

# Feb - Mar 2022

Newsletter

2/25/22

## Motorhead Garage



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Episode 2209

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on MotorTrend Network

## Is a Changing RV Market Good for the Camping Community?

Before 2020, the RV and camping industries saw steady growth, but the pace of change for the average RV owner wasn't too noticeable. Sure, new campers were joining the lifestyle, but they weren't quickly outpacing people retiring from it. You could even make a campground reservation without much notice for many locations. Purchasing a new RV was relatively quick as demand was low and inventory was stable. It was a good market for a buyer.

If the past two years have taught us anything, it's that life as we know it can change in an instant. The word "normal" is no longer part of our vocabulary. In fact, even using the term "new normal" feels mildly uneasy with so much uncertainty looming over the future. It would be nice if the clock change at midnight on January 1<sup>st</sup> could serve as a reset button. However, we know that it won't.

For many of us, camping is an escape from the stress of life. In times like this, where everyday life stresses get replaced with looming threats of new Covid variants, inflation, and supply chain disruptions, this escape is even more necessary. However, recent RV and camping lifestyle changes have made this escape more challenging to access.

The RV and camping industries have experienced unsurpassed pressure on them over the

past two years. Dealer inventories are more than 40% below “normal.” As a result, the major manufacturers have billions of dollars in backorders, and wait times for new RVs are unprecedented, with some people waiting over a year to take ownership.

Between 2020 and 2021, more than 1 million new RV owners entered the lifestyle. As a result, once relatively easy to make just a few short years ago, reservations are increasingly harder to find. Some campers are even booking reservations a year out for popular campgrounds, and paying higher prices. Similarly, demand has pushed RV prices to record highs.

For veterans of the RV lifestyle, this is unwelcomed news. I have heard on many occasions individuals wishing that things could go back to the way it once was. But, unfortunately, the one oasis that many folks could rely on to escape from the stresses of life is now a source of new stress. This change can be scary, but there is hope. We must look beyond the fog of uncertainty and see the forest through the trees. There are many things to look forward to in the future.

### **A Reason for Hope**

Some life changes occur slowly over time, often without most people noticing them. Others happen quickly. The changes that Covid brought to our world are significant and happened suddenly. It's easy to draw a line in our recent life timelines as either pre-covid or post-covid. A few short days in March 2020 changed so much, so quickly.

This change is comparable to a natural disaster or a sudden life upending event like September 11, 2001. With these types of events, change occurs rapidly, and rebuilding occurs slowly. It's difficult, but if history teaches us anything, it's that we will rebuild and recover. When you're in the midst of that rebuilding process, it's hard to see the light at the end of the tunnel. However, we don't need to look to the future for hope. Instead, we can look at the process of rebuilding for it. If we trust in that process, just as history has proven before, we can look forward to a time where things are better.

I believe that there are very bright days ahead for the RV community. While things may never be as they once were, very few things in life are. Things will change, but there is reason to hope that it will bring many new positives to the RV community.

Below are a few things that we can look forward to in the future.

### **RV manufacturing**

The RV industry is stronger now than it has ever been before. In 2021, RV manufacturers will likely have shipped a record-breaking 600,000+ units. Predictions for 2022 expect more than 630,000 units shipped. The industry achieved this when resources were at an all-time low, a condition that throttled other industries. The RV manufacturers managed to do this through the pandemic, overcoming shutdowns, worker shortages, and changes to the workplace environment. While the industry has billions in backorders, they also have a solid and profitable financial forecast and reasons to invest in their future.

The profitability of the RV industry will not go unnoticed by new investors and entrepreneurs. In the coming years, I predict that we will see new RV manufacture startups offering advancements in RV technologies and construction, providing better built and more capable RVs. This change will likely pressure the existing manufacturers to improve product reliability, add new features, and focus more on customer satisfaction.

