shower and tub. Magic Chef range, Coleman gas furnace; I tell you our product research paid off!"

Netters weren't bashful about changes, and Newell accommodated them.

There's twin radio speakers above the control console, two over twin beds in the rear. Portable TV hides behind a sliding panel above the windshield; the latter kept ice-free with electric defrosters. When their new home rolled into pale Oklahoma sunshine in November, the Netters could barely contain themselves.

"There it was, our old way of life for a new chance," Helen remembers. "The coach looked so good Frank wanted to paint on rally stripes."

Newell people began full-scale briefings on every phase of the 30-foot vehicle's operation. Driving, parking, maintenance, tank filling, hold-

ing tank flushing were all thoroughly covered. When Netters left for the Northwest a factory man rode 200 miles with them, making sure all systems were go.

"We'd fretted some about 'frail oldsters' tooling such a big vehicle," Frank says slyly. "Needn't have: it drives like a big passenger car. Actually, it's easier to drive than the Chinook. It takes some practice to corner properly, but parking is easy. Helen handles it easy as I do."

Final outfitting before the winter run to Frostproof, Florida, was done on Whidbey Island. Carpenter tools and fishing tackle into under-the-floor storage. Dishes, utensils, linens, the small miscellany essential to every household. A twelve-foot aluminum boat clamped firmly on a roof top rack over outboard motor and lawn chairs.

"Problems? Sure we expect 'em, some we can't foresee; both personal and as homeowners. We've prepared for everything we could think of."

Overnight parking troubles proved a myth.

"We stopped overnight in drive-in bank parking lots, at all-night service stations, chain grocery lots," Frank says. All gave ready permission, no charge. True, some State Parks couldn't handle us; the couple of private courts we stopped were delighted to have the rig 'on display' as it were. When you're real pressed, farmers are the country's friendliest people, they've got lots of room. Anyhow, parking is no problem."

The Netters carry \$250 deductible collision damage, \$50 and \$100 thousand liability insurance on the motorhome at an annual cost of \$409; good anywhere on the continent. After paying Oregon's license and property tax, the motorhome's cost slightly exceeded \$20 thousand.

"Most of our money," the Netters admit, "but a solidly comfortable new home, one we both wanted. We can live, and pretty well, on \$100 a month, excluding travel costs. Catch fish, barter for citrus fruit and fresh eggs. There's no rent at the County park near Frostproof, stay long as you like. Also no heat, light, water or garbage costs; no sewer or sidewalk assessments, no lawn maintenance or the other thousand and one cost nuisances that plague a 'fixed home' owner.

"Sure there's drawbacks. Like limited storage space, sometimes-short water supply, difficulty in getting

butane. You miss a front porch, a fireplace. Sometimes neighbors are only ten feet away on either side. In a few overnight stops (private, mostly) children run rather wild and dogs run unleashed. Small penalty, though, when we can change our entire surroundings in half a day!"

The Netters arranged for a permanent Postoffice address in Portland, a friend regularly forwarding mail. Their long-time M.D. extracted medical history and prescription treatment which they deposited with a recommended Florida doctor. Their dentist assured that charts and x-rays could be airmailed immediately if necessary. Their children, scattered from Washington to Arizona to Arkansas are kept current by postcard on address change, physical condition of parents and motorhome.

"It's trite but true that no one can foresee his future," Frank reflects, "and a good thing. Perhaps motorhomes will soon be State-taxed like trucks for highway use. Maybe some public parks will restrict their admittance, although it's more likely most from the Nationals down will be expanding overnight sites for these units.

"The small knowledge comes from experience; like *don't* fill water tanks in a chlorinated city, and *do* top off butane supply at every opportunity. Buy a big guest book. Run the coach between 45-50 mph for best gasoline mileage. Keep original records in safety deposit, and carry copies of everything from birth certificates through marriage license to Army discharge papers — they might come in handy.

"Unforeseen problems, unexpected difficulties? Why, we'll just play them 'by ear'. We knew this change was a big one, and did our best to anticipate what we could. Whatever might happen, we'll be living a life we like, 'for better or for worse'."

Nor do Netters intend to simply hole up in Frostproof, Florida.

