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- **Air Safe Hitches**

Testimonial of Air Ride Gooseneck Hitch.

(Customer had an 7-10-year-old hitch and the air bag broke while he was traveling. He ordered a new bag but needed to drive home with the standard non-air coupler.)

I now realize how bad our roads are! We had to pull our 45' Bloomer from San Antonio, Tx to Shelbyville, Tn at a speed well below any posted limit. Our pull truck is a Ford F-450, and the trucks springs responded and reacted to each of the roads rough spots and at times the occupants (my wife & I) literally were bounced off the seat and up to the ceiling of the truck!! The ride comparison of with and without the air ride hitch is like sleeping on a pillow-top mattress or trying to sleep on a trampoline while the kids are bouncing on it! Without a doubt, we will NEVER pull this horse trailer again with a standard hitch. The Air-Ride comfort, stability, safety and Indeed the lessening of fatigue while driving makes this the number one piece of equipment that should be standard on all large/heavy trailers.

K Chapline

Accessories Available



5th Wheel (NEW) Underbed Adapter



5th Wheel Lock Set



5th Wheel Cover



Adjustable Receiver Bracket

Buying & Financing an RV - The Dealer is Not the Enemy

Statistics show that the 80/20 rule applies to RV sales profits. This means that approximately 80% of all RV's sold will make the dealer an acceptable profit. How much is that? I can tell you it is measured in the thousands... and even tens of thousands of dollars. As you will learn, this applies not only to the sale, but also to the RV financing.

How about the other 20%? Most of them will fall into the area of "just under the acceptable range". But, they are still paying the dealer several thousand dollars in profit. Actually, only about 10% - 20% of RV sales made last year were at a profit margin that would be considered totally unacceptable to the dealer. In other words, the customer won... and won BIG!

I've always believed that buying, or selling an RV, really doesn't have to be that difficult. It basically depends on how each of the parties involved have been trained, and what they have learned.

My sales people have always been taught to be courteous, helpful, and most of all professional. They return phone calls. They send thank you notes. And, they treat each and every customer with respect.

They Are Also Taught Two Basic Principles:

1. Make a reasonable profit. We have earned it and we deserve it. We have to pay the mortgage, utilities, salaries, RV sales and financing commissions, etc. So by all means, make us a reasonable profit.
2. Sell RV's. Always try to make a reasonable profit, but if you can't... at least try to make some profit. A little of something is better than a whole lot of nothing. It's really very easy to save a substantial amount on the purchase of your next RV... If, and only if you know exactly what to do. Here's a look at a typical outing to the local, or not-so-local RV dealership.

The Gun-Fight at the O.K. RV Sales Corral

Most people walk into an RV dealership with the impression that they are going into battle. They bristle with resistance as the salesman introduces himself, and begins the cat and mouse game of "I can sell you... No you can't."

The salesman is asking qualifying questions, to hopefully keep from walking all over the lot and showing each and every RV. You are simply trying to see the different styles, options, colors, models, etc. It is a tug of war... But it doesn't have to result in all out war.

Obviously the dealer, as the individual or business that has shelled out literally millions of dollars to provide a good inventory of recreational vehicles, has the right to regulate the flow

of potential customers through his doors. He also has the right to dictate what type of methods his sales people use.

When people walk through the doors of the dealership, many salesmen, like a cop in a bad movie, will subconsciously read you your RV Miranda Rights.

You have the right to remain ignorant. Anything you say can and will be used against you in the sales office. You have the right to speak to your spouse, and to have your spouse present during any negotiations. If you cannot afford an RV, one will be financed for you at 1% to 3% over "buy rate". (*Buy Rate is the Dealer's actual interest rate charged by the lender.*)

This is the mentality of many, many RV dealers and sales people across the country. They will use any means possible to sell you an RV from their inventory, and their lot. They will use a multitude of tricks and strategies to "help" you buy on your first visit. They will give you many real and/or "not-so-real" reasons to buy NOW! (You should already know, or have the knowledge to recognize any "Real Reasons" the dealer may legitimately offer. They can be BIG money-savers.)

