

Subject:

March 2016 Newsletter from Air Safe Hitches

Trouble viewing this email? [Read it online](#)



Mar 2016

3/28/16

5th Wheel Factory Underbed systems for Ford, Dodge (RAM) and GMC

Over the past several years each of the major truck manufacturers have moved toward the factory installed Underbed system from Reese.

First was Ford with their Factory Install Option that became available for the past several years. To use with most standard hitches, it required an adapter made by Reese. The adapter was rated at 20K GTW and the adapter was over 3" high, pushing the hitch height up and causing trailer towing height issues. Also the problem was the adapter was only rated at 20K GTW and some trailer were over that capacity. ([See Air Safe solution for the Ford Adapter.](#))

Last year Dodge (RAM) started offering the Factory Install Option but choice a different footprint than the Ford. To use with most standard hitches, it required an adapter made by Reese. The adapter was rated at 25K GTW and the adapter was over 2" high, pushing the hitch height up and causing trailer towing height issues.

Now GMC (Chevy) has started offering their Factory Install Option and has chosen a different footprint than Ford or Dodge. To use with most standard hitches, it will require an adapter. At this time the adapter is not available and the ratings and size is also not available.

If you own a Ford, Ram, or GMC with the Factory Installed Option and you decide to switch to a different truck vendor in the future you will either have to get a new adapter or on some cases a new hitch upgrade to connect to the different Underbed systems.

Air Safe Hitches has a [Ford adapter](#) that is rated at 25K GTW and is only 1 5/8" high. Air Safe also sells the Reese Adapter for the Dodge Ram. We are currently looking into the GMC adapter as soon as the information becomes available.

Living Together 24-7 in an RV - How Do You Do It?

Do you think you and your spouse or partner can live together 24 hours a day, seven days a week in 240 square feet of space - more or less? Put that way, it seems daunting, yet thousands do so happily in a recreational vehicle or RV!

When you consider, that for many of these couples, one or both have been working and out of the house for years until right before they take off together in their RV, it means two adjustments. Not only do they adjust to living in a tiny space, they are also adjusting to living together constantly. Either one can be a big adjustment. Adjusting to both together can strain the relationship. A little knowledge and planning can ease the way into all this togetherness.

Tips for Living Together in an RV

At first, it may seem like you are on vacation. And, you are. That is familiar and you have past behavior to draw on. As the days move on, it may feel like too much togetherness. How do you cope? Here are some suggestions from other RVers. By the way, most caution two things:

You and your spouse must like each other. Both you and your spouse must want to live this lifestyle, even if only for a certain period of time.

If you have those two things going for you, the rest can be worked out.

Here are 10 techniques you can use:

1. **Own space:** Have your own bit of space, however tiny. You might stake out a certain place to sit in the evenings or a place to work on crafts or hobbies. Claim a cupboard or bin underneath for the things you like to do: read, carve, bead, knit. Do not go into your spouse's cupboard without permission. George and I each have our computer spots and work to remember not to interrupt the other without asking permission. Even though we are only a few feet apart, we have a sense of separateness.
2. **A retreat:** The bedroom or perhaps a corner can be a "retreat" for whomever is needing a little "space." If one of you heads to the bedroom, you can say something to the other, or the other should ask permission to enter. Using the bedroom as personal space shouldn't interfere with the other's bedtime, however.
3. **Different bedtimes:** One spouse may already stay up a little later or wake up earlier. This gives the other a little "alone" time.
4. **Marriage saver:** Whoever watches TV alone should use headphones. Listening to music should be the same unless both people want to listen. The fact that one partner has on headphones gives both a sense of privacy. I call headphones "marriage savers!"
5. **Solo activities:** Do some activities by yourself. You may be traveling in close quarters but that doesn't mean you have to be joined at the hip and do everything together. Walking, biking, walking the dog, shopping, rig maintenance can be done alone. I enjoy plays and George does not. If there is a local theater production, I'll attend by myself.
6. **"Jaimie day":** Substitute your name for Jaimie and go off for the day on your own. I learned this from Kay Peterson, one of the founders of the Escapees RV Club. When she was feeling like she needed some space, she would tell her husband she needed a "Kay day." She might go to the library or walk around a mall - something on her own. It didn't need to involve spending money, just some time away. Invariably these days were renewing and she had things to share with her husband.
7. **Get involved:** If you are staying at an RV park or resort, check to see if there are any activities going on in the park or community that you might have an interest in. Invite your neighbors over to sit with a cup of coffee or an afternoon drink and snack. If you'll be there several days, you could organize a get-together to work on a hobby like writing, beading or quilting. Men can meet other men by raising the hood of their truck or motorhome!

