

Roadtrek™

The Motorhome That... *Drives Like a Van!*



The MOTORHOME

Our captain's seats are made using the High Resilience Molding (HRM) process. This is the method employed by automobile manufacturers. Many other RV manufacturers cut foam and glue it together to achieve the seat's desired shape. These seats are prone to early breakdown, loss of shape, and comfort. The HRM process makes each component one consistent piece of molded foam which will retain its shape and support for years to come.



Get a Life!

You've worked...and waited...and planned....and dreamed....and now - NOW you can finally fulfill your wildest travel fantasies!!! And the Roadtrek is going to take you there! Just pack up, strap in and head out - whether you're making this the cross-country adventure of a life-time, or a series of exciting weekend jaunts. The Roadtrek Motorhome Van handles like a family wagon, yet supplies the comforts of a larger Class 'A' or 'C' motorhome. Do it in comfort and in style!

Comfort First!

You've got it all when it comes to driving comfort! As you slide into the front captain's seats, you'll feel your back gently cradled by lumbar supports. After a day of handling the highways, you and your traveling companions can bed down in home-style comfort. The Roadtrek sleeps up to four - with 1 or 2 single beds up front, and up to a king-size bed in the rear (depending on the model). You'll enjoy sweet dreams thanks to high-grade dual-density foam mattresses - without a lump, bump or sag!

Move Around!

No need to crouch in a Roadtrek. By raising the roof with the exclusive custom fiberglass roof AND lowering the floor, there's plenty of headroom for people up to 6 feet tall. The aisle is a full 30" wide, so 2 people can pass each other easily. And, when you've finished your driving for the day, just swivel the captain's seats around to open up a comfy and roomy living area - spread out and relax!

Privacy on Call!

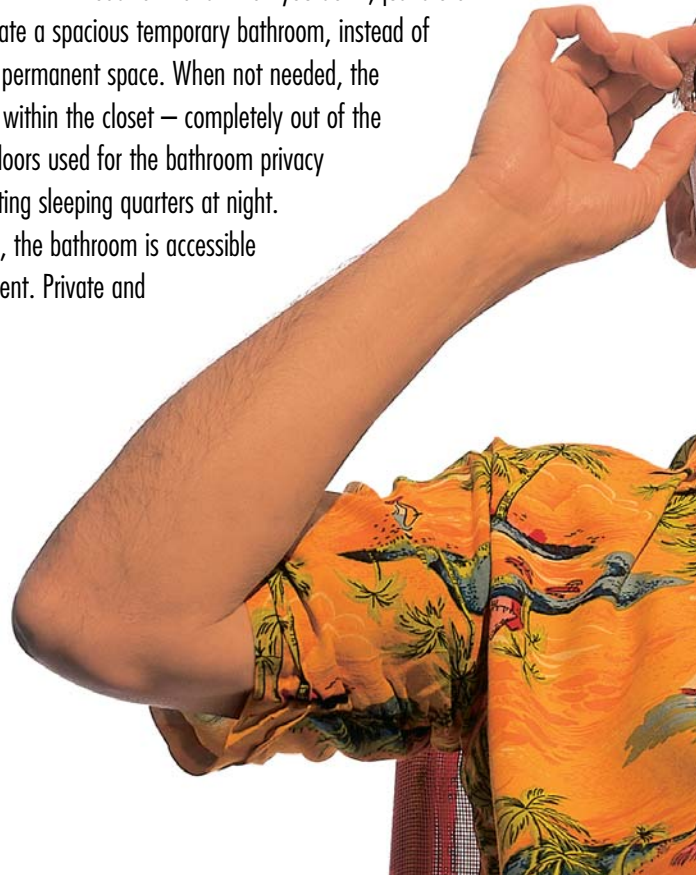
Privacy is yours when you want it with Roadtrek - and when you don't, just store it away! Roadtrek lets you create a spacious temporary bathroom, instead of squeezing you into a cramped permanent space. When not needed, the marine-type toilet is concealed within the closet - completely out of the way. The same folding closet doors used for the bathroom privacy area are also useful for separating sleeping quarters at night. And since it is centrally located, the bathroom is accessible from either sleeping compartment. Private and convenient!



Every Roadtrek offers a 7 cu. ft. waterproof storage compartment integrated into the running boards. The Roadtrek 200V has an additional 12 cu. ft. of storage in the rear quarters (accessible from both sides) making an ideal area for long objects like skis or fishing poles. For added convenience, there's even an exterior shower.



Easily accessible by flipping up the driver's door step, our patented "Dura Drain" sewage hose system provides a permanently attached sewage hose which eliminates messy handling and storage. Also located here are the waste water tank releases and the fresh water tank drain.



Roadtrek®

The Motorhome That...
Drives Like a Van!



The cab is also living area for eating or entertaining. Our patented cloverleaf table with extendible leaves combines the large surface area of a kitchen table with the compact convenience of a smaller table.



For more storage on vacations, remove the seat behind the driver and install our removable wardrobe. Just as easily, remove the wardrobe, return the lounge seat and you have seating for 4 up front again.

Pack it in!

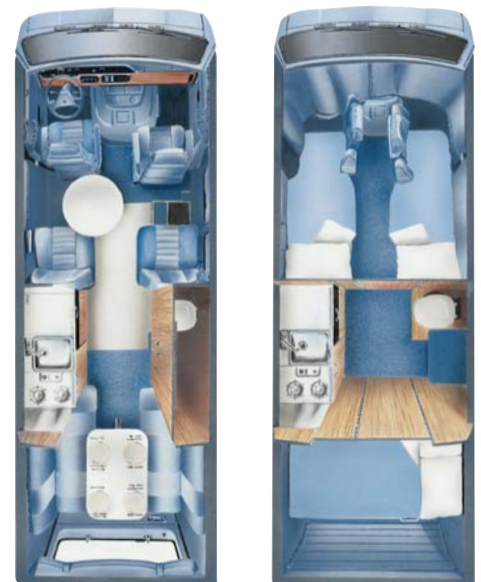
There's no shortage of storage space in a Roadtrek, so you never have to leave those important extras behind. When equipped with an over-cab storage drawer, removable wardrobe and armoire, the 190-Versatile has 80 cubic feet of storage space. The 200-Versatile offers up to 114 cubic feet - the most ever in a low profile camper van! One major reason for this is a specialized design which places the water tanks below the floor, not in the actual living compartment. Don't forget the cavernous storage integrated into the running boards and the rear quarters (on the 200), making more space to live in!



You can never have too much storage space, so Roadtrek's "across the rear" storage area gives you a lot more.



Our three section floor plan provides many advantages over other camper van designs: forward facing seating for up to 6 while driving; private sleeping sections; aisle maintained when beds are set up; all beds at floor level; easy access to central bathroom privacy area; 30" wide aisle where 2 people can pass with ease; possible separate eating/ sleeping section for 2; and choice of front or rear eating areas.



The VAN



A 110V air conditioner built into the upper rear cabinets cools the interior while maintaining Roadtrek's aerodynamic shape and sleek roofline.



Roadtrek is one of the most aerodynamically efficient camper vans there is. Sleek lines, low profile and light weight optimize fuel efficiency and handling.

More FLASH for your CASH!

Go ahead - add a few more miles to that trip! You can do more for the same fuel cost you'd budget for with other motorhomes. Roadtrek offers exceptional fuel efficiency due to its streamlined aerodynamics, overall weight and engine efficiency, showing up larger Class A & Class C cousins, as well as high-top Class B's.

Let's talk aerodynamics! The low, sweeping roof profile raises wind up over the highest point. It then swoops effortlessly along the rearward slope and down the tapered rear of the vehicle. There's little or no drag as all hoses, connections, power cords and valves are located inside the running board storage area (Dodge) or the rear quarter storage (Chevy). You won't find a roof-mounted air conditioner cooling down your gas mileage - that's because the air conditioner is built into the rear cabinets, with only the flush-mounted grills visible from the rear.

All Roadtrek Motorhome Vans are built using either a Dodge or Chevy chassis (Fords are incompatible with the requirements of Roadtrek designs). In all cases, the engine will meet the demands placed on it while delivering performance and peak efficiency.

The look will grab you, the comfort will seduce you, just one drive will convince you - how effortless, efficient and economical the Roadtrek experience truly is!



Awning windows provide superior air circulation even during foul weather. The Integrated Venting System provides effective yet inconspicuous ventilation of the refrigerator.

