



	100	150	200	250	300	350	400
BASED ON \$90 A GALLON	\$18.00	\$27.00	\$36.00	\$45.00	\$54.00	\$63.00	\$72.00
Formula for computing cost:	15.00	22.50	30.00	37.50	45.00	52.50	60.00
1. Divide miles traveled by	13.00	21.50	25.50	32.00	38.50	45.00	51.50
miles per gallon.	11.50	17.00	22.50	28.00	34.00	39.50	45.00
2. Multiply that answer by .80	10.00	15.00	20.00	25.00	30.00	35.00	40.00
	9.00	13.50	18.00	22.50	27.00	31.50	36.00
	8.00	12.50	16.50	20.50	24.50	28.50	32.50
	7.50	11.50	15.00	19.00	22.50	26.50	30.00
	7.00	10.50	14.00	17.50	20.00	24.00	27.00
	6.50	9.50	13.00	16.00	19.50	22.50	25.00
	6.00	9.00	12.00	15.00	18.00	21.00	24.00

THE FUTURE OF THE R.V.?

This time, Champion has really grabbed a handful and the result could be the motorhome of the future.

The good old days are gone, kaput, finished. For all but a privileged few, those who can handle the investment and afford the fuel, the traditional fullsize motorhome is being driven toward extinction in a big hurry by rampaging inflation and insatiable thirst (some as low as 5 mpg). No doubt land yachts like Muhammed Ali's converted Greyhound bus will always exist; but for those of us in the real world dreams of our own 28 feet long rolling vacation paradise are drowning in \$15.00 a barrel crude. That is, until Champion Home Builders got into the act.

Champion, you might remember, are the folks for whom necessity mothered the very successful Trans Van, when mini-motorhome sales fell a couple of years ago. Now, with things looking worse than ever, the folks at corporate headquarters in Dryden, Michigan are at it again. This time they've really grabbed a handful, and the result could be the

motorhome of the future.

Rather than following the rest of the auto industry and downsizing a fullsize vehicle to improve its economy, Champion has decided to *upsized* the Trans Van. The new motorhome offers all the amenities, standup headroom (for all but basketball players), plenty of sleeping space in the convertible living area, a full bath with shower, kitchen with full size refrigerator, a bar, storage space, and (are you ready for this?) a microwave oven. Outside, it looks like a Trans Van with thyroid problems; that's the secret.

Being based on a similar chassis allows Champion to adapt nearly all of Trans Van's technology to their new motorhome (as of yet unnamed). Lightweight fiberglass and aluminum over a tubular steel frame, with foam sandwiched in for strength, keep the pounds from getting out of control. Add proven aerodynamics that help Trans Van achieve fuel economy in the mid-teens over the road, and you

can see why Champion's latest is on the way to much improved efficiency over earlier designs, even with its large, four barrel V8 engine. On that count, Sales Vice President Dave Struck, and Public Relations Director Gerry Kennedy say all sorts of alternatives are under consideration, and that diesel power might not be too far in the future.

This isn't the perfect solution. In many ways it's a compromise, giving up some space and advantages to larger units in exchange for efficiency and lower cost that we can live with. It isn't perfect, but it's one of the best alternatives so far. In a time when an awful lot of R.V. manufacturers and dealers are standing around waiting for the ax to fall, Champion deserves credit for giving it their best shot. If recent history is any indication (everyone seems to be building a version of Trans Van), you could very well be looking at the future of the R.V.