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October 2015

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By Jeff Johnston

# No Heavy Lifting

Roadmaster's new Spare Tire Carrier is practical and convenient, and doubles as a hitch receiver for towing a dinghy vehicle

**R**oadmaster has developed a new spare-tire carrier for motorhomes, which may seem like a nonevent at first. After all, spare-tire carriers have been around as long as we've had motor vehicles, right? But this new product addresses a need and at the same time provides some fresh features that are exactly right for the motorhome fraternity.

Some of today's motorhomes aren't even equipped with a spare tire, which means the owner is at the tender mercies of the roadside service provider for flat repair. If the tire is destroyed and needs to be replaced, it may be difficult to find the right replacement because local tire dealers typically only carry a limited inventory of big tires. Some owners pack away a spare into a storage compartment, which makes accessibility — and heavy lifting — a chore.

The Roadmaster Spare Tire Carrier installs easily by slipping it into the motorhome's Class IV or Class V hitch receiver. The bar that goes into the receiver has two pinholes to allow for



The new Roadmaster Spare Tire Carrier is a functional, effective product for conveniently hauling a spare tire on any motorhome.

limited carrier-to-coach adjustment for an effective fit and broad application across most motorhome models. The holes are also tapped and the company provides a high-strength bolt, which is used in place of the standard-type hitch pin. Use of the bolt means the carrier is solidly secured against the receiver body to help eliminate squeaks and rattles. There's also a hole through the end of the bolt for the usual hitch-pin clip.

In use, the operator starts by removing a locking pin on the backside of the carrier body and extending the

lift handle straight up from the carrier. The same pin then locks the handle back in place. Next, a spring-loaded release lever is pulled to unlatch the carrier from its in-transit "stowed" position. Using the now-extended lift handle, the operator pivots the carrier to the side and lowers the tire to the



A dinghy-vehicle tow bar, bicycle rack or other accessory can be accommodated in the extended receiver that's built into the carrier body.



ground. The lift handle is long enough to provide a good grip and the leverage needed to lower or lift the tire without excess bodily strain. Next, the user unbolts the spare and can roll it into place as appropriate. Then the flat tire is rolled back to the carrier and bolted into place.

Stowing the carrier is the opposite of deploying it. The user lifts the tire and pivots it to a vertical position where the spring-loaded release lever automatically latches in place, after which the lift handle is lowered and locked in place.

A secondary locking bolt is positioned to secure the carrier lift mechanism by snugging down the bolt with a wrench.

As a bonus, when the carrier is deployed and the tire is lowered, the user can open the engine-compartment doors on diesel-pusher motorhomes for convenient service or inspection access.

A feature Roadmaster calls the "lug

[1] The carrier allows the user to easily lower the spare to the ground for removal or replacement. A significantly larger and heavier size tire would naturally require more muscle for the job. [2] As a bonus, the engine-compartment access doors can be opened without obstruction when the carrier is lowered.



[3] A locking pin secures the lift handle when stowed for travel or extended for use. [4] The spring-loaded locking handle holds the carrier in its upright, stowed position and automatically latches back in place when pivoting the lowered carrier and tire up for travel.

matrix design” for the wheel-mounting bolts allows the unit to be adjusted for wheels ranging from 16 to 24 inches, which covers most motorhomes on the road today. The tire used for our demonstration was one of the smaller sizes available and was not a serious load for the operator. One of the largest 24-inch tire sizes will be heavier, but it’s still better than having to lift it in or out of a storage compartment or on to a standard fixed-position tire carrier.

Obviously, few owners will want to sacrifice the ability to tow, carry bicycles, etc., for the sake of a spare-tire carrier, so a Class IV 2-inch receiver is built into the tire carrier. Roadmaster rates the receiver to handle a 400-pound hitch weight and 10,000 pounds overall. And, like other Roadmaster products we’ve sampled, this tire carrier is very well-built. The steel carrier body has a powder-coated finish for long-term durability and the hardware is made of galvanized steel or other corrosion-resistant materials.

The new Roadmaster Spare Tire Carrier may not be fancy or exciting, but it may be one of the best problem-solving accessories you can buy for a motorhome. Retail price for the Roadmaster Spare Tire Carrier is \$695. **M**

**Source** Roadmaster Inc., 800-669-9690, [www.roadmasterinc.com](http://www.roadmasterinc.com)

[5] The carrier slides into a Class IV or Class V hitch receiver and includes its own receiver so a dinghy vehicle can be towed; the carrier can also handle other accessories, like bicycles, when not towing. Multiple pin-mounting holes in the bar that goes into the receiver are provided to allow for spacing between the carrier and motorhome.