You, as the consumer also have a set of rights that you should go over mentally as you walk through the doors of any dealership.

The RV Consumer's Bill of Rights

1. You have the right to be knowledgeable. Anything you have learned can be used against any high-pressure tactics of a salesperson or over-aggressive sales or finance manager.
2. You have the right to take your time. Although you do have the right to know how to use urgency to your advantage.
3. You have the right to know the wholesale and retail book value of your trade in, as well as the RV you are potentially buying.
4. If you finance your RV, you have the right to choose your own source for your RV Loan, at the best interest rate and terms possible.
5. If you choose to purchase an RV Warranty, you have the right to a fair price and a reputable company.

Clearly, the dealer is entitled to a some profit. Without it he could never survive. Many dealers make HUGE profits on the RV's they sell. Your job as a consumer, is to make sure that he pays the rent on the next buyer... Not you.

You are Your Own Worst Enemy...

Most people never take the time and/or money to learn. They don't realize that when they walk into the dealership and sit down, they have taken a knife to a gun fight. Dealerships spend thousands of dollars training their sales people to make a good profit on each and every

person they work with. Yet still, the vast majority of buyers never take the time to really learn how to buy an RV at minimal profit for the dealer.

Unfortunately there is very little good information out there on the subject of RV related SAVINGS! There are plenty of books on how to use your RV, fix your RV, and travel in your RV. There are even some books on the subject of buying an RV. But all of them combined provide very little real-world, down and dirty strategies for saving money.

I have read every book that is available on the subject and find all of them very lacking in good advice. If you are only armed with the advice in these manuals, a good salesman will eat your lunch every time.

Not only must you be able to buy your RV very near the dealer's cost, you must be skilled in evaluating the quality, or lack of it, in the various makes and models you have to choose from.

One important thing to consider is the issue of trade-in. Should you put forth the effort to sell your own RV before you purchase another one? Effort, is the key word. If you put in the effort, you deserve to keep the profits of your labors.

What About My Trade-In?

If you trade in your RV, the dealer will be the one who puts forth the effort to sell your unit. He will be the one to make interest payments on it while it sits on his lot. He will incur the advertising expense, sales commissions, etc. He will also have to fix any defects or problems as well as typically providing a warranty on the unit for a minimum of 30 days.

In other words, don't expect to get full retail for your trade-in. It doesn't happen... Ever.

Some Parting Thoughts...

People ask me time and time again: "When is the best time to buy an RV?" My answer is always the same. "Anytime..." They then typically reply: "No, I mean is Winter the best time? Or maybe at the RV Shows? What about the end of the month, I've heard that is the best time of month..."

The truth of the matter is this: RV dealers need to sell and finance RVs all year long. Some sales make a lot, some sales make a little. Your job is to make sure you have the skills to play the game effectively.

As long you are armed with the proper tools, and by that I mean information and knowledge, you should be able to negotiate a deal that is fair to both you and dealer. No matter what time of year, remember... Knowledge is power. Use it to your advantage.

Do your homework. Research various models and dealer pricing. Leave your checkbook at home until you are ready to make an offer. Remember the value of the Internet and the ease of shopping it offers.

And always remember... Be kind to your local RV dealer. He is the one most likely to be servicing and repairing your RV. A few dollars more - spent locally... Are wisely spent.

Learn, Save and Enjoy!

Best Rate Team

How to Tow a Fifth Wheel RV Trailer

Fifth wheels are indeed easy to tow behind a car or pickup. However, the feel in the steering wheel is still there and it's important to learn to recognize it. And the first factor that you need learn is to judge specific distances. You must have a clear idea about the distance you need to maintain so that you can turn the fifth wheel without creaming its side. While on road, there will be other vehicles beside you and you need to understand whether it is too close to your recreational vehicle, where your rear end can take out its front fender. Also, learn how wide you can go while turning the tow vehicle to ensure that the recreational vehicle stays on the road. While crossing an overpass, make sure you know the height of your recreational vehicle, including the rooftop air conditioner.

