

Roughing It Smoothly®



IN THIS ISSUE

- The Allegro Bay 37DB
- Bumping Down Baja
- Four New Floorplans
- A Talk with Van Tiffin



A RIDE WITHOUT A RIPPLE.

THAT'S WHAT MOTORHOME OWNERS EXPERIENCE WITH A FREIGHTLINER CUSTOM CHASSIS.

Our superior ride, handling and maneuverability characteristics can be attributed to an exclusive leading-edge system that includes:

- Air springs and custom-tuned, energy-absorbing shocks by Sachs®, the world's foremost shock manufacturer
- Neway® ADL Air-Ride rear suspension with parallelogram construction to reduce noise and vibration, and an integral stabilizer beam to provide excellent roll stability
- Enhanced steering system that virtually eliminates bump steer
- 50-degree wheel cut, which Freightliner pioneered for improved maneuverability and added confidence
- Our distinguished heritage, which unites the automotive engineering excellence of DaimlerChrysler® with the innovative, heavy-duty experience of Freightliner

All this engineering for a ride without a ripple? Absolutely. Because that's what it takes.

Test-drive our chassis today, and see for yourself why more manufacturers and owners choose Freightliner Custom Chassis. For more information, call 1-800-545-8831 or visit us at www.freightlinerchassis.com.

Freightliner Custom Chassis: The Leader at Every Turn™



Largest diesel service network • Most comprehensive warranty • Leading manufacturer of diesel chassis • Superior ride and handling

Call Freightliner Custom Chassis Corporation at (800) FTL-HELP or visit us on the Web at www.freightlinerchassis.com. FCC/MC-A-022. Specifications are subject to change without notice. Freightliner Custom Chassis Corporation is registered to ISO 9001. Copyright 2003, Freightliner LLC. All rights reserved. Freightliner Custom Chassis Corporation is a member of the Freightliner Group. Freightliner LLC is a DaimlerChrysler Company.

PURE POWER VALUE & VERSATILITY



THE NEW CAT® C7 ENGINE WITH ACERT® TECHNOLOGY

The C7 engine with ACERT technology continues the Caterpillar tradition of bottom-line value by providing superior fuel economy and lower operating costs. This sophisticated mid-range engine is a perfect fit for the RV market. All this, and reduced emissions—proof positive that Cat innovation is leading the way.

The Pure Power of ACERT Technology—only from Caterpillar.

© Caterpillar 2004

CATERPILLAR®

Lower Prices ... Better Coverages!



Sample Motorhome Rates!

Value	Annual Price	Value	Annual Price
40,000	\$ 599.00	300,000	\$ 1734.00
50,000	\$ 614.00	325,000	\$ 1841.00
60,000	\$ 680.00	350,000	\$ 1948.00
70,000	\$ 717.00	375,000	\$ 2235.00
80,000	\$ 755.00	400,000	\$ 2342.00
90,000	\$ 791.00	425,000	\$ 2448.00
100,000	\$ 827.00	450,000	\$ 2555.00
110,000	\$ 866.00	475,000	\$ 2662.00
125,000	\$ 926.00	500,000	\$ 2769.00
150,000	\$ 1026.00	575,000	\$ 3090.00
175,000	\$ 1219.00	600,000	\$ 3197.00
200,000	\$ 1318.00	650,000	\$ 3411.00
225,000	\$ 1418.00		
250,000	\$ 1517.00		

Gilbert RV Insurance is underwritten by speciality insurance companies that have earned a rating of A+ or better from the prestigious A.M. Best Directory.

Gilbert RV Insurance Inc.

5780 S. Semoran Blvd.
Orlando, Florida 32822

Call Toll Free throughout the United States and Canada!

1(888) RV-INSURE

1 (888) 784-6787

We insure private luxury motor coaches with values to 1.4 million dollars.

The above pricing includes total loss replacement coverage. The annual prices may vary by state, full timer coverage, or higher (or lower) coverage limits. Discounts are available, including but not limited to, The Good Sam, Coast to Coast and other RV Club members. Please call us for your personalized quote. You will be glad you did!

Roughing It Smoothly® magazine is published four times a year by Book Production Resources for Tiffin Motorhomes, Inc., 105 2nd Street NW, Red Bay, Alabama 35582. BPR offices are located at 9302 Alanbrooke Street, Temple Terrace, Florida 33637. Printed in the United States of America. Postage paid at Miami, Florida 33166. Postmaster: Send all changes of address to Book Production Resources, P.O. Box 292912, Tampa, Florida 33687-2912.

This issue of *Roughing It Smoothly*® has a postal distribution of approximately 34,000 copies and a dealer distribution of 12,000 copies. It is printed by Universal Printing Company, 3100 N.W. 74 Avenue, Miami, Florida 33122.

Copyright © 2004 by Book Production Resources. All rights reserved.
Roughing It Smoothly® is a registered trademark of Tiffin Motorhomes, Inc.

No part of this magazine may be reproduced in any form without the written permission of the publisher.

Publisher
Book Production Resources

Editor
Fred Thompson

Design
Faith Nance

Technical Director
Darlene Swanson

Copy Editor
Carolyn Breuer

Contributing Writers
Bob Tiffin, Fred Thompson, Mark Conover, Tim Mask, Jimmy Johnson, Maureen Callahan, Dot Bolton, Jeff Johnston, Harold Breuninger, Norman Spray, and Gail Johnson

Contributing Photographers
Fred Thompson, Peter Finger, Norm Spray, Lewis Communications, Harold Breuninger, Jim Smith, Lupe Smith, John McCabe, and Jimmy Johnson. Cover photograph by Lewis Communications.

Tiffin coach owners may receive a free subscription by calling toll-free to 877-538-7467; writing to *Roughing It Smoothly*®, P.O. Box 292912, Tampa, FL 33687-2912; or emailing fred@bookproduction.com. Please include your phone number, the last six characters of your VIN number, and the year and model of your coach. *If you sell your coach*, please call Liz Jones at 256-356-0205 and give her the VIN number, year and model, and the new owner's address so that the new owner can enjoy the magazine.

Contents

VOLUME 1 NUMBER 4 ■ FALL 2004

Features



The Allegro Bay 37DB 10
Diesel-pusher luxury on a gas-powered budget

Bumping Down Baja 28
To Find the Grinning Gargoyle

A Talk with Van Tiffin 16
"To a great extent, design and engineering is just applying a lot of common sense."

Tailgatin' with the Tide 36
The Alabama faithful drive a lot of Allegros

Departments

President's Corner Talking with Every Customer	4	In Your Corner Building the Foundation	23
News You Can Use What's All This Talk About Torque?	7	Owner Profile How We Became Full-timers or Have We Lost Our Minds?	25
Gourmet Quick & Easy Tex-Mex Tailgate Roasted Chicken Enchilada Casserole	19	From The Road Getting to the Family Reunion via Red Bay	27
New Floorplans for 2005 Two new Phaetons A feature-rich Allegro The Allegro Bus 42 QDP	20	Allegro Club Check out the new 2005 Rally Schedule and the club's benefits.	38

The following names are registered trademarks of Tiffin Motorhomes, Inc.: Open Road®, Phaeton®, Allegro®, Allegro Bay®, Allegro Bus®, Zephyr®, Roughing It Smoothly®, and Pusher®.

Talking with Every Customer & Improving Capacity to Serve You

IF I WERE GOING TO buy a new home in a subdivision, I would certainly want to talk with the man who built it. As far as I am concerned, it is no different if you are buying a motorhome and sometimes spending as much as you might spend on your house.

It is just part of our business philosophy that Tiffin Motorhomes will never get to a size that we don't have time to talk to each individual customer. I feel honored that a Tiffin coach owner has favored me with his or her business. Because of that, it is a pleasure for me to talk with you on the phone or in my office.

In the larger motorhome companies, the top management just does not have the time to give personal service. And that's what has made us different.

As president of this company, I was able to write my job description as "chief of customer service." And I love my job! I can do this because Judy and I have three capable sons who are as enthusiastic about this company as I have been for 32 years. They are now running the company so I can be a "full-timer" in customer service.

Today our production capacity is allowing us to produce 3,000 motorhomes annually. Based on how I currently spend my time with customers, I know that I can still give you the same personal service when we eventually increase our production to 5,000 motorhomes annually. Don't worry—no one is going to clone me!

We will still be the same people with the same philosophy of serving our customers. Today we are not building enough motorhomes to meet the demand. The reason for that demand is the quality of our product and customer service.

An expansion of our repair and service department is in the planning stage. Today we can work on 32 coaches at a time. All of our service bays are here in the man-

ufacturing facility area. As many of you know, we acquired the Red Bay airport property after it closed and built the Allegro Campground for those who wish to come to the plant for repair and service. We provide 50-amp service along with water and sewer for only \$10 per night and no charge at all if you are having warranty work done. The campground has shower facilities, a laundry, a staffed office, and a Camper's Choice store.

In the near future we plan to build 60 service bays immediately adjacent to the campground. You will no longer have to move your coach back and forth from the campground to the factory to receive service. Plus it will make it much easier for you to remain in your coach at night while it is being serviced.

To make our customers more comfortable when they visit the plant to take tours, we are planning a Welcome Center that will be part of the present vintage gas station at the entrance to our primary manufacturing facility here in Red Bay. The Welcome Center will include reserved parking for visitors and coach owners.

While we will always offer complete coach service here at the plant, we are developing a plan that will require all of our dealers to offer better service on a higher level. The Recreational Vehicle Dealers Association and the Recreational Vehicle Industry Association has joined arms to create the RV Service Technician Certification Program and the RV Service Advisor Certification Program. Developed by dealers, manufacturers, and supplier representatives, the programs are designed to make the nation's nine million RV owners even more satisfied with their motorhome, travel trailer, or truck camper by creating a network of qualified, profession RV technicians across the country.

The time frame is now for our deal-

Continued on page 18



Global Finishing Systems of Carrollton, Texas, built 15 state-of-the-art paint booths with downdraft air control systems and finished the project three weeks early in May 2004.

**ESSEX
CREDIT**

NEW - USED - REFINANCE

Zero Down Program*

RV Loans

Made Easy!