8. Find friends: Join an RV club or interest group within it so you can have individual friends as well as couples who are friends. Working or volunteering on the road can give you time doing your own thing plus the chance to interact with other people.
9. Recognize stress: Recognize when you are getting stressed from traveling. Packing up and changing locations every day can be stressful. Schedule some days to putter around and for rest and relaxation.
10. Communication skills: Improve your communication skills. Here are two techniques. One is to argue by the numbers. When you have a difference of opinion, state how important it is on a scale of one to ten. Often an item is very important to one and not that important to the other so that makes the decision. If you both have it ranked high, then you need to negotiate. but many decisions become non-issues. The other is to designate one day a week for arguing - say Tuesday. And, you can't write it down! On Tuesday you can discuss any of the issues from the week that you still remember!

Most couples we talk to are closer to each other and are better friends for having decided to RV together. It can, however, end the marriage. Either that, or the couple will get off the road and go back to a more conventional lifestyle where they have more physical space and their own activities. One may even get a job to get away from their spouse.

If you respect each other and recognize your partner's need - and your own - for personal physical and psychological space now and then, you can create an even better relationship and enjoy this lifestyle. Keep in mind that your partner may need more or less space than you do. Each needs to take responsibility for themselves and find ways to meet this need. And, remember not to take your partner's genuine need as a personal affront to you or your relationship.

About the Author: Jaimie Hall Bruzenak is an RV Lifestyle Expert. She has been RVing since 1992. She and her late husband weren't retired so RVed on a budget and worked on the road.

How Horse Trailer Towing Works

It's said that dogs are man's best friend. However, if you look back over time, you might argue that horses mean more to mankind than any other single group of animals. Horses were the main mode of transportation until more mechanical travel methods came about. Even after railroads and ships hit the scene, humans continued to rely on horses for work. Not only did humans use horses for transportation, they used them to power farm equipment as well. Why do you think we refer to mechanical power as horsepower?

Let's fast-forward to today. In many instances, horses are still used by ranchers and cattle farmers who work their land and corral animals for a living. In cities, however, horses no longer serve the same purposes. Sure, some cultures like the Mennonites still use horses in the traditional sense, but horse-drawn carriages and plows have been replaced by automobiles and tractors. That doesn't mean people don't still love their equine friends. People all over the world own horses for riding, racing or just to have on their land as a large pet. Unlike little Fido, though, horses can't jump in the backseat of your Honda Civic whenever you need to take them to the veterinarian.

Just about everyone has seen a horse trailer on the road. If you own horses, you've probably had your own horse transported in a trailer. Whatever the case, towing a horse trailer is unlike towing any other load. Horses are heavy. Worse yet, they move around. Have you ever wondered what it's like for horses riding in one of those things? This article aims to let you know. More importantly, this article outlines the proper procedures and special considerations you should take when transporting horses. Let's learn about some of the things we should never overlook when towing a horse trailer.

Whether you're towing a load of pine straw or livestock, you must always make sure you are using the right hitch. To determine the necessary hitch, you'll need to know your gross towing weight (the weight of the loaded trailer) and the tongue weight (the weight placed on the hitch). Consult the owner's manual of your towing vehicle as well as the specifications of your trailer. Remember, the maximum towing capacity can only be attained by using weight distributing hitches. These hitches require load bearing bars that distribute the trailer weight equally to the front and rear wheels.