Strength in the RV manufacturing industry is good for the RV lifestyle. Aside from signaling investments in the products we use and love, it catalyzes the ancillary RV industries to invest and innovate. This change will be visible with traditional industry partners like equipment and accessory manufacturers, campgrounds, tow vehicle manufacturers, and service providers like wireless internet carriers.

### **New technologies: better connectivity**

As new campers enter the market, they'll bring with them their lifestyle needs. Internet connectivity has long been a struggle for the RV community. While some individuals are happy to disconnect when camping, it's clear that the majority want that option. In a recent survey of RV owners' internet needs, more than 80% of responses indicated that reliable internet access is essential.

New services, such as Elon Musk's Starlink satellite internet service, will likely fill some of this need, but the vast majority of campers may seek out simpler options. The wireless cellular industry has been painstakingly slow to respond to this demand, often creating hurdles like

speed throttling and high prices to maintain control. The market is ripe for a disrupter. I believe that the growth in the RV lifestyle will push traditional internet providers to change course and meet the market's demand. For those of you old enough to remember the early years of the cellular industry, consumers managed under restrictive geography rules, few minutes, and text message fees/limits. As the consumer demands changed, so did the industry. I believe we'll soon see that here in the RV market.

### **Tow vehicle advancement**

Last year's announcement of the new Ford F150 Lightning and the recent addition of Rivian to the truck manufacturer lineup, we're beginning to see changes to the traditional truck market that we rely on as the RV community. Electric drivetrain tow vehicles are in their infancy, but in the years to come, I do think we'll see reliable options for towing even some of the larger RVs. In order to accomplish this, technology will need to advance for manufactures to find the sweet spot of weight, range, and power. However, nothing spurs innovation like a demand. Coupled with RV manufacturing trends and creating lighter rigs, the electric truck market will get there. We also need infrastructure upgrades to make charging possible when towing. Currently, most charging stations wouldn't be able to accommodate a trailer. Adopting fast charging technology (15 minutes or less for a substantial charge) and reliable ranges will allow RV owners to consider going electric.

Some of the benefits of a fully electric truck may offset the negatives. I can envision a completely redefined boondocking experience. Suppose a truck can retain 100 miles of driving distance and allocate the rest of the battery charge to the RV. Generators can be a thing of the past, and campers can enjoy days of quiet, off-grid camping. I don't think this reality will be all too far into the future.

Aside from electric vehicles, we're also seeing advancements allowing more towing out of traditionally smaller engines. For example, the Ford Eco-Boost gas engine has provided strong competition to the diesel engine. Economy driving features in many trucks are already lowering fuel expenses. An eight-cylinder truck can now function like a four-cylinder SUV in some situations when unhitched. While we can't attribute these advancements solely to the RV lifestyle, the demand for reliable tow vehicles from RVers only helps to encourage continued investments in the truck market.

### **More camping options**

Perhaps one of the most stressful changes for the RV community is the overcrowding of campgrounds and the difficulty of making reservations. Just a few years ago, this wasn't much of a concern. In 2020, national reservations climbed by 1,323,031 to 3,267,142. This change is a 68% increase from the previous year. The numbers for 2021 will likely look similar. One of the challenges with the recent changes in the RV and camping industry is the inability of market elements to keep pace with each other. New RV owners have entered the market quickly. According to a report by Kampground of America, more than 10 million households camped for the first time in 2020. That's an astonishing figure. While not all of them were RV campers, the trend is real.

The challenge isn't so much the number of campers but more of the market's ability to respond to the demand. Market changes, such as the astronomical increase in RV sales, can happen quickly. Unfortunately, the needed infrastructure to accommodate them couldn't grow simultaneously. That created a situation like we're experiencing now. Increasing the campground space throughout the country will take many years. However, the good news is that it's happening. If you do a google news search for "campground expansion," you will see dozens of recent articles of examples of this happening. Constructing a new full-hookup campground site is expensive, costing on average nearly \$50,000/site. Before the recent surge in demand, the financial incentive wasn't there for large-scale campground development. This condition has changed.