Choose from a 17 or 19 foot Dodge or a 20 foot Chevy.



Unique...Innovative...Exceptional!

Roadtrek Motorhome Vans are a testament to original thinking - nothing is left to chance - and there are 18 Canadian and American patents (more pending) to prove it!

Just check out the 'Integrated Venting System', a fancy way of telling you that it not only works well, but looks good doing it. The refrigerator vent is disguised and integrated into a black louvered grill in the galley window. The fresh water fill is securely located inside the passenger door. Large awning windows provide superior ventilation and remain functional in the rain, with no worry of the wet coming inside.

And we didn't stop there! Check this out: a patented 'Dura-Drain' sewage hose system; patented clover-leaf dining table; patented temporary bathroom/privacy area; patented stand-up aisle shower; lowered floor; built-in air conditioner; running boards with integrated storage; under-floor tanks; dual layer foam beds.....and we're looking for more!

Get a Handle on This!

Roadtreks are nimble, responsive and a real pleasure to drive whether it be on the highway, trekking through the woods, or maneuvering in and out of congested traffic, and finally sliding into that parking spot. By relocating the water tanks between the axles for better weight distribution, handling is greatly improved.

Another plus for the Roadtrek - it's more than just a family camper. Use it as your second vehicle. With up to 6 forward facing seats you can pack in that little league team, squire the garden club to the next meeting, or take your turn to car-pool your bowling buddies. The Roadtrek is safe, roomy, easy to drive and economical to operate. Use it every day!

It's ALL YOURS!

The Roadtrek Motorhome Van: all the comforts of a larger motorhome, plus all the ease and efficiency of driving a van. It adds up to fun, adventure and peace-of-mind - making every day, a holiday!



Water tanks fit below the floor which maximizes interior storage space and improves weight distribution for better handling.



The 190-Versatile

Call of the Wild

The perfect companion for any vacation or weekend adventure - the 190-Versatile! Challenge the wilderness in comfort, whether it's the whole family or just the two of you!

Check this out! Two captain's seats and 2 forward facing lounge seats make up comfortable seating for 4 as you make your way down winding trails. At night, snuggle into 3 comfortable beds. The rear dinette (or L-shaped lounge) turns into a large double bed. The privacy doors let you catch some TV or curl up with a book without disturbing the sleepers up front.

With the 190-Versatile, roughing it at a campground or soaking up the rays at the beach takes on new meaning with the comfort of a standard galley and a bathroom - and not just any bathroom! Wash off that sun-screen with the exterior shower, optional stand-up aisle shower, or with the added security and comfort of an optional sit-down tub and shower.

When you're not off blazing new trails, the 190-Versatile is the perfect second family vehicle. Remember - convenient seating for 4 in forward facing seats (6 with rear L-shaped lounge). How better to take on the challenge of everyday living? The 190-Versatile, your roving answer to the Call of the Wild!

The galley is equipped with 3.0 cu. ft. refrigerator, microwave oven, LP gas stove, exhaust fan, sink and 6 feet of standing head room. At the rear, choose a dinette or L-shaped lounge with cabinet for TV and video player.



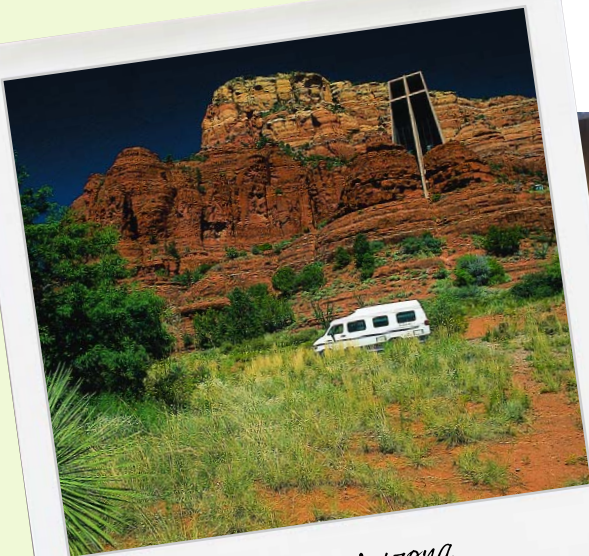
Large double bed (6'1 1/2" x 52") of 5" thick dual density foam provides firm, comfortable support. The sliding and swivelling TV shelf of all models allows you to watch TV in bed or slide it into the aisle to watch in comfort from the front captain's seats.



Lynda and I sold our home in K.W. (Kitchener-Waterloo) in the summer of 1994... Six months and forty thousand kilometers (25,000 miles) later we returned to K.W. The Roadtrek was phenomenal. Its layout and features allowed us great flexibility in our travels... The Roadtrek went everywhere and anywhere, with ease.

It was comfortable, easy to drive, great mileage, great sleeping comfort and was spacious enough that even our eighty pound Lab was no trouble. In six months we spent all of five days in a motel!!! As I said before, we were completely inexperienced, but with the Roadtrek's extensive and user-friendly systems, R.V.'ing was a treat right from day one. Lest I forget, talk about holding its value: we sold our 1987 Roadtrek two years after we bought it for within twelve hundred dollars of what we paid for it!!! What more can I say. The Roadtrek is one beautiful machine.

*Lynda & David MacMahon
North York, Ontario*



Sedona, Arizona



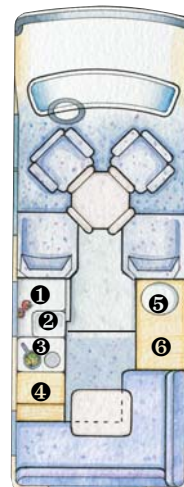
LEGEND

- ❶ Fridge
- ❷ Sink
- ❸ Stove
- ❹ TV/VCP
- ❺ Toilet
- ❻ Wardrobe
- ❼ Privacy Door
- ❽ Shower

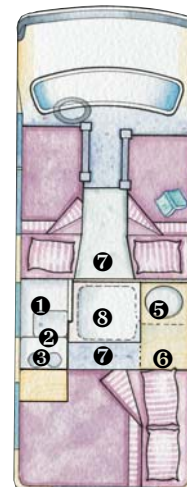
Living Arrangement (dINETTE)



Living Arrangement ("L" lounge)



Sleeping Arrangement



From its clever, compact and quality use of every inch of space to its sleek look, from the back roads of the Northwest to the busy streets of D.C and the narrow lanes of New England, the Roadtrek accommodated our needs for comfort, charm, performance and economy. We love it!... RV shows led me to believe I needed more than 19 or 21 feet for fulltiming. We ended up with a larger motorhome for awhile... Then after settling in Arizona, but still ready for lots more travel, we downsized to the 19 foot Roadtrek. It has served us well for over a year now. We are able to travel easily with no tow vehicle. Our mileage is better, our insurance lower, and best of all, I can and do drive it. It takes us to beautiful places, to visit lots of wonderful family, and to the local supermarket...

*Gael P. Mustapha
Green Valley, Arizona*

The 190-Popular

Bright Lights, Big City

It's a way to leave the rest of the world behind - just the two of you - without sacrificing comfort or convenience. The 190-Popular sets the mood whether you're lazing down endless country back roads, or searching out the right dining establishment for a romantic candlelight dinner.

When it's cruising for two, you'll be cheerful and rested in the captain's seats up front. Even nicer when you watch dusk silhouette the road ahead, and you're still seeking that perfect spot. When it is time to turn in, the dinette converts to a sumptuous king-size bed (6'3" long) or into 2 comfy twin beds (6'3" and 6'1" long).

Round that off with a full-length wardrobe, pivoting and stowable table and a standard galley - just pack up and you need not come back for weeks! Now that's romance!



The 190-Popular offers the flexibility of separate twin beds (6'3" x 27", 6'1" x 27") or an enormous king-size bed (6'3" x 6'1").



Cape Canaveral, Florida



Roadtrek® The Motorhome That...
Drives Like a Van!

