

**MARK VIII**



# Dear prospective Adventurewagen owner,

During the past three decades, Adventurewagen has produced more than 12,000 compact motorhome conversions. Our long standing reputation as builders of exceptional quality compact motorhomes of innovative and versatile design is unsurpassed in the R.V. industry. Adventurewagen's goals and basic concepts over the years have remained consistent. We want to provide compact, fuel-efficient, easy to drive, non-specialized, van type motorhomes of high quality that are versatile enough to serve our customers' year-round needs. We have conceived a single vehicle that can be used for commuting, passenger carrying, and shopping chores — and then become a comfortable second home-on-wheels for traveling adventures. We feel confident that the new-generation Adventurewagen Mark VIII/Ford Club Wagon described in this brochure, lives up to our traditional goals, concepts, and standards, including meeting the important needs of an environmentally conscious society.

Beginning with the introduction of our very first production campers in 1965, Adventurewagen has introduced unique and innovative design "firsts" to the R.V. industry. In 1965 it was our streamlined rigid fiberglass "bubble" top (see feature 2 in this brochure). This was a radical, yet practical, departure from the various "pop-tops" that were then popular for vans. The 1965 also featured the same folding seat/bed design with one-piece mattress that we still use today (6). Both actually originated in the "Adventurer", our world touring 1963 prototype (see story on back cover). Another "first", our hot water system, came before 1970 (12), and yet another, our shower system, in 1983 (15). For 1992, along with the introduction of the Mark VIII, we offer still another first, a unique and practical approach to solar battery charging (22).

We have been an industry leader in design and innovation for very simple and basic reasons. We have listened, carefully, to the feedback given so freely and thoughtfully by three decades of Adventurewagen owners. And, we have never stopped traveling and camping ourselves, gaining first hand experience. By actually using our products, and by being among our own best critics, we have been able to continually improve our design features and quality. Being good has never been good enough.

We have selected Ford's beautifully styled and technologically advanced new-generation Regular Club Wagon XLT (or HD Regular Club Wagon XLT) as an ideal base vehicle for the Mark VIII. We decided against the Econoline because it

is too spartan and truck-like to serve as a base for our yacht-like teak interior. We also rejected the Super Club Wagon because its greater size, weight, bulk, and excessive rear overhang, make it less maneuverable, less fuel efficient, and less desirable as a possible trailer-towing vehicle.

We had to make another important decision that would influence the Mark VIII design. Because we wanted to keep it as aerodynamically streamlined, compact, easy to drive, and as fuel efficient as possible, we decided not to provide a bed for extra adults in the top. We realized that an upper bed would add about 6" to the vehicle's total height. Since over 90% of our past customers have been either singles or couples, this was a fairly easy decision. Although it is possible for a child to sleep on the 39" x 55" rear storage area of the top, the MARK VIII has been designed, without compromise, to be the **ultimate** "two-person" compact Class B motorhome.

The Adventurewagen Mark VIII/Ford Club Wagon is not available through dealerships. Adventurewagen sells factory-direct only. This more personal approach enables us to offer our product at a much lower price than it would have to be if "dealers" made both "middleman" profits on the conversion and higher profits on the Club Wagon. If we supply the Club Wagon, in accordance with our Customer Service Purchasing Policy, you will enjoy a special fleet price. If you wish, you can purchase the Club Wagon from your local Ford dealer, and then bring it to us for the conversion. If you choose to supply the vehicle, it is very important that you contact us first, to be certain that you purchase a Club Wagon that is properly equipped for the Mark VIII conversion.

The Club Wagon XLT is available with a variety of choices to personalize it to your individual requirements. There are two chassis, five engines, two transmissions, and a wide selection of optional accessories and interior and exterior color choices. The five engines offered include a dependable 4.9 liter in-line six, three V8's (a 5 liter, a 5.8 liter, and a 7.5 liter), and a 7.3 liter International Harvester V8 diesel.

If you will not be pulling a trailer, the least expensive to buy, and most economical to drive, would be the combination of the Regular Club Wagon XLT with the standard in-line six cylinder engine, the limited-slip axle, and the standard 4-speed (with overdrive) electronic automatic transmission. This vehicle, with the Mark VIII conversion, is capable of achieving very impressive fuel economy during highway cruising.

For those who want the extra power of a V8 engine, or who plan to tow a trailer, we recommend the HD Regular Club Wagon XLT with the 5.8 litre, the 7.5 litre, or the 7.3 litre diesel. Be sure to include the limited-slip axle, over size tires, and the 4-speed (with overdrive) electronic automatic transmission. This vehicles one ton (HD) chassis, with its extra underbody clearance, is also advised if your travel adventures will include very rough roads with the possibility of deep ruts.

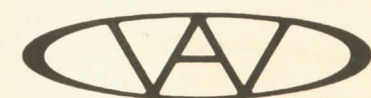
In the pages of this brochure, we will analyze 28 different features that, considered together, describe the Mark VIII Class B motorhome conversion of the Regular Ford Club Wagon XLT. The features are numbered for easy cross-reference within the brochure and with our price sheet.

As we consider the Adventurewagen Mark VIII/Ford Club Wagon to be the ideal multi-purpose motor vehicle/motorhome, we welcome your critical comparison with other "Class B" designs and products. We want you to be thoroughly convinced that the Mark VIII is your best possible selection. It has been our experience that our well-satisfied customers are our greatest asset.

Sincerely,

*Ed Anderson*

Ed Anderson, President & Designer



**adventurewagen**



# The Mark VIII - a compact motorhome that you'll use every day of the year...



## 1. KNOWING YOUR ABC'S

Anyone seriously considering a motorhome should begin by learning their ABC's...i.e., the difference between "Class A", "Class B", and "Class C" motorhomes.

It is important to realize that all three types of motorhomes are self-contained and, therefore, can qualify for the "second home" income tax deduction. (If financed, the interest can be deductible.) Being "self-contained" means that the basics of life support are provided in the design. You can sleep, refrigerate your food, cook, eat, wash your dishes, and be able to drain your sink into a grey water holding tank. A shower, a toilet (with holding tank) and outside hookups for 110V AC, city water, and sewer, will be provided. Sometimes a generator will be included. Theoretically you could go inside, close the doors, and remain for at least two or three days. Ideally, it should be possible to do this without the need to rely on outside hookups, internal combustion generators, or even formal campgrounds — for (think about it), the freer you can be of these requirements the more *truly* self-contained you are.

The Adventurewag Mark VIII is classified as a "Class B" motorhome, (based on a van-type vehicle). It also has the same outside "hookups" as the larger motorhomes. A big plus for the Mark VIII is that it has been planned/designed to function perfectly without your having to use the outside hookups. This advantage, along with being more compact, allows more choices in selecting places to travel and camp. This can become a very important consideration, because the most desirable places to visit are usually in the public domain, the national parks and monuments, the state parks, and the national and state forests. Virtually all of these provide campgrounds, which only rarely offer hookups. In addition, because of objectionable noise, air pollution, and odors, internal combustion generators are unpopular and are usually prohibited in public campgrounds. Of course, a solar generator (22) is always acceptable.