Loan amounts from \$10,000 to \$2,000,000

90 Days to First Payment*

Cash Out*

National Lender in all 50 States

Financing available on Older Models*

Montana LLC's*



866-ESSEX-4-U (866-377-3948)

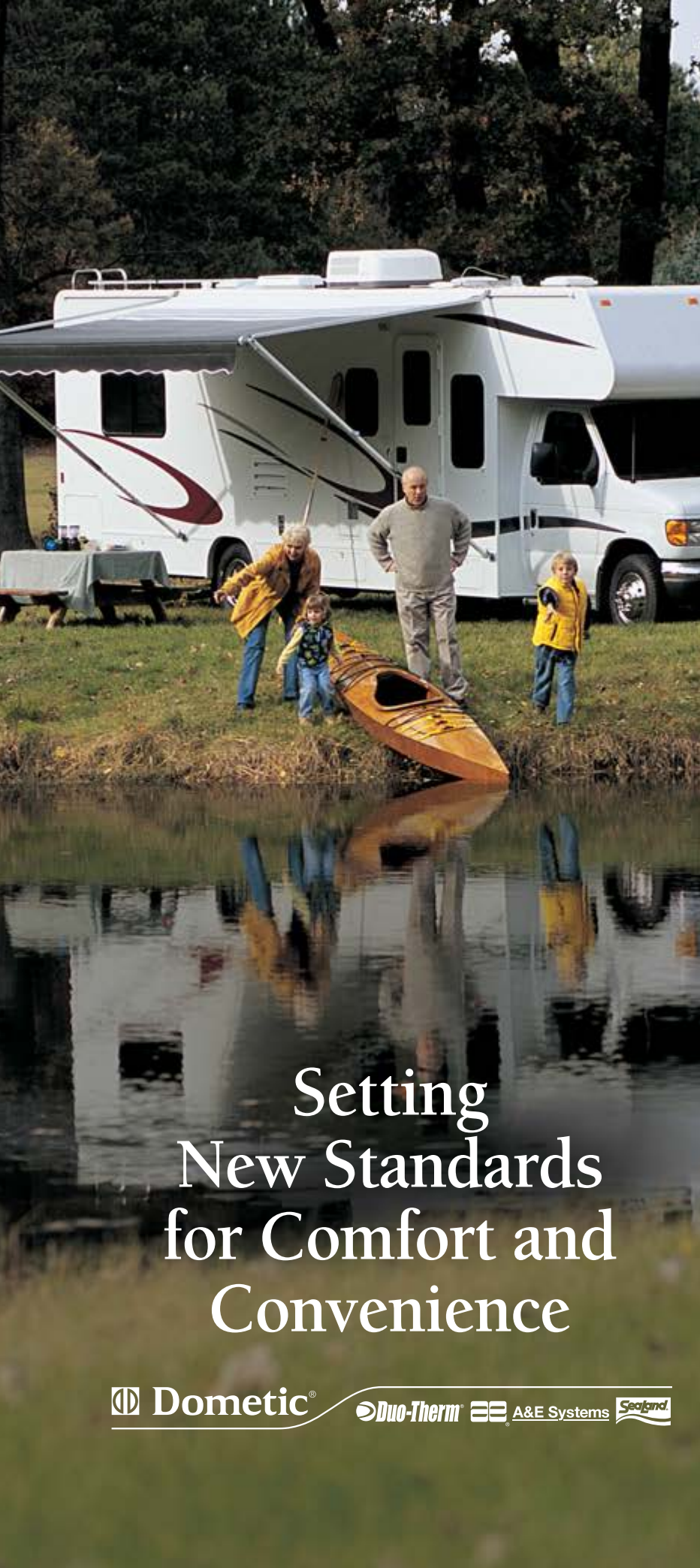
Your Experts For Financing "FULLTIMERS"!

www.essexcredit.com

*(Subject to Loan Program Guidelines and Credit Approval)

EQUAL CREDIT OPPORTUNITY LENDER

Reference code = RV076



Setting New Standards for Comfort and Convenience

 **Dometic**[®]  **Duo-Therm**  **A&E Systems**  **SeaLand**



Look to A&E Systems for manual, semi-automatic, and automatic patio awnings like the WeatherPro power awning. Complete the package with SlideToppers and window and door awnings to match and complement your RV.



Duo-Therm climate control systems provide premium air conditioning and heating solutions – up to 15,000 BTU of maximum comfort. Now with remote control!



From 3-way portables to double doors and luxurious stainless steel, there's a Dometic refrigerator for any RV need. Dometic even developed the RV industry's first auto-defrost model.



Whether it's a local camping trip or cross-country excursion, there's no boundary to your cooking options with Dometic microwave and convection microwave ovens.



SeaLand toilets feature china bowls that resist staining and maintain their luster. Models start around \$150.* So don't settle for plastic – step up to the polished resilience of china.

THINK CHINA. THINK SEALAND.

Visit us at www.DometicUSA.com

**Prices may vary based on locations.
Installation kits, if needed, are extra.*

What's All This Talk About Torque?

By Mark Conover and Tim Mask
Cummins Mid-South

When you begin to talk about power for your motor coach—particularly if it's an Allegro Bus—the conversation almost inevitably turns to torque. It's important, right? At least, that's what we gather. But, why? What is all this talk about torque? What is torque, anyway? And, what's horsepower for that matter?

If you're like most non-engineering types, torque and horsepower are terms that are only faintly understood. Sure, they're probably important. But so are a lot of other things that few of us really understand but have learned to live with nonetheless. For instance, it's difficult to explain what microwaves are but it's easy to make popcorn. The same could hold true for engines. It's difficult to define torque and horsepower, but that doesn't prevent us from cruising down the highway. However, unlike popcorn, it pays to have at least some understanding of torque and horsepower. It pays,

that is, if you're interested in getting the best performance and fuel efficiency from your motor coach.

So what is all this talk about torque?

In the basic terms, torque is the twisting force the engine applies to the crankshaft and then to the transmission. So torque is really an indication of energy or work. Horsepower refers to how fast the work is done.

Actually, James Watt, the British fellow who developed the first practical steam engine, is primarily responsible for these concepts. He started using his steam engine to pump water out of mines. Before his invention, water pumps had been powered by horses. So, Watt decided that the power of his new steam engine should reflect the number of horses it replaced. The old-time pump horse walked in a circular path tethered to a lever arm connected to what was, for all practical purposes, a crankshaft that turned the pump. He calculated how far the horse walked (feet) and multiplied that by the weight (lbs) of the horse to come up with the horse's measurable leverage (lbs-feet)—that is, its torque measured in pound-feet. From this he determined how much work the horse could do in a specific period of time and called that horsepower—essentially a measure of how fast the work is done. Thankfully, to-

day horsepower is calculated electronically on an engine dynamometer.

Where there's smoke . . .

The point is that *horsepower* and *torque* are related measurements. You could say that where there's smoke there's fire and where there's torque there's horsepower. Typically, the more torque available the more horsepower.

However, keep in mind, that an engine's horsepower rating indicates the amount of power available at a specific engine speed (rpm). Typically, horsepower increases as the engine rpm increases (up to a point). So maximum horsepower is only available when your engine is turning over at a high rpm rate.

Where's the torque?

So how does all this make a difference to the average motor coach owner? The answer can be found in what's known as the engine's operating range. Horsepower and torque are not constant figures—they vary according to how fast the engine is running (rpm). All engines have an operating range—that is, the rpm range where the engine will operate based on the gearing of the chassis. So it's really the torque and horsepower that are available within the engine's normal operating range that is most important.

Continued on page 8

No More SHAKE, RATTLE & ROLL!

NEW!
Adhesive Base Bottles STAY PUT!

Antibacterial Soap and Waterless Gel Hand Sanitizer.

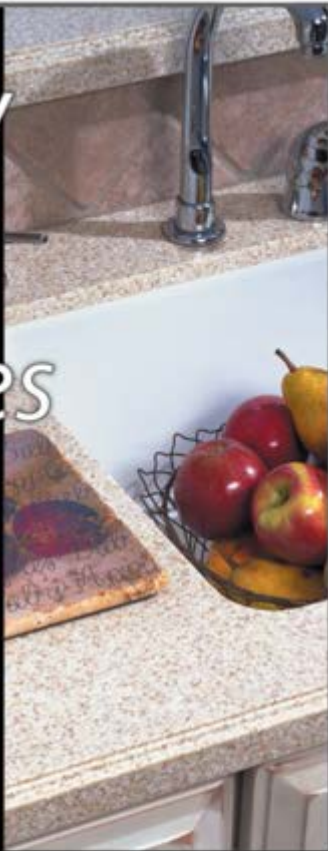
Perfect for kitchen, bath and basement compartments!

Refill bottles snap into an adhesive STAY PUT base!

THETFORD For more information about Thetford's full line of RV products please visit www.thetford.com or call 1-800-521-3032

Beauty That Endures

Available in
the finest
homes—
including your
permanent
address.




- Renewable and repairable, so it always looks nice
- Resistant to stains, mold, mildew and bacteria
 - Clean, seamless appearance
 - Beautiful, elegant, durable
 - Premium acrylic solid surface
 - 10 year warranty

*another fine feature in
Allegro Bay Phaeton Allegro Bus*

GIBRALTAR

BEAUTY THAT ENDURES

 Wilsonart® Solid Surface

www.wilsonart.com 1-800-433-3222

NEWS YOU CAN USE

For instance, if an engine produces a peak horsepower of 340 hp at 4200 rpm, yet the engine's operating range is well below 4200 rpm—say the coach is geared to run from 1700 to 2000 rpm at cruising speed, then it's not likely that you'll actually have 340 hp available very often. Unless, that is, you spend a lot of time racing about in a lower transmission gear at high revs.

However, if you are an average driver, you should be more concerned with the available torque and horsepower within the engine's operating range. This is where torque really becomes important—because, torque is associated with performance at lower engine speeds (where you actually operate!). Most diesel engines operate in the range of 1500 to 2300 rpm. Advanced, state-of-the-art diesel engines, like the Cummins ISM, are designed with a torque curve that extends over a wider (and lower) rpm range. This means that the engine produces maximum torque in the range where you need it most—that is, the range where you actually operate the engine.

