

# Foretravel 40'

An addition to the existing line, this diesel-pusher luxury coach is built on a grand scale in the oldest town in Texas

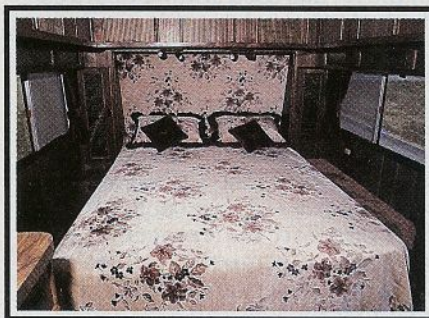
**Bob Livingston**



## MOTORHOME TEST

**F**inally, the working years have ended. The sweet years of retirement or semi-retirement are here at last. The house is sold, the furniture auctioned off and most of the junk collected over many years is about to become a part of family history. The decision to travel full time in a motorhome has been made and every sales lot in a 100-mile radius is being scrutinized with feverish passion.

Oh, if only you could hire Doug Henning and his magical entourage to make your belongings, including all the recreational items, fit within the confines of 35 to 40 feet. The move from home to motorhome can be traumatic when you consider leaving large surroundings for the compactness of 300 square feet. The



answer to premature homesickness is a comfortable transition without sacrificing storage capability, the creature comforts and amenities.

Foretravel's newest entry in the longest-coach-available category doesn't use magic to suit the full-timer or long-term traveler, just well-thought-out engineering inside a body of 40 feet, connected to a mas-

sive Oshkosh V-917 pusher chassis. The 40-footer, dubbed the 4000 ORED, is the company's latest addition to its already extensive line of luxury Class A coaches ranging from 29 to 40 feet.

The 4000 ORED continues the distinctive Foretravel styling that has been around for many years. Although clean exterior lines of fiberglass reduce its bulky appearance, you'll still be gawked at by passing cars and trucks. This 40-foot Foretravel handles more like one of the company's smaller counterparts, while offering tremendous livability.

The floorplan, based on the fact that a person willing to plunk down nearly \$200,000 for a coach will be a scrupulous individual with extremely high livability and quality demands, is tantamount to a small penthouse with a large master bed-

**Diesel-pusher  
40-footer is  
newest model  
from Fore-  
travel. Coach  
features front  
living room  
with recliner  
chair (oppo-  
site, top) and  
large rear  
bedroom.**



PHOTOS BY AUTHOR

# FORETRAVEL

room, roomy galley, spacious bath and a comfortable living room. All this livability is complemented by tasteful decorating throughout, featuring prime Peruvian rosewood cabinetry and paneling, first-class fixtures, and many color schemes with proven track records of customer acceptance. Woodwork can also be ordered in a fine grade of walnut.

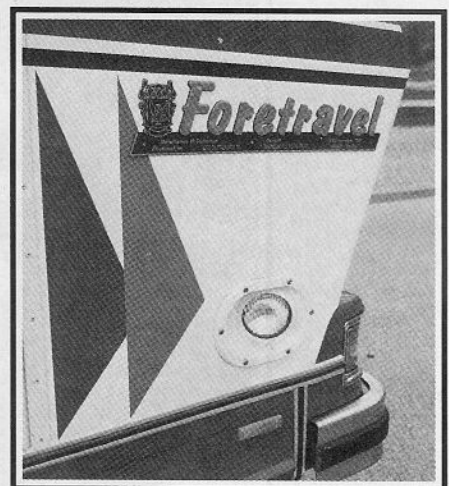
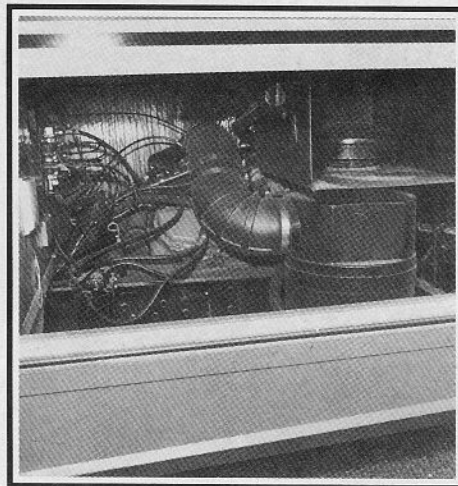
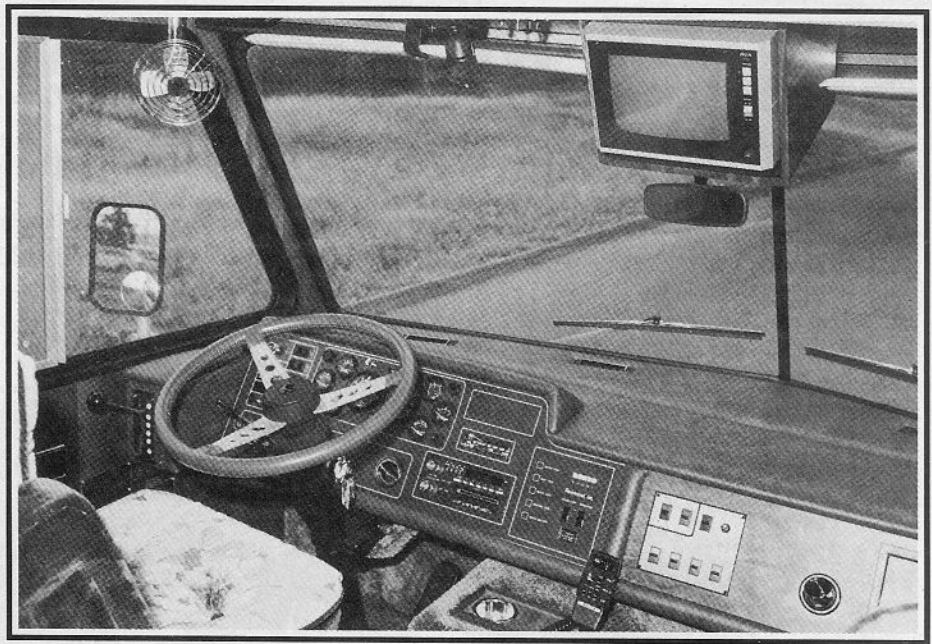
## Livability