"About May we figure to follow the Atlantic Coast north through New England into Canada. Then west on the Transcan to Vancouver, B.C., perhaps stopping for a time in Banff, or Revelstoke. Spend summer in the evergreen Northwest. Come fall, maybe into Mexico. Summer after this we're thinking of the Alcan Highway to Alaska. The next year . . ."

Home, indeed, is where they park it.

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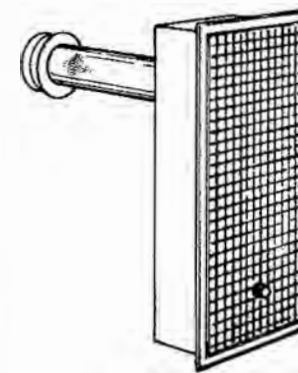
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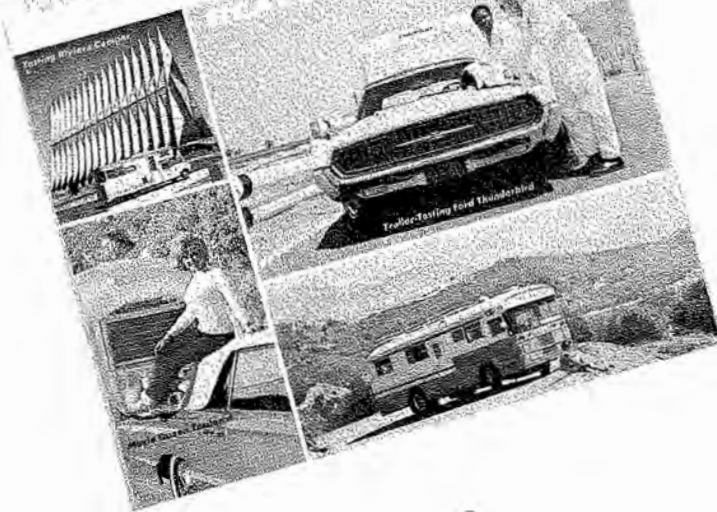
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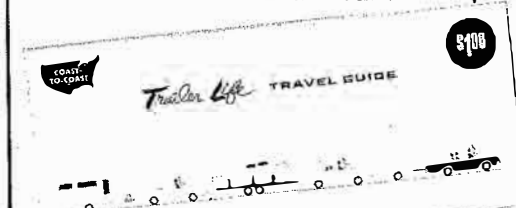
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Please Tell Them You Saw It In Motorhome Life

Leave Driving To Haas
continued from page 61
and appliances."

Outside the "Huckleberry Hound" ("Huckleberry for Huckleberry Finn and the wanderlust, and hound for, well, it's part of Greyhound") is mostly a nice cool turquoise. You step up onto bright red shag-type carpeting which not only covers the floor of the front part—the living room—of the bus, but goes up the dashboard, too, for color—the non-driver half of the dashboard, of course.

The driver's seat is in pale beige-colored vinyl and the steering wheel is painted to match. Above the seat the bus company's sign is still there with Haas' personal touch: "Your Operator, Gil Haas—Safe—Reliable—Courteous." Bus driving isn't new to Haas for he used to drive a sightseeing tour here and he's kept his chauffeur's license.

Long, wide, white naugahyde-covered "benches" hug each wall in the living room, where passenger seats used to start. The benches—all storage units below—are topped with bright-colored throw pillows so they are much like sofas, but boards fit into slots in front of each, with another specially fitted cushion going on top, to make double beds of each. So at night, four children can sleep here.

The living room is about 11 feet long. Small dividers jut out (they make more storage and a little bar—no space is wasted) to separate living room from the next room, the galley and dining area.

The nine-foot galley—she sometimes calls it "kitchen"—is on the right as you enter, with a copper-colored range and matching six-cubic-foot refrigerator with freezer unit and sink with a water storage unit (a

pump is in the luggage compartment underneath) and hot and cold running water. So Carole can cook dinner even while the bus is rolling.

Light fixtures on the bus turn on two ways—either to 110 current or another button for working off a 12-volt battery "so we don't have to be plugged into anything to have light anytime."

Each of her kitchen drawers has "a little bump underneath" so they won't ride out when the bus is in motion. "See? I lift up to open them."

On the other side of the galley is another long "bench (more storage space beneath)" along the wall, this time topped with a turquoise brocade-looking cushion and fronted by a white marbelized Formica table which also can be maneuvered into fitting flush with the bench and with the added piece of "mattress" makes an additional double bed for nighttime.