There are a number of advantages associated with having a lot of torque over a wide operating range. First, since horsepower and torque are related, there is more horsepower available. This means that the engine can deliver exceptional performance when cruising at slower more efficient engine speeds (lower rpm). Also, lower engine speeds translate directly into less wear and—perhaps most importantly—greater fuel economy.

So what is all this talk about torque? Quite simple, if you have plenty of torque available in the range that you normally operate, it can make a big difference in the performance, fuel efficiency, and durability of your engine.

Sanitation Practices

by Dot Bolton
Pacifica, Calif.

RVers expose themselves to major health risks if they don't handle sewage and drinking water properly. My husband, Mel, gives seminars at rallies on the proper way to dump the holding tanks; wear gloves and don't use your drinking water hose to clean out the sewer hose. Keeping a box of latex medical gloves in your RV is as necessary as a box of band-aids.

We have used Odorcon for the black and gray holding tanks for six years and find that it controls odors, cleans the tank and the valves, removes scum lines, and breaks all waste and paper down. It is also biodegradable and contains no formaldehyde. We add Purogene to our fresh water tank even though we use a water filter. It eliminates 98 percent of bacteria in the water. If you let your rig set for extended periods of time, you should use something in the water tank so bacteria will not grow. If your water tank smells or has a bad taste, you should disinfect the system.

If you want to know what you've been missing . . .



...ask the person who drives an RV with the *Howard Precision Steer Wheel Control System!*

If you want a second opinion, ask her husband, who now enjoys the ride as much as she enjoys the driving!

WARNING: Be careful of third opinions from those who are not YET offering **Howard Precision Steer Wheel Control System**. After all, they are supposed to sell what they have, and probably don't know that they don't know how easy it is to update the drivability of any RV by installing **Howard Precision Steer Wheel Control System**. It is only a matter of time until those who don't know, will know, that there is only one way to achieve the ultimate in RV drivability.

HOWARD PRECISION STEER WHEEL CONTROL SYSTEM

The world's most advanced heavy vehicle drivability system, establishing standards by which the quality of all other recreational vehicle steering will be judged.

IT'S ONLY A MATTER OF TIME.

RIVER CITY PRODUCTS, INC.



**HOWARD
PRECISION STEER WHEEL
CONTROL SYSTEM™**

199 W. Rhapsody - San Antonio, Texas 78216

Call for the dealer nearest you: (800) 879-4277

Available as an OEM or Aftermarket installation

made under one or more U.S. Patents. No. 5,536,028. Other Patents Granted and Pending.

Diesel-pusher Luxury ON A GAS-POWERED BUDGET

THE Allegro Bay 37DB

by Jeff Johnston

Class A gas-powered motorhomes are getting larger and more luxurious all the time, and Tiffin's new 2005 Allegro Bay 37DB is a good example of such a top-end rig. Tiffin currently offers the Allegro Bay in two models, a 34-foot (34XB) and a 37-foot (37DB) in one floorplan each. Both floorplans are similar, with the 37-foot model stretched out a bit to accommodate a few more interior features.

The 37DB we evaluated included a forward living room floorplan with a large slideout streetside housing the fixed dinette booth and the sofa-bed. Opposite the dinette and aft of the entry door, curbside, is the galley, and farther back, the walk-through

bath abuts the roomy master bedroom with an island queen bed in its own slideout. The arrangement provides comfortable living space that's both practical and aesthetically pleasing.

Due to its size the Bay's interior more closely resembles a diesel pusher than a typical gas-powered rig, and that's part of the idea. Not everyone wants or can afford a diesel-powered coach, and the lower price of a gas-powered chassis is more realistic for many people. Yet, the new chassis' heavier Gross Vehicle Weight Rating (GVWR) means the manufacturer can design a bigger coach with all the details today's buyer wants.

In effect, the Bay delivers diesel-coach-style living and driving



With the 31-square-foot slideout in place, the Bay offers a gracious living area. The optional ultra leather sofa and recliner, plus the optional free-

standing dinette, bring the touch of luxury that is immediately perceived as one enters this coach.



LEWIS COMMUNICATIONS

The Bay's cockpit places everything at the captain's fingertips including the dash-mounted backup monitor, the power sun visors, and electric jack controls.

manners at a considerably lower price point than even the most affordable diesel pusher. Yet, it's a well-built, solid unit that's a good value for the investment.

Part of what promotes the solid feeling is the rig's vacuum-bonded laminated construction. The aluminum and steel framed structure is a sturdy basis for the rig's walls, floor and roof, and Tiffin assembles the parts into a secure-feeling unit that gives confidence in a long service life.

Walkaround impressions

Externally, the coach displays great cosmetics and well-executed details. Molded fiberglass end caps blend well with the smooth skin and domed fiberglass roof. Buyers can choose between standard partial body paint or optional full body paint in three colors: Fire Red, Regal Blue, and Silver Sand. The Regal Blue full body paint on the test rig was smooth, classy, and impressive without being gaudy. We like that in an RV.

The storage compartment doors are easily opened and blend well with the smooth skin. The doors are supported by gas struts that ease the loading and unloading job. There's enough space and payload capacity in the Bay to handle almost any user's needs, perhaps excluding your antique bowling ball collection.

With good design and choices, Tiffin has made campsite setup a no-hassle operation. Located streetside near the rear wheels, the utility compartment houses all of the rig's hookup facilities in one convenient, central place. Tiffin also makes setup easier by giving the buyer a choice between two standard features at no additional cost: the new-for-2005 standard HWH hydraulic leveling jacks or the Atwood electric jack system.

Curbside, the optional one-step automatic awning eliminates the struggle of using a manually operated unit. That's a nice touch when you're tired and just want to get set up with a minimum of hassle.



With the standard Gibraltar hardsurface countertops and the optional 10 cu.-ft. 4-door stainless steel refrigerator with ice maker, the cook will believe she never left home.

Interior Living Space

When you enter the Bay, you immediately feel at home. Buyers generally associate diesel-pusher rigs as being built to higher-quality standards than the typical gas-chassis-based coach. That idea was once pretty accurate, but today's gas-powered coach is a different story. Top quality materials and assembly have come together in a very desirable package.

The interior on this unit is a mix of the optional off-white leather upholstery on the driver and passenger seats, the recliner, and the sofa-bed, plus complementing fabrics and colors from the "Palm Beach" decor which blend well with the nondescript carpet. Classic-style oak cabinets and the Gibraltar solid-surface countertops visually work well in the galley-living area.

The overall effect is classy without having the mood thrown in your face. It's an interior where it is easy to get comfortable, yet entertaining the best of company fits right in as well.

At approximately 32-inches deep and 11-feet 9-inches wide (inside wall to wall), the large forward slideout containing the sofa and the dinette adds a great deal of living space. Those on the sofa can stretch out and not interfere with the movement of others in the forward section.

The large, flat-panel television mounted above the dash can be seen easily by those on the couch, the recliner, or the forward-facing dinette chair. The optional semi-automatic satellite dish brings in the signals with minimal user input effort. A standard-equipment home theatre system means there's no shortage of good audio when viewing a favorite movie or show.

The test coach included the optional dual-pane insulated windows, a feature that should be a "must have" in our book. Not only do the windows help the effectiveness of the optional dual air conditioners and the furnace, they also block out a lot of noise. That's valuable on the road and in a noisy campsite.

Our cook loved the kitchen. Simulated ceramic floors by Arm-



LEWIS COMMUNICATIONS

The Bay's standard interspring queen mattress, comforter, and flat screen color television make this the perfect nest for watching a movie or catching

a late-night session with Letterman. The adjacent bathroom suite with private toilet and double lavatories makes a perfect captain's cabin!

strong will stand up to use and abuse for years and still look great, and simulated plank flooring is optionally available for those who prefer the wood look. The optional dual-door, 10-cubic-foot stainless-steel-faced 4-door refrigerator means there's a ton of space for elaborate meal fixings, and the classy countertop plus close-by utensil and bulk goods storage in a pantry aft of the fridge mean the cook doesn't need to go far to reach the appropriate tools.

We didn't miss the conventional gas oven. The standard convection/microwave oven took care of any chores not suited to the range top, although a 3-burner cook-top with oven is optional.

Tiffin calls the dinette option a "freestanding" dinette but it's more of a cross between a fixed booth style and a true freestanding table. The same table style has been used in the company's diesel-pusher coaches and is now available in the Bay for the first time. The pair of movable chairs are standard issue for a freestanding table, but the table top is secured to a cabinet-type wall unit. The table can be extended several inches from its compacted position to provide more space as needed, and a pair of folding chairs provide extra seating capacity or can be stowed elsewhere in the coach after company's gone.

Even without being extended, the table is fine for two, which is likely to be the case most of the time. The solid wood dining table is richly finished but is also stain resistant. It not only serves well for meals, but also can be conveniently used as an occasional mobile office. With phone jack and electrical outlet just under the table's edge, it is ready to receive your laptop computer. Nearby cabinets provide storage for assorted office supplies.

A pebble-textured "rain glass" shower surround is new and standard for 2005, and adds a touch of distinction and privacy to the shower stall. Adjacent to the shower is a corner-style lavatory and counter with generous storage space, a brace of drawers to the left, and a mirrored cabinet above. The solid-surface white sink with grey-tone solid-surface countertop is a perfect cosmetic match for the brushed nickel faucet, and makes for an elegant combination that's a breath of fresh air after seeing so much polished brass over the years.

Curbside, the ceramic toilet is in its own 28 x 54-inch enclosure that incorporates a good-sized lavatory in a storage cabinet unit. That feature makes the area a handy one-stop shop, so to speak.

With the pocket door to the living area closed and the door

to the bedroom open, the area forms a very nice bedroom-bath suite effect.

Since the bed moves toward streetside in a 21-inch by 77-inch slideout (inside wall-to-wall measurement), it opens a nice aisle space around the foot of the queen bed. This provides ready access to the full-width closet and curbside-corner washer/dryer cabinet across the back wall. It also makes it easy to use the curbside drawers, cabinets, and the solid-surface countertop. All of those extra storage spots, and easy access to same, are really handy for those who spend more than a little time in their coach.

Cabinets above the head of the bed and nightstands make a big difference in practical day-to-day functionality of the area. Because of the extra storage offered in this coach, many RVers find it convenient to keep a separate wardrobe. There's even a new-for-2005 laundry hamper to help organize the dirty stuff.

