

RV Consumer e-Magazine

July 2016
Volume 6
Issue 7



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A Trip Through RV Time RV/MH Hall of Fame Museum



plus: Clear, Filtered RV Water



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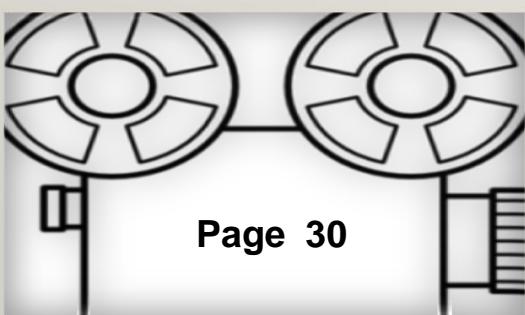
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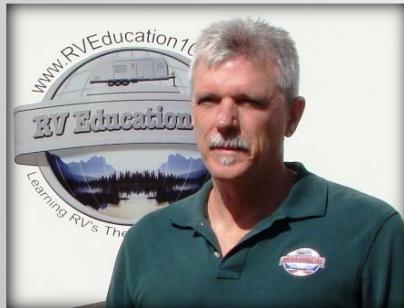
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As long as I have been in the RV industry, and traveling the country in our RV, one place we never visited is the RV/MH Hall of Fame Museum and Library. Now I can check that off of my RV bucket list.

Recently we attended the RV Power Breakfast in Elkhart, Indiana and we stuck around the RV capital of the world for a couple extra days to take in all the sights.

With my passion for vintage RVs the trip culminated at the RV/MH Hall of Fame Museum.

In this month's issue I will take you through an RV trip in time at the museum, but if you have never been you need to add Elkhart, Indiana to your RV bucket list too.

Sit back relax and enjoy this issue, and if you have RV friends and family tell them to subscribe, and to like us on [Facebook](#) too.

~ Mark

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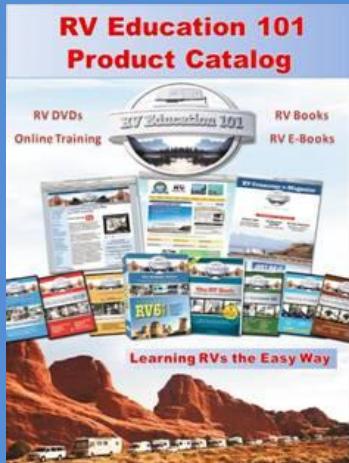
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Enjoy the RV Journey

A Trip Through RV Time

At the RV/MH Hall of Fame Museum

by Mark Polk



I love vintage RVs so I was like a kid in a candy store at the RV/MH Hall of Fame Museum.



I enjoyed walking the halls and taking in the 350 plus industry pioneers and leaders inducted into the RV/MH Hall of

Fame over the past 44 years, but I was feeling antsy to get in the museum itself.



Our self-guided tour began with a scale model RV manufacturing plant, and a "then & now" look at an original 1954 Shasta travel trailer and its 2015 retro-style counterpart equipped with modern day amenities.



Next, our journey took us to the road back in time.



I will attempt to keep this tour in chronological order starting with a 1913 Earl travel trailer and Model T Ford.



This is said to be the oldest travel trailer in the world. It was custom made for a Cal Tech professor by a Los Angeles carriage maker. The trailer was restored in 1980 and the Model T in 1990.



The dining table sits four and converts into a bed with plentiful storage under both benches.



Next was one of my favorites, a 1916 Automobile Telescope Apartment on a 1915 Model T Ford. These telescoping apartments were aftermarket accessories for early model trucks.



The signage noted that pneumatic tires quickly replaced buggy wheels during this era, since buggy wheels broke easily on the rugged dirt roads.



This 1928 Pierce Arrow Fleet House Car is just one-of-three built by the Pierce Arrow Company prior to the crash of 1929.

