

RATING CHART

Living Accommodations

POOR ACCEPTABLE GOOD EXCELLENT SUPERIOR

Floor Plan	=====
Construction	=====
Workmanship	=====
Appliances	=====
Sleeping	=====
Storage	=====
Decor/Upholstery	=====
Insulation/Winterization	=====
Convenience	=====
Maintainability	=====
Driving/Mechanical Features	
Braking	=====
Steering	=====
Cornering: Normal	=====
Emergency	=====
Visibility	=====
Fuel Economy	=====
Noise Control	=====
Driver Comfort	=====
Performance & Passing	=====
Power	=====
Payload	=====

SPECIFICATIONS

Sportscoach 25-foot Side Bath Motorhome

(Sportscoach Corp. of America
9134 Independence Ave.
Chatsworth, Calif. 91311)

DIMENSIONS:

Overall Length	25'10"
Height	9'11"
Width	93"
Headroom	75"
Main Beds (Twins)	74" x 31" x 5"
Dinette Bed	73" x 38"
Upper Bunks	74" x 24" x 2"
Left Side Bath	59" x 36"

COACH FEATURES:

Construction	2 x 4 Steel Space frame, Modular Panels
Insulation	Heavy Filled Polyurethane
Opening Doors	1
Paneling	Dark Oak (Test Model)
Carpet	Pile
Lighting	12V/110V (4 k.w. gen.) inc., fluoro, hi-intensity
Windows	Screen Slider (8)

COACH EQUIPMENT:

Toilet	Thetford Aqua Magic
Holding	50 gal., separate clean drain
Hot Water	8 gal.
Water	57 gal.

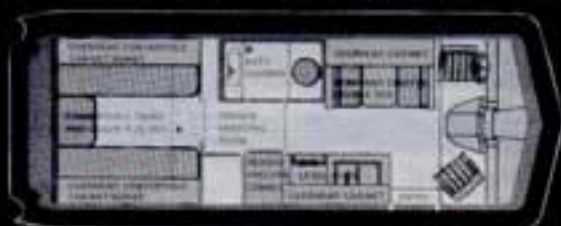
Water System	Pressure
Sink	Double, Large SS w/covers
Shower	Deluxe 36" x 24" (est. width)
LP-gas	24 gal.
Furnace	30,000 b.t.u. ducted (2 auto heaters)
Power	4 k.w. Onan insul. power gen, dual batt, park hookup.
Ventilation	2 roof 14" vents, bath 22" sq. emerg. hatch

CHASSIS/DRIVE TRAIN:

Chassis	Chevrolet 157" WB PE 320 HD motorhome
C.i.d.	350, opt. 402 (as tested)
Gasoline	regular
Transmission	3-spd. TurboHydro-matic auto.
Rear Axle	4:57
Tires	7.50-16 8PR
Steering	Power
Brakes	Power, front disc/rear drum
Suspension	Special front IFS, rear 2-stage leaf, full floating rear axle
G.v.w.	11,800
Dry Weight	7420
Front Capacity	4300
Rear Capacity	7200
Payload	3580
Discretionary Payload	1520

PRICE:

(As tested) \$18,795



TL TEST REPORT

Sportscoach

25-FOOT MOTORHOME

Dream rig, retested by TL 2½ years later, now offers more luxury, practicality for the \$18,795 tab.

by **DICK BASTLE**

Today's 1972 Sportscoach 25-foot motorhome is about 30 months away from those first electrifying, free-swinging and totally different Sportscoach prototypes of early 1970 and the time has wrought some interesting and productive changes.

The side bath, 6-sleeper, luxury test rig we had cost \$18,795 as tested, loaded with options. Much more than the original rigs, but also much more mature and well-rounded. Now vastly more practical, livable, maintainable, convenient, it's a much improved day-to-day rig with more conventional hardware and appliances, more comfort and several more useful features. But wonder of wonders, it's still a new concept for new times and new people — a rolling textbook, as we called it two years ago, and a plush lavish stylish rig that fits the Thunderbird or Cad El Dorado people to a "T".

It's still a rig with charisma and personality, both on the surface and techni-



There is adequate counter space in a galley finished in a dark tan cowhide-looking grained plastic surface that will take knife cuts without flinching.

Sportscoach has a 2 x 4 structural steel frame with front and rear rollover protection, in addition to side protection for passengers as well as gas and LP-gas tanks.