Among the advantages of owning a Mark VIII rather than a car, station wagon, van, light pick-up truck or a larger motorhome, are the following: Compared to a car, station wagon, van or light pickup truck, the Mark VIII can perform the same basic transportation and utility functions, yet can be

ample storage space (23), over nine square feet of screened and ceiling ventilation (27), insulation (28), and both natural light and artificial illumination (10, 27). In addition, the Mark VIII top is designed to accept and support two environmentally friendly options: The optional solar water heating system for the shower (15), and the optional solar generator (22). It is also possible to order a 110V AC air conditioner. It would be located in the top rear with its outside vent replacing the rear window of the Mark VIII top.

In 1965 we were the first company in America to produce a streamlined rigid fiberglass extended roof for a van-type vehicle. The original idea was well received by the public and has been copied and mimicked in the RV industry ever since. The special features and advantages of the Mark VIII top are described above and in various places within this brochure. They are very well proven—the result of our own extensive experience in designing, building, and using our products.

## 3. THE IDEAL FLOORPLAN

**The floorplan of the Mark VIII is the same well-proven design that we have used in all of our compact motorhomes since 1965.**

Having decided that the new-generation Ford Regular Club Wagon XLT would be an excellent base vehicle for our own new-generation Mark VIII conversion, we evaluated various floorplan possibilities for the space available. After careful consideration and comparison of the pros and cons of each, we concluded that our traditional floorplan, proven successful for three decades, was still the best overall. This floorplan has remained consistent in every production Adventurewag ever built. Four of its most important advantages are: a. Lateral weight distribution is equally balanced (4). b. Cooking and refrigerator access is possible from either inside or outside (17, 20). c. Excellent visibility for driver and passengers (25). d. Rear seat passengers face forward (6).

## 4. AERODYNAMICS, WEIGHT DISTRIBUTION, AND ROADABILITY

**The Adventurewag Mark VIII was designed with safety in mind. Its evenly balanced weight distribution and the smooth, streamlined shape of its raised roof design favors excellent roadability under all driving conditions.**

Any motorhome will handle well enough when there is little or no wind and the highway is smooth and fairly straight. Under realistic conditions, however, the winds some-

distribution of added weight, as well as the final streamlined shape of the Mark VIII's top.

Because the distribution of the Mark VIII's approximately 675 pounds of added weight (we subtract weight removed from weight added) is both low-centered and equally balanced side to side, its effect on the vehicle's handling qualities, even on curves, is neutral. Since the heaviest equipment added (tanks, refrigerator, auxiliary batteries) is located either beneath or on the floor, the lowest possible center of gravity has been maintained. To improve rear-wheel traction, we have located the heaviest of these, the 19 gallon fresh water tank (when filled it weighs 165 pounds), and the 235 AH auxiliary batteries (130 pounds), vertically above the rear axle.

The Mark VIII top adds only 18" to the overall vehicle height. Its aerodynamically streamlined shape assures a smooth airflow, minimizing resistance and drag. The 37 degree leading surface of the top follows the slope of the Club Wagon's windshield. During high-speed driving, wind pressure on this surface applies a positive downward pressure, improving handling and road-holding qualities. This also helps to cancel the effects of cross winds.

The sides of the Mark VIII top are sloped at 66 degrees to effectively spill cross winds and to provide desirable downward pressure on the windward side. To further reduce aerodynamic drag, the Mark VIII's windows are recessed into shallow sockets. When closed, their surfaces are essentially flat and continuous with adjacent surfaces. This reduces turbulence, allowing a smoother airflow and favoring better fuel economy.

## 5. STEREO HEADPHONES/REAR RADIO CONTROLS AND SWITCH

**Among the special luxury features included with the XLT Club Wagon is a quality electronic AM/FM stereo with cassette player, digital clock, rear controls/ rear headphones and six speakers. Adventurewag offers the option of a rear on/off switch.**

The exceptional sound quality of Ford's six-speaker stereo system combined with the convenience of rear headphones and controls will be greatly appreciated. This is especially true in a motorhome because the stereophones make it possible for one or two persons to listen to the radio or to a tape without disturbing the driver or other passengers. This can also be useful if one person wants to listen while another wishes quiet to read a good book or to sleep.

To further improve this convenience,



cheaper to insure and can also be a tax deduction. (Imagine financing a "car" that can be legally classified as a "second home", and then being able to deduct the interest on the loan from your income tax.!) Compared to larger motorhomes, the Mark VIII is large enough to be fully self-contained, yet small enough to be agile and fuel efficient. The Mark VIII is easier to drive and can be parked in an automobile-sized parking place (it is only 17' 8" long). Most important to its motorhome mode, its superior agility will allow you to access some of the most difficult to reach, yet most charming, roads and campsites, inaccessible to the larger motorhomes.

## 2. THE MARK VIII EXTENDED ROOF DESIGN

**As its name implies, the Mark VIII fiberglass top is the eighth that we have designed since our prototype "Adventurer" began its journey in 1963.**

There are several important features included in the design of the Mark VIII top that you won't see while admiring its sleek outer shell (4). First, as you would suppose, it provides standing space inside (6' 1 1/2"). The top also provides

times blow hard and the roadway can be rough, bumpy, and curvy. These are conditions under which a vehicle's true roadability can be evaluated.

In January 1992, shortly after Ford's introduction of their new-generation Club Wagon, MOTOR TREND published a test evaluation comparing it with several other "truck-type" vehicles. The Club Wagon won the competition and was selected to receive MOTOR TREND's highly coveted "Truck of the Year" award (Jan. 1992 issue). An important part of the MOTOR TREND evaluation, and one directly related to handling qualities, was the Club Wagon's respectable score in the slalom test

The design challenge in creating the Adventurewagen Mark VIII conversion was to effect the smallest possible change to the Club Wagon's excellent roadability.