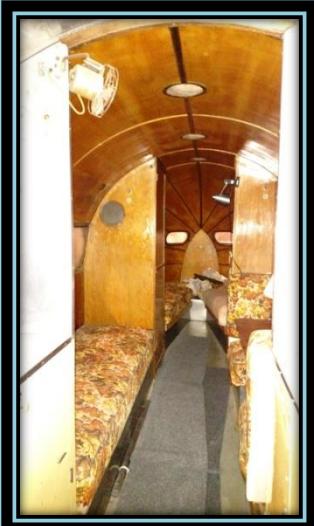


This 1929 Wiedman is another example of early house cars. The camper bodies were available as accessories, shipped to a purchaser, or it could be mounted by the factory on a chassis of the buyers choice. The driver's seat was a comfortable chair and the interior offers plenty of sleeping arrangements and storage space. The area next to the drivers seat was a platform for another fold -down bed.

When your camping trip was over the side cabinets slide-in and the rear section telescopes into the truck. You could even take a warm shower by way of radiator heat from the engine.



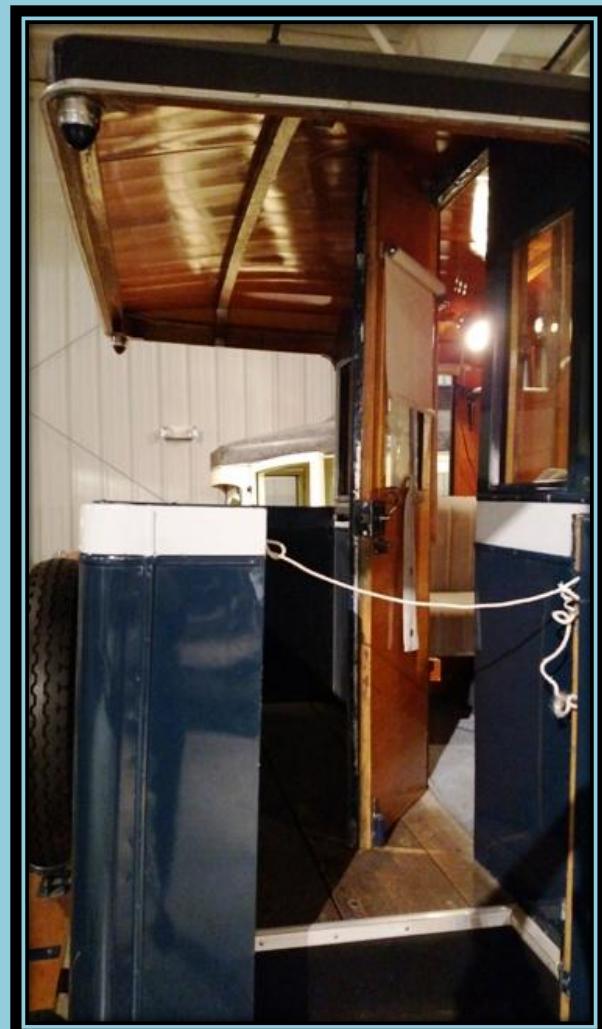
Next was this 1916 Cozy Camp tent trailer. Most of these early trailers were either homemade, or custom built by local craftsman.



(above) the interior and driver's area of the 1929 Wiedman house car.



In an effort to entice Mae West to leave Vaudeville and start making movies Paramount Studios had this 1931 Mae West house car built on a Chevrolet chassis. It was designed as a chauffeur driven lounge rather than a camper.





In the classic car world a term that has grown in popularity is “barn find”. A barn find is when you happen upon an old vehicle that sat in a barn for years. If you are lucky you can acquire the old vehicle at a reasonable price. This 1931 Model AA Ford house car was a barn find for one lucky individual. The engine started and ran the day it was found, after sitting in storage for over 40 years.



The floors are yellow pine and the cabinets and interior are oak and yellow poplar. The year long restoration took place from 2002 to 2003. All of the hardware and much of the wood is original. The new owner gave it the “Tennessee Traveler” name. As an avid classic car restorer I am still waiting to find my barn full of antique cars, trucks ad RVs!!



When auto camping became popular folks would take their vehicle, some canvas fabric and supplies and build a make-shift campsite for the day or weekend. This photo illustrates a typical camp kitchen that could easily be loaded in the vehicle and used when you arrive at your camping destination.