Not only are private campgrounds adding new sites, but federal and state campgrounds are also as well. In 2020, congress passed the bipartisan Great American Outdoors Act (GAOA), which was signed into law by President Trump. The GAOA will direct \$9.5 billion of nontaxpayer funds to address infrastructure needs within the National Park Service, U.S. Forest Service, Bureau of Land Management, and other federal agencies over five years. This investment is a great start, providing enough funding to address about half of the outstanding infrastructure and maintenance needs on National recreational lands. Many of these needs are at federal campgrounds. In addition, investing in national parks is a wise economic decision. For every dollar invested in our national parks, \$10 is returned to the U.S. economy. That's a wise investment.

In addition to the traditional campground, more unique and niche camping options will also emerge. Programs such as Harvest Host are defining new ways to meet the camping demand. Through Harvest Host, members can camp for free at hundreds of participating private locations such as farms, wineries, breweries, and other commercial businesses. Hosts benefit from this offering by attracting people to their business. Sites like Airbnb are also offering privately hosted camping locations. Over time, this will only increase, and options will emerge to take some pressure off traditional campgrounds.

The recent investments in camping accommodations will take some time to meet the current demand, but when it does, campers will have new and more diverse options to choose from. It's also important to know that we're experiencing the rise to the peak of demand right now. In time, this will level out, and we'll see the actual market demand. Traditional travel, which was stunted by the pandemic, will also return to normal levels. When that transition happens, we should see availability increase and have a much less stressful reservation process. As a result, we'll hopefully have a net increase in camping options.

### **Back to the basics**

I'll leave you with one final thought, which isn't about RVs, campgrounds, trucks, or technology. I am hopeful that a positive result of the surge in camping interest will do for others what it does for me, and I suspect many of you. Camping takes us from our fast-paced lives and forces us to slow down a little. It reconnects us with nature in a way that a hotel room can't. We spend more time outdoors, with family, and doing things we love. Camping allows us to meet new people and forge friendships without sending a friend request. It also helps build community, something that we desperately need right now. I can't count the number of times a fellow camper offered help if they saw me working on something or struggling to back into a site. Camping has a unique way of bringing people from all different walks of life together.

### **Conclusion**

There's no question right now that the forces of supply and demand are impacting the RV and camping lifestyle. This reality is true for purchasing RVs, reserving campsites, and simply getting the tools and equipment needed to get on the road. Unfortunately, it's easy to feel defeated by these challenges and fear that things will never be as they once were. While the structure of the RV and camping experience that we all know and love may look different, I am hopeful that the core elements that draw us to it will return to normal. The new interest driving this demand will, over time, provide many benefits to all of us. History has proven, time and again, that recovery from a challenging situation is possible. We only need to look at the ingenuity of people and the progress they're making to meet the changing landscape as proof that we'll get there.

## **The 4 Biggest Trends at CES 2022**

CES 2022 was presented as a hybrid event this year, allowing attendees to experience the energy of the show in person or take in the digital content from the comfort of their own homes. With the threat of omicron, many large companies withdrew at the last minute, including keynote presenter General Motors, and notable tech giants Amazon, Google, IBM, and LG.

I attended the in-person event in Las Vegas to gain insights on the latest tech and how it will apply to the real estate industry. Typically, the event attracts more than 170,000 attendees each year, but this year the Consumer Technology Association reported a total of 40,000 people on-site including 1,800 from the media. I sure didn't mind the lack of crowds and felt comfortable with the protocols in place, which included proof of vaccination, social distancing, and mask mandates. Plus, each attendee was provided with a complimentary Abbott BinaxNOW COVID-19 Self Testing kit upon check-in.