You always should be aware of the sensitivity of your load when you tow a horse trailer. You aren't towing a fixed load; your horses are going to move around inside the trailer. Now, consider the scientific make-up of a horse's weight: The majority of a horse's weight is usually 4 feet (1 meter) or higher than the base of your trailer. This means your load will be top-heavy. That, coupled with the fact that horses move around to retain their balance, means your load will shift while you drive.

Some experts suggest riding in your horse trailer before using it to tow a horse. While it isn't recommended that you do this on a public road (as it is illegal for the most part), riding in the trailer will give you a better understanding of what your horse has to deal with. How do you make your horse more comfortable in such a cramped space? Make sure you always tie your horse to the inside of the trailer by their bridle so they don't attempt to turn around or stick their heads out any openings. Nobody wants to injure his or her horses. That's why it is imperative to remember that your horses will do what they need to in order to keep their balance.

After you've secured your horses, drive a short distance at low speed and pull over to check everything out before hitting the road. As you're driving, keep in mind your load will shift. Turns are now especially crucial since your trailer is top-heavy as well. Brake early into turns and drive through them smoothly. Give your horses an opportunity to get their balance before you accelerate out of turns. Always keep ample distance between your vehicle and those in front of you.

Braking is another tricky proposition. You must give yourself more time to brake. Again, your horses will take care of itself as long as you don't make any drastic moves. In addition, always park your horse trailer on a level surface. Should you have to park on a slope, make sure you properly check your wheels and turn the front wheels in a direction that will hopefully slow a freewheeling vehicle.

Don't be duped by the maximum towing capacity. Make sure you understand the equipment you need and choose the appropriate hitch accordingly. If you don't use a weight distributed hitch, you are putting your horses' lives in danger. Always think about your horses and keep in mind that they aren't happy riding in an enclosed space. Brake early, give yourself time to make evasive maneuvers and don't be pressured to drive faster than what you feel is safe. It's OK to drive slowly. After all, the driver in the Honda Civic doesn't have 4,000 pounds (1,814 kilograms) of livestock depending on your safe driving.

Air Safe Hitches

Check out our used hitches and
Specials: www.AirSafeHitches.com

We carry the largest selection of **AIRSAFE™**
Hitches, 5th Wheels, Goosenecks, and Receivers.

Check out all hitches and specials available:

- [Receiver Hitches](#) (works with weight distribution, ball mount, or pintel)
- [5th Wheel Hitches](#)
- [Gooseneck Hitches](#)



[New Products and Accessories](#)

**AirSafe Adapter for Ford and aftermarket Reese Underbed system
rated at 25K GTW and only 1 ¾" high.**

Lube Plate designed for all Air Safe 5th Wheel Hitches.

Receiver Quick Change Bracket – easily raise or lower your ball mount by pulling 2 Clip Pins.

Class 8 Receiver that will connect to the Tote bracket system on Sport Chassis Truck Box.

Full-time RV Tips – Mail, Domicile, Insurance, Saving Money! (Con't from last month)

SAVING MONEY ON RV OVERNIGHT COSTS:

There are three basic options for where to park the rig and spend the night:

- Private RV parks
- Public campgrounds and RV parks
- Boondocking

Private RV Parks

There are private RV parks everywhere. They are extremely easy to find online, in commercial guide books and by asking at visitor's centers. The **AllStays App** is a very popular resource. Private RV parks range from about \$30/night to \$60/night or more, tending to even higher prices in popular destinations at peak season in choice sites that offer more amenities (like a view). The parking is generally laid out in rows, and the sites can range from dry camping sites (no hookups) to electric and/or water only to electric/water/sewer with cable TV, telephone and free WiFi. Usually the site includes a picnic table, and sometimes the park has a pool, showers, shuffleboard or horseshoes, sometimes bike and canoe rentals, a small store, or other goodies.