As camping grew in popularity so did the desire to get off the ground and to add some creature comforts. Campers like this 1932 Gilkie Kamp King tent trailer helped solve the problem. It is said that starting in the 1920's Gilkie was probably the first successful manufacturer in Indiana and one of the first in the country. One unique

feature was a pass-through ice box and pantry you could access from inside and outside, even when the camper was fully closed.



This 1933 Ford Kamp Kar was built by Walter Runkle, a home builder who designed and built custom vehicles for local customers from about 1915 to 1940. It was one of the first house cars powered by a V8 engine.



The 1935 Bowlus Road Chief was the predecessor of the Airstream clipper style trailer. It was designed by world famous sailplane builder Hawley Bowlus. When Airstream took over the design in 1936 they removed the boat-tail features and relocated the entry door from the front to the side. This is one of less than 50 Bowlus trailers remaining.



In 1935 the Covered Wagon was the largest trailer manufacturer in the country, producing 1 out of every 6 house trailers built. The recorded production from a single plant, at the time was 45

to 50 trailers per day. The exterior is “genuine leatherette” over a thin plywood shell, and the roof was covered with a coated canvas stretched over tarpaper.



This 1937 Hunt house car looks like something out of the future. It is one of several vehicles built in the 1930s by Hollywood movie cinematographer and producer Roy Hunt.



This 1939 Lindbergh travel trailer was designed and built for the famous aviator Charles Lindbergh. They used aluminum to reduce the weight and improve the appearance. Notice how it had a front and rear axle, as opposed to tandem axles in the rear and a tongue jack at the front. It was designed in San Carlos, Ca. by an engineer of the Sir Francis Drake Hotel.

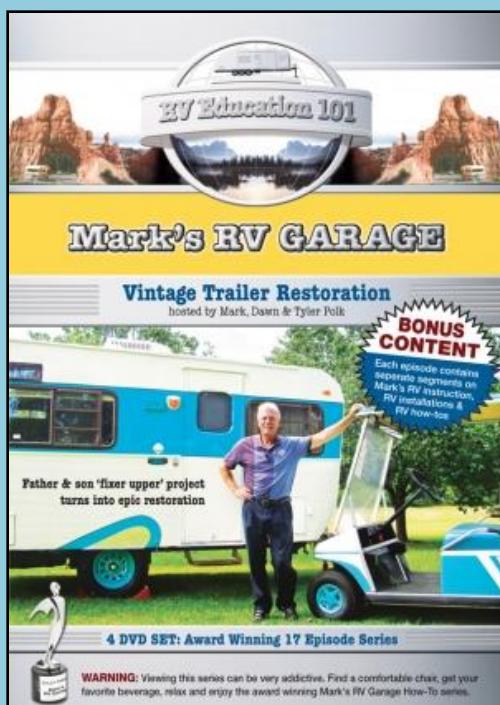


This 1950 Fleetwood Sporter was the very first camper built by Fleetwood RV founder and Hall of Fame member John Crean. Below is the first motorhome built by Fleetwood, a 1969 Pace Arrow.





This 1954 Yellowstone travel trailer is an example of a high end trailer of the 50s. Rather than using typical white gas appliances of the time it had residential apartment style appliances. The birch interior treatment was appealing and bright. The second door was intended as a fire escape since emergency exit windows were not designed and used at the time.



My trailer restoration project was a 1967 Yellowstone travel trailer I purchased for \$300. I had well over 10 times that amount in it before it was completed, but it was a fun project. To see the restoration from start to finish check out the [Mark's RV Garage 4-DVD set](#)



The 1958 Airstream Flying Cloud came equipped with a gas heater, refrigerator, cooking stove, pressurized water system and a 120 volt electrical system. The signage stated this model is widely sought after because the popular floor-plan is ideal for restoration.



This 1958 Airstream "der Kleiner Prinz" (Little Prince) prototype was built as a very small 10-foot model to be sold to the European caravan market. Wally Byam, founder of Airstream, named the trailer but eventually made the decision not to go into production with these small travel trailers.