I believe the way we think about conferences has been permanently changed. CES has proven that the hybrid approach can offer the best of both worlds for those who choose to participate virtually or in person. Bill Strang, president of corporate strategy, e-commerce, and customer experience at TOTO, a bathroom product manufacturer, said he missed the moments of serendipity that occur at CES, but that the virtual event was still productive for them. The company does plan to attend the Kitchen & Bath Show next month in Orlando.

Roei Friedberg, CEO of Aura Smart Air Inc., which produces air purification products and AI air quality management, found that the scaled-down audience was formed more of decision makers who were there for a specific purpose.

"It certainly helped reduce the extra noise," he said. "We don't see the conference going fully

virtual as nothing can really ever replace in-person face-to-face meetings.”

During CES 2022 and the weeks leading up to the event, I was able to connect with many companies virtually and in person to learn about the latest technology trends and how they might affect real estate professionals and their clients. Here are four of the biggest trends I discovered this year, plus three bonus products every real estate pro will love.

**1. Electric Vehicles:** One of the big trends this year was electric vehicles, with GM announcing specs for the Chevy Silverado EV and electric versions of the Equinox and Blazer, which will be available next year. These are in addition to previously announced GMC Hummer EV, Cadillac LYRIQ, and the redesigned Chevrolet Bolt. GM announced big plans, including a promise to produce 30 new EVs by 2025, which is interesting considering they currently do not have any available to buy, and only shipped 26 units in the fourth quarter of 2021.

Mercedes-Benz unveiled the EQXX luxury EV sedan concept car that can get 600 miles per charge, BMW showed an electric crossover that can change colors, and even Sony announced Sony Mobility Inc. and had its prototype EVs Vision-S 01 and Vision-S 02 on display.

**2. Charging Stations:** With the adoption of EVs set to rise in the next decade, consumers will need a place to charge their vehicles, so of course, several companies offered various charging solutions at CES 2022. Among the recent technologies is the concept that an EV could act as a backup battery for your home by using what's called bidirectional charging. I spoke to a representative from Wallbox about the new Quasar bidirectional charger. They've proven the technology works are in conversations with manufacturers. There aren't yet EVs with this capability, but this is what's coming down the pike.

“In order to transition to an electric future, the EV industry must take a holistic approach to product development—there isn't a ‘one-size-fits-all’ solution,” said Mike Battaglia, senior vice president of Blink Charging, which launched seven charging station products at the show that span home, fleet, multifamily, and retail. The company also has four new products geared towards home and multifamily use. “CES was a great success this year. We saw incredible interest in the charging infrastructure that will power the transition to electric vehicles, alongside the show's major spotlight on the growth of the EV industry overall,” he added.

**3. Air Quality:** The next big trend I saw at CES was a focus on air quality. I've previously covered Airthings Wave Plus systems, which can detect Radon, TVOCs, CO2, humidity, temperature, and pressure. This year, they announced the new View series which shows the information on display including radon, particulate matter, and CO2. I was pleased to see that they switched the radon measurement to pCi/L, which is more commonly used than Bq/m3. Other companies such as Alen and Aura Air have focused on air purification, offering solutions for homes, offices, and commercial spaces.

“We are now at a point where we no longer have to explain the importance of air quality—it is inherent,” said Friedberg. “Along with sustainability, health and wellness, and of course COVID-19, air quality is certainly one of the biggest trends coming out of CES. It's not a ‘nice have,’ it's a ‘must have.’”

Bharti Patel, chief technology Officer of Alen, said that indoor air quality has become more important than ever before because people are now aware of the dangers of aerosols spreading particulate matter. In addition, wildfires present dangers to millions of people throughout the country.

“Air purifiers can dramatically improve the air quality in the spaces where people live, work, learn, and play every day,” Patel said. “Alen's Pure Air Platform is designed to monitor, control, and manage multiple geographically dispersed air purifiers and provide an easy-to-use way to stay on top of air quality management and potential safety issues, continuously provide vital data and alerts, and use data-driven intelligence to provide confidence in air quality, safety, and health.”