Ultramodern space frame and "module-beam" coach construction of this motorhome is among the most advanced, safest and technically efficient motorhome constructions available.



Comfort and elegance, in 1972 style, together in one rig. Few vehicles of any kind can manage that, much less a rig so complete as a motorhome and so unusual as a Sportscoach.



cally. Inside, outside and underneath, it's different. What's new since the first ones is chiefly the interior — four new floor plans, new appliances and hardware proven in other uses and still befitting Sportscoach luxury. There are some new features to match, such as the mid-aisle quickie dressing room you get by opening both bath and wardrobe doors — along with some fresh thinking on what really constitutes daily motorhome convenience and comfort with elegance.

That adds up to comfort and elegance, in 1972 style, together in one rig. Few vehicles of any kind can manage that, much less a rig so complete as a motorhome and so unusual as a Sportscoach. And a bare recital of floor plan and equipment won't hack the rig's unique character. It's very much a portable showplace from the Chevy chassis/drive train up.

The ultramodern space frame and "modulebeam" coach construction constitutes a technique at once among the most advanced, safest, strongest, quietest, best looking and technically efficient motorhome constructions we've ever seen. Let's compare: Sportscoach has a 2 x 4 structural steel frame with front and rear rollover protection, in addition to side protection for passengers as well as gas and LP-gas tanks. This contrasts with almost all other motorhomes, regardless of price, which are framed in wood 1 x 3s. To those are fastened panels of aluminum exterior, some minimal insulation and inside plywood paneling.

In a serious crash or rollover, the consequences are not encouraging — then too, the immensely improved rigidity and stiffness of the Sportscoach — compared to the usual lightly-framed wooden box — are a boon to coach longevity, quiet, handling, wear, maintenance ease, appliance and plumbing durability and a score of other items.

Sportscoach walls and roof sections — still a series of polyurethane-filled panels held by network of grooved, extruded metal channels at top, "waist," and bottom rocker-panel edge — are somewhat changed in that there's more metal framing, more beams and a complete bonding of the panels to the edge channels as well as additional steel wall supports. All the steel and panels are tied together, meaning this coach is one of the strongest, stiffest structures of its size and weight ever constructed (7420 pounds dry weight). Equally important, it's one of the safest. (Those in earthquake areas, in fact, would do well to get one just as a shelter.) Some shelter: the left front dinette, just in back of the driver, is 38 inches but the 5-inch high-density quality cushion runs 17 inches wide under the 40 x 27-inch table. It's ample for four but we found it a squeeze for six big people.

Both driver and passenger seats are much better both orthopedically and in

the upholstery type with vinyl brocade inserts and up-or-down armrests, although the driver's won't clear the dinette back to swivel around if it's pushed back — which happens more times than not.

The engine hump is molded, very low, easy to get over and to rest stuff on. And it's a real champ in suppressing noise and heat — among the best ever. It joins the rest of the cab, decor-wise, in that a dark oak type paneling comes up the waist and then a plush padded white vinyl headliner takes over. Very smooth, opulent, sporty, rakish.

Behind the dinette (on ours) was the left mid-side bath; no less opulent in its yard width and 59-inch length. Both the bath and wardrobe doors across the hall have inside full-length mirrors and both fasten across the aisle to make the hasty dressing room we mentioned, complete with facing mirrors so that milady can comb the back of her head. The mirrors are 15 inches wide by 41 long.

Bottom half of the bath is a molded light tan fiber glass. At the rear is a sliding door medicine chest 8 inches tall, over a 31-inch wide Pullman counter with a big 17-inch wide washbasin, big enough to do your overalls in. The fixture is a single-handle Moen, one of the few top-quality plumbing fixtures we've witnessed in motorhomes at any price. The Thetford Aqua Magic lives in the front end of the john, in marbled melamine-type wall splendor. There's a power vent in the 2-foot square roof emergency hatch and the phone-head shower in the middle between basin and john. You can't get into the bath counter storage from the bath, but instead you reach through a lower locker door in the aisle. Right behind the bath, on the left side, is a 3-shelf closet 24 inches deep by 9 wide and the whole 53 high, great for piles of closely folded tall narrow sheets or clothing.