I have always liked truck campers and this 1969 Stites chassis mount truck camper caught my eye. The Stites family built these truck campers during the late 60s and early 70s. The way I understand this is in the late 1960s the size of truck campers grew to the point they could no longer fit in the bed of the truck so they removed the truck's bed and permanently mounted the camper to the cut-off truck cab. This concept would evolve into what we no of today as a type C motorhome. I would love to find and restore one of these truck campers





This Star Streak II looks like something out of the space age. It was built in 1988 on a 1976 Cadillac Eldorado chassis powered by a 1976 Olds Toronado 455 cubic inch engine. It was designed and built specifically to fit in a residential garage door. This is the second of two custom, all aluminum motorhomes built by Paul Jones of Cape Coral, Florida.





The 1957 Serro Scotty travel trailer is another example of a low silhouette RV designed to fit in a conventional residential garage. They lowered the floor to make it possible to stand and work in the kitchen area.

That concludes my trip through time at the RV/MH Hall of Fame museum. If you have never visited the Elkhart, Indiana area I encourage you to plan an RV trip and check it out. There is lots to do and see in the area and there is much more to see and enjoy at the RV/MH Hall of Fame and museum.

Looking at all the vintage RVs on display at the museum made me want to start searching for my next RV restoration project. I love all the modern day amenities in our motorhome, but there is something about hitting the road in a vintage RV for your next RV adventure. Happy Camping!

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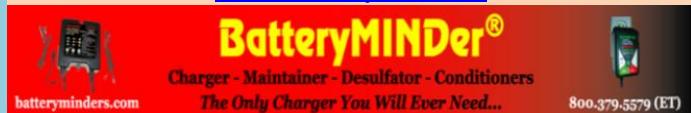
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AIRSTREAM

AMERICA'S WORLD TRAVELER

PATRICK R. FOSTER

If you enjoy reading about RV history one book I highly recommend is **Airstream: America's World Traveler** by **Patrick R. Foster**. In celebration of 85 years you get the full Airstream story in this wonderful photo-rich book



This book chronicles the fascinating history of Airstream trailers through a detailed history, stories, and beautiful photography. Although its roots stretch back to 1926, the first Airstream-brand trailers were introduced in 1931, just as America was emerging from the dark days of the Great Depression. Of the 400 travel-trailer manufacturers of that era, only Airstream survived. Dubbed the "Airstream Clipper"

after the first trans-Atlantic seaplane, the 1931 Airstream featured a unique lightweight aluminum body that cut down on wind resistance, improved fuel efficiency, and made for easier towing. It slept four, carried its own water supply, was fitted with electric lights, and cost \$1,200. The Airstream provided travelers with a way to see the world at their leisure and in solid comfort. It was the perfect vehicle for a country emerging from a long struggle.



I just received my copy as I was working on this issue that focuses on our American RV history. I am about one-third the way through the book and it is wonderful. If you enjoy RVs and RV history you will thoroughly enjoy this Airstream: America's World traveler, celebrating 85 years of iconic Airstream history.

Airstream: America's World Traveler is [available online here](#) and anywhere fine books are sold.

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Clear Filtered RV Water

By Allan Clark



Whether you are at home or traveling in your RV you want clear, pure water to drink, to cook with, and to bathe in. We all expect good quality water at every RV park we stay in; however, even in a well-maintained water distribution system, many things can go wrong.

Maintaining a clean and sanitary plumbing and water supply system in your RV in conjunction with filtering the incoming water is the only sure way to be assured of reasonably clean water for use in your RV while on the road.



A fresh water holding tank, water heater, and in-house distribution pipes that have been sanitized are vitally important to supplying the best possible water in your RV.

With the water heater turned off, sanitizing can be accomplished by adding a solution of 1/4 cup of household bleach for each 15 gallons of the freshwater holding tank's capacity diluted into a gallon of water. This bleach solution should be introduced to the water system and allowed to remain there for 12 hours. Then, follow with a thorough flushing of the fresh water tank and water heater with a known source of clean, cool, potable water. Be sure to run the fresh water through every cold and hot water tap. Repeat until the chlorine odor disappears.

Now your RV water system is clean; however, you still have no way of knowing whether your next water hookup will be free from chemical or biological contaminants.

WHY USE A FILTER?