Curbside, in the corner cabinet, the second television is conveniently positioned for those reclining on the bed. Tiffin uses an optional 1-kW dedicated inverter to power the front and rear televisions, making it unnecessary to fire up the generator to catch the evening news or Letterman's monologue.

In the end, what really matters in the master bedroom is: how well do we sleep? I can safely say, very nicely. The mattress was a bit softer than we prefer, but that's a personal viewpoint, and for a few nights' junket we managed to avoid staying awake, and no lower-back pains were evident on waking. Tiffin does a good job with mattress selection, and that's always a relief when several nights are scheduled in a motorhome.

Enjoy the Drive

At 37 feet long, the 37DB Bay is a big coach for a gas chassis, so Tiffin uses the robust and proven 246-inch-wheelbase Workhorse W22-series chassis as a base. The Ford chassis is optionally available. Our test rig used the W22, powered by GM's 8.1-Liter big-block V-8 (340-hp) coupled to an Allison 1000-series 5-speed automatic transmission. It's hard to beat the reputation and reliability of a powertrain team like GM and Allison.

First off, the driver enjoys an excellent view of the road, the rear-view mirrors, and the dashboard. Mirror placement that's low and just inboard from the A-pillars is functional but not obtrusive. A few switches are semi-concealed behind the steering wheel, but a slight head movement reveals the control details.

If an easy exit is desired, Tiffin includes a standard driver's side door with electric window. That's a feature some drivers absolutely insist on, and Tiffin still makes it available.

Engine noise is nicely muffled due to well-done coach floor construction and effective sound deadening placement. Likewise, road noise transmission to the occupants is minimal, and squeaks and rattles are scarce except, as usual, when traversing truly bad gravel or dirt roads or broken pavement. No level of build quality can silence a rig under those conditions.

The extra long wheelbase is part of the reason the coach has a balanced visual look to it, as well as displaying terrific driving manners. There's no excessive rear overhang, caused by a too-short chassis under a too-long body, that can create handling problems.

Our drive covered ground from Oregon's Willamette Valley through the Cascade range and into the Central Oregon pine forests near Sisters. Road conditions varied from smooth, modern freeway to minimally-improved gravel with a lot of two-lane paved twisties through the mountains.

Contrary to driving some large gas motorhomes, the Bay never felt as if a huge box was being wrestled down the pike. Steering response is tight and predictable with minimal body sway or tail-wagging when the rig is put through a fast simulated-emergency lane-change maneuver. Cornering is fairly flat and produces negligible body roll. Braking is straight-line and effective, and gives the driver a sense of confidence. That contributes to enjoying the ride, and that's half the fun of RVing.

The Bay is not a lightweight coach and the 340-hp engine is seriously called upon to make the steeper grades. On average, we maintained about 48 mph @ 3,300 rpm in 3rd gear on grades of approximately 8 percent. That's steeper than the average freeway. On a 6-percent grade that's more typical of an average mountain road, we kept up a 53 mph pace. That's good for a rig this large.

Realistically, no 37-foot coach is going to be all that easy to maneuver. Hey, it's 37 feet long! But, due to the chassis' tight turning angle, the Bay is as easy to handle as any rig of this size that we've driven. When we wanted to make a snug turn, a hard crank of the wheel brought the front end around smartly, which helped in parking lots and other close-quarters places.

Wrapping up

We were impressed with the Bay. Terrific build quality, well-chosen materials and colors, a comfortable floorplan, and a fine array of equipment and amenities are combined in a package that's fun to drive and good looking as well. This coach is a fine choice for a buyer looking for a full-size coach at a gas-powered price.

Jeff Johnston is an independent writer living in Eugene, Oregon. splco696@aol.com



SPECIFICATIONS: Model tested 2005 Allegro Bay 37DB, Double Slide

Base MSRP* \$120,750

MSRP as tested with options \$139,328

STANDARD FEATURES

Structural
Laminated floor, sidewall & roof
Steel/aluminum reinforced structure
Exterior
Fiberglass front & rear caps
Large tinted windshield
Leveling jacks
7.0 Onan generator
Single motor intermittent wipers
Heated power mirrors with remote adjustment
Gel-coat fiberglass exterior
Painted exterior graphics
Entrance door with screen door & deadbolt
Triple electric step
¼-inch single pane windows
Exterior patio light
Slideout awning(s)
Wheel liners
Exterior storage doors with gas shocks
Single handle, lockable storage door latches
Ridged long-life storage boxes
Luggage compartment lights
Heated water and holding-tank compartments
Two 6-volt auxiliary batteries
50-amp service
Park ready telephone
Cable ready TV
Black holding tank flush
Exterior rinse hose/shower
110-volt exterior receptacle
110v/12v converter (55 amp)
Undercoating
Driver's door with power window
Domed fiberglass roof
TV antenna
CB antenna
Power Fantastic roof vent with 3-speed fan
Two 13,500 BTU high profile roof A/C
Roof ladder
Backup camera and monitor
Water filter
10-gal. gas/electric water heater
Driver's Compartment
Entry floor light
Snack/beverage tray
Single CD player AM-FM stereo
12-volt dash receptacle
110-volt receptacle
Tilt steering wheel
Dual dash fans
Windshield privacy curtain

Large flat-screen color TV (front)
VCR
Fire extinguisher
Phone/modern receptacle
Non-powered cloth driver & passenger seats (Flexsteel)
Living Area / Dinette
Cloth recliner (Flexsteel)
Cloth hide-a-bed (Flexsteel)
Booth dinette
Carbon monoxide detector
Kitchen
Solid surface countertops
Solid surface sink covers
Single lever sink faucet with pull-out sprayer
Double bowl kitchen sink (stainless steel)
2-burner cook top
Convection microwave (stainless steel)
8-cubic ft. refrigerator (stainless steel)
Solid wood dinette table
Bath
Medicine cabinet
Skylight in shower
China toilet
Glass shower door
Solid surface countertops
Solid surface sink bowls
Single lever faucet
Water pump switch
Vanity light
32-inch corner fiberglass shower
Bedroom
Bed comforter with throw pillows
Innerspring queen mattress
Flat screen color television
LPG leak detector
Nightstands with 110-volt receptacles
Solid wood vanity with storage
General interior
Soft touch vinyl ceiling
Raised panel, solid hardwood cabinet doors
Oak cabinetry
Vinyl tile flooring in kitchen, bath & entrance landing
Wall-to-wall carpeting in bedroom & driver's compartment
Scotchgard® treated carpet and fabrics
Day-night pleated shades
Tank level monitor system
Home theater surround system
Smoke detector
Two 30,000 BTU ducted furnaces

OPTIONAL FEATURES ON THIS COACH

Regal Blue full body paint
Two 15,000 BTU roof A/C with heat pump
Semi-automatic satellite dish
Dual pane insulated windows (not including entrance door)
One step automatic awning
Chrome mirrors
1000-watt inverter for front & rear TVs
Power sun visors
Free standing dinette with storage
10-cu.ft. refrigerator w/ice maker
Prep washer/dryer cabinet
Powered Ultra Leather Passenger/Driver Seats (Flexsteel)
Ultra Leather Recliner (Flexsteel)
Ultra Leather Hide-a-Bed (Flexsteel)
Bedroom AM/FM/CD Stereo

OPTIONAL FEATURES AVAILABLE

TruCenter Steering System
Powered cloth driver seat (Flexsteel)
Cloth Versa-Flex automatic sofa
Cloth Magic Bed
3-burner cooktop with oven
12-cu.ft. 4-door refrigerator
Natural maple cabinetry (simulated)
Walnut cabinetry (simulated)
Washer/dryer
Central vacuum cleaner

MEASUREMENTS

Wheelbase - 246"
Overall Length (approx.) - 37'3"
Overall Height w/roof air - 12'4"
Interior Height - 80"
Overall Width - 101"
Interior Width - 96"

WEIGHTS & CAPACITIES

GVWR - 22,000 lb.
GAWR (front) - 8,000 lb.
GAWR (rear) - 14,500 lb.
GCWR - 26,000 lb.
UVW - 18,650 lb.
Trailer hitch capacity - 5,000 lb.

POWER TRAIN

Engine - 340 hp
Torque (Lbs.-Ft., max. net) - 455@3200
Transmission - Allison 1000

Series Automatic 5-speed w/ electric control
Tire Size - 235/80R 22.5
Alternator (amps) - 130

CHASSIS

Frame - Workhorse 22,000
Brakes - Disk brakes front & rear
Suspension (front and rear) - Leaf springs with Bilstein shocks
Leveling jacks - HWH hydraulic or Atwood electric

CONSTRUCTION

Body - Laminated floor, sidewalls, and roof
Support - Steel-aluminum reinforced
Front-Rear caps - Fiberglass
Exterior side panels - Gel-coat fiberglass walls with painted graphics or full body paint

ACCOMMODATIONS:

Sleeps - Four adults
Fuel tank - 75 gal.
Fresh water - 84 gal.
Black water - 45 gal.
Grey water - 52 gal.
LPG tank (filled to 80% capacity) - 31.3 gal.

MSRP

MSRP is the manufacturer's suggested retail price and does not include dealer prep or options. Manufacturer reserves the right to change or discontinue models offered, standard features, optional equipment, and prices without prior notice. Dealer prices may vary.