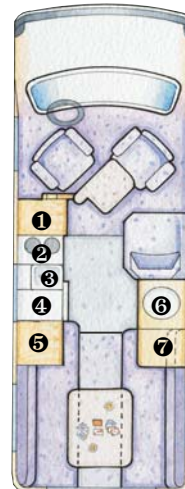
ROYAL ALEXANDRA THEATRE



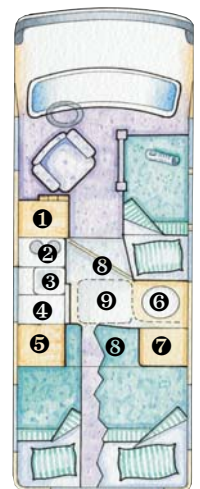
LEGEND

- ❶ Wardrobe
- ❷ Stove
- ❸ Sink
- ❹ Fridge
- ❺ TV/VCP
- ❻ Toilet
- ❼ Cupboard
- ❽ Privacy door
- ❾ Shower

Living Arrangement



Sleeping Arrangement



The 200-Versatile

...reasons for purchase of our Roadtrek. I doubt whether ours can be considered unique. 1) The last cat had died. (Our 40 year old turtle had maintenance requirements which did not need much space). 2) I was getting tired of the travel procedure necessary with our 30 ft. travel trailer and the difficulty of maneuvering through tight spaces, parking limitations, etc. 3) We wanted to tour...

I particularly enjoyed not having to return to a campground to pick up a trailer, but ending our daily tour at the next campground... The Roadtrek is our major transportation vehicle here and a temporary residence when we visit our friends and relatives here - no imposition!...

R. G. Pankhurst
Ada, Michigan

Treasure Hunt

Your hunt for the treasure of a recreational vehicle is over - introducing the new and unique Roadtrek wide-body van! Whether you're taking in the latest auction, or searching out that secret paradise no-one else has discovered, you'll have all the room you'll ever need!

The sleek one-piece fiberglass body is a full 7" wider than regular vans - but, talk about style! It bears the streamlined automotive appearance of the new style Chevy van. Instead of a boxy look with awkward jutting angles, the body gradually flows wider from just behind the doors to the rear axle, then gently tapers to the rear.

Map out this spacious interior! With its maximum width in the middle, the 200-Versatile sports a 30" wide aisle, where two adults can pass each other with ease. Add to that an impressive standing height of 6'3" and you have room untouched in its class! When it's time for culinary creations, you'll appreciate the galley with expanded counter space, additional work surfaces and a generous 4-cubic foot refrigerator, raised for easier access.

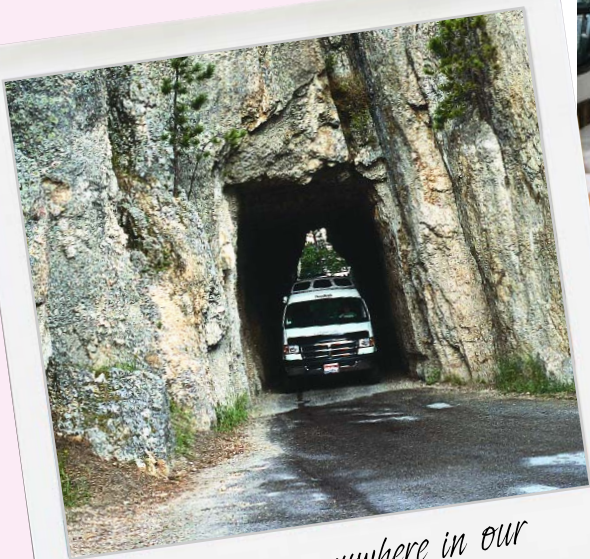
Bed-time means the exquisite comfort of a permanent bed made with a quilted one-piece mattress. Or try our optional L-shaped lounge for added living space. It makes a comfortable area for playing cards or just watching television. Our taller owners will appreciate the added bed length of both configurations, 6'7". Your dreams have finally been answered!

The 200-Versatile is built on the new Chevrolet van cab and chassis and powered by the new Vortec engines. These engines are 25 - 40% more powerful than previous Chevy engines, but equally fuel efficient. The cab has been designed for greater driver and passenger leg room, and easier movement to the rear of the van.



The cab is also living area for eating or entertaining. Our patented cloverleaf table with extendible leaves combines the large surface area of a kitchen table with the compact convenience of a smaller table.

The standard 6'7" double bed is permanent which allows a one-piece quilted mattress and provides abundant unobstructed storage below



We can go anywhere in our
Roadtrek

Roadtrek®

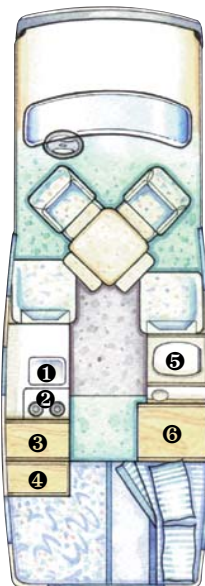
The Motorhome That...
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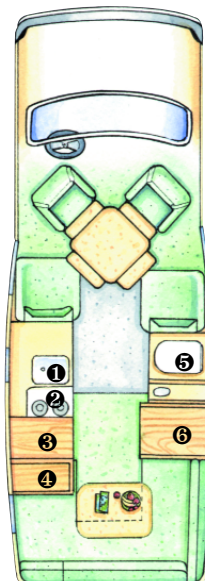
LEGEND

- ❶ Sink
- ❷ Stove
- ❸ Wardrobe
- ❹ TV/VCP
- ❺ Toilet
- ❻ Fridge
- ❼ Privacy door
- ❽ Shower

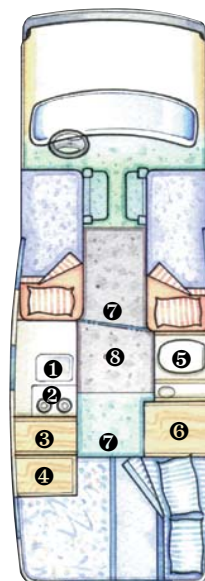
Living Arrangement (permanent bed)



Living Arrangement (L-lounge)



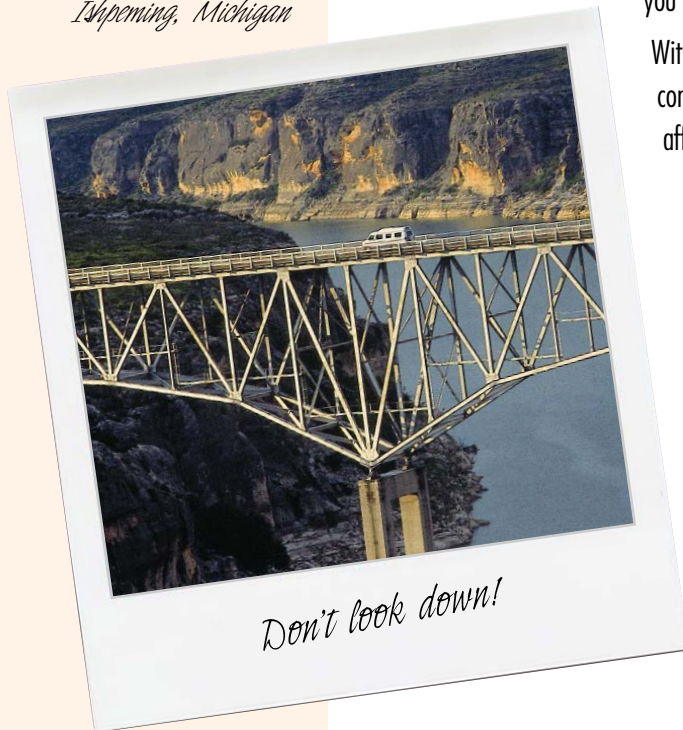
Sleeping Arrangement



We covered a total of 7000 miles in 20 days and thoroughly enjoyed every mile. There was so much we had never seen before, and the pleasant memories will stay with us forever. The Roadtrek performed admirably throughout the trip, and at no time did we wish we were traveling in any other type of RV. We are convinced that for 2 or 3 people the Roadtrek 170 is the perfect vehicle, combining all the best features of a large camping rig with the worry-free maneuverability of a van... Camping in the Roadtrek was so simple and convenient. No jacks to struggle with, and so easy to park and level. The primitive campsites were the simplest of all. Just pull in and the fully self-contained unit is all set... the bed was far better than we had dared hope for in a camping unit.

My wife and I highly recommend the Roadtrek 170 as a money-saving combined camping rig/second car option to anyone interested in part-time excursions into the great outdoors... Thank you all for building such a fine and attractive motorhome as the Roadtrek 170. Keep up the good work and HAPPY TREKKING to all.

*James & Julie Mager
Ishpeming, Michigan*



Don't look down!

The 170-Popular

Go For It!

Tee off with the 170-Popular, at 17' the easiest of all Roadtreks to maneuver through traffic, always getting you to the course on time, and fitting neatly into those not overly spacious parking spots. Don't mistake this baby for a typical van conversion though - it's not just par for the course!