Putting your fifth wheel in reverse is way too different from backing up a normal four-wheeler. Firstly, you need to turn the steering wheel oppositely for backing up your fifth wheel. In addition, you need to learn when to turn the vehicle and by how much. Your side mirrors too have some limitations, when it comes to towing a fifth wheel. The side mirrors are usually useless if your tow vehicle is not in line with the fifth wheel. Thus, take notice of all probable obstructions while backing up your fifth wheeler.

Anticipating movements is important while towing a fifth wheel. This is especially applicable while the other vehicles change their movements. While driving a pickup, you are likely to be sitting higher than one sitting in a car. It gives you an advantage as you can see over the roof of other vehicles. You must be aware of the movement of the vehicles that are beside or in front of you.

Another important factor is to avoid rear-enders. You can install a flasher circuit in the brake lights' wiring of your fifth wheel. This flasher circuit will make the brake lights of your recreational vehicle flash like a strobe for around 8 to 10 seconds once you apply the brakes. While slowing down, press the brakes lightly, triggering the brake lights. It will allow the vehicle behind you to notice your change in motion and you can avoid rear-ending him/ her.

Following the safe driving measures will also boost fuel mileage. Simply maintain an even speed to improve your fuel mileage by 2 to 4 miles per gallon. The fifth wheel adds a lot of weight and acceleration or deceleration can take a lot of fuel. Also, avoid heavy traffic and

rush hours. And when in traffic, make sure there is enough space in front of you. In addition, check the weight of your recreational vehicle, axle by axle. The truck stops usually have scales and charge a small fee to weigh your recreational vehicle. Make sure that the truck-trailer combination is well balanced; it must not exceed the listed limit. RV accidents are often caused by out-of-balance loading or overloading. Thus, follow the safety measures while towing and driving your fifth wheel and if necessary, seek help from an expert, capable of instructing various fifth wheel driving techniques.

Jason Martin, an experienced RVer and have written numerous articles and blogs on recreational vehicles, motorhomes, and RV camping.

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"We Sell for Less - Buy from us and save"

Why We Love The Fifth Wheel

By [Tyler Rice](#)

Shopping around for the best RV for your needs can be a lengthy process that requires extensive research and a full understanding of what's available. Based on the type of traveling you're looking to do in your new RV, you'll probably be able to select from a wide range of styles, modifications and RV accessories.

Whether you're in search of a toy hauler, fifth wheel trailer or full-sized motorhome, you should take into consideration everything your journeys will demand and the accommodations you prefer. Better to over-prepare than to discover many miles from home that you overlooked an important detail.

or years now we've been huge fans of the fifth wheel trailer. We recommend this type of RV for many reasons, from durability to drivability. If you're considering investing in a fifth wheel for your cross-country adventures, here are a few of our favorite things about this versatile vehicle:

It's Shorter, Yet Somehow Roomier

Despite its truncated frame, we've found that the typical fifth wheel actually offers a greater sense of space than the more claustrophobic motorhome. Without a front dash area, fifth wheels boast open and flexible living quarters, as well as high ceilings that make spending time onboard more comfortable for those taller lodgers. Plus, most fifth wheel manufacturers offer a variety of floor plans, allowing you to customize your layout according to your preferences.

It's Easy To Maintain

When you're out on the road, the last thing you want to worry about is an unexpected engine breakdown. When you opt for a motorhome/towed vehicle combo, you have two engines to care for, whereas with a fifth wheel, you need only consider your tow vehicle.

Repairs on a diesel engine are hassle enough; we don't prefer to throw drivetrain, propane and faulty electrical systems into the mix, if we can avoid it. And as a bonus, if you run into trouble with your truck or SUV and need a tow to the shop, your fifth wheel (your room for the night) and all your vital RV accessories can stay right where they are while repairs are conducted.