Staying for one night is most expensive. Committing to a week or a month or a season will get you a much lower nightly rate.

Public Campgrounds and RV Parks

Public campgrounds run the gamut from rustic campgrounds on-site at the national parks to state park campgrounds to national forest service and BLM campgrounds to Corps of Engineers campgrounds to regional park campgrounds and fairgrounds. Somewhere along the line there is a crossover to municipal and city RV parks. These campgrounds and RV parks often offer fewer amenities than private RV parks: there may (or may not) be water spigots or vault toilets (non-flushing), or there may be electric and water hookups and hot showers. Usually there are no sewer hookups but there is often an RV dump station in the campground.

Usually there are picnic tables and campfire rings at each site. Often the sites at national park, national forest and Corps of Engineers campgrounds are too small for a larger RV. However, some state park campgrounds have absolutely gorgeous big sites that are in a natural setting with a jaw dropping view. Generally, these campgrounds cost anywhere from \$8/night to \$35/night, depending on the amenities offered, the beauty and popularity of the surrounding area and the the season you are visiting.

Many of these public campgrounds (except the state parks) honor the **National Senior Access Pass** (for citizens aged 62 and over) and **Federal Land Inter-Agency Pass** (the annual "National Parks Pass" that is available to everyone) offering a 50% discount to carriers of one of these passes.

Don Wright has written two books that list inexpensive public campgrounds:

- **Don Wright's Guide to Free Campgrounds**

- **Camping with the Corps of Engineers – Complete Guide**

Generally, there is a stay limit at these kinds of campgrounds, typically 2 weeks, and generally there are no discounts given for longer stays.

Boondocking

Many National Forests and most lands managed by the Bureau of Land Management (BLM) allow RVs to camp outside the confines of their campgrounds. Also, it is generally legal to park in public parking areas and rest areas that are not posted with signs prohibiting overnight parking. And you can always camp out in a friend's driveway! The price for these kinds of overnight stays is \$0. However, you need to **equip your rig to run without hookups** to take advantage of these places for an extended period of time.

For more info about boondocking, check out our pages on:

- **How To RV Comfortably Without Hookups**
- **How To Find Boondocking Sites**

Campground Memberships

There are a lot of campground membership programs that offer discounted nightly rates at private RV parks. Each program is different, however they fall into two general categories: inexpensive memberships that offer modest discounts on nightly rates and "investment" memberships that cost a lot up front but offer big discounts on nightly rates.

The inexpensive memberships generally unite thousands of independent RV parks under a single umbrella. The "investment" memberships tend to include fewer RV parks in their networks and insure a higher standard and better consistency in RV park quality.

Inexpensive Campground Memberships

The most popular inexpensive campground membership is offered by **Passport America**. They charge an annual fee of \$44 (\$79 for 2 years) and offer a 50% savings off the nightly rate at any of the 1,900 member RV parks. Another similar membership program is **Happy Camper** which costs \$40 per year and also offers 50% off at their 1,200 member RV parks.

There is little risk in joining these programs, as they are cheap to join and you do not have to renew if you don't like the program. Sometimes they even offer a money-back guarantee for the first 90 days. However, because the member parks are independently run, parks join and abandon the programs as suits their individual business needs. When you make your reservation, double check that the park is still a member of your program.

"Investment" Campground Memberships

"Investment" style campground programs cost a lot up front but offer very inexpensive overnight stays.

The **Thousand Trails** network offers 30 free overnight stays in a 12 month period for \$545 at campgrounds that are within one of five zones across the country. After you've used up the 30 free nights, the rest of your overnights for that year are just \$3 a night. Each zone has between 13 and 23 RV parks in it. You can stay at any RV park in your zone for up to 14 days and then you must stay somewhere outside of the network for 7 nights before coming back. You can repeat this cycle indefinitely. Right now they are offering a special of two zones for the price of one. An added perk is that you get a 20% discount on overnight stays at the affiliate Encore network of RV parks too.

