

# Foretravel Grand Villa



PHOTOS BY AUTHOR

Sporting clean, aerodynamic exterior styling, the Grand Villa is Foretravel's top-line coach. It offers voluminous storage in its lower section.



The new patriarch of the company's luxury Class A line offers a variety of floorplans, sizes, engines and chassis—plus some of the largest storage compartments in the industry

**Bob Livingston**

## **MOTORHOME PREVIEW**

**F**oretravel is no stranger to building luxury Class A

motorhomes. The company has been dedicated to delivering coaches to hard-to-please customers for almost 20 years. In an exclusive showing for *MotorHome*, Foretravel unveiled its latest endeavor, a new luxury coach appropriately named Grand Villa.

The Grand Villa, now the patriarch of the Foretravel family, is a product of many years of engineering development. Buyers now have a choice between the already successful Foretravel line of coaches and the more expensive Grand Villa. The company's newest entry sports a whole new exterior, an aerodynamic front section and an overall sleeker appearance.

Basically, the available floorplans are a carryover from the existing 17 configurations in sizes ranging from 29 to 40 feet. Most of the interior appointments, including walnut or rosewood cabinetry, real wood drawers, and top-quality fixtures and appliances, are retained from the original coach.

Among noteworthy luxury fea-

## GRAND VILLA

tures is the expansive exterior storage area built into the lower section of the coach. The primary storage areas on all models offer some of the largest compartments available in the entire RV industry. These storage bins are built from one-piece fiberglass and have double-walled doors with positive seals to protect contents from water and dust damage.

The generator compartment has been relocated under the floor, permitting better isolation from the living quarters. Not only does this help lower the center of gravity, but the generator can be mounted in locations normally not possible due to interference with interior design. In the 35-foot model, for example, the space next to the rear bed, which previously was occupied by the generator, has become a useful storage area. Also, the propane tank and dump valve are built into lower compartments and thus concealed from view. Travelers who frequent cold regions will be able to opt for a heated enclosure of the holding tanks and dump valve to prevent freezing.

You won't find either a pull-out or

automatic step on these coaches. The step is actually an integral part of a unique battery compartment in the floor of the entryway. The entire compartment is built of fiberglass, limiting weight, while at the same time lowering the level of entry without a hang-on step. Foretravel executives are so confident that some of the features in this coach are novel, they have proceeded with patent searches.

The 29-, 33- and 35-foot Grand Villas are built on the Roadmaster chassis with a GM 454-cid V-8 engine and automatic transmission. A tag axle is used for the 33- and 35-footers. Oshkosh V-917 chassis are the basis of the 36-, 38- and 40-footers. These chassis are available with either the Detroit 8.2-liter diesel, which develops 205 horsepower, or the 250-horsepower Caterpillar 3208T. Both engines are installed as pushers and are turbocharged. An Allison MT-643 four-speed transmission is standard with both engine options. □

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