Proper chlorination normally kills bacteria, parasites, and most spores; however, it

does not remove chemical contaminants. Such contaminants can come from any source including your hoses – especially once they have been used and then stored awhile. Filtering the incoming water just before it enters the RV is the optimal solution for removing many unwanted chlorine odors and tastes from a water source known to be chlorinated. A basic 100 micron water filter with activated charcoal, widely available from stores selling RV camping supplies, will accomplish this. Still, unless you actually test a sample you have no way of knowing whether the chlorination of the source water is at the proper level to be effective, even though the water may have a chlorine odor.



To remove unknown biological and chemical contaminants, more sophisticated filters or even reverse osmosis systems may be in order, depending on the level of confidence you want. For the most part, the cost of purifying the water rises proportionately to the level of purification achieved. For example, a reverse osmosis system that removes a wide range of chemicals, biologicals, and harmful metals will likely cost significantly more than

the most expensive charcoal filter. A filter capable of removing volatile organic compounds (VOCs) can be a more cost effective solution in most cases of questionable water quality.

HOW WATER FILTERS WORK

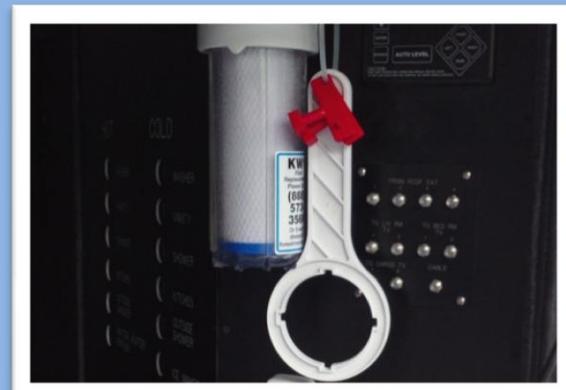
An Internet search reveals that not all water filters are the same. Most consist of woven fibers of various materials and others also contain activated charcoal. A few manufacturers do not tell much about their filter media except to brag about the maximum size of a particle that can pass through them. This particulate size “permeability” is measured in microns. For example, the “period” at the end of this sentence is approximately 615 microns wide. But as small as that is, even a filter boasting a 5 micron permeability, for example, can only claim to filter out most visible particulates such as sand, sediment, and silt. A similar filter containing activated charcoal



(sometimes simply referred to as carbon) will filter out those particulates plus reduce many bad tastes and odors. But 5 micron filters of either kind are not capable of filtering out certain dissolved metals or preventing harmful microbes from passing through.¹

Water filters are rated according to their mechanical filtration capability as well as their ability to reduce chlorine taste and odor. A Class I filter has 0.5 to 1 micron permeability and is capable of at least 75% chlorine reduction. Class II filters with 1 to 5 micron permeability can only reduce chlorine by 50%. Look for NSF certification on filtration products. The National Sanitation Foundation International tests voluntarily submitted products to ensure quality of manufacture, to check that they are truthfully labeled and advertised, and to ensure that the materials used are appropriate for potable water use. The criteria for testing are set by the NSF and the ANSI (American National Standards Institute.) It is important to note that some nationally known companies produce products for which they offer only vague information about performance and capabilities, claiming testing "up to the standards of" NSF, but lack the seal of certification. Another important certification may come from the Water Quality Association (WQA) appearing as a round seal stating "Water Quality Tested And Certified Under Industry Standards." The standards for receiving this approval are similar to those of the NSF.^{2,3}

Besides reducing particulates and many harmful dissolved metals, the best filters can also greatly decrease the amount of biological contaminants, volatile organic chemicals (VOCs) such as acetone or formaldehyde, and total organic carbons (TOCs) such as those found in petroleum or pharmaceuticals.⁴ Biological contaminants can include giardia parasites and fecal coliform bacteria that are normally killed in water through chlorination. These biologicals can also be blocked from entry into a water system by filters rated at a permeability of 0.5 microns or smaller. VOCs and TOCs are difficult to remove but most can be greatly reduced by smaller pore-size, carbon filters typically found in under-sink and countertop filters.⁵



Water filtration for recreational vehicles includes a broad range of types and styles.