Other "investment" campground programs are structured like a timeshare. You buy into a "home park," pay an annual fee, and can then stay at member parks for \$10 to \$15 a night. You learn about these membership programs just like a timeshare — by taking a tour.

We have taken two such tours, and they were a lot of fun. In each case we were given two free nights at the RV park, and at some point during our stay we took a 2-3 hour tour. The sales technique is the "hot seat" method, but it is easy enough to smile and say "no" politely if you aren't interested. One of our tours was at the **Havasu Springs Resort**.

One of the biggest programs is offered by Good Sam Club's **Coast Resorts** which has 400 member parks.

These kinds of campground membership programs are a complicated, and the companies

change the rules as their profitability and growth plan requires. It is best to book your stays 90 days or more in advance and there may also be a complex set of rules to follow regarding staying within the network and outside of it. Sometimes an alternative campground network is offered so you have somewhere similar to stay when it is time for you to stay outside your home network. Two we've heard of are **Resorts of Distinction** and **Adventure Outdoor Resorts** given as the alternative networks.

Moose and Elks Clubs

We have met several full-timers who are members of the **Moose Club** and **Elks Club** and use their RV facilities on a regular basis. This seems like a terrific option, although we have not joined either organization yet. Membership requires a sponsor, but each time we've stopped in and inquired, people have offered to be sponsors right at the bar! The membership fee is on the order of \$100 or so a year and overnights in the RV parks are \$10 to \$20 or so. Some lodges without formal RV park sites may allow members to dry camp in the parking lot if there's room.

Military RV Parks

For those people that are retired from the military, there is a fantastic network of RV parks located on many bases throughout the US. If you enjoy dry camping, you may be able to cut the cost even more by parking on the grass (we have!).

Final Thoughts I hope these notes have given you an idea of what becoming a full-time RVer entails when you are ready to turn your fun RV vacations into a lifestyle. Despite all the words I've written here and in the other two posts in this series on full-time RVing, going full-time isn't all that complicated.

Do your research, get out and talk to as many full-time RVers in person as you can find, practice a little by renting or buying a small rig, and then take the leap and go have an awesome RVing adventure!!

How to Pass While Towing

Most drivers can relate to the frustration of following a cement mixer or even a huge recreational vehicle over a steep, seemingly never-ending mountain highway, or possibly down a twisty, single-lane country road. There's no place to go -- you're stuck. The vehicle in front of you is moving at a snail's pace, and for a reasonable amount of time, you're patient. "Surely this guy is going to turn off," you think to yourself. But as mile after mile ticks away on your odometer, you realize that you're simply stuck where you are right now -- staring at the back end of a giant camper with tourism stickers from all 50 states.

It's time to do something about this. First, you make a few tentative moves to the edge of your lane, avoiding oncoming traffic as you do, just to see if you can survey the situation ahead of the camper. It's exactly as you suspected: The trailer is the only thing standing between you, the open road ahead and the posted speed limit -- which happens to be nearly double the [speed](#) that you're traveling right now. Just as you have so many times in the past, you safely and successfully accelerate around the lumbering dinosaur and slip back into the correct traffic lane. Just as simple as that, you're back on schedule.

Now imagine that the shoe is on the other foot. Well, maybe not completely on the other foot, because we want to find out what it takes to be able to pass while towing. So, in the new scenario, imagine that you're driving a pickup truck that's pulling a large camper, one that's several feet longer than your tow vehicle, as a matter of fact. Now imagine that you're on that same two-lane country road. About a quarter of a mile ahead, you see that a farmer has just entered the roadway hauling a trailer full of freshly cut hay. It's a slow-moving rig, so you quickly find yourself approaching the farmer's rear bumper. Now, of course you're excited to get to your lake property to begin the long weekend of camping, backpacking and boating; however, there's just one thing in your way -- this load of hay.

It's important to understand that you might not be able to handle this situation the same way you would in your sleek sedan. Passing while towing is an entirely different ballgame. In fact, as you'll find out on the next page, there are times when passing may not even be an option -- at least not a safe option.