The basic dynamic factors which actually determine a Class B motorhome conversion's affect on the van-type base vehicle's handling qualities are the distribution of weight added and the frontal area and shape of its extended top. Our acute awareness and careful consideration of the effects of these fundamentals have largely dictated our planning. Of utmost consideration was the most advantageous location and

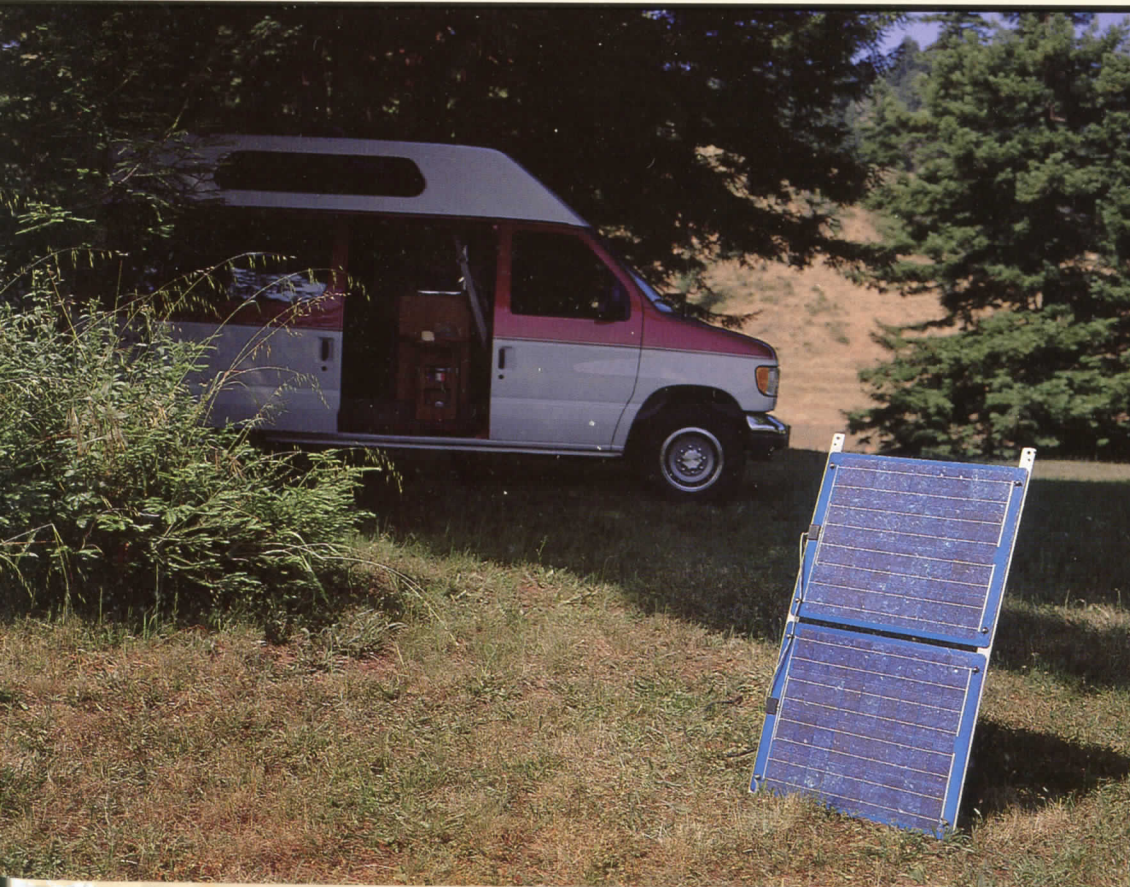
Adventurewagen offers a popular option that we first introduced in the Mark VII in 1982. It is a rear-mounted power shut-off switch for the radio. This enables you to turn your radio off or on without requiring a trip to the cab to do it — very handy when you are already in bed and ready for sleep—or when you've first awakened in the morning.

## 6. THE ADVENTUREWAGEN REAR SEAT/DOUBLE BED DESIGN

**The Mark VIII's unique seat/bed design retains the original Club Wagon rear seat. It features a comfortable one-piece mattress that folds away "made-up", ready to use.**

The Adventurewagen seat/bed design is very well proven. It has been a feature of every Adventurewagen that has ever been built — now totalling over 12,000, dating back to our first "Adventurer", built in England in 1963.

Ford has equipped its XLT Club Wagons with very comfortable, contoured rear passenger seats, designed for three persons. Seat belts, including shoulder belts for the outside passengers, are provided. Since it is original Ford equipment, the seat and belts exactly match the comfortable XLT









Captain's chairs up front. We retain this original Ford seating.

The Adventurewagen seat/bed design allows the seat back to be locked in its vertical position, or unlocked and folded down with the cushions face to face to provide a resilient support for the bed platform and mattress. It takes less than 10 seconds to go from the comfortable rear seat (couch) to the ready-to-use Adventurewagen bed.

The 3.8" thick, 52" wide, one-piece breathable polyfoam mattress is exceptionally comfortable and is provided with a quality, quilted cover. The mattress is laminated from two different densities of foam. The lower 3" is firm, while the upper 0.8" is soft. Thus, you can enjoy the advantages of firm mattress support without waking up with sore hips! The measurement from the forward end of the mattress to the back door panel is 74". A 5" bed extender is available as an option.

The forward end of our bed is adjustable. By simply shortening the suspension straps, it can be inclined to any angle up to 45 degrees. This is a handy way to compensate for uneven parking conditions. If you enjoy reading in bed, you might appreciate a steeper angle. High intensity incandescent reading lamps are conveniently located on both sides of the bed.

It is also possible to sleep with your head toward the rear of the vehicle. An incandescent reading lamp is provided (10). Both rear door windows open like awnings for all-weather ventilation. Optional screens are available for these windows. (27).

Now we come to the utility use of the Mark VIII's versatile bed design. Some of our customers find occasional need for a light pick-up truck. When you are hauling something fragile, leave in the mattress (and incline its forward end if needed), and you have a padded platform 52" wide by 74" long. Of course, you can easily remove the mattress, replace it with a protective tarp, and haul an impressive volume (73 cu. ft.) of cargo.

With the seat/bed folded away, by using a protective tarp, you can even haul standard 4' x 8' plywood sheets, completely inside the Mark VIII.

#### 7. A VERSATILE AND CONVENIENT TABLE ARRANGEMENT

The Mark VIII is provided with a large dining table with flip-up extension leaf, a removable table that doubles as a cutting board, and a handy outside work table.

The dining table (22 1/4" x 23") hinges up from the

sink cabinet, and is supported by a sturdy telescoping leg. A 15 1/4" extension leaf can then be flipped up, enlarging the table to its full 37 1/2" length. The dining table is set at the correct height to support an ordinary dish pan, reachable by the 8" spout of the Price Pfister faucet (11). This creates the convenience of a double sink. (See photograph on the next page.) The dining table is large enough to set for three, using the hassock/toilet as the extra seat (see photograph). Also illustrated in the photograph is the 12" x 12" removable table/hardwood cutting board, which, in addition to being usable on any counter surface, fits neatly over your sink.

A handy outside work table doubles as the door of the outside-accessible food storage unit on the refrigerator cabinet. This flip-up door creates a useful work surface when cooking outside. Other motorhomes do not offer outside range and refrigerator access to allow for the possibilities of outside cooking. Since we have always offered this feature, we queried a representative group of Adventurewagen owners to find out how often it is actually used. We discovered that approximately three out of every ten meals were cooked partially from outdoors. Often the two burners were used in combination with a small portable barbecue, and meals were served at an outdoor picnic table. This illustrates that, given the opportunity, and if it is convenient, campers/travelers, will often choose to spend more of their time outdoors enjoying the environment, which is often the reason for the trip!