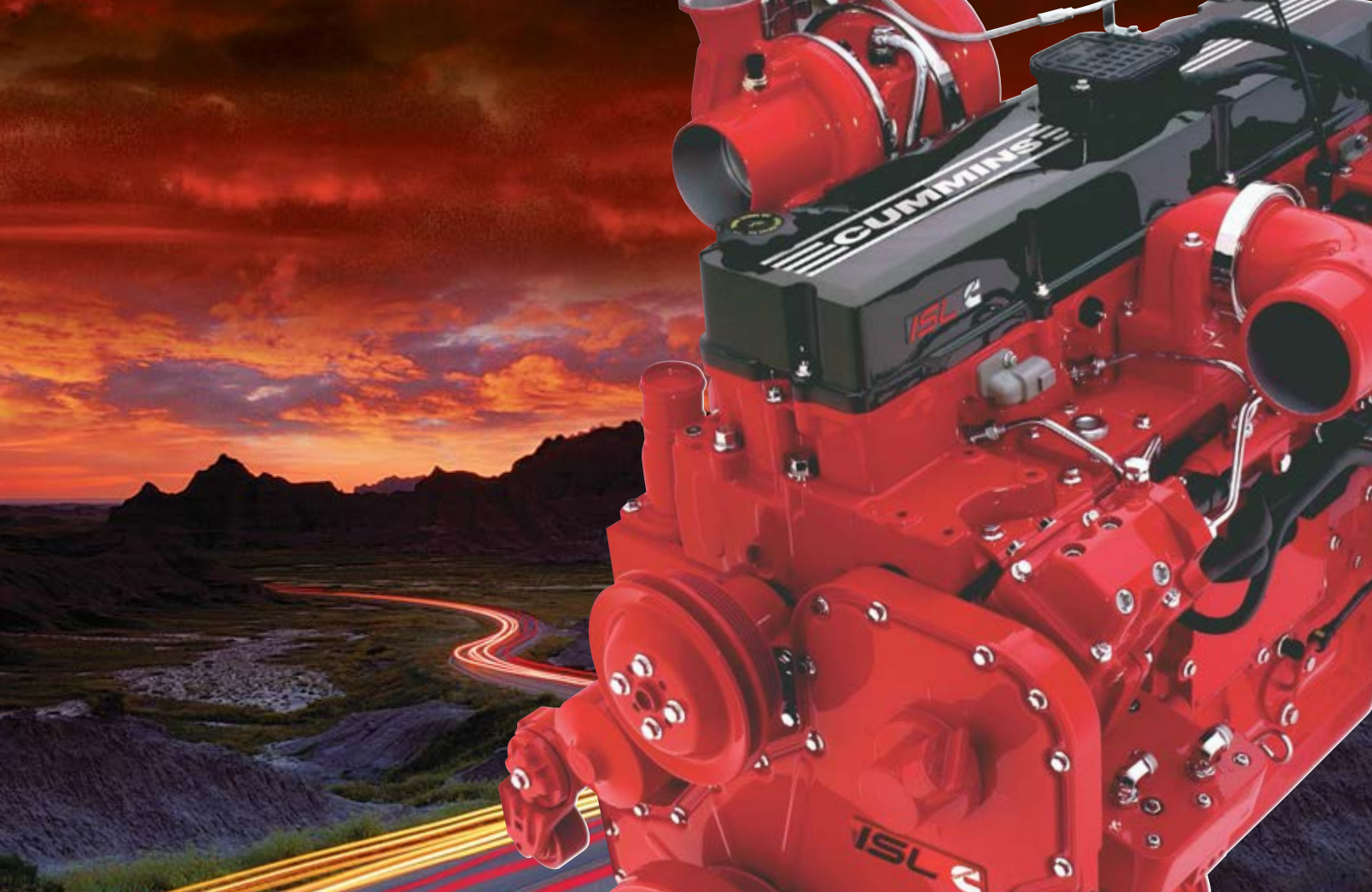
DEALERS

To locate the Tiffin dealer nearest you, go to www.tiffmotorhomes.com and click on "dealer locator." If internet access is not available, call 256-356-8661 and ask the operator for the Tiffin dealer location nearest to you.

PLEASE NOTE

All options may not be available in all models. Because of progressive improvement during a model year, specifications, standard and optional equipment are subject to change without notice or obligation.

EVERY TRIP.



Whether you're headed for a weekend holiday or an extended cross-country trip, you'll be glad you've got a Cummins diesel on board. We're the number-one choice of motorhome owners thanks to the outstanding performance of our engines. Our new 350-400 hp ISL features increased engine response – plus up to 35% quieter operation. Cummins continues to deliver the power, fuel efficiency and dependability you can count on down the road. Every trip. Want to know more? Check out www.everytime.cummins.com or contact your local Tiffin dealer.



A Talk with Van Tiffin

by Fred Thompson

“Everybody has a little bit of design and engineering talent in them. To a great extent, design and engineering is just applying a lot of common sense,” explains Van Tiffin. The solid, practical functionality of Tiffin-built motorhomes is evidence that the collective design and engineering talent at TMH has met the ultimate test—satisfied customers.

Van Tiffin brought his practical approach to building motorhomes to TMH in 1990 after he graduated from the University of Alabama with a degree in public relations. As the second son of Bob and Judy Tiffin, one of his earliest memories is making a trip to Mobile with his parents to attend a motorhome show when he was six years old. He doesn’t remember much about the show, but he recalled, “Mobile got a big snow that day, 6 to 7 inches. That was before the company got started.”

He began his career in customer service. “You really learn the business in that department. I had to deal with customers and understand what was really causing their problems. The experience had a big effect on me from the design perspective,” he recalled. “Any functional part of a motorhome is going to work correctly for a long time if we design right and execute right in the plant.”

Van’s public relations training seems to give him a special empathy with Tiffin customers. “Whenever I dealt with a frustrated customer, I *felt* the frustration. It made me realize that the owners scrutinize every part of our motorhomes. Being in customer service was a good opportunity for me to see what good design and workmanship means to our customers,” he said.

As the primary manager of TMH’s design programs, Van takes a special interest in customers’ suggestions and opinions. “They see features they like and tell us. We constantly do surveys in our campground and at rallies and shows. Most of their ideas are conveniences rather than major changes. My dad was always good at taking customers’ ideas and translating them into reality. We have to be careful to avoid fads and to implement only ideas that are solid improvements,” he said, demonstrating the company’s conservative approach.

“There are really no secrets in this industry. I don’t always know where an idea came from. For example, quad slides that got started about two years ago are one of the biggest things that have come out. That feature is available on all of our diesels now.”

“This year we raised the ceiling height to seven feet. It took a lot of engineering to do that! Full body paint is a big item



Even though it was 19 years ago, Van Tiffin’s life is still defined by “The Kick,” shown in a limited edition lithograph above. His 52-yard field goal in the last 6 seconds of the game won the 1985 Alabama-Auburn Classic.

now. After we do a full body base coat, we go back and paint the graphic; no decals are used. Then we finish it with clearcoat. Good design, good engineering, good quality that will give increased value to the coach over the years,” Van explained. “Another popular feature that customers requested is the freestanding dinette with legless table. We added a multi-door hutch against the supporting wall. Very popular.”

As features are added, total coach weight inevitably increases. This year the diesels offer more horsepower: the Phaeton with 350-hp, 400-hp on the Bus, and a 500-hp engine on the Zephyr.

When we spoke in mid-summer, the 2005 models were beginning production. But it did not come as a big surprise to me when Van revealed that “our interior designers are already working on the 2006 models.”

Last year the company added internationally known interior designer, Margaret Miya, to the mix. She now designs the interiors for all five brands. “It takes Margaret four to five months

to work up the designs, so we obviously have to work a full year ahead," Van said.

"The person who does the conceptuials for our floor plans will tell us we are in need of certain features on each brand," But there are certain standards that are followed. For example, the diesels will always have two lavatories, a separate enclosure for the toilet, a washer-dryer option, and a minimum of two slides.

While the interiors are critical, the exteriors play a huge role in curb appeal and customer satisfaction. As one customer said last year, "I don't want my coach to look like it belongs in the circus." The exterior design has to be somewhat restrained and tasteful.

"There are only a half dozen people in the U.S. that can do a sidewall design. We are fortunate to have a person who does a really good job for us. She does the concepts and then the final design," Van explained. "All of our designs are created on a computer. The designer creates the paint masks and we do a quarter-scale pilot on a fiberglass sheet in order to get the exact look and finish. After suggestions, changes, and approvals, we will do a full-size pilot. The graphic artist was here last week to do the pilot designs for next year."

Changes in the floorplans are made with great deliberation and planning. Conceptuials with standard components could take three months. Radical changes could take six months.

Van also supervises research and development (R&D). The change to a seven-foot interior ceiling height on all of the 2005 diesels required complete full-size mock-ups to anticipate all of the problems that could be encountered. R&D is where the cutting-edge ideas are tested and, as you might guess, that part of the plant is not included on the daily plant tours.

The Tiffin family maintains a "hands-on" approach by personally testing their coaches. Starting at the top, Bob and Judy, and then Tim, Van, and Lex each use coaches for five or six weekend jaunts and a couple of longer trips during each model year. Trips are taken with note pads to write down ideas, problems, and possible solutions for better design, production techniques, or conveniences that will make a coach more user-friendly and dependable.

Van took that approach a step further. Since the custom woodworking department reports to him, he decided that he would build a full set of kitchen cabinets himself to better understand problems and process. The experience was precipitated by the new home that he and his wife, Michelle, built earlier this year. While realizing that a master craftsman could have done it more quickly and probably better, he knew that doing it himself would add to his knowledge base.

When the cabinetry and finish work were ratcheted up several notches a few years ago, it was Van who did the research and planning for the new shops.

"Today, every piece of millwork is done in the Tiffin woodworking shops," he said. "We select hardwoods from the best suppliers. Walnut comes from Appalachia; oak comes from Appalachia, New York, and Pennsylvania; and cherry and maple come from Pennsylvania.

"We do all of our milling and planing. Our molding heads and knives are made here at the plant so that we can create a special crown or base molding for any interior. Fit and finish requires so much modification in a motorhome.