Even if you're pulling a heavy trailer down the road, there may be times when you encounter slower traffic. Maybe it's a heavy piece of construction equipment or that trailer overloaded with hay that we just mentioned. Whatever the situation may be, you will probably be tempted to pass. Sometimes, passing is an appropriate action; other times, it may not be so wise.

It's true: Passing while towing requires more effort from the driver and a lot more effort from the tow vehicle. Good judgment on the part of the driver is essential to a successful (and safe) pass.

Of course, there are always going to be unlimited variables in every passing situation. These may include environmental issues like rain, glaring sunlight or even high winds, but in general, you should keep the following few key points in mind when you're passing while towing:

- **Signal early:** When you're towing a trailer, it's a good idea to signal a little earlier than you normally would simply to alert the other drivers around you to exactly what you're up to. Ideally, they'll give you the extra room that you need to complete your passing maneuver.
- **Pass only on level ground:** Never attempt a pass while towing on an incline or steep descent. Remember, you're pulling a significant amount of trailer weight behind you, and your tow vehicle won't behave the same as it does when there's no camper or boat attached. Trying to accelerate around slower traffic as you climb a hill may leave you stuck beside the vehicle that you're trying to pass. Attempting a pass on a steep decline may lead to higher speeds that are unsafe, too. Pass only on level ground when you can see what's ahead of you clearly.
- **Use your mirrors:** Seeing what's in front of you is important, but seeing what's behind you can be just as important when you're passing another vehicle. Use your mirrors to make sure that another vehicle isn't attempting to pass you as you pull out into the passing lane. Your mirrors are also important tools to use to determine when you can merge back into your lane of traffic after the pass is complete.
- **Make slow movements with the wheel:** Ease out into the passing lane, and ease back into your traffic lane once the pass is complete. Never make abrupt movements with the steering wheel when you're passing another vehicle. Rapid movement of the steering wheel could cause trailer sway -- and you definitely don't want that.
- **Regain control of trailer sway:** Trailer sway can be caused by several things -- high winds, fast movement of the steering wheel at high speeds or even wind buffeting from passing vehicles (including the vehicle you're attempting to pass). No matter what the cause, trailer sway is always a little bit scary and rarely easy to recover from, so you should know what to do if it happens. First, release the accelerator, but do not brake. Braking will only magnify the situation. Keep both hands firmly on the steering wheel and allow your vehicle to slow down and straighten out. If you experience extreme trailer sway, you should activate your trailer brakes by hand. Again, don't use the tow vehicle brakes to stop trailer sway.
- **Allow for the extra length of the trailer:** As simple as this seems, a lot of accidents are caused by drivers simply forgetting about the extra length of their trailer and returning to their traffic lane a little too soon. Using your mirrors throughout the passing procedure can prevent this from happening.
- **Be aware of your position on the road:** This one is self-explanatory. Just stay alert, know what's happening all around you (in every direction) and perhaps, most importantly, use good judgment.

Making the Most Out of Rainy Days During Your Next RV Trip

Unfortunately, we can't always guarantee beautiful weather when we travel. Even if the sun isn't always shining, that doesn't necessarily mean the day is wasted. There are a number of activities that can be done inside to help pass the time while still being enjoyable. If you have children with you, it can sometimes be a challenge keeping them occupied until the skies clear. This article gives you a few ideas to help you get through a rainy day on your next RV trip.

Playing games is an ideal way to pass the time, as well as get the whole group involved. Beyond just board games, other examples include card games and dominoes. The Jobar card

shuffler and card holder can make card games even more enjoyable. Since not everyone is a pro at shuffling cards, the battery powered card shuffler evenly mixes up to 4 decks of cards with the push of a button. The card holder can fit up to 15 cards so they're evenly spaced, making it easy for you to see what you have without displaying that information to any other players. Several different types of domino sets from Fundex and Prime Products are available, including classic sets as well as the very popular Mexican Train Domino Game. Whether you or your kids want to play dominoes or set up an elaborate domino display to eventually knock over, this can be a great way to spend a few hours.