#### 8. THE FLUSH TOILET

**An optional Porta Potti flushing toilet, with padded cover, doubles as an extra hassock-type seat or ottoman. The upholstered cover matches the Club Wagon seats.**

Our optional Porta Potti set includes the toilet, its custom padded, upholstered cover, a 3-piece curtain set that matches the other curtains, and a special teak toilet holder mounted in the rear area — to keep the Porta Potti stationary while you are traveling.

With the three piece curtain set snapped in place, the cab area is separated from the cabin. This set, combined with the standard wrap-around set (9), creates a spacious privacy area in the cab. We call it our "water closet". A convenient solid teak magazine rack is located just forward of the wardrobe and is standard.

The compact fresh-water flush "Porta-Potti" is odor free and has its own detachable holding tank complete with gauge for easy servicing. You simply flush its deodorized and chemically neutralized waste down any ordinary toilet.

Having a toilet along helps you to be "self-contained" and free of the need for outside facilities. Toilet chemicals, and special toilet paper that dissolves in the chemicals, are both available through all RV supply stores.



  
adventurewagen



## ...with all of the self-contained conveniences of the big motorhomes—yet it can function as...

### 9. PRIVACY CURTAINS

The Mark VIII is supplied with full privacy curtains for the top windows, the lower windows, and the cab area.

The curtains are color coordinated to harmonize with the Mark VIII's interior. They are easily removable for cleaning or laundering.

The Mark VIII's side, rear, and top curtains can be quickly and easily drawn to create privacy in the cabin. A versatile two-piece wrap-around cab curtain set can then be snapped up to provide complete privacy in the cab area, or can be left open in sections to create a view to the outside where and when you want it. This possibility is useful at scenic overlooks when you are parked with the view forward, and you want privacy from other cars parked on both sides.

An optional three-piece set can be snapped up behind the driver and front passenger seats to separate the cab from the cabin. These three curtains are included as part of the optional Porta Potti set (8). It is sometimes desirable to be able to separate the cab from the cabin when you want to park the vehicle in a non-private place, while inconspicuously using the cabin.

Curtains set up in this way can also serve as a psychological deterrent to criminal break-ins, when circumstances require that you leave your camper parked in questionable areas. For example, if it is dark outside, and you will be away less than about four hours, leave the radio on, also leave one of the fluorescent lights on and powered by the auxiliary battery (10, 21), and crack open the awning-style top windows (27) enough to let the sound of the radio out. Of course, lock the doors. It will seem to a curious thief that someone must be "home". The would-be thief will pass you by. We have found this system to be substantially more effective in discouraging thieves than are expensive alarm systems, which are often ignored. Being able to do this also gives an anti-theft advantage to a camping vehicle over an ordinary car.

### 10. INTERIOR LIGHTING.

The Mark VIII's interior is well illuminated by 8 separate lights, each conveniently located where needed. To permit maximum versatility, circuits of 5 of the 8 are controlled by a special battery selection switch.

For overall illumination, the Mark VIII is provided with two individually controlled, energy-efficient fluorescent lights. They are recessed into the ceiling adjacent to the sides of the sunroof vent.

### 11. THE FRESH WATER SUPPLY

To assure that there will be an adequate supply of fresh potable water, the Mark VIII is equipped with a reliable 19 gallon water system.

Our experience building and using our products since 1963 has demonstrated the desirability of being able to carry along a good supply of fresh water. The Mark VIII is equipped with a well planned and dependable fresh water system.

The weight of the tank's 19 gallon water capacity is strategically located vertically above the Club Wagon rear axle. The tank is easily filled from a lockable "water center" (which also includes the city water inlet), located on the passenger side of the vehicle above and behind the rear wheel. The water tank and water piping can be completely drained from two cocks located beneath the vehicle and reachable from the driver's side. The tank is equipped with a gauge to let you know how much water remains. The gauge is in the control panel, conveniently located just above the under sink door.

Water is pumped from the tank by a quiet and reliable Shurflo model 2088 (2.8 gpm) pump. This self-priming pump's unique design has no moving parts traveling more than 1/8", substantially reducing friction and "wear and tear". This means greater dependability and longer life.

The water flows into a Shurflo accumulator tank (to provide steady, non-pulsating flow) and then passes through the Everpure water purification system (13) and on to the stainless steel sink (14). Water from the city-water connector, is also routed through the Everpure system before it reaches the faucet. This is important because "city water" comes from a plastic or rubber garden hose, and would taste like the hose unless first filtered and purified.

Finally, the purified water is delivered to the stainless steel sink through a high quality chrome-plated brass Price Pfister double faucet. The faucet is equipped with a handy 8" swing spout.

### 12. HOT WATER

One of several unique features of the Mark VIII design is our simple and reliable method of providing hot water to the double faucet.

We supply hot water to the faucet by making use of one of nature's fundamental laws—gravity—it's totally dependable! We let the hot water run down hill. Instead of using a conventional water heater and pump, like every other motorhome with hot water has, we have chosen to utilize something that we already provide, combined with something else that you will undoubtedly have along anyway.

### 13. WATER PURIFICATION SYSTEM

We consider the Everpure water purification system to be so desirable in a traveling/camping vehicle, that we include it as standard equipment with the Mark VIII.

The Everpure water purification system utilizes a precision activated charcoal filter (QC2-AC quick change cartridge replaceable and available throughout the U.S.A.) to efficiently remove suspended materials and the larger micro-organisms. Since even a mild case of dysentery can spoil your vacation, it is wise to be absolutely safe by adding chlorine to questionable drinking water. This kills the smallest bacteria and virus which cannot be removed by filtration. Once the chlorine has done its job (allow 30 minutes), its taste is totally removed by the Everpure. The Everpure also removes the tastes from the plastic water tank as well as the taste of the plastic or rubber hose that you used while filling it.

### 14. SINK AND CUTTING BOARD

The Mark VIII has a large (10" x 14" x 5") stainless steel sink and an adaptable removable table/hardwood cutting board.

When doing the dishes, it is handy to have two separate basins—one for washing, and the other for rinsing. This is easily accomplished by placing a small plastic dish pan on the dining table (7) adjacent to the sink. The 8" spout of the faucet will reach this location (11). The dishpan can be emptied into the sink, which drains into the 13 gallon holding tank (16).

A very useful feature is the 12" x 12" removable table/hardwood cutting board (7). It can be used as an extra table surface by simply slipping it into the wall-mounted teak bracket located on the curb side of the rear passenger seat. It can also be flipped over and placed over the sink to provide a handy hardwood cutting/chopping board.