A little beyond the bus' midsection, on the right, is a bath the likes of which you've never seen. It has one of the bus' four vents—this one the only power vent, with an exhaust fan. In the bath is a pink sink, vanity cabinet for towel storage, a small tile type floor and a small hand spray which is the shower. You take it and let fly all over everything—water goes right down the floor drain and harms nothing in the tiny bath.

On the other side of the bath are two long bunk beds atop green-blue shag carpeting which runs back into the "master bedroom" which curves around the back of the bus with a king size bed, Mr. and Mrs. storage chests and white draw curtains all around.

It's home sweet wondrous home. Underneath in what used to be passenger luggage space, they'll store

all their sports equipment and bicycles for everybody, for one can't crank up a whole bus to run down to the corner ice cream parlor and there are some paths even a super duper job like Huckleberry Hound simply can't squeeze into.

"We'll have our camping equipment there, too," Haas said. This includes a tent they hitch alongside the bus "like an awning" for times they want to have cook-outs.

They have a Coleman, non-combustible heater for cold weather, but Carole decided against air conditioning "because of the children—they are constantly coming and going and I don't think it would be good for them with all that hot and cold." But the bus, with its special screens on openable windows is breezy and cool and is also insulated with two inches of plastic foam above its white vinyl-lined ceiling.

On the road, Haas estimates he'll get "about nine miles to the gallon" and his rolling home uses diesel fuel ("about 23, 24 cents a gallon").

"We think we really appreciate this," he said, watching the children scramble down the steps and across a big stretch of beach. "Then every once in a while we look at the kids and see how much they appreciate it, then we REALLY love it."

He looked thoughtful and said, "We live in a community like most people—house, house, house. And I think it's a great thing to get the kids out to see Nature—things the Good Lord gave us."

Canada—and expanding points therefrom—was their first trip in the big bus.

So next time you're ready to flag down a Greyhound bus, watch it. It may be the Huckleberry Hound off on an outing.