inline water filter

Besides the in-line filters that are usually installed outside the RV, there are faucet-mounted filters, water filter pitchers, under-sink inline filters, countertop filters, and even reverse osmosis membrane filters. Faucet-mounted filters, although usually of increased filtering capacity, can be awkward to use in the smaller confines of most RV kitchen sinks. Some pitcher-style water filters do a very good job of filtering out most undesirables while improving taste; however, pitcher filter-quality varies among brands. Pitchers filter water comparatively slowly requiring some advance planning to accommodate your water needs. Many newer RVs come equipped with under-sink inline filters in the kitchens. These are not only handy but some also dispense higher quality water than faucet-mounted filters or water filter pitchers. After-market installation of an under-sink filter system might best be performed by a professional. Portable

countertop filters that connect easily to the faucet can be a better option for a number of reasons. They are easy to install and, depending on the filter, can provide drinking water free of chlorine, most microbes, VOCs, and TOCs. Reverse osmosis filters (which are usually installed under-sink) are not only the most comprehensive barrier to some of the worst known contaminants, but they are also the most expensive of the choices.⁶ Depending upon model, reverse osmosis systems can occupy more space than the other options discussed and so may not be the best choice for your RV.

In summary, you can control the cleanliness of your RV's water delivery system but you cannot be certain of the quality of water coming from a campground's hydrant or spigot. Simply being clear and odorless does not guarantee the water provided by a campground is indeed safe in all respects because most contaminants cannot be seen with the naked eye. It pays to read the fine print on filter labels to discover what level of filtration they offer.

To be sure your water is suitable for drinking look for filtering or reverse osmosis systems that reduce or remove VOCs and TOCs.



If you intend to drink and cook with store-purchased bottled water, but want bath water free of chlorine, less expensive, larger pore filters may be your best choice.

RV Water System Recommendations

First, flush your campground water hydrant before you hook-up. Replace hose and valve washers annually and keep a backup supply on hand. Next, install a special washer with a built-in screen between your pressure regulator and the campground hydrant. The screen/washer prevents large bits of rust, metal fragments, or grit from entering the RV's system. Attach your freshwater hose to the pressure regulator at the supply end. Next, attach the other end of the freshwater hose to the input end of an inexpensive 100 micron, carbon filter, available from almost any RV camping supply merchant. Finally, attach the output end of the filter to the "city" water input connection on your RV. A short, reinforced, drinking water quality hose is useful here. The 100 micron filter prevents many large particulates and much of the material possibly growing in your hose over time from entering your RV, but may not purify the water enough to drink. Use one of the additional "point of use" filtering options described above to further filter your RV water to suit your level of comfort. Campgrounds with good reputations are part of your assurance that you will be provided with the best available, fresh water. Your RV's sanitized water system along with your NSF and/or WQA certified filters are your best guaranty for optimal water quality.

About the author: Allan Clark, now retired, worked for many years as a water treatment plant operator in plants supplying drinking water for city, state park, and private use. He has more than a decade of experience with RV camping.

¹ Sizes of airborne particles as dust, pollen bacteria, virus and many more. (n.d.). Retrieved on June 5, 2016 from http://www.engineeringtoolbox.com/particle-sizes-d_934.html [www page]

² What does the NSF/ANSI certification mean on a water filter?. (n.d.). Retrieved on June 4, 2016 from <http://www.discountfilters.com/blog/nsf-ansi-certification/> [commercial www page]

³ About WQA product certification. (n.d.). Retrieved on June 4, 2016 from <https://www.wqa.org/product-cert> [www page]

⁴ Health Effects of Water Pollutants. (n.d.). Retrieved on June 5, 2016 from <http://www.multipure.com/media/mp-contaminants-health-effects.pdf> [commercial www page]

⁵ Water Health Series *Filtration Facts*. (2005, September). (EPA pamphlet) Retrieved on June 2, 2016 from https://www.epa.gov/sites/production/files/2015-11/documents/2005_11_17_faq_fs_healthseries_filtration.pdf

⁶ Home water filters can be an investment in your health. (n.d.). Retrieved on June 5, 2016 from <http://www.consumersearch.com/water-filters> [commercial www page]