The 170 gives you a lot of the comfort features you take for granted in a car - like better fuel economy than most camper vans. To this you add

the specialized features that make it a Roadtrek, and now you're heading straight down the fairway.

The 170-Popular seats and sleeps 3 in comfort. The rear L-shaped lounge converts easily to a double bed while offering 'across the rear' storage below - great for your clubs! The new front dining table swivels neatly out of the way creating even more room to stretch out and relax. Enjoy your style of entertainment, with a custom designed cabinet for a 13" television and video cassette player - with a sliding, swiveling shelf, so you can view the screen from the front captain's chairs. And you don't have to stop here! Add the optional 110-volt air conditioner with ducts to the rear

lounge/bed area. Pop in that TV set and video cassette player and you've got it all in the style and comfort you deserve.

With the 170-Popular you've scored a hole-in-one when it comes to convenience, comfort, quality and value - all in one affordable package



Our rear L-shaped lounge offers a comfortable place to eat, watch TV, play games or just relax with a good book. It also converts to a double bed.



Roadtrek®

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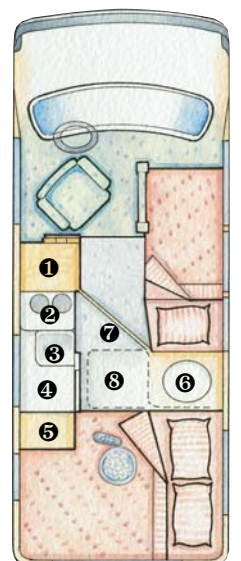


Living Arrangement

Sleeping Arrangement

LEGEND

- ① Wardrobe
- ② Stove
- ③ Sink
- ④ Fridge
- ⑤ TV/VCP
- ⑥ Toilet
- ⑦ Privacy door
- ⑧ Shower





A COMMITMENT TO SAFETY



These 2 photos show the rear impact test on the 200 Chevrolet. The test vehicle was impacted by a moving barrier at 30 mph (48 Km/h). The entire fuel system was then inspected for leakage. Our test vehicle did not leak any fuel.



For frontal impact testing of the 190 Dodge, the test vehicle impacted a fixed barrier at 30 mph (48 Km/h). Again our test vehicle did not leak any fuel.

THE SAFETY OF ROADTREKS

The following has been prepared to help you gain a better understanding of some of the testing that has been successfully conducted, by independent engineering firms, for the safe and durable design of our Roadtrek Motorhome Van.

TESTING RELATED TO FUEL SYSTEM MODIFICATION TO ACCOMMODATE LOWERED FLOOR

When GM completely redesigned the Chevrolet van cab and chassis, they relocated the fuel tank on some models from behind the rear axle to between the axles (mid-ship). To enjoy the benefits of a lowered

floor on the Roadtrek 200 (improved fuel economy, handling, appearance, overall height, and ease of entry and exit from the vehicle), the original mid-ship fuel tank was removed and replaced by a custom tank located behind the rear axles; as located on cab and chassis with higher GVWRs and much larger tanks. The exhaust system was also modified.

For the 1998 model year, Chrysler also relocated the fuel tank on the Dodge van from behind the rear axle to between the axles. To lower the floor, we simply lowered the original tank by 5". The road clearance of a Roadtrek 190's fuel tank is reduced from 14.5" to 9.5" with the motorhome portion installed but unloaded, and to 8.5" loaded with 1500 lbs. ...more than an unloaded Chrysler mini van at 8.25" or a Neon at 7". The tank's clearance is still higher than the sewer discharge which has proved to be adequate for years. Although you won't enjoy the "off road" clearance of a truck, you will be fine if you simply don't drive a Roadtrek where you wouldn't drive a car. (The exhaust system wasn't modified.)

To modify the fuel system, GM and Chrysler required that we meet very stringent safety and engineering standards, or they would have prohibited us from doing so. This mandatory testing includes:

Fuel System Integrity Crash Testing

The purpose of this series of tests is to reduce death and injuries occurring from fires resulting from fuel spillage during and after crashes. The testing consists of 3 impacts: frontal, side and rear. For the frontal impact, the test vehicle impacts a fixed barrier at 30 mph (48 Km/h). For the rear and side impacts, the test vehicle is stationary and impacted by a moving barrier at 30 mph (48 Km/h) and 20 mph (32 Km/h) respectively, simulating being struck by other vehicles. After each impact, the test vehicle is rotated 360 degrees upon its axis and held stationary for 5 minutes, every 90 degrees. The test vehicle can leak no more than 1 ounce (28 g) of fuel per minute to pass. Our test vehicles did not leak any fuel.



Exhaust Emission Testing (Chevrolet only)

Today's vehicles require increasingly stringent pollution control equipment. Exhaust emission testing was conducted on the Roadtrek 200 to ensure that it did not exceed limitations.

Fuel System Evaporative Emission Testing

In addition to controlling exhaust emissions, evaporation of fuel is a source of pollution which must be strictly limited. The entire fuel system (fill, tank, lines, etc.) cannot leak more than the equivalent of a pinhole. Testing was conducted to ensure that Roadtreks met this requirement.

Second Generation On Board Diagnostics (OBDII) Verification

Today's vehicles are equipped with sensors and actuators that sense the operation of various components and actuate others to maintain optimal performance. On board computers are capable of monitoring all of the sensors and actuators to determine whether they are working as intended. Included are those that detect fuel evaporation, as described above. It was verified that the OBDII system is functioning properly on all Roadtreks.

OTHER MANDATORY TESTING

Seat Belt Testing

The purpose of this testing is to reduce deaths and injuries to motor vehicle occupants during crashes. This testing confirms proper seat belt location for effective occupant restraint, and minimizes the possibility of seat belt anchorage failures. Successful testing requires the application of a 5000 lbs. force in a forward direction to the seat belts for 10 seconds without failure. Testing was conducted to confirm that all Roadtrek seat belts meet these requirements.

Seating System Testing

The purpose of this series of tests is to reduce deaths and injuries to motor vehicle occupants during crashes. This testing minimizes the possibility of failure of the seats, their attachments and their installation. Successful testing requires the application of significant forces in various directions to the seats and their attachments without failure. All Roadtrek seating has been tested to ensure it meets these requirements.

Flammability Testing

The purpose of this testing is to reduce deaths and injuries to motor vehicle occupants caused by fires, especially those originating from the vehicle interior from sources such as matches or cigarettes. Testing confirms that the burn rate of affected interior materials does not exceed specified maximums. All applicable materials used in Roadtrek interiors meet the specified burn resistance requirements.



These 3 photos depict simultaneous seat belt pull testing and seating system testing. Seat belt testing confirms proper seat location and minimizes the possibility of anchorage failures. Seating system testing verifies the integrity of the seats, their attachments, mounting hardware and installation.



A COMMITMENT TO SAFETY



Seating system testing minimizes the possibility of failure of the seats, their attachments and their installation.



Dynamic rollover testing is intended to reduce deaths and injuries from occupants and their appendages not remaining within the passenger compartment during rollover accidents.



Roof crush resistance testing is intended to reduce death and injuries from roof crushing during rollover accidents.

VOLUNTARY TESTING

There are numerous safety standards that apply to lighter vehicles, such as passenger cars, but not to heavier vehicles, such as class B motorhomes (camper vans). They do not apply for various reasons such as the inherent safety advantage of heavier vehicles, or it does not make sense on such vehicles.

In order to "raise the bar" on the safety of Roadtreks, we have voluntarily conducted numerous tests which are not required by law nor done by most of our competitors.

Dynamic Rollover Testing

The purpose of this testing is to reduce deaths and injuries from occupants and their appendages not remaining within the passenger compartment during rollover accidents. The test is conducted by placing the test vehicle on a movable platform perpendicular to the platform's line of travel. To help start the rollover, the test vehicle rests at a 23 degree lateral incline with the tires against a "trip" flange. The platform is propelled down a test track to 30 mph (48 Km/h) and stopped in such a way that the vehicle is propelled from the platform.

Although the platform speed and height of the trip flange were increased above the requirement, the Roadtrek would not rollover. This is considered a pass; in a rollover situation, what safer vehicle to be in than one that does not rollover?