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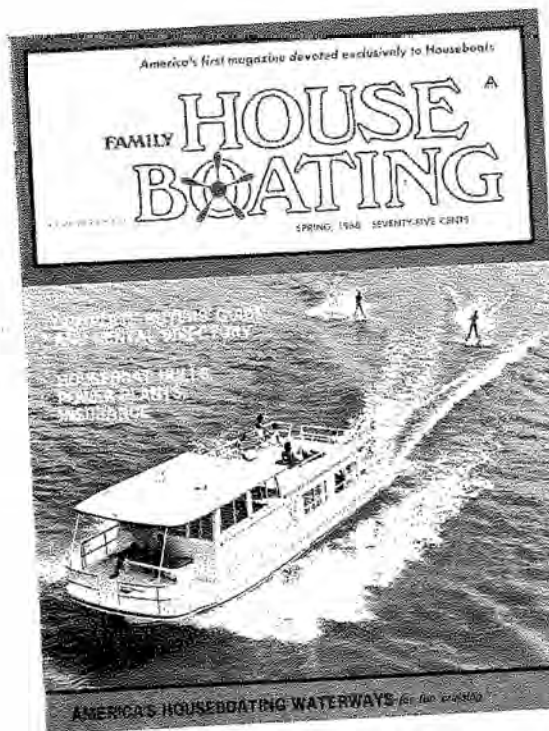
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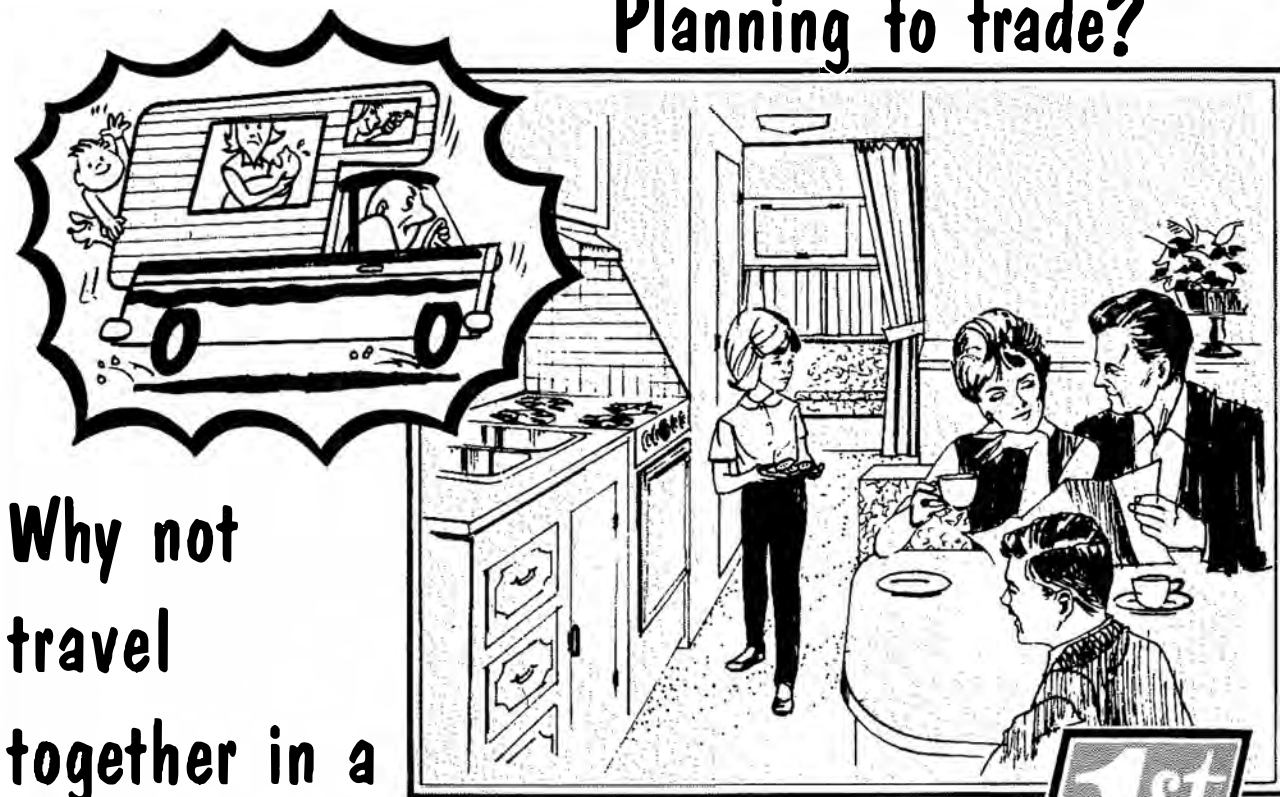


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Planning to trade?



Why not travel together in a

WINNEBAGO MOTOR HOME

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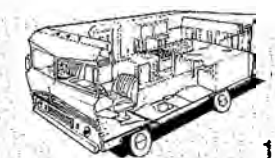
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- MORE WARDROBES, CABINETS

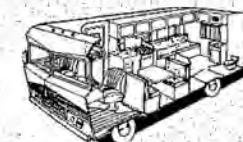
Only Winnebago builds a complete family of motor home models—17' to 27'—one to suit every leisure living need.



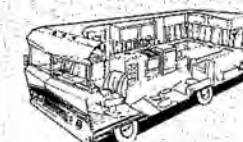
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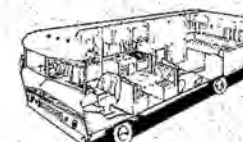
17'



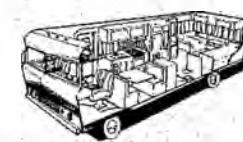
18'



19'



22'



27'