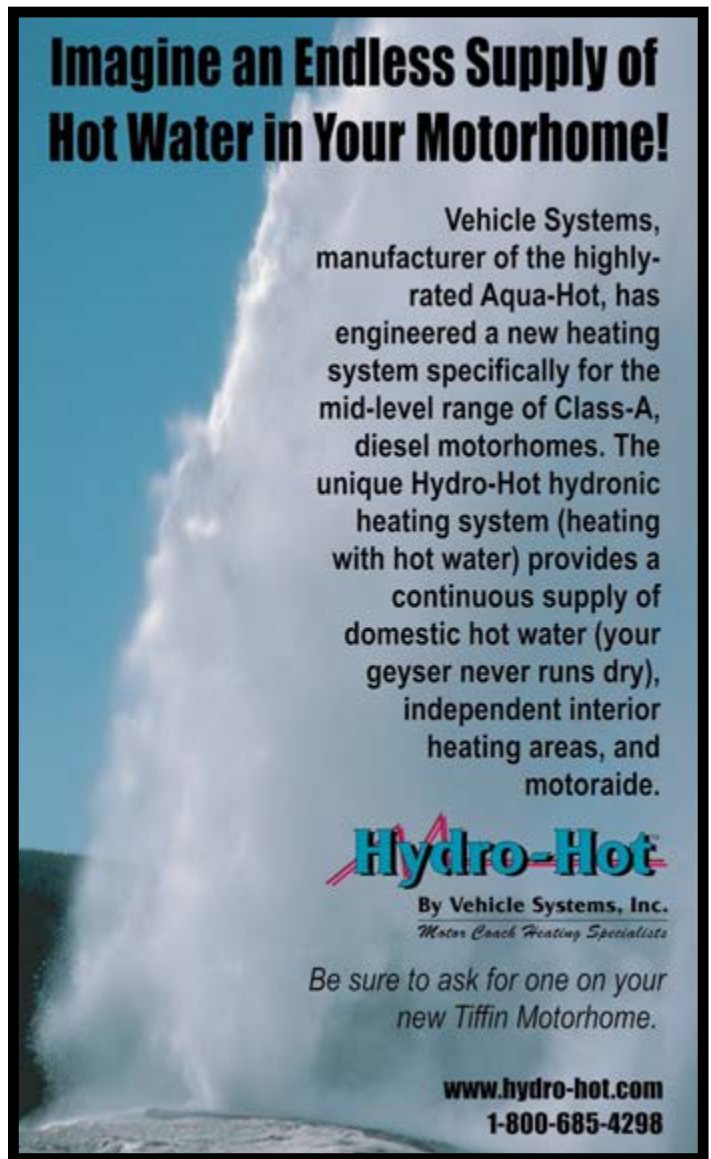
"In building this department from the ground up, we went to equipment shows, did internet research, and visited several fine

cabinet makers. We made our list of all the equipment we needed and went to Dad for approval. He gave us a thumbs-up on everything because he wanted the best just as we did," Van smiled.

Asked about the most challenging aspect of his job, Van responded, "My responsibility spans so many different components and manufacturing techniques. If I only had to be responsible for woodworking, I could get really good at it. But we have to learn about and integrate floor coverings, plastics, plumbing and lighting fixtures, fiberglass extrusion, and more. When I was growing up, I knew Dad had a general knowledge about so many things, and now I know why."

As we summed up our conversation, I asked, "Where is design and engineering going at TMH?"

"We will continue to improve the quality of our products. Just as design must move forward in cars, homes, and appliances, we must offer the best in motorhome design, engineering, quality, and production methods. We must design and engineer in a manner that will improve our fabrication and assembly methods. That will translate into better satisfied customers as well as growth and profitability for Tiffin Motorhomes."



Imagine an Endless Supply of Hot Water in Your Motorhome!

Vehicle Systems, manufacturer of the highly-rated Aqua-Hot, has engineered a new heating system specifically for the mid-level range of Class-A, diesel motorhomes. The unique Hydro-Hot hydronic heating system (heating with hot water) provides a continuous supply of domestic hot water (your geyser never runs dry), independent interior heating areas, and motoraide.

Hydro-Hot
By Vehicle Systems, Inc.
Motor Coach Heating Specialists

Be sure to ask for one on your new Tiffin Motorhome.

www.hydro-hot.com
1-800-685-4298

ers to have at least two master certified RV service techs in each dealership who have completed the RVDA-RVIA course. Two Tiffin service managers are totally engaged to implement this requirement with our dealers.

Our growth and capacity to meet customer demand probably are reflected best in the growth of our engineering department. Less than three years ago we employed nine engineers. Today we have 22.

Capacity is also reflected in the high-tech equipment we have added in the last three years. Computerized routers with total precision can cut out the pieces of a cabinet box, the exact-size pieces of styrofoam insulation with wiring channels to fit into the studded walls, and the hard-surface countertops and lavatories. We get perfect squares and curves, perfect covers for the kitchen sinks and cooktops, and even perfect inlays for the Gibraltar walls of the Zephyr's shower stall.

The Flexicam Router makes cuts at a speed of 35 mph on 5 × 10-foot panels. But they are a two-edged sword. They are great time savers, but they limit quick changes in production due to the time it takes to reprogram them. In addition, we improved the woodworking shop with two 5-head molding machines and two wood welders with microwave heat.

All of this precision equipment translates into a coach with excellent fit and finish, a tighter more solid product that will provide our customers with excellent service through the duration of their ownership of a Tiffin motorhome.

The most significant addition we have made to our production facilities in the last year is the new 113,000-SF state-of-the-art, exterior painting facility located six miles from the plant in Belmont, Mississippi. TMH acquired a total of 192,000-SF of industrial buildings which also allowed us to move some of our sub-assemblies to this location.

Tiffin contracted with Global Finishing Solutions to build 15 paint booths with downdraft air control systems. With headquarters in Carrollton, Texas, and manufacturing operations in Barrie, Ontario, and Osseo, Wisconsin, Global is the world's largest manufacturer of spray booths, paint booths, and finishing

equipment. We acquired the property in November 2003. In selecting Global, we explained that we had to have the new facility fully tested and ready to use before the model year changes in late May 2004.

Global rose to the challenge and did an excellent job. They stayed ahead of schedule and finished the project three weeks early. Because the building was not originally designed for this purpose, Global had considerable concrete prep work to do before beginning the construction of the paint booths. Each air make-up unit filters the incoming air, heats it if necessary, and then captures the paint particles being expelled with a filtration system that fully complies with EPA standards.

A major issue in large painting systems is particle contamination that causes flaws in the applied paint. One of the first things a visitor notices in this facility is the cleanliness of the floors, which are painted, polished, and constantly vacuumed by special equipment.

The initial task in preparing a motor-home for painting is a thorough cleaning. We located the cleaning operation in a separate building to keep the painting facility totally free of the contaminants produced by sanding and chemical-based washing.

The mixing and spray painting equipment in each booth is computer controlled. If problems develop, GFS can troubleshoot the system via the Internet, reducing service costs and downtime to a minimum. After painting, the booth goes into a 60-minute bake cycle with the temperature elevated to 160–165 degrees. The new paint is then cured out for 20–30 minutes.

Eight of the units are primary painting booths, four are for inspection, tape removal, caulking, blacking out, and minor repairs. Three are used for buffing out the paint and clearcoat, but they can be used for painting when the demand increases.

It will always be our purpose at Tiffin to stay on the leading edge of technology. But offering you the best Class A motorhomes on the market depends on management and employees who really care about doing things the right way.

We will always be here to make sure that you are Roughing It Smoothly!

Safe Food

U.S. Department of Agriculture

The U.S. Department of Agriculture (USDA) offers these tips for tailgaters to make sure the party stays near the stadium, not the emergency room:

- **Keep raw and cooked foods separate at all times.** Cross-contamination is one of the main causes of food-borne illnesses. Try using color-coded plates and utensils so you'll know which is which.
- **Bring lots of extra utensils for eating and preparing.** Using a new utensil is easier than trying to clean on the spot.
- **Make sure raw meat and poultry are wrapped separately** from cooked foods while in the cooler.
- **Wash your hands before and after preparing food.** Bring your own soap, water, and disposable wipes in case there's no water source nearby.
- **Use an ice scoop to handle ice.** The last thing you want is lots of unwashed hands touching ice that's going to go in somebody's drink.
- **Keep hot food hot and cold food cold.** Bacteria multiply best between 40 degrees and 140 degrees, according to the USDA.
- **Do not leave food out of the cooler or off the grill** for more than two hours (one hour if the temperature is over 90).
- **Always put perishable food in a cooler** with ice or ice packs. Move it directly from the fridge or freezer to the cooler.
- **Make sure the cooler is well-insulated** and keep the temperature below 40 degrees Fahrenheit.
- **Pack meat and poultry while it's still frozen.**
- **Fully loaded coolers stay colder longer.** If you don't have enough food to fill it up, add ice or fruit or even something like a jar of peanut butter.
- **Keep drinks in a separate cooler.** This way, people won't be opening and closing the one with the meat inside.
- **Transport the cooler in the air-conditioned part of the car.**
- **Make sure foods are cooked thoroughly,** and use a meat thermometer to make sure.

Tex-Mex Tailgate

Roasted Chicken Enchilada Casserole

by Maureen Callahan

While tailgating is strictly an American tradition, the tailgate menu can run the international gamut of cuisines from burritos to chop suey to pizza. But South of the Border is probably one the simplest picnic themes to carry off. For the main course, try this easy-to-assemble Chicken Enchilada Casserole made with rotisserie chicken. Bake it up the night before and you can easily reheat it in the microwave on game day. For pre-game festivities, think about assembling a “Salsa Bar” for guests with a variety of fresh and bottled salsas and bean or cheese dips. Set dips out for guests in colorful bowls. Along the sidelines, add some round and triangle shaped red, blue, green and yellow corn chips. And if you have a little extra time, make the salsas a bit more special by adding a few fresh ingredients. A little bit of minced fresh jalapeno can fire up a deli salsa. Sliced black olives are also a nice touch. Or try doctoring a bottled tomatillo salsa with some fresh chopped cilantro and a splash of lime juice. With all these easy munchies, the focus is where it should be—on football and friends. See you in the parking lot!

Salsa verde is a mixture of tomatillos, onions, and green chiles found on the Mexican food aisle right next to bottled salsas.

Serves 6

Enchilada sauce:

- 1¼ cups chunky salsa verde (such as La Victoria)
- ¾ cup milk
- 1 large egg, lightly beaten
- 3 tablespoons chopped fresh cilantro
- ½ teaspoon salt
- ½ teaspoon cumin

Casserole:

- 1 teaspoon olive oil
- 9 (6-inch) corn tortillas, cut into quarters
- 2 cups (10 ounces) shredded rotisserie chicken
- 1½ cups shredded Mexican cheese blend or cheddar cheese
- ¾ cup thinly sliced green onion
- ¼ cup sliced black olives
- Sour cream, sliced green onions (optional)

Combine salsa verde and next 6 ingredients (salsa through cumin) in a blender. Process until smooth. Set sauce aside.