Roof Crush Resistance Testing

This testing is intended to reduce deaths and injuries due to crushing of the roof into the passenger compartment during rollover accidents. The corner of the roof at the top of the "A" pillar (between the windshield and front door windows) cannot crush more than 5" (125 mm) when applying a force equal to 1.5 times the vehicle's unloaded vehicle weight.

This testing was conducted at the top of the "A" pillar and also at the top of the outer roof window. The Roadtrek successfully passed both of these tests.

Roof Crush Load Testing

Our intent for this test was to determine the maximum load the roof could bear before



breaking. This is not a standard test so it is questionable to compare our results to other testing since a recognized apparatus and procedure do not exist.

In our testing, a force bearing an area of 4 sq. ft. (3600 cm²) was applied to the top of the roof. (We understand that some of our competitors use a much larger area and therefore distribute the force over a greater surface area which would result in a higher maximum load.) The load applied to the Roadtrek was 7000 lbs. before breaking.

Comparative Side Crush Resistance Testing

During the manufacture of Dodge van conversions (4 captain seats, rear bench, and with or without a raised roof; not to be confused with class B motorhomes), 3 of the 4 original vertical reinforcements or "studs" are removed from the original "cargo" van body to allow installation of side windows. Although this meets the applicable safety standards, we wanted to compare the strength of the original cargo van with no studs removed to Roadtreks which have some studs replaced with cabinetry secured to the chassis (although wood is not as strong as steel under equal conditions, the original steel studs are of minimal thickness and depth, whereas our cabinetry is much more substantial).

This testing is intended to simulate the vehicle impacting a utility pole at a perpendicular angle. It measures the force necessary to crush into the side of the vehicle by 7". The original cargo van required 9,700 lbs. of force to achieve 7" of crush, whereas the Roadtrek required 12,100 lbs.

"Automotive Manufacturer Style" Durability Testing

Although durability is more an issue of customer satisfaction and value, improved reliability can result in increased safety (less breakdowns, etc.).

Automotive manufacturers conduct extensive durability testing where they put the equivalent of 80,000 to 120,000 miles (130,000 to 190,000 Kms) of wear on a vehicle in a short period of time as part of the design and development process. By having durability testing conducted for us, numerous design improvements were quickly identified and implemented which would otherwise only become apparent during the normal life of the first Roadtreks built and sold. We are not aware of any other RV manufacturer who has had such testing conducted on its products (probably due to the costs involved).

PROVEN SAFE!

Your safety is our priority! No other manufacturer of class B motorhomes invests the time and money that we do to ensure that the product we offer you is as safe as can be. When shopping for your next motorhome, select the one that has been proven safe...

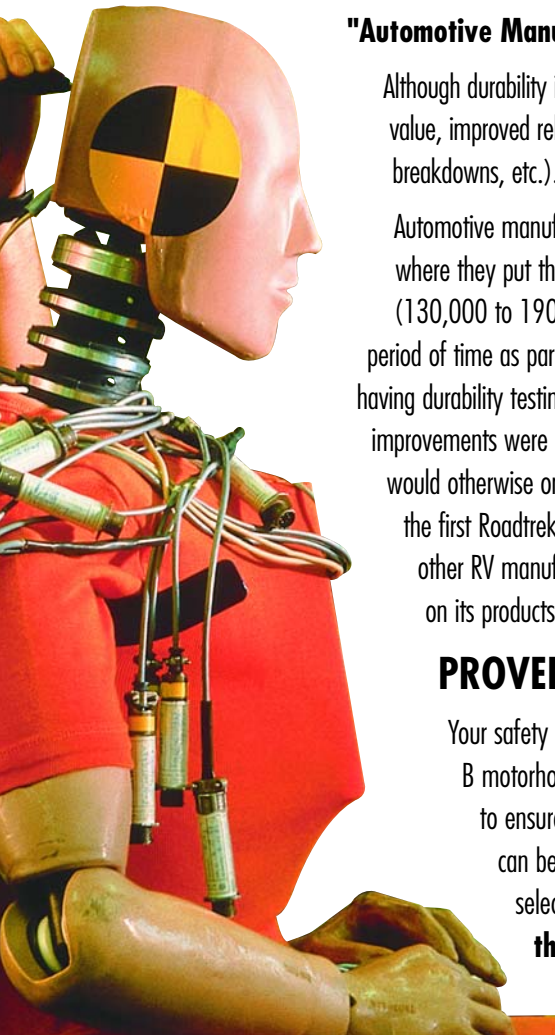
the Roadtrek.



These photos depict side crush resistance testing which is intended to simulate the vehicle impacting a utility pole at a perpendicular angle.



"Automotive manufacturer" style durability testing allowed us to quickly identify and implement numerous design improvements which would otherwise only become apparent during the normal life of the first vehicles built and sold.



How It All Began

It might be of interest to you that we traveled through 14 countries (including Lichtenstein, Andorra and Gibraltar) and covered 19,000 miles in 32 weeks. We negotiated hairpin turns on narrow roads in the Austrian Alps during ski season, bulldozed our way through rush-hour traffic in Barcelona and cruised easily at 75 MPH on German autobahns.

William Ilmanen, Skaneateles, New York

In July 1994 we purchased a Roadtrek 210. Since then we traveled 32,001 miles, including 10 weeks to Alaska for a second time and also celebrating our 50th wedding (anniversary) in August...

John J. McCrory, Bella Vista, Arkansas

This is a note of "Thanks". We had 4 RVs. Approaching our middle age (Ha!) at the age of 71, we wanted to get away from the big gashogs we had. We researched the situation and fell in love with your motorhomes, we traded our old, blew our savings and became happy owners of a 190-Popular... Should we live that long (Ha!) our next RV will be a "Home & Park"! Our sincere: "Thank You very much!"

Josef Mayer, Columbus, Ohio

We couldn't be happier with this RV. We had tons of problems with our old 1991 (competitor's product) from day one! So - THANK YOU for making something of quality.

Bill & Jan Long, Palm City, Florida



Come visit our modern 120,000 sq. ft. plant. Tours are available Monday through Friday at 10:00 am or 2:00 pm. Closed weekends, between Christmas and New Year and all Canadian holidays. Space is limited so call 1-888-ROADTREK to make a reservation. See map on back cover for directions.

The Home & Park Roadtrek is the result of one man's determination to get exactly what he wanted in a recreational vehicle.

Having no interest in being a "weekend busdriver" Mr. Jac Hanemaayer of Kitchener, Ontario, knew a full-size Class 'A' or 'C' motorhome was not for him. Yet he was not about to trade comfort and amenities they offered for the convenience and mobility of a van. Unable to find the best of both worlds in the market, he did what came naturally to him. In 1974, he designed one for himself and had it built by a fledgling local camper van manufacturer, Home & Park Vehicles Ltd.

He was so pleased with the result that he bought the company.

Being a true innovator, Mr. Hanemaayer was never content. In 1980, he completely re-designed the vehicle incorporating his now-famous sweeping roof line, lowered floor and three-section floor plan. The Roadtrek Motorhome Van was born.

After numerous refinements that keep it one step ahead of the competition, Roadtrek has grown to become the best selling North American camper van (since 1990), with dealers across North America.

Quality First...

An unwavering commitment to quality is the key to Roadtreks' success over the years, along with its truly innovative design.

We guaranty that every Home & Park Roadtrek meets and usually exceeds rigid RVIA and CSA standards set for recreational vehicles. Every one is individually built with painstaking care and attention to the smallest detail.

Backed with Pride...

It is fitting that the best built should be the best backed. To reflect the confidence we have in our vehicles, Home & Park offers a 3 year or 36,000 mile/60,000 kilometre Motorhome Warranty.

Loyalty Speaks Volumes...

What better vote of confidence can a camper van receive, than one given by the people who use it. In a comprehensive study of nearly 2,000 Roadtrek owners, 85% of those looking to buy another RV planned to buy another Roadtrek. Some of them for a second, third and even fourth time!

We try to keep a large selection of finished units on hand so, if your dealer doesn't have what you want, you don't have to wait long to hit the highway in your new Roadtrek.



A Father's Dream... A Son's Reality

Despite growth in sales and expansion of markets, Home & Park is still run by people who have a passionate interest in their product and the people who buy it.

Founder Jac Hanemaayer is still active in the development and refinement of the vehicle he originated. Starting as a summer employee while still a student, his son Jeff, knows the product inside out. In his position as President, Jeff has overseen much of the company's growth and continues to guide it as Roadtrek's popularity soars to new heights.