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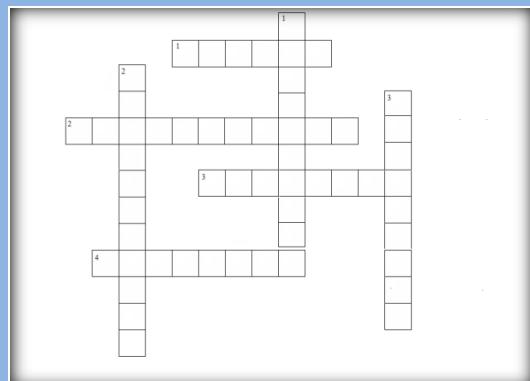
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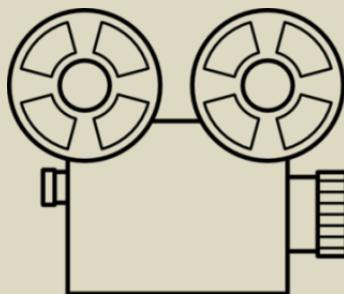
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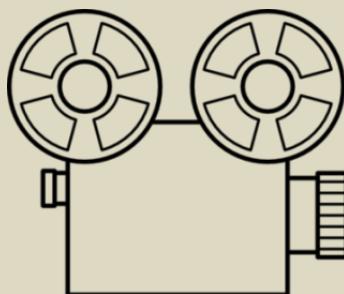


[RV Fresh Water](#)

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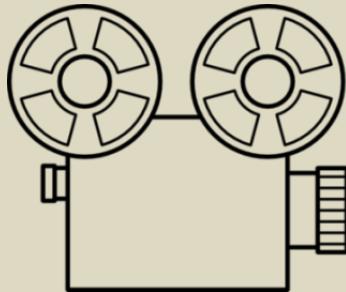


[Dometic G-Series Geared Awning](#)

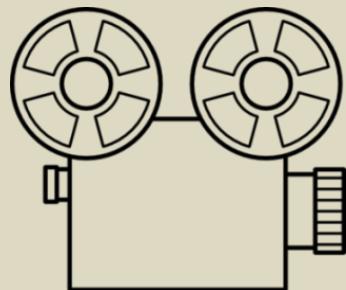


[RV Tire Pressure Monitoring System](#)

Of The Month

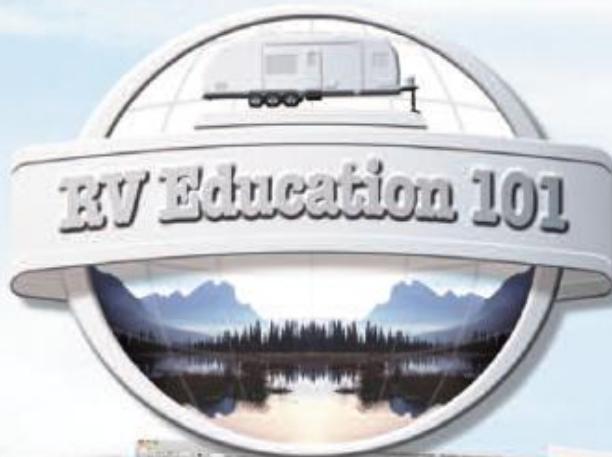


[How To Restring RV Shades](#)