Coat the bottom of an 8 × 8-inch microwave safe ceramic dish with oil. Arrange 12 tortilla triangles over the bottom of dish, overlapping as needed. Sprinkle half the chicken evenly over tortillas and top with ½ cup cheese, ¼ cup green onions, half the olives, and one third of the sauce mixture. Repeat layers, beginning with 12 tortilla triangles, and then adding remaining chicken, ½ cup cheese, ¼ cup green onions, remaining olives and another third of the sauce mixture. Top with remaining tortilla triangles and sauce. Cover and bake at 350° for 30 minutes. Uncover and top with remaining cheese and green onions. Bake for 8–10 minutes or until cheese melts. Remove from oven; cover and refrigerate until needed.

Reheating Instructions: Cut casserole into six servings. Cover with plastic wrap and microwave on 50 percent power for 5 minutes. Heat on HIGH for 3–4 minutes until hot. Alternately, reheat several individual servings on a microwave safe plate; cover slices and microwave for 1½ to 2 minutes or until heated through. (Microwave ovens vary in power so it may take more time than listed.) Serve with additional sour cream and sliced green onions, if desired.

Guacamole: The secret to great guacamole is to use the ripest avocados. Look for dark skinned fruit that feels slightly soft to the touch. Combine diced avocados with a splash of fresh squeezed lime juice and a sprinkle of kosher salt. For variety, stir in diced tomatoes or diced mango to add a sweet-tart contrast to the buttery-rich avocado.

On the lighter side: If you’d like a few less calories and a little less fat in the main dish, replace the Mexican cheese with a reduced fat sharp cheddar cheese and switch to low fat milk instead of regular.

Nutrition Information Per Serving: Calories 333; Protein 24g; Carbohydrates 24g; Fat 15.5; Saturated fat 7.4g; Monounsaturated fat 3.2g; Polyunsaturated fat 1.7g; Sodium 685mg; Cholesterol 101mg; Fiber 2g

Award winning food writer MAUREEN CALLAHAN studied at Le Cordon Bleu in Paris. A native Floridian, she now resides in Denver, Colorado.

Photography by FRED THOMPSON, Temple Terrace, Florida • Food Styling by CAROLYN BREUER, Tampa, Florida.

The Phaeton 40 TSH

Do you still miss your big living room at home when you take those long vacations? This may be the coach you are looking for. With double slide-outs that open the living room to a spacious 13 feet, you can invite your friends for two tables of bridge. Card tables and folding chairs? No problem. They are conveniently stashed in your huge basement storage compartments.

Do you still wish for more space to invite your best friends along, or maybe your

son and daughter and their spouses? This coach has two 74-inch sofas which can be ordered as hide-a-beds. Does anyone want to have a wall-to-wall pajama party? Hey, life can be grand in a Tiffin motorhome!

Now, let's get into the galley. Side-by-side fridge/freezer with four doors and an ice maker. Solid surface Gibraltar countertops with stainless steel sinks, plus perfectly cut covers for the sinks and 3-burner cook top to give you plenty of counter space.

The double sink features a single-lever faucet with pullout sprayer. This is a fully equipped kitchen that also includes a huge slide-out pantry.

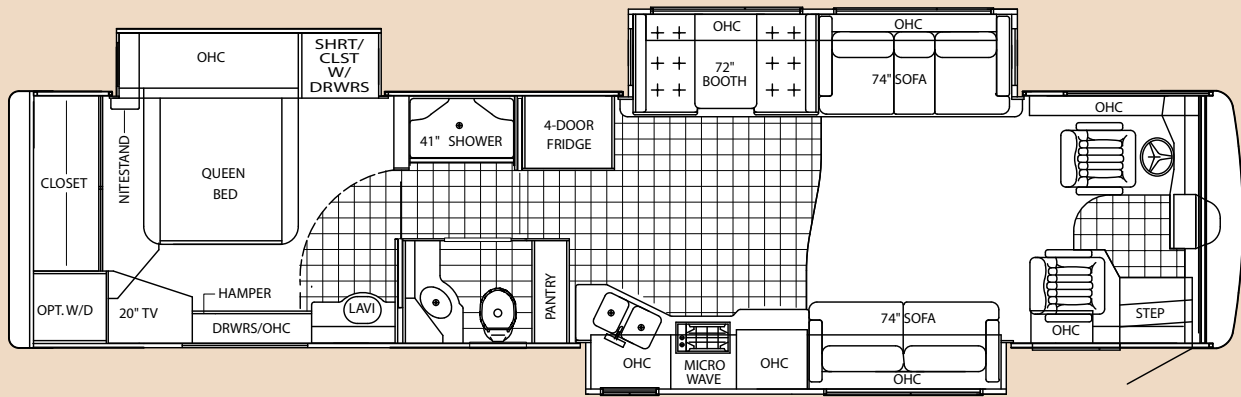
This 40-footer gives you a private toilet and lavatory with a generous countertop cabinet plus a large medicine cabinet with beautiful mirrors and lighting. Within the bath suite is Tiffin's 41-inch shower with rainglass enclosure. And we're not done yet—there's a second lavatory facing into the bedroom.

The bedroom suite? Are

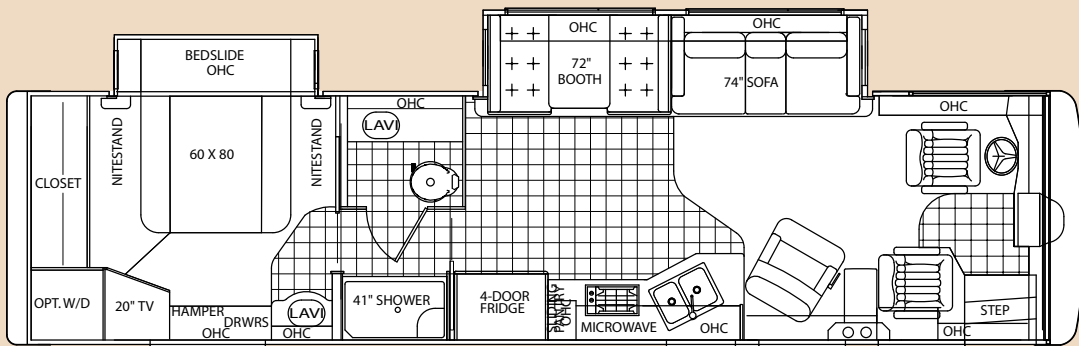
you ready for more luxury? While this coach comes standard with a queen-size bed, you can option the king-size. The cedar-lined closet extends across the back of the coach adjacent to the optional washer-dryer compartment which you may decide to use for extra cabinet space. While you are enjoying the comfort of your pillow-topped mattress, you can take in the late-night show or your favorite movie. Across from your bed is a well-designed chest-

of-drawers with a tip-out laundry hamper just inches away from the washer-dryer compartment. Good design! Design alone will make a Tiffin coach stand out from the competition.

This coach rests on a Freightliner foundation with a 266-inch wheelbase powered by a 350-hp Caterpillar engine. It is coupled to the ever-reliable 6-speed Allison transmission. With air ride suspension, you'll wonder if the DOT improved every road in America.



New Floorplans Just Announced for 2005



The Phaeton 35 DH

Some of you have asked for a "compact diesel coach" with all of the features found on the longer models. Our engineers have done it again!

You've got it all in a double slide-out both of which are on the streetside, leaving the curbside for outdoor entertaining under your automatic patio awning.

Still featuring the Freight-

liner chassis with the 6-speed Allison transmission, this 35-foot coach is just a bit easier to park and drive. With a 228-inch wheelbase, you've got great maneuverability and handling.

Inside, the forward slide-out houses the dinette and a 74-inch sofa which can be ordered as a hide-a-bed that comfortably sleeps two

adults. Plus, you can still option the freestanding table with hutch and two beautifully coordinated upholstered chairs. The additional living room space created by the slide-out will make it easy to entertain a crowd.

Your standard 4-door refrigerator-freezer with ice maker provides the capacity to stash all of the items you

want to bring along from the kitchen at home. And the hard surface Gibraltar countertop space is ample for food preparation.

In the bath area, our engineers were able to keep the private toilet, the huge 41-inch shower, and the double lavatories. The pocket doors on either side of the compartment can be closed to create a suite,

with the extra lavatory facing into the bedroom still available for use by another person.

And last, but certainly not least, we have given you the option to increase your power plant. The 300-hp Cummins is standard, but you can up the kick with a 350-hp Caterpillar if you plan to max out your cargo carrying capacity on long trips.

The Allegro Bus 42 QDP – Tag Axle

Are you toying with the idea of going full time? This 42-foot quad slide may help you make that decision. Tiffin Motorhomes will be ready to ship this beauty early next year. So get out your maps and start planning your destinations.

To improve the ride and increase the GVWR, we are building this coach on a **Freightliner chassis with tag axle**. The 400-hp Cummins power plant is coupled with the Allison 3000 MH 6-speed automatic transmission with lock-up.

This coach has spaciousness, quality, and appoint-

ments found only in much more expensive motorhomes. With all of the living room seating in ultra leather, you will be wrapped in comfort that takes you to a new level of luxury. Upon entry, your attention will be drawn first to the two recliners positioned in the extended slide-out. Double your pleasure! Just opposite in the curbside slide-out you will note the enormous 83-inch sofa-sleeper, larger than a queen size bed when extended. The passenger's chair with automated footrest and the captain's chair can be

rotated to join the seating.

You will enjoy your favorite programs on a 32-inch LCD flat panel television.