It'll Fit Whatever You've Got

If cargo room is high on the list of must-haves for your next RV, you'll find few more capable candidates than a fifth wheel. Unlike the shorter travel trailer or motorhome, these taller tow units tend to offer up overhead cabinets and spaces, as well as a basement storage area with ample space for all the trimmings. Whether you need stowage for bulky luggage or extra RV accessories, you should have no trouble fitting whatever you plan to bring along.

In addition to these select selling points, fifth wheel trailers can be maneuvered in tight spaces with far greater ease than the cumbersome motorhome, simplifying the way you get into and out of campsites and congested areas.

Of course, these practical RVs bear certain shortcomings when compared to other kinds of vehicles, from a generally lower level of security to weaker fuel efficiency under heavy weight, but the upsides of the fifth wheel trailer make it one heck of an option, if it suits your needs. So if you find yourself in the market for a new RV, we hope you'll give the fifth wheel close consideration. We love what it's got to offer, and we think you will, too!

The Danger Of An Un-Level Trailer

Why should a trailer be level? For a horse trailer to avoid overloading one of the four tires or possibly breaking one of the axles, it must be level when hitched to a tow vehicle. What we mean by “being level” is that the weight of the trailer should be sitting evenly on both axles and all four tires. Since each tire and axle is rated to sustain up to a specific maximum weight, any weight over that specific weight will overload the tire and result in a blow-out or a broken axle. With most horse trailers today being equipped with rubber torsion axles, weight shifts from one axle to another rather quickly when raising or lowering the nose, making it even more critical to insure that the trailer is level.

LEVELING A HORSE TRAILER.

Preparation: Check each tire’s pressure to ensure that they are all the same. This is important to achieve a correct level. I suggest filling them to the maximum pounds per square inch (psi) – they will flex less, ride cooler, and less apt to blow. You can locate the psi of the tires on the side wall.

Bumper Pull Trailers: To correctly set the level of your bumper pull trailer, park the trailer and tow vehicle on a flat surface. If the trailer is blatantly un-level when hooked to the tow vehicle, unhitch the trailer and raise or lower it so that the trailer is level. Since fenders, running boards, and other flat spots on the trailer may not be straight, using a level on one of these areas may not give you accurate information.

The best way to determine the trailer’s levelness is to first, stand a distance from the trailer and observe by sight if it looks as if it is sitting level. Then look at the tires to determine if they are equally flat rather than one tire being rounded. The rounded tire means there is little or no weight on it. The next step is to determine how to achieve the correct trailer height when the trailer is hitched to the tow vehicle. This can be achieved in two ways. EquiSpirit has an adjustable coupler on all its bumper pulls so with a wrench, you can adjust the trailer coupler up or down to the height of the ball mount on the tow vehicle. Most other bumper pull trailers do not have this feature, so you will need to choose a ball mount with the right height to keep the trailer level when hitched up. Ball mounts will have what is called “drops” (0”, 2”, 4” 6”) so depending on the height of your tow vehicle, you will need acquire the proper ball mount. You may not get the level exact, but close is okay as long as there is flatness on both tires. If the level is slightly off, have the nose a bit up rather than a bit down – it will track better.

Gooseneck Trailers: The gooseneck trailer should be unhitched from the tow vehicle and parked on a flat, level surface. Observe the trailer to see if it looks level and to determine that the tires (tires need to have the correct psi) are equally flat on the bottom rather than one being more rounded and the other more flat.

Once you determine that the trailer is level, measure from the ground to the lowest part of the gooseneck. Then measure from the ground to the top of the tailgate or side of the bed of your truck. Subtract that distance from the distance from the ground to the top of the gooseneck. The amount will be the clearance you will have from the top of the tail gate to the bottom of the gooseneck with the trailer sitting level. It should be at least six inches – preferably seven or eight so that the trailer does not hit the tail gate or sides of the truck when going over uneven terrain. If you prefer not to pre-measure, with the trailer sitting level, drive your truck under the gooseneck (make sure your tailgate is down). If the clearance from the bottom of the gooseneck to the top of the tailgate and sides of the truck is under six inches, there will not be enough clearance to safely pull the trailer. The gooseneck will most likely hit the tailgate or the sides of the truck bed, especially on uneven terrain. If your tow vehicle adequately clears the truck bed while the trailer is sitting level, you can adjust the coupler up or down to meet the ball while the trailer remains level.