The ability to spread out inside limited quarters is always paramount, especially for those who might be spending continuous days indoors, depending on the weather. If we were to break down each section of this coach, we'd have to label each one "big." For instance, the bedroom. Although much smaller than a typical home retreat, the bedroom here sports a queen-size bed with a firm mattress. The bed itself is surrounded in symmetrical fashion by above-eye cabinets with sliding doors and a cabinet on each side. The side cabinets have slab wood doors and are covered by a network of brass decorator screenwork over smoke-colored plexiglass.

Large windows on each side of the room make up for the lack of a window at the rear and provide outstanding natural lighting. For privacy, heavy, lined drapes, hung on tracks accented with solid-wood valance boxes with the same brass screen decoration, provide almost complete light block-out. Artificial lighting is superb with the combination of fluorescents and adjustable incandescent bullet fixtures. There are so many lights you'll need both hands and feet just to count the fluorescent fixtures throughout the coach. These fixtures seem to dominate the ceiling and would be better suited if flush-mounted. And although flush-mounts are beginning to appear, the Foretravel people prefer the exterior mounts, since they do not sacrifice ceiling structural integrity, are easier to service and provide lighting for inside the overhead cabinets.

On each side of the solid sliding door dividing the bedroom is a structure designed to enhance bedroom livability. On the left is a dressing table arrangement with two mirrors and storage; on the right is a color television and AM/FM stereo cassette player that shares the enclosure with four drawers.

Next to the bedroom entertainment structure is a cedar-lined double wardrobe closet with sliding

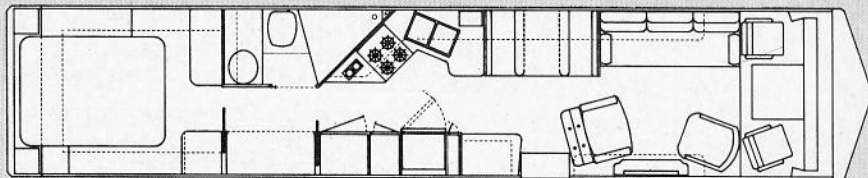
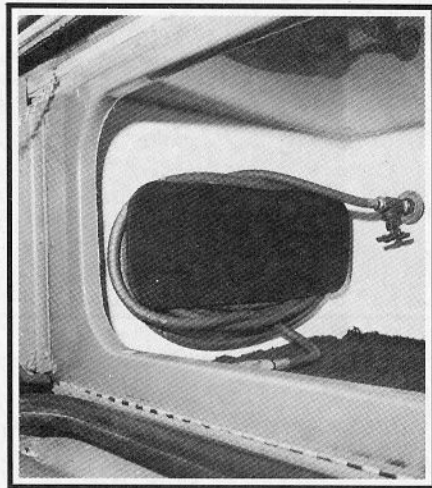


doors. Foretravel, in an experimental move, has used sliding doors exclusively throughout this coach, except for the washer/dryer enclosure and entry door. Sliding doors are also used for the bathroom, the second wardrobe and the privacy dividers that separate a section of hallway adjacent to the bathroom from the remainder of the coach. All of these doors are built ruggedly and conceal nicely into the wall. Actually, the sliders are a result of customer response and are experimental at this time. The floorplan of this 40-footer calls for conventional swing-out doors, but in an effort to please a small contingent of customers, Foretravel designed the sliders. The only design flaw is the lack of latching mechanisms. The doors tended to open and close when making turns. Apparently, magnets installed within the doors and frames are supposed to limit this problem.

Dashboard has full complement of instruments, including monitor panel for coach systems (top). Rear engine compartment access to Cat 3208T diesel (left). Landing lights recessed into sides of coach provide exterior illumination (right). Entertainment center is built into structure in bedroom (opposite, top). Extension air hose in lower storage compartment can be used for filling tires or powering air tools.