**4. Smart Home Tech:** On the smart-home side of things, companies such as Cync, Array, TP-Link, Eufy, are expanding into related smart-home categories, relying less on integrations and instead of creating end-to-end solutions. This solves challenges with connecting different devices and getting set up and allows the user to do everything in just one app. However, the desire to work together remains, as demonstrated by the strength of the Z-Wave Alliance as well as collaborations between companies like Schlage and Apple.

“The smart home market is growing exponentially and as demands increase for a seamless connected home experience, Z-Wave is there leading the way,” said Mitch Klein, executive director of the Z-Wave Alliance.

Dave Ilardi, general manager at Schlage, a brand of Allegion, said the company’s collaboration with Apple has the goal of convenience and secure home access for consumers.

“The Schlage Encode Plus Smart WiFi Deadbolt provides homeowners with an even simpler and secure way to access their homes,” Ilardi said. “This is just another step in our vision to create purposeful experiences that deliver simplicity and peace of mind.”

Klein mentioned examples of products introduced to the market that are the first of their kind, such as the Masonite M-Pwr Smart Door and the award-winning DEN SmartStrike. “According to our newly released 2022 Z-Wave State of the Ecosystem Report, smart door locks are in the top five devices consumers are interested in adding to their smart home system,” he said,

Belkin launched Wemo in 2012, which has been at forefront of the smart home evolution, bringing various products to market like energy-monitoring smart plugs and app-and-voice-controlled lighting solutions. At CES 2022, the Wemo announced its new smart video doorbell.

“With the proliferation of smart devices and reliance on smart home hubs for convenience and security, Wemo is well-poised to bring continued innovation to the market with the latest smart home technologies,” said Belkin International CEO Steve Malony.

## **Airstream’s Electric Trailer Concept Can Run Off-Grid for Weeks**

The eStream, a sleek, solar-powered RV, showcases technology that will trickle throughout the industry.

*By Kyle Stock February 3, 2022, 10:00 AM EST*

Electric vehicle technology, having zipped from sedans to scooters to tractors, finally is connecting to homes on wheels. And, similarly to autos, it is starting on the swanky end of the market.

Airstream, the brand of silver-bullet shaped campers, has rolled out an electrified travel trailer that will help its parent, RV giant Thor Industries, navigate towards an emissions-free future. The rig, dubbed the eStream, is only a concept and isn’t yet available for purchase, but it showcases technology that Chief Executive Officer Bob Wheeler says will soon trickle through the booming RV industry.

“Everything that’s packed in the eStream won’t make sense for the market as is,” Wheeler said at a press event showcasing the trailer, “but there are so many threads, so much can come out of this that will find its way in the future.”

The eStream is outfitted with a span of solar panels and a skateboard-style chassis with two large battery packs in a configuration much like Tesla’s. Narrower and with fewer vents and protrusions, the rig is about 20% more aerodynamic than a traditional Airstream. The solar panels, for example, are built into the roof, rather than bolted on.

Airstreams are trailers and, as such, are traditionally engineless. The sheer bulk and profile of most RVs present a significant challenge to traveling the distances electric vehicle owners have come to expect. The eStream, however, represents a kind of middle ground on the path to emissions-free camping. It has a pair of electric motors driving its axle, essentially making it easier to tow. If it’s being towed by a gas-powered vehicle, the drivetrain will offset some emissions; if it’s being towed by another electric vehicle, the camper will extend its range. The powered axle will also help the rig navigate slick or uneven terrain, according to McKay Featherstone, the brand’s vice president of product development and engineering.

Its cleverest party trick, however, is moving while unhitched. The trailer can be driven

independently via a smartphone, precluding the fraught process of backing into a tight camping spot. “That’s a pain point we hope we can just simply eliminate and we’ll save a lot of marriages with this product,” Featherstone said.