To both Jac and Jeff, research and development still means taking your product out and putting it through its paces. They know that living with a Roadtrek helps to stimulate creativity in figuring out those special changes that make a good thing even better!

More than just a Sale

Jeff and Jac are committed to more than just selling and refining the excellent vehicle that is a Roadtrek. The Hanemaayers work very hard to make everyone who owns a Roadtrek feel like members of a large 'Roadtrekker' family. The after-sales service, both from the factory and their superior dealer network, is designed to make owning a Roadtrek a positive, life-long experience.

Taking this Show on the Road

Both father and son share the conviction that customer service is more than just a 1-800 number. They believe in talking face-to-face with the people who put their faith and their hard-earned money into a Roadtrek. So it's no surprise to see Jeff and Jac out at RV shows and Family Motor Coach Association (FMCA) rallies, personally leading discussions and answering questions. It's their commitment to Roadtrek and to you!

A lot of Happy Campers

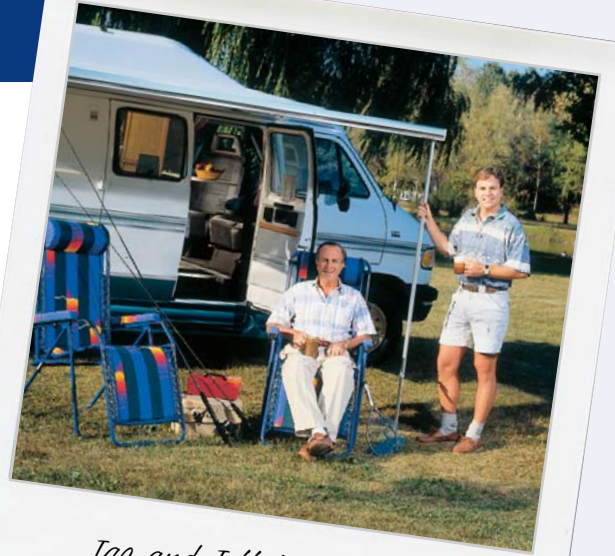
Buying a Roadtrek means even more than becoming part of the 'Roadtrekker' family - it means a chance to join a North American-wide owner's club, Roadtrek International. With the ongoing support and assistance of Home & Park, the club became an active chapter (and the only camper van chapter) of the FMCA in February of 1993. By 1998, the membership of Roadtrek International had reached over 1400 vehicles (2800 people).

One of the pluses of membership is meeting new friends with common interests. Members take part in group outings, tours and suppers where they exchange Roadtrek adventures and share ideas. It's truly a family affair and the Hanemaayers, Jeff and Jac, make a point of attending several events every year.

Still driving ahead

Roadtrek is recognized as the best-selling North American camper van, however the Hanemaayers don't intend to stop here. They have a winning combination designed to take the world by storm: exceptional employees; an innovative, high quality product; a state-of-the-art production facility; a superior dealer network; and their commitment to the 'Roadtrekker' family.

With all of this behind it, the 'Motorhome that Drives Like a Van' is destined to, one day, become the best selling camper van in the world!



Jac and Jeff Hanemaayer

I would like you all to know about the awesome vacation we had last March cruising the Mississippi River near New Orleans on a barge and enjoying our Roadtrek at the same time... The barge stopped daily for planned side trips to fancy restaurants, plantations etc. Also, all kinds of on-board activities took place on the "party barge"... We have already signed up for another barge Roadtrek trip...

*Nancy & Bob Petterson
Aurora, Illinois*



Mississippi barge cruise



Member #C003790

The Many Features of Roadtrek

In 1959 my wife and I bought an 18' Airstream trailer, two years later I retired... Through the next 30 years we owned 4 more Airstreams and towed them a total 239,232 miles and spent 2997 days away from our home RVing... In 1989, we sold our last trailer and bought a 27' motorhome and soon found ourselves towing a Toyota. Soon I realized that was no way to travel...

Why choose the small Roadtrek - considerations like safety, ease of handling, parking and fuel costs, servicing costs, parts availability, garaging, neighborhood tolerance, storing, squeezing through tight places, height bulk & weight considerations... Our 37 years of RVing, and our ages has cut our trips shorter and allowed Roadtrek to perfectly fill the bill for us.

Milton Johnson, Roff, Oklahoma

A big "thank you" to everyone at Home & Park for putting the customer first... On our way home (from the factory) as we were driving in our Roadtrek, we had a lot of good things to say about your product and your way of doing business. Your company is truly a perfect example of good customer relations.

*Ken & Colleen Murray
Green Bay, Wisconsin*

We had a '92 Roadtrek which gave us excellent performance and good gas mileage. After driving close to 10,000 miles in and around Alaska from Denham Springs (Louisiana), we decided a large motorhome would be better. We bought a '95 Class A 28', drove it to Colorado for a month, came home and placed our order for a '96 Roadtrek.

*John Henderson
Denham Springs, Louisiana*

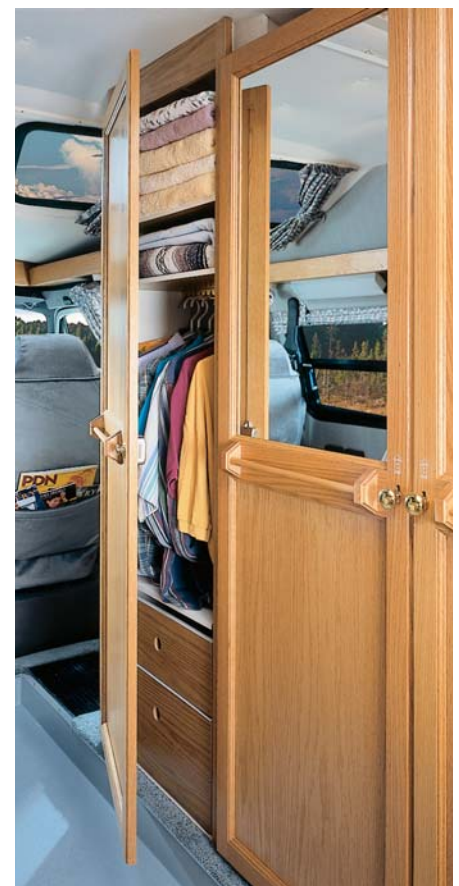
You can watch TV from the rear lounge or bed with our TV and VCP cabinet. The sliding swivelling TV shelf allows viewing from the front captain's seats - the most comfortable places to sit. If you don't want a TV on board, it doubles as an excellent storage cabinet.



In a matter of seconds you can use the optional stand-up shower in the aisle of any Roadtrek model. What other camper van can give you that kind of convenience? Combination shower/wardrobe gives you sit-down bathing facilities while maintaining valuable closet space. Just swing the wardrobe shelf and rack (with clothes still on hangers) out over the bed, fold down the tub cover and draw the curtain.



Every Roadtrek is equipped with our new hygienic sink liner. Rather than wasting limited space on a separate bathroom sink, just insert the hygienic liner into the galley sink to maintain your personal hygiene. When finished, remove the liner, leaving your galley sink for food preparation, clean and untouched.



Any Roadtrek can be equipped with our optional armoire which permanently replaces the passenger side lounge seat and offers 13 cubic feet of extra hanging or shelf space on numerous adjustable and removable shelves and drawers.

Questions & Answers

In case you were wondering before you go wandering

Whether it's your first Roadtrek or your fourth, there are often questions that arise. While we are always eager to hear from you, we thought it might be helpful to summarize the top questions we have received over the years and give you the answers here.

Q: "Can I buy directly from the factory?"

A: No. We sell through a dealer network to ensure excellent sales and service of our product. In fact, because many states and provinces legally require certain checks be performed by the retailing dealer, you cannot even take delivery at the factory. Arrangements can be made through your local dealer, however, to take delivery at our local Kitchener dealer (Canadian residents only), or one in New York state or Michigan (U.S. residents only).

Q: "Can a U.S. resident buy in Canada?"

A: A U.S. resident needs a Roadtrek built to U.S. specifications. Canadian units are not built to U.S. specifications.

Q: "Why do Roadtreks cost more than some class 'C' motorhomes and low end class 'A's? Why don't they cost less, considering the size difference?"

A: Roadtreks are more expensive to build because of their higher costs of manufacturing the "exterior shell", building on the inside, adapting to unusual shapes, and working with limited space.

Q: "Why is it more expensive to manufacture the 'exterior shell' of a Roadtrek?"