### 15. THE OPTIONAL SOLAR WATER HEATING SYSTEM AND INSIDE SHOWER ENCLOSURE

In 1982 Adventurewagen first introduced a unique and practical approach to providing the convenience feature of a shower in a compact motorhome—without taking up either extra space or extra propane.

This innovative feature, and our "water closet" (8), are among the key secrets to our being able to provide all of the self-contained features of a Class "B" motorhome in a more compact and, therefore, more agile and fuel efficient base vehicle. We simply make multiple use of space already avail-



Located above the rear seat, on both sides, are a matching pair of adjustable teak high-intensity reading lamps. Their convenient location allows them to become the reading lamps for the forward (adjustable) end of the double bed. The driver's side lamp can be swiveled forward to supply high intensity illumination to the table top.

Above the rear top window is a double-switched incandescent light. This versatile light can be used in three ways. 1) Coming from the rear, it can provide even, low-intensity, indirect lighting across the ceiling—very useful at times when that is all the light you want. 2) It illuminates the 19.5 cu. ft. rear overhead luggage area. 3) It can be a reading light if the upper area is used as a child's bunk. This area measures 38.5" deep x 55" wide and 17 1/2" high.

The Club Wagon's three incandescent ceiling lights remain functional with the Mark VIII floor plan. Two of these can swivel and are recessed into the ceiling of the cab area. They provide illumination for our "water closet" (8). A dome light is located in the rear of the ceiling above the rearward end of the double bed.

You simply heat the water in your kettle—on the Wedgewood range (17). You then pour the hot water into the well insulated (closed cell foam and carpet) 1.2 gallon stainless steel container which we supply. This water container is attached at a location above the wardrobe (see photographs). The hot water is then piped (pipe is also well insulated) a short distance directly down to the hot water side of the faucet. It is easy to see that this method is both simple and reliable.

Another plus: The removable stainless steel lid of the hot water container is recessed so that you can set the kettle, or some other cooking pot, on top of the hot water — they keep each other warm. As you might well imagine, having a warm spot like this can be a real plus when you cook with two burners.

It might be interesting to note that we first introduced this concept during the late 1960's. It evolved into this more refined version by 1973 and was included as standard equipment in the "Adventurer V" (Mark V) of that vintage.

able, instead of using a larger vehicle and then dedicating a specialized space to serve a single function. We actually end up with more spaciousness — a roomier water closet and a less claustrophobic shower stall.

Using the pollution free energy of the sun (even an overcast sky works) water is heated in our passive solar heating system. The dome-shaped 4.3 gallon black plastic tank is fitted with a large dial type solar thermometer, which probes into the water to accurately record its temperature. A water level gauge and a Rain Bird garden hose valve is also fitted to the tank. All of this is covered by a transparent Lexan "tougher than steel" dome, providing 1/2" of dead air space surrounding the tank surface. (See photograph.) This concentrates the sun's energy on the black surface, and reduces wind chill. You can heat water, even on a cool day, while driving. The insulation provided by the dead air space, also helps to keep the water warm after sundown. The streamlined solar water heater is easily removable and adds less than 5" to the total vehicle height when in place.









We use an ordinary R.V. type shower hose and head. One end of the hose is fitted with a garden hose swivel connector so that it can be easily attached to the valve. On the other end is the shower head with spray and on/off controls. The shower head can be unscrewed and replaced with an adapter (supplied) that easily slips onto the Price Pfister faucet (11). This allows you to use the water pump to conveniently refill the tank, or reduce the temperature inside. When the tank is full, water will shoot out through the vent, located in the top fill cap. The top fill cap, accessible through the removable sunroof opening (27), allows you to refill with an ordinary hose or water jug, or add hot water from your kettle, if needed.

Now we come to the shower stall (see photograph). Picture a square funnel with its upper corners suspended from above (4 snaps), and its lower corners snapped inside the corners of a 10 gallon (25" x 21" x 8") Rubbermaid tote container basin. This assures that all of the water will drip into the basin. The basin can be emptied into the sink, which drains into the holding tank (16). Of course, the tote container, with snap on lid supplied can also be used for storage. Once the shower curtain has dripped and has been aired, it is rolled up on its own rod and stored in a special perforated bag.

#### 16. HOLDING TANK

**The Mark VIII's 13 gallon holding tank (with gauge) is a very important feature. It gives you the flexibility of self-containment, can save you money, and is ecologically desirable.**

Having a built-in holding tank to catch your sink drain water is very convenient. It is one of the Mark VIII's several features that allow you to "camp" inconspicuously when traveling. There are lots of "campsites" if you can appear as a parked car. Campground fees today range to as high as \$50.00 per night; and campgrounds often fill to capacity on busy weekends. If you find yourself tired of driving and in one of those "in-between" places, it may be difficult or impossible to locate a campground.

Fully self-contained RV's (with holding tanks) can also take advantage of free or low cost "primitive" campgrounds (no hookups and perhaps only a table, barbecue, and out-house provided) found on many government lands. The BLM, for example, offers an economical "LTVA" (Long Term Visitor Areas) program in the southwest for self-contained RV's. Our optional solar battery charging system (22) is desirable and recommended for "long-term" stays without hookups.

The laws of some states require holding tanks. There's a trend in that direction since sink drain water can contain chemical detergents that are harmful to the environment. For this reason, we suggest the use of bio-degradable detergents.

The Mark VIII's holding tank can be easily drained in a proper place, by unscrewing its cap and pulling the gate valve. There is a liquid level gauge in the control panel.

#### 17. BUILT-IN PROPANE RANGE

**The Mark VIII is equipped with a quality 2-burner stainless steel range by Wedgewood. Since it is located adjacent to the side door opening, it is accessible from either indoors or outdoors.**

Consistent with the traditional Adventurewage floor plan, the range is located on the passenger side, right next to the Club Wagon's wide side door opening, providing outside access as well as ventilation. This range location is practical because it gives you the versatility of being able to conveniently cook meals in all kinds of weather....indoors or out.

In addition to the range, the refrigerator (20), a utensil and dish drawer (23), an outside table (7), plus some of the food storage, create a galley accessible from the outdoors. The 110V duplex receptacle provided at this location (19) is protected by a ground-fault interrupter. Combine this with the campground-provided (or your own), outside table, plus, of course, a portable barbecue, and you're ready to prepare a delicious, satisfying meal.

Whenever you prefer, the galley is equally usable from inside the Mark VIII. Ventilation for inside cooking is excellent. With the sliding door (or the 60/40 swing-out doors) closed, lower ventilation is provided by the large sliding door window, which swings outward like an awning. This window offers both rain protection and wind deflection. Ample overhead ventilation (up to 1352 square inches) is provided by the Mark VIII top (2).

The genuine stainless steel Wedgewood range top comes with a matching stainless steel cover. The range is supplied from a 5.6 gallon low pressure propane system. A propane level gauge is located in the Mark VIII's control panel. For safety, a fire extinguisher is also standard.