RVs often draw electricity from brawny outlets at campgrounds — “shore power” in industry-speak. Airstream says its new rig will be able to pass up those plugs and let owners roam more freely off the grid. The bank of batteries juices the air-conditioner, refrigerator and other appliances, creature comforts that typically have relied on burning propane. They can be charged via plug, but will also top up from the solar panels and a regenerative braking system.

“It’s going to help customers go wherever they want to go and to stay there as long as they wish,” Featherstone said. “You could literally stay off-grid for weeks if you wanted to.”

The camper can also export its electrons, acting as a backup generator for a home or a charger for a separate electric vehicle.

The eStream is hitting an industry with momentum. With consumers steering clear of airlines and hotels, RV sales accelerated throughout the pandemic. Last year, U.S. RV companies delivered 600,240 vehicles, a 48% increase over 2019, and most of those rigs were towable trailers like the ones Airstream makes.

Thor, however, isn’t the only company investing in electric R&D. Last month, Winnebago unveiled an electric motorhome dubbed the e-RV that will be able to drive 125 miles on battery power. Alas, it also a concept vehicle and, like the eStream, won’t be available for sale.

For the moment, climate conscious campers will have to think smaller. Sometime this year, Ford is expecting to deliver the first electric versions of its Transit van, which will travel about 126 miles on a charge. And Volkswagen is reprising its storied camper van in an electric iteration dubbed the ID.Buzz, which is expected to hit dealers sometime next year.

## **AirSafeHitches.com**



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## Will RV Prices Go Down in 2022?

BY JASON & RAE MILLER  
FEBRUARY 1, 2022

The RV market exploded during the COVID-19 pandemic. While travel restrictions remained in place, many craved any opportunity to get out of the house. As a result, recreational vehicles provided a glimmer of relief for those seeking safer travel.

The demand for self-sustaining travel kicked the RV market into high gear in 2020, with record numbers of travelers buying or renting an RV. Pandemic-induced shutdowns included the RV industry, which led to supply shortages and price increases.

As a result, the price of RVing was high in 2021. But what about 2022? Will the trend continue? If you gaze with us into the crystal ball, we'll try to demystify a few things.

What Kept RV Prices High in 2021?

As vaccinations ramped up and COVID-19 cases dwindled, restrictions began to lift in 2021. Even as most indicators show that we're emerging from the pandemic, many people remain hesitant to engage in traditional travel.

While 2020 was a banner year for the RV industry, 2021 shattered those records. Many workforces turned to work-from-home modules after seeing how successful it was during the shutdown in early 2020.

These are all just scenarios contributing to the main reasons prices will remain high: low inventory and high demand.

Low Inventory

COVID restrictions dealt RV manufacturers several blows. Employers in the RV industry were forced to send their workers home for a significant period in 2020. When work resumed, productivity was limited thanks to social distancing and other safety measures.

In addition to that, the pandemic disrupted numerous supply chains around the globe. You've probably noticed that Amazon and other shippers haven't been as speedy as they were pre-pandemic. That has carried over to the manufacturing world as well, where delays have slowed the supply of many of the necessary components to ramp up production, leading to low

inventory.

The natural cycle of the economy forces prices to rise when inventory is low. Not only is it a capital opportunity for manufacturers to recoup some of their losses during times of no or low productivity, but it also helps to reduce demand so the supply chain can catch up.

#### High Demand

Increased demand aggravated production issues because of restrictions and disruptions. Like the rest of us, RV dealers and manufacturers could never have foreseen the pandemic coming, which drove demand for their products to record highs.

As you might remember from your high school economics class, higher demand equals higher prices. The uncertainty in the economy and the continued interest in RVs make it challenging to tell if that demand will drop anytime soon.

#### What Would Make Prices Go Down in 2022?

While RV prices remained high throughout 2021, there's a glimmer on the horizon for hopeful RVers.

#### More Used RVs

Though many people opted to travel in RVs in 2020 and 2021, some will realize that RVing simply isn't for them, at least not long term.