Note: Most all gooseneck couplers are adjustable by loosening or removing a couple bolts and sliding the coupler up or down. It's important to note that the adjustable coupler does not raise the whole trailer up and down, just the nose. So if the clearance from the top your tailgate (and sides of your bed) to the bottom of the gooseneck is less than 6" while the trailer is sitting level, raising the coupler will only raise the nose of the trailer, shifting weight onto the rear axles and tires. The adjustable coupler's purpose is to adjust for different height truck beds such as a four wheel drive as opposed to two. If your trailer does not have the proper clearance over the truck bed, your options are limited. You can purchase a trailer that will fit your current truck, purchase a truck that has a lower truck bed (two wheel drive as opposed to four), or you can have the axles blocked up 4" by your local service center.

Basic Precautions For Transporting A Safe And Healthy Horse On Short Or Long Trips

BY JAMES HAMILTON, DVM AND NEVA KITTRELL SCHEVE

Each time a horse enters a trailer he is at risk. He may receive minor bumps and bruises just from being loaded onto the trailer. He may injure himself during the trip because he becomes frightened or loses balance. Illness or a trailer accident can create a life threatening situation.

Anytime the horse is loaded into a trailer, whether for a short or long trip, these fundamental measures should be taken:

TRAINING. The best defense against injury and illness is good training. Train your horse to load calmly and to accept the trailer as non-threatening. Forceful training will only teach your horse that the trailer is a bad thing and he will never be able to completely trust it.

MAKE SURE YOUR TRAILER IS SAFE. Once your horse has been trained to trust you and the trailer, don't let him down. Only use the proper hitch, make sure your brakes and lights are working and that they conform to legal safety standards. Check the trailer floor and frame. Check for sharp edges and potential hazards inside and out.

DRIVE CAREFULLY. Remember that you have live cargo in the trailer and drive accordingly. Don't jostle your horse around. Turn corners carefully and give the horse warning by GENTLY braking a few times before you are going to make a turn. Accelerate and decelerate slowly so he can keep his balance.

INNOCULATIONS. Current inoculations will protect your horse from exposure to other horses. Have a current health certificate if you are crossing state lines and a current certificate of negative EIA (Coggins)

WRAP ALL FOUR LEGS. Just walking onto the trailer can result in injury if the horse scrapes against something, so wrap his legs every time your horse gets on the trailer. Commercial shipping wraps are easy to put on and can guard against a costly vet bill. Properly applied standing bandages give more support if the trailer is bumpy or the trip is long. The pastern and coronet band should be covered. Make sure you know how to wrap correctly because a bad wrap can cause injury or come undone in the trailer. (Note: Some people believe that they should not wrap a horse's legs because commercial shipping companies do not allow the horses to be wrapped for shipping and they believe the shipping company has a reason for it. They do have a reason - the shippers do not want to be held responsible for a wrap that comes undone, or a wrap that is improperly applied and causes injury, not because it is best for the horse.)

VENTILATION. Horses are very sensitive to dust and noxious gasses; i.e., ammonia from urine and manure. Open the vents and windows. If you are afraid he will get cold, put a blanket on him that is appropriate for the temperature. Do not let him get too hot. An overheated horse is susceptible to illness such as dehydration which can lead to heat exhaustion and/or colic.