#### 18. THERMOSTATICALLY CONTROLLED FURNACE.

**To keep you warm in chilly weather, the Mark VIII is equipped with an efficient and dependable 16,000 BTU Hydroflame ducted furnace with thermostatically controlled automatic electronic ignition.**

Comfort heating is as desirable in your traveling home as it is in your regular home. Motorhomes and campers with good furnaces are used more often than those which are poorly heated. The Hydroflame furnace can extend your traveling and camping adventures into cooler seasons and climates. Your Mark VIII can become your warm cozy cabin for winter steelhead or ski adventures.

The Hydroflame furnace is especially reliable and easy to use because of something it doesn't have. The Hydroflame furnace does not require a pilot flame. As many experienced RV'ers have come to realize, pilot flames, whether used in refrigerators (20) or furnaces, can be temperamental to light and maintain. They are also an unnecessary extra drain on your propane supply. The burner of the Hydroflame furnace is fired directly and electronically, determined by your setting of the wall-mounted thermostat. Heat is evenly distributed by a small circulation fan powered by the auxiliary battery system (21). For your safety, air required for combustion is drawn from outside the vehicle, while flue gasses resulting from combustion are exhausted to the outside.





... your "second car", and may also be a tax deduction. Now that's getting your moneys worth!

**19. 115 VOLT AC POWER**

**The Mark VIII is provided with a "shore power" outside hookup for 115V AC house current.**

Some campgrounds offer 115V hookups. 115V current can be used to run the electric refrigerator or other 110V appliances — a toaster, TV, heater, lamp, etc. Inside the Mark VIII are two 110V duplex receptacles. They are both protected by a ground fault interrupter. The first is located above the sink and the second behind the front passenger seat, accessible through the side door opening and handy when you are cooking from outside. The refrigerator (20) is also plugged into this outlet for the "AC" mode of its operation.

**20. DUAL-VOLTAGE ELECTRIC REFRIGERATOR**

**To keep your perishables cold and fresh, the Mark VIII is equipped with a very reliable 2.5 cubic foot Norcold electric refrigerator.**

The thermostatically-controlled Norcold DE 251 2-way refrigerator used in the Mark VIII includes several food storage shelves and a cross-top freezer to make ice cubes and hold your frozen foods. The Norcold is operated from either 12V DC (21) or 110V AC (19) power. Since it requires neither a pilot flame nor level positioning to function, it is very simple to use. It is accessible from either inside or from outside, through the wide side door opening.

There are two types of refrigerators in common use in the R.V. industry: the "2-way" compressor-type (such as the Norcold) and the "3-way" absorption-type. While refrigerators that work on the absorption principle can, and do, work well in travel trailers and large motorhomes (which are equipped with leveling jacks), they are less successful in compact motorhomes. Two principal reasons for this are frequency of use and parking requirements. The travel trailers and the larger motor homes are used less often. Since they require larger, taller, and especially flatter places to park (so the refrigerator will work), they are more limited in parking choices. Once parked and leveled, they usually remain for longer periods. By contrast, the more compact Class "B" motorhomes are usually used more often, are parked in a greater variety of situations, and are more mobile.

To understand why we use "2-way" compressor-type refrigerators for the Mark VIII, it is necessary to explain that, over the years, we have also tried out various "3-way" absorption-type refrigerators, hoping for an advantage in propane operation. In each case, customer complaints, due to

required (to duplicate the heat of the propane pilot flame) is too great a drain on the battery. Absorption cooling consumes approximately 9 times as much 12V electrical energy as cooling by the compression principle.

d. Whether run from propane or from AC/DC electricity, absorption-type refrigerators must be leveled in order to work. This level-positioning requirement is limiting to parking opportunities. When traveling, it can be very inconvenient to consistently meet this requirement. Failure to level the refrigerator can cause overheating of the core, leading to permanent damage to the refrigerator.

Many of our customers use their Adventurewage's every day, often as second cars (or even as first cars). Therefore, they appreciate the versatility of the compressor-type Norcold refrigerator. We have used this same reliable appliance since 1966.

**21. AUXILIARY BATTERY SYSTEM**

**The Mark VIII is equipped with an efficient 235AH Trojan deep-cycle golf car battery system.**

The Trojan 235AH "T-125" premium golf car battery is ideal for all deep cycle applications. Four decades ago, the Trojan Battery Company pioneered the development of deep cycle golf car batteries. The T-125 includes several special state-of-the-art design features that assure greater power and longer life than ordinary golf car batteries.

The Mark VIII is equipped with two 6-volt T-125's connected in series to provide 235AH's of 12-volt DC power. Since Trojan distributes to golf car dealers nationwide, T-125 replacements are available from many sources.

Our company first used Trojan deep cycle batteries in Volkswagens as early as 1966. In 1968 we used them when we were contracted to build conversions for 12 German Hanomag diesels. Later, in 1973, working in close cooperation with Mercedes Benz of North America, Ed Anderson directed a team whose project was to design and build a prototype Mercedes Benz diesel motorhome. A Trojan deep cycle system was again selected.

The Mark VIII's auxiliary battery system is charged, along with the vehicle's battery, by the Club Wagon's large (optional) 130 amp alternator. This is accomplished through a highly reliable dual diode isolator system. The batteries can also be charged by the optional solar battery charging system (22.) . The batteries are located in the rear, centered, and just behind the rear axle (4). They are accessible for service from the rear cargo doors (24).

The auxiliary battery system provides 12V power for

vides overcharge protection for the auxiliary batteries, prolonging battery life and reducing maintenance requirements. Also included is a blocking diode to prevent minor battery discharge through the solar panels at night.

The lightweight solar panels are mounted to an aluminum frame that can be easily removed (two stainless steel wingnuts). A second option that we offer combines an extra 12V jack with a 50' cord to allow the versatility of parking your Adventurewage in the cool shade on a warm day while simultaneously charging the auxiliary batteries from a sunny spot up to 50' away. (see photograph)

**23. WELL PLANNED STORAGE SPACE.**

**The Mark VIII has nearly 60 cubic feet of well planned storage volume inside its cabinets and on its shelves.**

We have planned versatility into the Mark VIII's storage system. It is designed to be used in many different ways. There is ample room in the Mark VIII top for bulky things like suitcases, backpacks, duffel bags, pillows, and extra bedding. Your clothes can be hung in the wardrobe and on a convenient hanging ring located in the rear quarter on the driver side. There are several shelves of various sizes and shapes for food, utensils, books, etc. Special places are provided for long objects like skis, fishing rods, and tripods. There is also a medicine cabinet with mirror, a spice rack, a magazine rack, and even an outside accessible food storage cabinet and dish/utensil drawer.

All of this is well planned to help you keep everything organized and in its place — instead of in your space.