Traveling in an RV may have been a haven when the pandemic was spreading across the globe, but that doesn't mean it's the preferred method of travel for everyone. Many new RVers will put their RVs on the market once they feel comfortable returning to other forms of travel.

#### Lower Demand

Mounting concerns about the Delta and Omicron variant and other Covid issues could decrease the demand once again. There may be a lower surge of people wanting to leave the house. As vaccinated individuals have more travel freedoms, the surge of travelers will naturally wane, putting less demand on the RV industry.

Of course, the opposite effect could take place.

#### Higher Inventory

Returning to normalcy is the driving factor here. As businesses return to full capacity and supply chains begin to clear up, production will return to normal and perhaps even increase beyond typical levels.

When that happens, the number of new RVs available will increase. Coupled with the expectation of an increase in used RVs, inventory should be considerably higher in 2022 than it was in 2020 and 2021. This would naturally drive RV prices down.

#### Should You Buy a Camper in 2022?

In our opinion, 2021 was the worst time to buy an RV. But, there's not a singular answer to this question, as time will reveal much.

It's human nature for things to cycle up and down, but there are many unknowns in the coming year. Travelers adapted during COVID, opting for the choice of RV travel to mitigate safety risks. But many of those folks will give up their RV travels at some point, and manufacturing will return to normal.

Therefore, there could be an uptick in used RVs hitting the market, so you might luck out with a higher inventory in the used RV department.

## Retro: A Road Trip Back to 1973

**RV PRO Staff** February 23, 2022

There's a buzz around EVs right now, but it was RVs that had captured the nation's attention back in the 1960s and 1970s. So much so that GM thought it would cash in on the craze and develop its own from the ground up, the GMC MotorHome.

Most recreational vehicles (RVs) were built by small independent firms using existing truck chassis and were compromised as a result. The floors were too high and they rode badly so

they felt unrefined no matter how opulent the interiors were. But with the resources of an automotive giant at its disposal, GM's team started from scratch with a plan to build a motorhome that had some of the style and comfort of a car.

To achieve a flat floor it went for front-wheel drive, something made easier by the fact that the Oldsmobile Toronado coupe already employed a huge 455 cu-in. (7.5-liter) V8 driving the front wheels, something not lost on existing RV makers like Revcon. The styling, meanwhile, was modern with acres of glazing to let light in, and a sloping nose that made at least a vague attempt at being aerodynamic.

And to deliver a suitably smooth ride, the bespoke chassis featured fully independent rear suspension and air springs. When you consider that many of GM's cars of the period, like the Chevy Nova and Camaro, were still rear-wheel drive and riding on leaf springs, the MotorHome was unusually sophisticated.

GMC announced the project in 1972, offering 23 ft (7,010 mm) and 26 ft (7925 mm) lengths, which customers could have fully fitted out by General Motors, or delivered as a bare TransMode van to build out as they pleased. But disappointing sales, and the discontinuation of the 455 Olds motor that required substituting in a less powerful 403 (6.6-liter) engine, led GM to discontinue the program only five years later.

Today though, the GMC MotorHome still looks surprisingly sophisticated with its low, relatively streamlined body, and the RV has something of a cult following, meaning there should be plenty of interest in this 1973 example which is for sale on Bring-a-Trailer.

Benefiting from a \$26,000 overhaul during 2020-21 that included replacing the 455-cube V8, the three-speed automatic transmission, generator and tires, plus reupholstering the funky 1970s interior, it's in good, but not perfect condition. Although the air suspension system has been serviced, the seller says the dashboard controls for it have been disconnected.

But it looks ready for an adventure and is a heap cooler than your average bland white RV box. If you want to take a road trip back to 1973 and can handle single-digit fuel economy, the auction ends on February 24. And if you want to read more about the GMC MotorHome story, Silodrome has a great article covering the model's backstory that includes some period retina-burning pictures of alternative interior trims.

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