The bedroom features a lower — or lowers — since it's either twins or wall-to-wall queen plus a pair of uppers that are storage or beds, whatever you pick. The bottom one has that fine 5-inch high-density foam and both are 31 wide and 6 feet 2 inches long. Bolsters don't help fill-in the center section to make the queen, but are extra, included in the price as an extra touch to help doll up the joint (and they do). Four 21 x 17-inch doors open into the bed bases and one of those you can reach through an outside door in the rig's right tail.

Against the back wall was a 2-door vanity 21 by 24 inches which, of course, goes west with the queen mode, as does the big game table that goes down the center rear aisle between the twin beds. The upper bunks fold down to reveal a pair of surprising 2-inch mushy foam mattresses only 2 feet wide by 6 feet 2 inches long. These are great if your kid is a basketball center, not so great if he's

a sumo wrestler.

On the right, ahead of the rear bedroom, the main wardrobe is 2 feet deep, almost 3 wide and full height except for the bottom foot or so, busy with ducting from the furnace. It's bigger than a phone booth, all told. Next, in front of that is an assortment of goodies. At the top, the hardware monitor panel has over 15 dials, including full instrumentation on the power generator, clock, barometer, hour meter, tank gauges, and even a calibration dial to check on the other dials.

Under it a little pantry shelf tops the 7.5-cubic-foot, 2-door refrigerator, which is altogether too fancy to be called a refr. In front of it is the 4-burner, overhead-oven range, with one of those power fan hoods with a light — the fan goes on when you open its front door above the window oven.

The kitchen counter up behind the right side door has that range set into it along with the double stainless sinks and the counter is a mere 2 feet wide by 63 inches long plus a fold-out section. There's adequate counter space of a dark tan cowhide-looking grained plastic surface that will take knife cuts or whatever without flinching.

Under the counter a double pantry locker has two shelves and, as all interior storage, it's well finished inside. A big breadboard pulls out under the rangetop and six small drawers are nearby. There's also a big vertical flat-pan locker and ceiling edge cabinets all down the side over the kitchen and the dinette across the aisle. These bespeak much expensive detailing and finishing. The original Sportscoach was clearly a rig for *bon vivants* and now it's for practical *bon vivants* with a streak of realism too.

We could find little difference between the original rig's excellent handling (with the exception of slow and numb steering) and the road manners of the current model, except that the steering's better, which was the weakest part of the first Sportscoaches.

Brakes, front power disc, rear drum, are excellent and the IFS plus 2-stage rear suspension continues to be key points in the rig's fine roadworthiness. It's a Chevy PE 320 heavy-duty motorhome chassis, stock 350 c.i.d. V-8 at 250 h.p. gross (or the optional 402 c.i.d., 310 h.p. one with extra cooling and a transcooler, all of which we carried).

Then comes the 3-speed TurboHydraulic automatic transmission with 4:57 axle, 5.70-16 8 PR tires, single rears. In 1972 even 400-inch engines must live handicapped by curious "smog" controls. There's plenty of power, although it's not the boundless fly-me-to-the-moon feeling of yore when recip engines could still breathe.

It's an 11,000-pound g.v.w. chassis

which is good since all the hardware and tankage account for over a ton of payload: 9480 loaded, leaving 1520 for discretionary payload. But that 9480 covers all the stuff above plus 4 k.w. Onan well-insulated power gen, Thermasan, optional built-in vacuum, optional roof rack and ladder, a huge 57 gallons of water, 8 hot water, 50 holding with separate clean drain, 24 gallons propane with a 30,000 b.t.u. 3-duct forced-air heater (along with a 40,000 b.t.u. auto heater and a rear 12,500 b.t.u. auto heater too.)

The roof 110V air which goes with the gen is 13,500 b.t.u.s and the 12V auto air is 14,000 b.t.u.s. The rig has dual batteries, the second rigged to always start the generator and then start the main engine within a few minutes. On top of all that, there's 64 gallons of gas (mileage on ours about 7-9 m.p.g.).

That's a very complete equipment/option package, and considering everything that's included, neither the as-tested price nor the weight seems at all out of line — especially when you consider you get 10 inches of rig free, since the actual length is 25 feet 10 inches. Then there's the super-complete owner's manual, which weighs at least 10 pounds all by itself.

Whether you're young or old, single or otherwise, a couple alone or a family of six, if you're interested in traveling in style, using equipment that not only looks good but is quality engineering to the core, you could be a Sportscoach type.

After all, nothing else is quite like it.