**24. EASY ACCESS FOR SERVICE**

**The Mark VIII floorplan design permits easy access to equipment that requires servicing.**

The auxiliary batteries, the furnace, and the water supply system (filter, pump, accumulator tank and water purification filter cartridge) are located in a special compartment accessible through the rear cargo door opening. At the rear, the compartment wall is an easily removable panel. As shown in the photograph on this page, the top of the equipment compartment is hinged and can be rotated fully open for top access. The vehicle jack and tire changing tools are also stored in this compartment.

**25. VISIBILITY**

**The Ford Club Wagon XLT has excellent**



the problems listed below, encouraged us to stick with the reliable Norcold. Here are some of the problems encountered with "3-way" absorption-type refrigerators:

a. The pilot flames required are temperamental by nature, often inconvenient to light, and difficult to maintain during the variable wind, dust, and moisture conditions experienced by camper-travelers. Also, for safety reasons, laws require that all pilot flames be extinguished before a vehicle can enter a gasoline or propane refueling area. It is inconvenient to have to pull away from the pump area and then stop again (a third time!), to re-light the pilot flame.

b. Very slow cooling. Regardless of which energy source is selected, "3-way" absorption type refrigerators take approximately 8 hours to make ice cubes — compared to under one hour with the "2-way" compressor-type Norcold. This is why it is recommended that "3-way" refrigerators be pre-cooled by plugging them into 110V current 8 hours prior to use.

c. While the "3-way" refrigerator can be run from a 12V battery, it is inefficient (and risky if you leave it on 12V DC too long without driving), Producing the constant heat

the refrigerator (20), the water pump (12), the electrical needs of the furnace (18), and for a handy 12V utility outlet located above the sink. A switch is supplied to allow you to use either the deep-cycle system or the vehicle battery for interior lighting (10).

A 2-way battery condition meter is included in the Mark VIII's control panel. It allows easy checking of the voltage of both battery systems.

**22. OPTIONAL 60 WATT SOLAR GENERATOR**  
**The 60 watt (3.46 amp) Solar Charging System can help to maintain your auxiliary batteries while you are camping.**

The solar charging system can allow you to remain in one spot, without driving, or hooking up, for an extended period of time. It also extends the life of the batteries by maintaining them at a full charge.

The system includes two unbreakable Solarex MSX-30L polycrystalline photovoltaic modules, an accurate 0-5 amp ammeter to indicate the rate of charge, and an efficient ASC 100% solid state battery charge regulator. The ASC pro-

duces the heat for the driver and passengers. The Mark VIII conversion's floorplan has minimal effect on this important feature.

One of the most common problems leading to complaints about motorhome design, is lack of adequate rearward visibility for the driver. As the photograph on this page illustrates, the driver's rearward visibility is practically unaffected by the Mark VIII conversion.

A popular option offered by Ford is privacy glass. It is beneficial in three ways: 1) It improves daytime privacy, making it difficult to see inside from outside. 2) Being tinted, it reduces glare for driver and passengers. 3) It helps to keep the vehicle cooler inside with or without air conditioning. The option includes tinted windshield and cab windows.

**26. A WARM AND ELEGANT TEAK INTERIOR**  
**The yacht-like interior cabinets and trim of the Mark VIII are made of plantation-grown teak, providing a warm and comfortable living environment.**









The depletion of the natural rain forests of our planet has become a serious environmental concern. Adventurewagen does not use teak taken from natural sources. The teak used in the Mark VIII conversion is harvested from the Plantation Forest Industries of Thailand and Indonesia. These "tree farm" forests are constantly replenished for a sustained-yield crop of tropical hardwoods. Our teak source is certified by the Thai Furniture Industries Association, a lawfully registered organization in Thailand with over 170 furniture factories and distributors as members.

Everyone appreciates the warmth and elegance of natural wood. The species of choice of yacht builders throughout the world has always been teak. This is because teak contains a natural oil that is effective in resisting dry rot and other water damage. It is also a very warm and beautiful wood for interiors and furniture. This is why we have chosen teak for the elegant cabinets and moldings of the Mark VIII. To enhance their beauty, the attachment screws of all moldings and interior trim are countersunk, plugged and then carefully sanded and polished with three grades of steel wool. Two coats of special plastic-base oil sealer are then rubbed into the teak with the finest steel wool. Teak oil is used to achieve the final hand-rubbed finish.

To maintain this elegant finish for years, we recommend that our customers continue the periodic use of teak oil. This is especially rewarding during the first two or three months. Since wood is porous, it will continue to absorb oil and become increasingly beautiful. If you should scratch or nick the solid wood, it can be easily repaired by sanding, steel-wooling, and then resealing the affected area with Varathane natural oil sealer or equivalent product. Finish the job with a fresh application of teak oil.

## 27. SCREENED VENTILATION

**The Mark VIII top is very well ventilated. There are five screened openings and a large sunroof vent — a total of 1352 sq. inches of ventilation.**

Since warm air rises, it is essential that a camping vehicle be provided with adequate ventilation near its ceiling. To assure good circulation and cross-ventilation under variable conditions, the Mark VIII top has two window openings on each side and another in the rear. All are screened, fully adjustable, and of "awning-style" design so that you may ventilate efficiently in all weather — including when it rains.

Another advantage of awning-style windows is not so obvious. They help you ventilate in cool weather, while keeping warm air inside. This is because warm air rises. If you close the ceiling vent completely and then crack the windows about 1/4" to 1/2", as rising warm air passes the windows it will come into contact with the cooler, drier, oxygen-rich air from outside. Here it will be "reconditioned," without escaping, as it picks up oxygen and gives off both carbon dioxide and water vapor. This reconditioned warm air will be somewhat cooled in the process, and will sink towards the floor, encouraging circulation by convection. Of course, this doesn't work with other kinds of ventilation openings — you simply lose the warm air.

When the weather is warm, or whenever you are cooking inside, the cross ventilation provided by the five screened awning windows will allow fresh breezes to pass through while keeping rain and insects out.

There is also a large sunroof/vent located in the ceiling above the range. Its heat-reflecting glass contributes to good daytime illumination and to a feeling of "openness." After dark, a starry night sky overhead is a special plus. The safety glass vent panel is removable and an optional sunroof storage bag is available to keep the sunroof glass safe from scratching (or worse) when out of the frame.

Another desirable option is our magnetic insect screen set for the Club Wagon's opening windows. It includes screens for both cab windows, the sliding (or 60/40) door window, the window on the side opposite the sliding door, and both rear cargo door windows. These insect screens are quick and easy to set up and can be rolled up for compact storage. A plus for the Club Wagon design, is that all of its opening windows (except the roll-down cab windows) are awnings, hinged at the top to shed the rain.

## 28. INSULATION

**The Mark VIII's fiberglass top is very well insulated. To help maintain inside comfort in spite of outside temperatures, foam insulation is sandwiched between the outer shell and the inner liner.**

Good insulation helps to keep the temperature inside your Mark VIII stable by separating its interior surfaces from the extremes outside.