Of course in this day and age we are never too far from electronic devices, even while RVing. However they can come in handy when going outside isn't an option and you are looking for a brief distraction. Items like a portable satellite antenna, RV television, or audio/video player can certainly be of help. A portable antenna such as the King VQ 4100 has a compact design and automatically searches for satellite signals. It can also accommodate more than one TV, in case not everyone wants to watch the same program. Speaking of TVs, Jensen offers TVs made particularly for RV travel. Available with different screen sizes, these televisions can deal with conditions that a TV at home could not handle, such as vibrations or temperature changes. Using a stereo or DVD player will allow you to listen to music or watch a movie while you wait for the rain to stop.

We recently discussed how awnings and screen rooms can help in very sunny conditions. However, they are also ideal for rain protection as well. So long as the rain and wind is light and there is no presence of lightning, it is possible to still enjoy the outside without having to retreat indoors. Using an awning can keep the rain off of your campsite, while having a screen room will give you protection from all sides. In that event you would be able to play tabletop games, read a book or even just talk outside.

By Julie T

Outdoor Accessories to Take on Your Next RV Camping Trip

Summer means getting to spend more time outside in the warm weather and taking advantage of the longer daylight hours. With school out and people taking vacation time, the RV-ing season will soon be in full swing. You'll want to make sure you have all the supplies you need to get the most out of your trip. Of course the major things are easy to remember, but there are other items that you may not have thought about. Whether you are on a camping trip, or even entertaining at home, these RV accessories can help make the time you spend outside easier to enjoy.

No doubt you probably have some outdoor chairs along with you so you can eat or relax outside. You may not have the room to keep them all set out at the same time, but you'll still want the chairs in easy reach when you do need them. The Madison Accessories chair carrier provides an temporary place to hang folding chairs so they are out of the way but still easily accessible. It's made from coated steel for durability, and hangs over the rungs of your RV's ladder.

On warm sunny days you don't want to heat up your RV by cooking and eating inside. Of course eating outside brings the challenges of keeping insects away from your food and keeping it at the right temperature until you are ready to eat. To that end, Ming's Mark has several types of food covers, including an insulated version. The insulated covers have the added benefit of not only keeping bugs off, but also preserving the temperature for hot or cold food. All the Ming's Mark food covers are collapsible for easy storage. When the meal is done, the Camco utility container provides a place to hold all your trash. It can be secured in place, so you won't have to worry about it blowing away with trash inside, and the handles make it easy to carry wherever you need it. A zippered lid can be closed over the top to keep bugs or animals from being attracted to the area. When it's not in use, it also folds down flat to about 2" high.

When it comes to organizing all the disposable supplies you take along, there are several items from Camco that can keep them neatly stored until you need them. Plastic bags are one such example. They're kept around because there are so many different uses for them but

they sometimes have a way of escaping storage. Now you can keep them under control with the Pop-A-Bag plastic bag holder. It not only holds up to 20 grocery size bags, but dispenses them as needed. It even makes a convenient place to store trash bags. If you take a group along when camping, you're probably always handing out paper plates. Now you can let everyone help themselves with Camco's Pop-A-Plate paper plate dispenser. It mounts under an upper cupboard and holds a whole stack of 9" paper, plastic or other disposable plates. There is also a convenient Pop-A-Bowl bowl dispenser for 6" disposable bowls or small plates.

These are just a few of the RV accessories that can make your life easier on the road. Please feel free to contact us for all of your RV needs.

By Julie T

Contact Us

East Coast Partners Grp
1041 Old Blush Road
Celebration, Florida | 34747
Tel. 321-939-2132
Fax. 866-201-3391
www.airsafehitches.com

Follow Us

Unsubscribe

This email is intended for
lstegemann@airsafehitches.com.
[Update your preferences](#) or
[Unsubscribe](#)