Stronger magnets might be in order, but are not available in such a compact size. Company engineers are acutely aware of this problem and are wrestling with alternative latching methods that will work well, and not require any additional space.

The sliding doors are sort of an optical illusion. What appears to be a saving in space turns out to be only visual. In reality, the sliders cost the overall size of the closet and bathroom a few inches. This is due to the structure necessary to house the sli-



## Foretravel 4000 ORED

### Performance

|                   |            |
|-------------------|------------|
| Fuel consumption* | 8.64 mpg   |
| Acceleration time |            |
| 0-60 mph          | 35.88 sec. |
| 40-60 mph         | 16.99 sec. |

\*Fuel consumption recorded at 55 mph, 800 feet elevation, predominantly flat highway. Ambient temperature 100 degrees F. Uphill test in second year, 6-percent grade, full throttle.

### Specifications

#### Coach

|                         |                                    |
|-------------------------|------------------------------------|
| Ext. length             | 40'                                |
| Ext. width              | 7'10 <sup>3</sup> / <sub>8</sub> " |
| Ext. height             | 10'7"                              |
| Int. height             | 6'5"                               |
| Int. width              | 7'6 <sup>3</sup> / <sub>8</sub> "  |
| Frame construction      | Steel                              |
| Insulation              | Styrofoam                          |
| Water cap               | 88 gal.                            |
| Waste holding cap       | 44 gal.                            |
| Sink/shower holding cap | 44 gal.                            |
| Propane cap             | 70 gal.                            |
| Water system type       | Demand                             |
| Furnaces(2)             | 32,000 BTU/<br>14,500 BTU          |
| Refrigerator            | 7.6 cu. ft.                        |
| Toilet                  | Freshwater                         |

### Chassis

|                         |   |
|-------------------------|---|
| Engine                  | CAT 3208T Diesel,<br>636 cid, 250 hp, Turbo |
| Transmission            | 4-speed Allison<br>MT-643                   |
| Axle ratio              | 4.10:1                                      |
| Tire size               | 9R 22.5-ZA L                                |
| Wheelbase               | 276"  |
| Brakes                  | All drum/air                                |
| Suspension              | Air-Ride all axles                          |
| Cooling system          | HD  |
| Fuel cap                | 150 gal.                                    |
| Base sugg. retail price | \$185,500                                   |
| Price as tested         | \$189,513                                   |

### Wet weight

(Water, fuel, propane tanks full; no supplies or passengers)

|            |             |
|------------|-------------|
| Front axle | 7,960 lbs.  |
| Rear axle  | 13,260 lbs. |
| Right side | 10,650 lbs. |
| Left side  | 10,570 lbs. |
| Total      | 21,220 lbs. |

### Chassis Ratings

|            |             |
|------------|-------------|
| Front gawr | 9,000 lbs.  |
| Rear gawr  | 16,880 lbs. |
| Gvwr*      | 25,880 lbs. |

\*Owner may add up to 4,660 lbs. in weight of passengers and supplies to motorhome equipped as test coach without violating chassis manufacturer's maximum gvwr.  
Gawr: gross axle weight rating.  
Gvwr: gross vehicle weight rating.

ders when in the open position. Although the company is not hot on the idea of building interiors with sliders until the problems are ironed out, the sliders may be a blessing in disguise.

First impressions of this floorplan may bring opposition to the long, narrow hallway created by the opposing wardrobe structure and bathroom enclosure. The sliding doors are instrumental in visually opening up floor space; conventional doors can restrict entry and egress when opened. Although the hall is lacking somewhat in natural lighting, the fluorescents are great here. And the anticipated restriction in walking space never panned out; we never felt the need for additional elbow room. In our opinion, the small amount of wardrobe and bathroom space lost to sliding doors is worth the resultant visual effect.

We're not sure whether the bath-

room was created for those who love to spread out or for basketball players. The tub/shower, for instance, not only has an unusual pie-shape design, it has a skylight built into the ceiling that allows incredible headroom. There's so much space in the tub/shower, you can actually bend over to retrieve a dropped bar of soap without crashing into the side-wall. The fixtures are real classy and include holders to accommodate four towels. What appears to be a lack of a fixture to store soap and shampoo is actually a customer option. The factory provides the fixture and the customer installs it. That way, the owner chooses its location.

The freshwater toilet is mounted on a slight pedestal and, in combination with plentiful mirrors, large lavatory structure and excellent storage, this bathroom is second to none. We would like to see some sort of system that would allow cold air

into the bathroom when the air-conditioners are running; heating is no problem since the bathroom is ducted from the furnace. The sliding-door arrangement provides for a master-suite configuration and, with the bathroom door open, the rear air-conditioner will do a really nice job of cooling.

The center section of the coach is devoted to massive amenities and a galley equally fit for the gourmet cook or the lazy chef who prefers to dine on almost-instant meals. Adjacent to the wardrobe closet is an enclosure designed to house a compact washer and dryer; all the plumbing is factory installed. If the washer is not needed, the closet can be used to store bulky items.

Included in the remainder of the hall structure, between the washer and dryer closet and the entry door, is a trash compacter, an icemaker, a

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