CARRY AN EMERGENCY FIRST AID KIT. Keep it in your trailer and make sure it is always ready and up to date. Include a splint and know how to use it. (For more information, read "[Emergency First Aid Kit](#)")

LEARN PROPER FIRST AID OF TECHNIQUES. Learn how to bandage wounds in various locations, control blood loss, and learn to recognize signs of dehydration, heat exhaustion, and colic. Your own veterinarian is your best source of information.

LEARN TO MONITOR VITAL SIGNS IN THE HORSE. Practice taking his temperature, pulse, and respiration rate when you are both relaxed at home so you know what is normal. If your horse is sick or hurt, you can give the veterinarian the current vital signs when you call. This will help him/her assess the situation and give you good advice on the phone.

CARRY BACKUP SUPPLIES APPROPRIATE TO THE LENGTH OF THE TRIP. Water (At least 20 gallons, not only for drinking, but for cleaning wounds, or sponge bathing an overheating horse), plenty of hay and grain, blankets, etc. Having an auxiliary light that plugs into the cigarette lighter and a backup flashlight with working batteries on board is a good idea. Keep in mind that your trip may be longer than planned due to unforeseen circumstances. You may have a mechanical breakdown, get caught in a traffic jam, or you may simply get lost! (For more information, read "[Don't Go on the Road Without it - Emergency check list](#)")

CARRY MEDICAL ID. You should always carry durable, visible, medical ID that lists your doctor, your veterinarian, and a contact person. If you are incapacitated in an accident, it can be important to contact someone who knows you and your horses.

For long trips (12 hours or more), you may want to take more specific precautions. Get to know your horse. His age, condition, temperament, and environmental factors may change the 12 hour rule for taking aggressive precautions to a 6 or 8 hour rule. If, for instance, your horse will not drink water on the trailer you may have to schedule stops along the way where you can SAFELY take him off the trailer for a rest and a drink.

The following are guidelines, not absolutes. Use them as a starting point for a discussion between you and your veterinarian. Your best source of advice is your own vet. Develop a good relationship with him/her.

ELECTROLYTES. Increase 2 to 3 days prior to shipping. This is most important when traveling in warm regions. Some horses may not drink if electrolytes and mineral supplements are added to the water. Adding them to the feed or using a paste formula is a better plan since anything to discourage water consumption is obviously detrimental to the traveling animal. Follow directions on your particular product label for amounts.

BRAN MASH. Once a day for 2-3 days prior to shipping.

VITAMINS. Add extra for a week prior to shipping.

MINERAL OIL. One pint per day may either be added to feed along with bran mash for four days prior, OR given by a veterinarian via stomach tube the day of shipping 4-6 hours before departure. There are differing professional opinions about this, so discuss this with your veterinarian.

ANTIBIOTICS. When the trip will be over 12 hours, discuss the administration of antibiotics with your veterinarian.

BODY CLIP. When taking your horse from a cold climate to a warm one, a body clip is recommended. However, since clipping is a source of stress for the horse, do it at least a week before departure, and if it's cold, blanket him.

BLANKET. The need for a blanket will depend on the temperature en route. You may need to add or remove it along the way. Do not completely close up the trailer to keep the horse warm, especially if the trailer is insulated. Some vents and/or windows should remain open for ventilation.

Lessons Learned From Full-Time RVing

By Jaimie Hall Bruzenak

Our RV friend Lloyd wrote in his "Wanderin' Blog" about lessons he's learned as a full-time RVer. He has a good list. I especially like "don't make reservations or commitments." Inevitably, you'll end up rushing and leaving a good place before you want to. It happened in the first month of hitting the road plus many times since! We've always regretted it.

So, what additional things did I learn?