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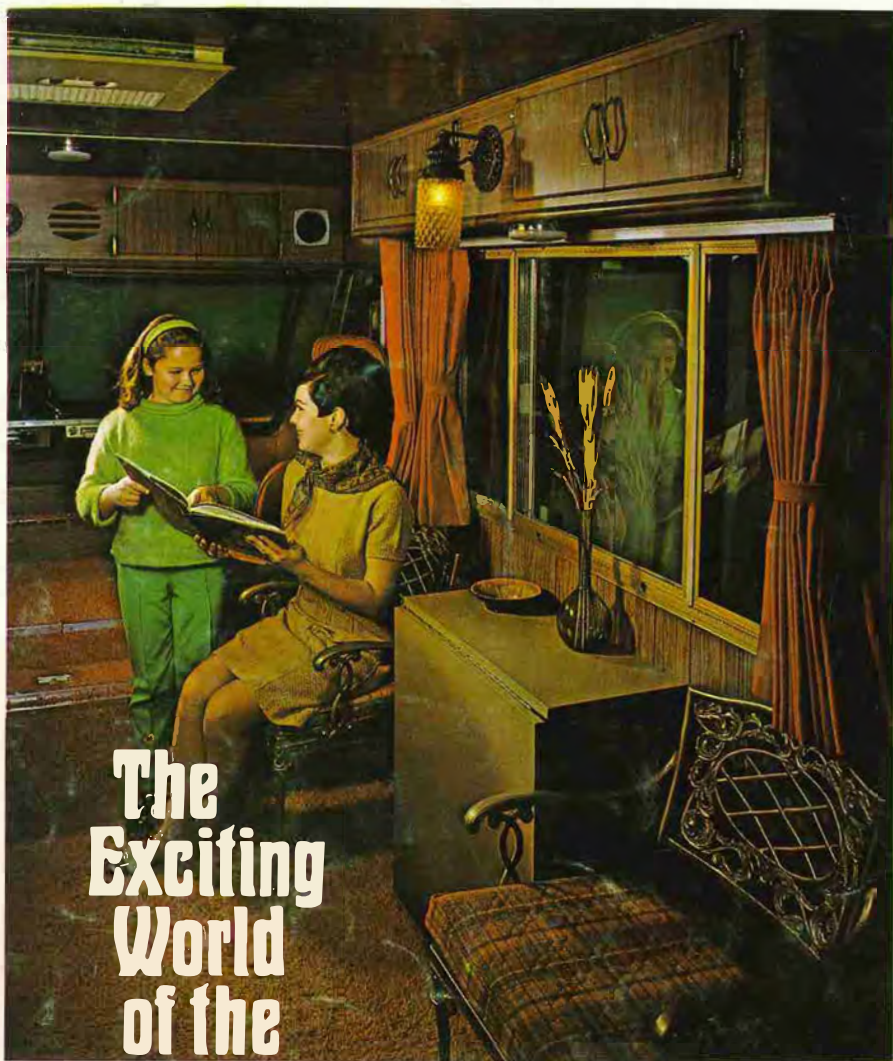
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MOTOR HOMES

FRANK FEY & COMPANY, INC.

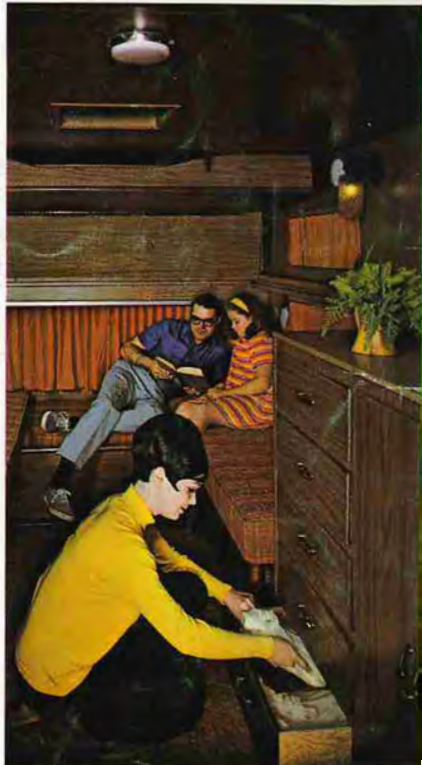
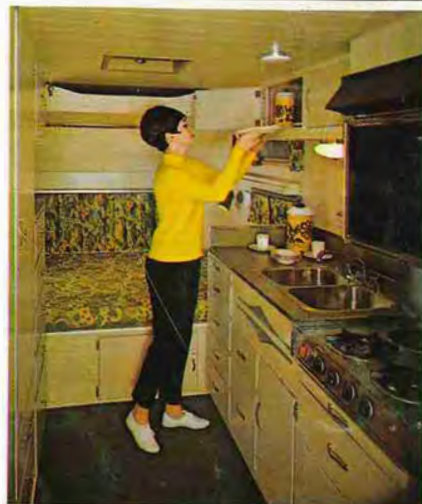
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