A: Many class 'C' motorhomes consist of a van cab and chassis to which a flat floor, straight fiberglass walls and flat roof are added. The Roadtrek 200 has an aerodynamic one-piece moulded fiberglass body added. A Roadtrek 170 or 190 starts with a complete van body from which the roof is removed and replaced with a higher molded fiberglass roof. Also a section of the floor is removed and replaced with a custom lowered floor. Other additional modifications are also required, but these are the most time consuming.

Q: "Why is it more expensive to build from the inside of a Roadtrek?"

A: With most class 'C's, the interior is installed first from the outside with the walls and roof added after. This is less costly than Roadtreks which must be built within the confines of the exterior.

Q: "How do 'unusual shapes' and working within limited space increase the cost of a Roadtrek?"

A: It is much easier to adapt interior cabinets and components to the square fiberglass "box" of a class 'C' than to the unusual curved shape of the Roadtrek's interior. In addition, it is more difficult to get all the equipment to fit comfortably within the limited space of a Roadtrek and, when off the shelf items are not suitable, it's often more expensive to get custom made or modified components such as water tanks and LP gas tanks.

Q: "Is the water system designed for winter use?"

A: The fresh water tank and lines and water heater should not be used in below freezing temperatures. However, you can still use the sink and toilet by carrying a fresh water supply inside the vehicle and using RV anti-freeze in the black and grey water tanks.

Q: "Is the Dodge available with a diesel engine?"

A: No. The Cummins turbo diesel that is available in Dodge pickups is too large for the engine bay of the Dodge van.

Q: "Can it be built to accommodate a wheel chair?"

A: Although a wheel chair lift is not available from Home & Park, your Roadtrek 170 or 190 can be built with a level floor and one or more seats removed to accommodate installation by an after market company.

Q: "Can the generator run the air conditioner and microwave at the same time?"

A: Yes, as long as you start the air conditioner first.



What a view

We are very impressed with the thoughtfulness and cleverness of your engineers. John is a veteran finish carpenter whose eye for detail and workmanship misses nothing. He has said that he had given up believing that you could buy a product of such high quality anymore. Thanks for making such a great product with obvious care. What a relief it is to feel so pampered and safe in your van compared to the awful feelings we had about the (other manufacturer's RV) we bought last year and sold last month!

*Kathleen Mensing & John Vasil
Missoula, Montana*



Rock... solid!!!

1999 STANDARD & OPTIONAL AUTOMOTIVE FEATURES

	Dodge 2500 Regular Van	Dodge 3500 Maxivan	Chevrolet Van Cab & Chassis
Air bag - driver & passenger	standard	standard	not available
Air conditioning	CFC free automotive	CFC free automotive	CFC free automotive
Alternator	136 amp.	136 amp.	124 amp.
Axle - rear	3.90 ratio	3.90 ratio	4.10 ratio
Battery	750 amp.	750 amp.	600 amp.
Brakes - anti lock	rear wheel	rear wheel	four wheel
Cooling - transmission oil	standard	standard	standard
Cruise control	electronic	electronic	electronic
Door locks	power - all doors	power - all doors	power - front doors only
Doors & exits	double right side & rear single	double right side & rear single	single right side & rear emergency exit window
Engine - standard gas	5.2 L/318 CID SMPI gas V8	5.2 L/318 CID SMPI gas V8	5.7 L/350 CID SFI gas V8
Engine - optional gas	not available	5.9 L/360 CID SMPI gas V8	7.4 L/454 CID SFI gas V8
Engine - optional diesel	not available	not available	6.5 L/400 CID turbo diesel V8
Fuel capacity	132 L/35 US gal.	132 L/35 US gal.	132 L/35 US gal.
Mirrors	power - 9" x 6"	power - 9" x 6"	power - 7 1/2" x 8"
Power - standard gas	168 kW/225 HP	168 kW/225 HP	187 kW/250 HP
Power - optional gas	not available	183 kW/245 HP	216 kW/290 HP
Power - optional diesel	not applicable	not applicable	145 kW/195 HP
Running boards	aerodynamic with storage	aerodynamic with storage	aerodynamic with storage
Security alarm - factory	standard	standard	not available
Sound system	premium AM/FM cassette & CD	premium AM/FM cassette & CD	premium AM/FM cassette
Steering column	tilt	tilt	tilt
Tire - spare	matching	matching	matching
Tires	LT225/75R16D white letter	LT245/75R16E black wall	LT245/75R16E black wall
Torque - standard gas engine	400 N-m/295 ft. lbs.	400 N-m/295 ft. lbs.	447 N-m/330 ft. lbs.
Torque - optional gas engine	not available	454 N-m/335 ft. lbs.	556 N-m/410 ft. lbs.
Torque - optional diesel engine	not applicable	not applicable	522 N-m/385 ft. lbs.
Towing - standard gas engine	5670 Kg/12500 lbs. GCWR	5670 Kg/12500 lbs. GCWR	6124 Kg/13500 lbs. GCWR
Towing - optional gas engine	not applicable	5897 Kg/13000 lbs. GCWR	7711 Kg/17000 lbs. GCWR
Towing - optional diesel engine	not applicable	not applicable	6577 Kg/14500 lbs. GCWR
Towing - standard gas engine	2700 Kg/6000 lbs. tow weight*	2600 Kg/5700 lbs. tow weight*	2800 Kg/6300 lbs. tow weight*
Towing - optional gas	not applicable	2800 Kg/6200 lbs. tow weight*	4400 Kg/9800 lbs. tow weight*
Towing - optional diesel engine *	not applicable	not applicable	3300 Kg/7300 lbs. tow weight*
Towing - tongue weight	454 Kg/1000 lbs.	454 Kg/1000 lbs.	408 Kg/900 lbs.
Transmission	automatic - 4 speed w/overdrive	automatic - 4 speed w/overdrive	automatic - 4 speed w/overdrive
Wheels	chrome - 16"	chrome - 16"	steel - 16" - with full wheel cover
Window operation	power - front doors only	power - front doors only	power - front doors only
Window tint	tinted - all	tinted - all	tinted - all
Wipers	2 speed with intermittent	2 speed with intermittent	2 speed with intermittent

* Maximum towable weight with driver and minimal fuel only. This weight reduced by weight of optional equipment, fuel, water, cargo and/or passengers.

1999 EXTERIOR DIMENSIONS

Length	5510 mm/18' 1" (with continental kit)	6010 mm/19' 9" (without continental kit)	6250 mm/20' 6"
Height - overall	2520 mm/8' 3"	2530 mm/8' 4"	2590 mm/8' 6"
Width - overall (w/o mirrors)	2030 mm/6' 8"	2030 mm/6' 8"	2210 mm/7' 3"
Wheel base	3240 mm/128"	3240 mm/128"	3530 mm/139"
Base weight - w/o options	2800 Kg/6100 lbs. (approx.)	2900 Kg/6400 lbs. (approx.)	3100 Kg/6800 lbs. (approx.)
Gross vehicle weight rating	3175 Kg/7000 lbs. (3493 Kg/7700 lbs.)	3946 Kg/8700 lbs.	4309 Kg/9500 lbs.

1999 INTERIOR DIMENSIONS

Standing height	1830 mm/72"	1830 mm/72"	1900 mm/75"
Double bed length	1870 mm/73.5"	1870 mm/73.5"	2010 mm/79" (maximum)
Double bed width	1240 mm/49" (maximum)	1320 mm/52"	1320 mm/52"
Single bed length - front	not applicable	1700 mm/67" (left side)	1650 mm/65" (left side)
	1650 mm/65" (right side)	1650 mm/65" (right side)	1750 mm/69" (right side)
Single bed width - front	610 mm/24" (maximum)	610 mm/24" (maximum)	660 mm/26" (maximum)
King bed length	not applicable	1900 mm/75" (left side)	not applicable
	not applicable	1860 mm/73" (right side)	not applicable
King bed width	not applicable	1870 mm/73.5"	not applicable
Twin bed length - rear	not applicable	1900 mm/75" (left side)	not applicable
	not applicable	850 mm/73" (right side)	not applicable
Twin bed width - rear	not applicable	690 mm/27"	not applicable
Water tank - fresh	100 L/26 US gal.	129 L/34 US gal.	140L/37 US gal.
Water tank - grey	109 L/29 US gal.	109 L/29 US gal.	120L/31 US gal.
Water tank - black	49 L/13 US gal.	49 L/13 US gal.	45L/12 US gal.