In warm weather, combined with good ventilation (27), insulation helps to keep you cooler and more comfortable.

The 8.5 cubic foot luggage space above the cab functions like the "attic" of a house, keeping the cab cooler. This favors greater driver comfort in warm weather because any heat radiated from the sun-heated outer surface of the Mark VIII's top is separated from the occupants' heads by nearly 1 1/2 feet of luggage and insulation.

When the weather is damp and cool, good insulation reduces condensation. Of course, it also helps to keep it warm inside by retaining heat that originates inside the camper.

## ★ ADDENDUM—ONGOING IMPROVEMENTS ★

While our basic concepts and proven floorplan haven't changed for three decades, we continue to improve and refine our product whenever possible. This philosophy of implementing both functional and aesthetic improvements has resulted in today's superlative Mark VIII conversion. Since 1992, when this brochure was photographed and written, the process described above has continued.

Notable among several improvements made by the time of this printing, but not appearing in the photographs or described in the text, are the following: 1) The bulkhead door that appears in the large centerfold photograph is now a teak-trimmed mirror door with a teak handle. 2) We now include a custom teak light, mounted at the top of the outer side of the refrigerator cabinet. This light is designed to illuminate the outside work area and entry step without shining in your eyes. 3) The towel bar that appears on the aisle side of the refrigerator cabinet has been eliminated in favor of a longer version mounted between the paper towel holder and reading light on the driver side. 4) We now offer an optional teak book rack mounted on the wall beside the bed on the driver side. 5) A new version of our optional rear radio power switch allows you to bypass the Ford accessory switch and power the radio from the auxiliary battery.

Among Ford's improvements are: 4-wheel ABS brakes, CFC-free air conditioning, and side collision protection. The efficient electronic automatic transmission is now standard with all five engines.





# The Adventure Story





# The Mark VIII comes from a long lineage of compact motorhome conversions

The story begins in 1963 and in an unlikely place—the carport of a motel in Coventry, England. It was there that Ed Anderson, an American from California, built his first VW conversion. He named it the “Adventurer”, a name appropriate to its intended purpose.

The only reason that the Adventurer was built in England—or was built at all, for that matter—was that Ed and his wife, Jereen, had planned an extensive international traveling/camping tour.

Although the ideal vehicle for the trip was decided to be the Volkswagen van, they were unable to find a commercially-produced VW conversion that was designed for the comfort, convenience, and self-containment needed for the trip. What the Andersons wanted was a compact portable home. What was available (on both sides of the Atlantic) were various versions of VW vans with “Pop-top” roofs. They all shared another common disadvantage: “beds” that were actually multiple-cushioned sleeping platforms. (There were also several versions of these.) Ice Boxes and portable camp stoves were generally used rather than refrigerators and built-in ranges. Since pop-tops don’t provide for it, inside storage space was minimal.

Ed felt that he could do better, so he decided to design and build his own. The original Adventurer had a rigid top that was permanently ‘up’, and was insulated and well ventilated. It had a built-in range, a refrigerator, and a real bed with the convenience and comfort of a one-piece mattress that could be folded away completely “made up”. It also had plenty of inside storage volume.

The prototype of a new concept had been born. Ed was later to describe it as a compact or “mini” motorhome. Today, it is referred to as a “Class B” motorhome.

The Andersons spent the next 17 months on a marvelous camping adventure that visited 4 continents while touring 31 countries. Their route/itinerary included several islands

and a Sahara crossing. Altogether, the Adventurer covered 40,000 land miles and was ferried across water no less than 34 times.

The reliable VW turned out to be extremely fuel-efficient, and being compact, could be transported across water cheaply. For nearly a year and one-half, Ed and Jereen enjoyed maximum flexibility, having eliminated the need for rigid scheduling and reliance on hotel, restaurant, or even campground facilities. Not having to set up a “pop-top” each night and being otherwise self-contained, the Adventurer could be “home” virtually anywhere they found a suitable place to park.

During most of this time, Ed, an avid backpacker and sailor, whose formal education was in Anthropology and Engineering, had no concept of ever finding himself in the van-conversion business. He also had a background of experience in design and applied aerodynamics that was to prove helpful in his future. (He had built his own wind tunnel when he was 14, and later won the Soap Box Derby championship.)

It was somewhere near the middle of the Sahara desert that Ed had first thoughts of starting a VW conversion business. Since the Adventurer had proven to be so ideal for their own use, Ed felt that a production version might well be appealing to others. He was right.

When the Andersons returned to California, in 1965, Ed began to build more “Adventurers”—this time in a 3-car garage! Soon a larger building was needed. Then there was a still larger building and additional locations in other cities and states. During 1972 “Adventure Campers, Inc.” had achieved nation-wide distribution through VW distributors and dealers, and Ed had sold the company so that he and his family could live near Fort Bragg, on California’s beautiful Mendocino coast. A year and one-half later, the company’s new owners had mis-managed Adventure Campers into bankruptcy.

In early 1974, Ed was back in business, but this time

on a small scale, since the Andersons had decided to remain on the Mendocino coast.

The new company was called “Adventurewagen”, and was dedicated to producing limited edition self-contained VW conversions of exceptional quality and design.

Between 1974 and 1979, Adventurewagen produced hundreds of “SL1100” model conversions for special customers who came from as near as Fort Bragg and as far as Europe. They came to get what had come to be considered as the “ultimate in VW conversions”. Sales were based largely on word-of-mouth references from satisfied customers. Ed had built a reputation as the best and most experienced designer in his field.

During the period from 1980 until late in 1991, Adventurewagen specialized in converting the VW Vanagon. Hundreds of Mark VII VW Vanagons were sold to customers from throughout North America and from as far away as Europe and Japan. Volkswagen discontinued its Vanagons after the 1991 model year.

After seeing and driving Ford’s new-generation Club Wagon, Ed was so favorably impressed that he decided to create an entirely new product—the Mark VIII—described in this brochure. The Mark VIII follows in the tradition of all other Adventurewagens in maintaining the same basic design concepts and exceptional yacht-like qualities that have become the cornerstones of our company’s reputation. Over 12,000 Adventurewagens have been built since the original prototype “Adventurer” began its journey in 1963.

A special note about the photograph on this page: The location is Olympic National Park, Washington. Touring with one of their early products, Ed, Jereen, and their Siberian Husky, “Tor”, enjoy a picnic and view from Hurricane Ridge. The year was 1968.

**THE QUALITY OF EVERY ADVENTUREWAGEN IS BACKED BY OUR FIVE-YEAR WARRANTY.**

17851 HIGHWAY 1, FORT BRAGG, CALIFORNIA 95437

• (707) 964-4298 and 937-5189



**adventurewagen**

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