- 1. You can support yourself on the road.** Bill and I had to work as we left at age 47. There are so many jobs for the RVer, you can always find something to supplement income or provide a free or low-cost site while in the area.
- 2. Slow down.** When you first begin full-time RV travel, it is tempting to try to see it all. That means moving every day or two to cover the miles and get from one place to another.
- 3. Stay a while in one place.** This a corollary to the previous one. It is a more relaxing pace and you get time to actually see things. If you are visiting a national park, you can get an overview the first day, but come back and do a hike or two or visit an outlying area in the park.
- 4. Full-time RVing means freedom.** RVers have so many choices that people in stick-bound houses do not have. If you don't like the area move. If you are near a barking dog or the weather turns cold -or hot- move to a new place. You can leave a job if things get bad.
- 5. You can live more cheaply.** A full-time RVer has much more control of her budget, especially if you own your RV outright and are out of debt. You can boondock on public lands in the West at no charge. You need less "stuff" and that includes clothes. When do you plan to wear that business suit? T-shirts and jeans or shorts are the usual uniform. Again, it's about choice.
- 6. Visiting family is (more) fun.** Since you are bringing your own house, you have space when you want and need it. Many families will still try to get you to stay inside their house, but politely decline. Why pack a suitcase to go a few feet? You do have a real bed! And you won't wake anyone if you go for a snack.

7. RVing can be the vehicle to make your dreams come true. Going to Alaska was the big dream for me. Bill and I worked there for two seasons, opening doors to experiences like kayaking in Glacier Bay and riding the White Pass & Yukon Route Railroad that I hadn't even considered before. Kayaking among porpoises and whales was a high point in my life. Last summer, I finally checked Niagra Falls off my list.

The full-time RV lifestyle is affordable and leads to adventures you've probably never even imagined. It's not for everyone, but don't let fears and money hold you back.

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. She is the author of Support Your RV Lifestyle! An Insider's Guide to Working on the Road and other RV books.

The Long, Long Trailer

Clinton Twiss' 1950s novel about a couple who buy a new travel trailer home and spend a year traveling the United States provided the inspiration for "The Long, Long Trailer" the Movie.

In the Long Long Trailer, Lucille Ball and Desi Arnez play newlyweds Tacy and Nicky Collini. Nicky's job keeps him moving around the county. Tacy thinks having their own traveling home... before they were called RVs... is a much better idea than staying in motels and rented rooms.

Nicky is against the idea at first, but when he realizes Tacy is serious, agrees to buy a trailer.

During the film, Nicky learns how to drive 'forty feet of train' through congested city streets and the importance of 'trailer brakes first!' Then he backs the 'rig' over Aunt Anastasia's prize roses.

Tacy tries to cook dinner in the New Moon trailer while Nicky drives them to their destination which proves to be a really bad idea.

Along the way she collects rocks as souvenirs of the places she has been along with lots of canned fruits and vegetables, eventually causing the trailer to be greatly overloaded.

The movie's climax revolves around the hilarity of moving a 32ft 3 ton trailer up a very steep, narrow mountain road.

The dangerous mountain road featured in the movie is Whitney Portal Road which leads up to Mount Whitney in the Sierra Nevada Mountains in California. The hairpin turn featured in the film offers scenic views of the Owens Valley.

During the scenes of Nicky and Tacy pulling their trailer in the mountains, their 1953 Mercury Monterey convertible is replaced with a larger but similar appearing 1953 Lincoln Capri convertible. The distinct Lincoln grille is clearly evident in a shot as the car rounds a curve. The more powerful Lincoln (which is equipped with a 205 HP V8 engine) was needed to pull the heavy New Moon trailer up and over the steep grades of the Sierra Nevadas where the scenes were filmed.

Even though it's only loosely based on Clinton Twiss' novel, the Long, Long trailer is one of our favorite comedies and is a must see for any serious RVer.

While Lucy's character on the hit TV series yearns to star in a musical performance, Lucy herself had no such ambition. M-G-M nevertheless provided her an opportunity to sing with Desi in the film.

"Breezin Along With The Breeze" by Haven Gillespie, Seymour Simons, and Richard A. Whiting, was the ideal song for the newlyweds to sing as the long long trailer passes by glorious scenery. The lush orchestration heard in the rest of the movie was dropped in favor of a light trio accompaniment emanating from the characters' car radio. This was done in order to keep their breaking into song within the realm of believability.

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