1999 MOTORHOME FEATURES

Aisle - 30" wide so 2 people can pass with ease (wider above counter with 200)
Battery - gel auxiliary deep cycle & isolator
Beds - 130 mm/5" dual density foam for box spring effect
Captain's seats - swiveling and reclining
Carpet - 28 oz. 100% Dupont nylon
Connections - 110V & city water
Converter with charger - 110/12V (45 amp.)
Detectors - smoke, LP gas & carbon monoxide
Floor - lowered (1780 mm x 760 mm x 130 mm/70" x 30" x 5")
Furnace - LP gas automatic 'Suburban' (16000 BTU)
Generator ready package - for 'Onan'
Lights - 12V florescent & incandescent
Microwave oven - 110V 'Panasonic' variable intensity with turntable (17 L/0.6 cu. ft.)
Monitor panel - water tanks levels, battery charge & battery disconnect
Privacy area with bifold doors - patented
Range hood - 12V exhaust fan & light
Refrigerator - 12V/110V/LP gas 'Dometic' (3.0 cu.ft. with 170 & 190, 4.0 cu.ft. with 200)
Refrigerator venting - patented integrated
Roof vent - 12V power 'FanTastic' with thermostat
Sewage hose system - patented 'Dura-Drain' system
Storage area - across the rear or under the bed (except 190-Versatile with dinette)
Storage compartment - integrated into running boards (all models) & rear flares (with 200)
Storage capacity - standard (with options) - 49 (62) cu.ft. in 170, up to 62 (80) cu.ft. in 190, 90 (114) cu.ft. in 200
Stove - LP gas two burner
Table - dining - cloverleaf (32" x 32" open, 22" x 22" closed, 190-Versatile & 200)
Table - pivoting & storable (18" x 22", 170-Popular & 190-Popular)
Tank - LP gas (31 L/8 US gal./35 lbs. with 170 & 190, 46 L/12 US gal./52 lbs. with 200)
Toilet - marine 'Thetford' with foot pedal flush
TV antenna - 'Hide-A-Tenna' built in
TV cable connection - external

TV & VCP cabinet with pivoting shelf - allows viewing from front or rear (except 190-Versatile with dinette)
Water fill - fresh - located in door post or step well to reduce clutter and prevent tampering with water supply
Water system - 12V demand with 'Shurflo' water pump
Water tank capacities (see Interior Dimensions)
Windows - 'Hehr' awning
Windows - roof - 3 with curtains

1999 MOTORHOME OPTIONS

Air conditioner - 110V built-in 'Fedders' (7500 BTU with 170 & 190, 10000 BTU with 200)
Armoire w/removeable & adjustable shelves & drawers (permanently replaces right lounge seat)
Awning - box (3500 mm/11'6" with 190 & 200, 2490 mm/8'2" with 170)
Dinette - at rear with rotating & pivoting TV shelf (190-Versatile only)
Generator - 'Onan MicroLite' remote-start (2.8 KW)
Lounge - L-shaped at rear with cabinet for TV & VCP and "across the rear" storage (190-Versatile & 200-Versatile only)
Screen package for side & rear van door windows & side door opening
Shower - stand-up in aisle
Shower - sit-down with tub & swing-out wardrobe (190-Versatile only)
Storage drawer - over cab
TV & VCP - Premium Brand 13" TV & video cassette player with remotes (n/a with 190-Versatile with dinette)
Wardrobe - removable (interchangeable with left lounge seat, 190-Versatile & 200-Versatile only)
Water heater - LP gas 'Suburban' (23L/6 US gal., 12000 BTU)

1999 AUTOMOTIVE OPTIONS

Engines (see Automotive Features)
Receiver - Class III
Rust protection - 'Ziebart'
Spare fire kit - continental (n/a with 200)
Wheels - aluminum with steel spare (200 only, chrome wheels included with 170 & 190)
Wiring harness

WARRANTIES

CHASSIS: 3 year/36,000 mile/60,000 Km "bumper to bumper" limited warranty with roadside assistance and 7 year/100,000 mile/160,000 Km "corrosion protection" as offered by Chrysler, or 3 year/36,000 mile/60,000 Km limited "bumper to bumper" warranty as offered by General Motors.

MOTORHOME: 3 year/36,000 mile/60,000 Km limited warranty offered by Home & Park covering the manufacture of the motorhome only (does not include the chassis).

APPLIANCES: Those offered on the individual appliances by their respective manufacturers.

IMPORTANT INFORMATION YOU SHOULD KNOW... PLEASE READ

Some units are pictured with optional equipment. Certain options may require deletions of standard items or additions of other optional items in order to function properly. Restrictions or limitations may apply to certain options and/or chassis combinations. See your dealer for details.

As we are always working to improve our product, specifications and design are subject to change without notice or obligation whatsoever. Home & Park shall not be held responsible for errors or omissions contained herein or the delivery or non-delivery of any item herein.

Original and exclusive exterior and interior design and contents may not be duplicated. Same protected by U.S. Patent numbers Des. 276955, 4133347, 4550946, 4620741, 4685719, 4699207, 5103590, 5192111, 5339568, 5458353; Canadian Industrial Design number 47781; and Canadian Patent numbers 1200262, 1205103, 1207818, 1212398, 1232305, 1260043, 1260988, 1269802; other patents pending.

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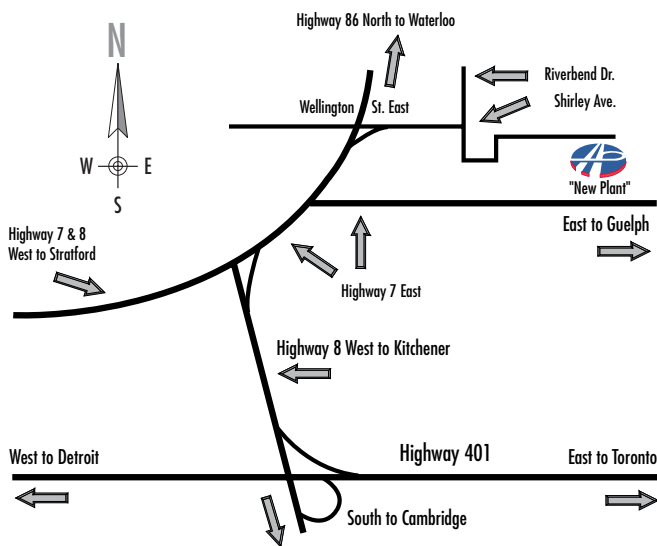
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Our first experience in a Roadtrek will be total immersion. With no prompting, let me exclaim here and now the vehicle is superb and all of the conveniences were easy to operate and did so wonderfully.

Here we are in a National Park. At 5:00 am I decide I have caused "her what I married" enough sleep deprivation. I am going for my shower. Being 5:00 am I am going to risk a risque trip. I am just about clear of our site trees, when I hear scuffling along the main dirt road. Great; just great. Here I am at 5:00am, my panty hose is twisted, my hair styled by eggbeater and I ain't got my face on. Now I am going to meet someone. It's 5 am give me a break!! I turn round a tree and -- WHAM!! face to snout with a moose. I am mechanically illiterate but I ain't no coward. True, I simply don't scare easily. The moose sure wasn't scared of me. So we stood. Nose to muzzle. Silent communication was the agenda. Eventually, I allowed as to how I needed my shower, and he allowed as to a lot of munching he has to attend to. When I looked back, he was chewing the evergreens near our site marker. Later when sleeping beauty was on her feet, I showed her the scuff marks in the gravel. I was most impressed with the beautiful coat on the animal. Locals informed us that from description he was probably over 1200lbs (544.32 Kg) and as dangerous as a bear. When I meet my bear I'll see if it's as dangerous as a moose...

Oh the stories, the stories we could tell. The wonderful people we met. The wildlife. The scenery. How smooth the Roadtrek operated...

Vern & Tove Clahane
Halifax, Nova Scotia



From Highway 401, take the Highway 8 West exit (to Kitchener) to Highway 7 East/86 North. Proceed on to Wellington Street East and then to Shirley Avenue. Turn right (south) and follow Shirley to our plant at 100 Shirley Avenue on your right.



Division of HANMAR MOTOR CORPORATION

100 Shirley Avenue, Kitchener, Ontario, Canada, N2B 2E1

Telephone: 519-745-1169 or Toll Free 1-888-ROADTREK (1-888-762-3873) Telefacsimile: 519-745-1160

Email: sales@roadtrek.com WebSite: <http://www.roadtrek.com>