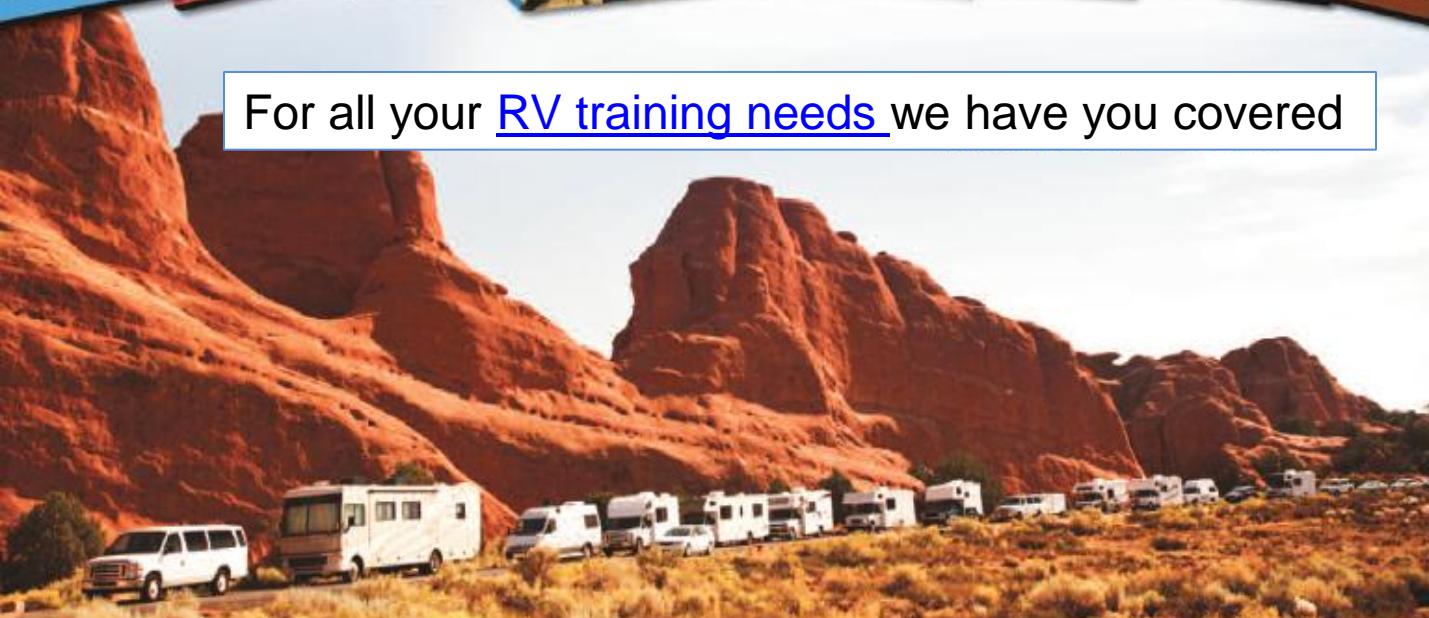


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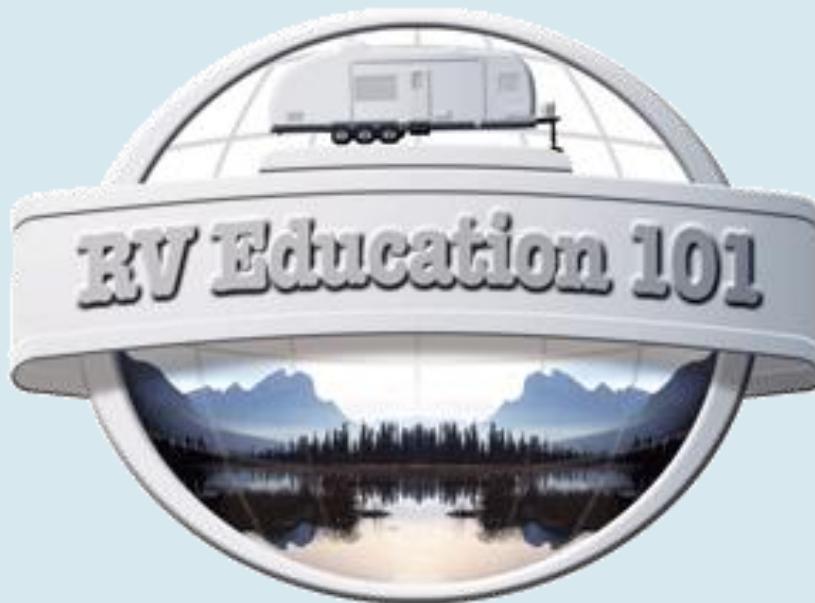
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Our goal with RV Consumer E-Magazine is to provide you with helpful information to make all of your RV experiences more enjoyable. I left my position as an RV Sales and F&I manager in 2000 to work RV Education 101 fulltime.

We produce RV educational videos & DVDs and publish books and e-books on how to safely & properly use and maintain your RV. The reason I left my job was because of my concern about the lack of educational and safety awareness material available to the RV consumer, in other words you.

My wife Dawn left her position in RV sales to help start the company, and is our Sales and Marketing Director. We currently have a 35-foot Type A motor home and travel with our three dogs Roxie, Gracie & Mo-Mo. If you would like to learn more about us and about RV Education 101 please visit

www.rveducation101.com

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