The captain's cockpit has some new options for 2005 you will want to add. The optional side view cameras attached to the outboard mirrors give you a full view of the side lane toward which you turn. And the optional Total Control Navigational System can be mounted in the dash with a 15-inch screen to offer trip planning with voice and visual directions. The computer mounted underneath

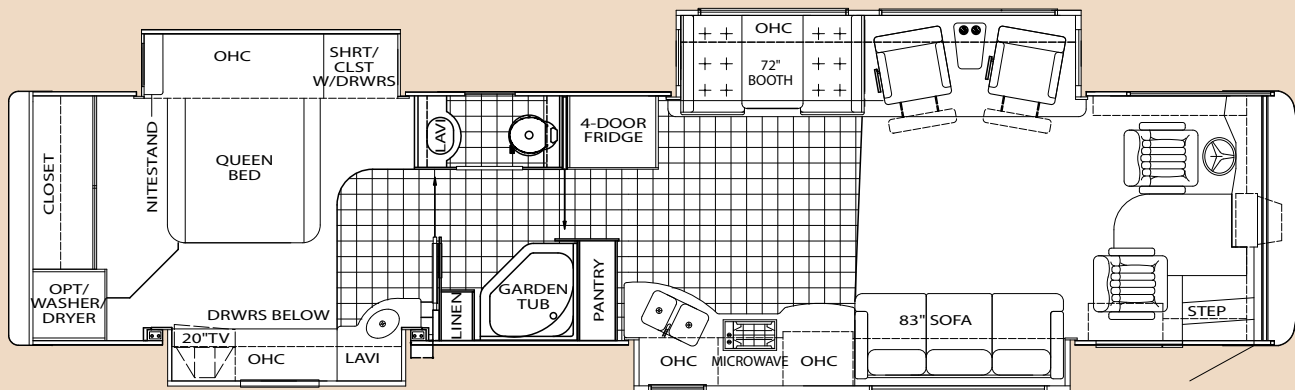
has a wire-fi keyboard which can be used without a connecting cable. You can bring along your USB printer to give you a full system to run your favorite software.

The galley has enormous Gibraltar hard surface countertops and solid wood cabinetry throughout. For this coach you may choose between oak, walnut, natural cherry, stained cherry, and maple. The 4-door refrigerator-freezer with ice maker comes with a stainless steel finish or any of the wood panels to match your cabinets.

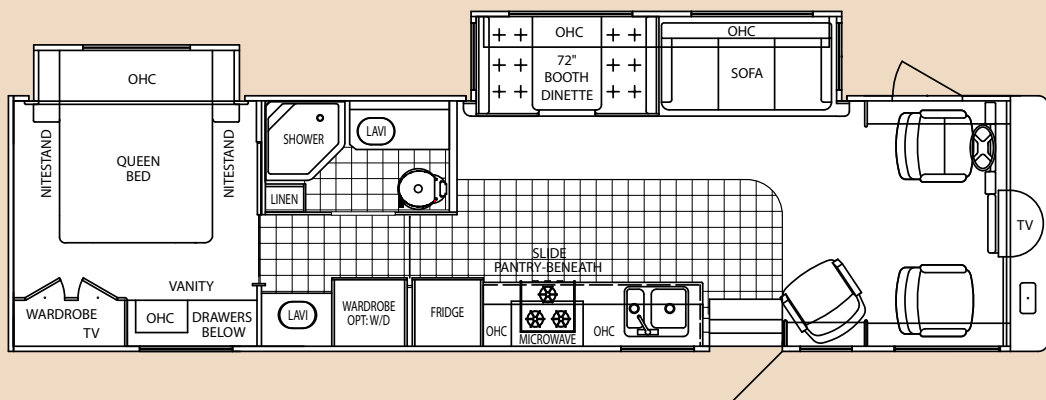
As you would expect,

this coach has a private toilet with lavatory, cabinet, and mirror. To add to the luxury, the bath suite has a garden tub surrounded with rainglass. A second lavatory faces into the master suite. And the master can choose between a standard queen size bed with pillow-topped mattress or the optional king size. The two slide-outs in the suite offer a spaciousness comparable to your home.

In this coach, you won't be "roughing it smoothly." You will be roughing it in ultra luxury!



New Floorplans Just Announced for 2005



The Allegro 34 WA

We have been listening to your recommendations. So many of you appreciate the solid dependability of our Allegro brand, but you have asked for a few more features that you see on the Allegro Bay and our diesel brands. Well, this coach should get some smiling approvals.

Let's start with the bath. In a full enclosure, the 34 WA has an oversize corner shower with rainglass, a lavatory with extended counter space, toilet, and a linen cabinet. Plus, just across the hall you now have the extra lavatory.

For those of you who will be taking extended trips, you

now have the washer-dryer option immediately adjacent to the extra lavatory, which makes it easy to prep stained clothes going into the washer.

In the galley, we have added a convenient slide-out pantry and more counter space. Plus, as an option,

you can order an ice maker on your 8-cu.ft. refrigerator, and the solid wood panels to match the rest of your maple or oak cabinets are standard.

This coach's extended length offers excellent living room space which includes seating for three on the sofa, the barrel chair, and

the driver's and passenger's seating which can be rotated to face into the living area. The slide-out containing the dinette and sofa creates an unanticipated spaciousness in this 34-foot coach.

Well, what are you waiting for? Roughing it smoothly just got smoother!

ALLEGRO CLUB MEMBERS EXCLUSIVE!

Introducing an exciting new club benefit from **Camper's Choice**

SAVE 10%

On All RV Supplies and Accessories - Every Time You Make A Purchase!*

1-800-833-6713

camperschoice.com

Enjoy this **NEW** exclusive savings offer along with these great **CLUB BENEFITS**:

- Quarterly International Allegro Club Newsletter
- Discounted Rates on Insurance Programs
- Great Branded Club Merchandise from the Allegro Store
- Members Only Packages on Allegro Club Rallies
- Local Allegro Club Chapters for Club Members
- Happy Camper 1/2 Price Club Membership Discount
- Plus – Endless Fun, Fellowship and the satisfaction of Allegro Ownership

2005 CLUB RALLY SCHEDULE INCLUDES:

ALLEGRO CLUB SPRING PRE-RALLY

Sandy Beach Park - Macon, Georgia - March 17-19

ALLEGRO CLUB BRANSON SPRING FLING

Compton Ridge Campground - Branson, Missouri - April 25-29

ALLEGRO CLUB SUMMER LAKE ESCAPE

Mackinaw Mill Creek Camping - Mackinaw, Michigan - August 22-26

ALLEGRO CLUB FALL GETAWAY

Site TBA - Colorado Springs, Colorado - October

Not a Member?

Join today by calling (256) 356-8522



**CAMPER'S
CHOICE** 
RV SUPPLIES & ACCESSORIES

*When placing an order with Camper's Choice, request your 10% discount and have your membership number available.

Building the Foundation

by Fred Thompson

A car, truck, SUV, and yes, a motorhome, can only be as structurally sound as the steel foundation on which it is built. For this reason, Bob Tiffin decided 32 years ago that all of the foundations of his motorhomes would be all steel and plenty of it. In the early days, many competitors were building the downriggers that supported the exterior siding below the floor level out of wood framing. They didn't last long.

Welding Shop Foreman Macky Massey conducted me through the five fabrication stations and explained the methods and absolute commitment to quality that starts the "life" of a motorhome. Tiffin uses four chassis manufacturers: Workhorse, Ford, Freightliner, and Spartan. To start production, a driver will select a specified chassis from a football-sized field used for storage. The steering wheels stick high in the air above the naked chassis — two steel rails mounted above axles and tires with a powerful engine jutting out in front. The driver perched on a temporary fiberglass chair cranks the engine and quickly wheels the chassis into Station One on the gas burner line.

Within seconds welders turn on their torches, pop down their hoods, and start another unit on its path to becoming a work of industrial art. Within five minutes, four leveling jacks are attached to the primary frame. Corrugated I-beams are welded to the original chassis beams to provide more basement storage space. The crank battery is moved from its temporary shelf on the side and installed in its permanent position on the front of the chassis. The primary wiring harness manufactured in the electrical department at Tiffin is installed, routed, and strapped throughout the chassis. The tailpipe extension is welded into place to carry exhaust beyond the motorhome's future fiberglass sidewall. The hitch assembly is added across the rear of the chassis while flexible fuel lines are C-clamped into place to extend the fill cap to the future back wall of the motorhome.

As the work at Station One progresses, the steel floor of the motorhome is being fabricated off-line on a huge table using 14-gauge 1½ × 1½-inch steel. All of the members have been pre-cut for this particular model and supplied to the welding team. After measurements are made on the jig, the welders fabricate the entire floor frame in about 45 minutes, including the slide-out rails and gear systems. An overhead crane moves in and transports the frame to meet the chassis at Station Two.

The frame is leveled from four different directions and welded to the corrugated I-beams. The welders add outriggers and downriggers pre-cut from 16-gauge sheet metal to provide vertical and horizontal stability. It was at this station that I became fully aware of the tremendous strength that Tiffin engineers have designed into their motorhomes. The inner arms are add-



PETER FINGER

A field of chassis—and soon-to-be dreams.



FRED THOMPSON

Welders install corrugated I-beams to provide basement storage space.



FRED THOMPSON

Fabrication of the steel floor is done off-line as a sub-assembly.



Shop Foreman Macky Massey (second from left) and utility men (l to r) Randy Patterson, Bob Lambert, and Nickey Henson together have over 40 years of fabrication experience in the welding shop at Tiffin Motorhomes.

ed to the slide-out frames and 16-gauge steel headers are positioned in front of the driver and passenger.

The chassis is moved to Station Three. A hydraulic lift supports the LP tank as it is welded into its position. Other welders frame out the bottom of the downriggers with more 16-gauge steel plates. The electric steps are welded to the frame, although most competitors simply bolt them to their frames. Slots are cut in the I-beams to facilitate pass-through storage for items like skis and fishing equipment, an area that measures 40 × 95½ × 10 inches. The fiberglass storage boxes are hung to the slide-out framing and welders add the steel fabricated driver's step and the frames to hold the mud flaps.

As the chassis rolls into Station Four, a 5.5 or 7.0 Kw Onan generator is hydraulically lifted into place and attached to steel frames just underneath the floor. The Denco chassis AC system is installed and charged. A quad sealer is used to caulk all of the steel seams.

The engine is cranked and the chassis is driven into a 60-ft. paint booth equipped with a hydraulic lift. One painter in 45 minutes sprays 11 gallons of black paint which is a rust inhibitor. Every surface is sealed and coated. After the paint dries, electric harnesses created for each specific model are added. All wiring and drops are installed. The chassis with its new foundation is now ready for the assembly line.

Parallel to the gas engine line in the welding shop is the diesel line. Both lines are currently fabricating a total of 12 units per day.

Tiffin now manufactures three brands with diesel power plants: the Phaeton, the Allegro Bus, and the Zephyr. The 45-foot Zephyr utilizes the tandem rear axle Spartan chassis with a 500-hp Cummins engine, and the Bus and Phaeton use the Freightliner chassis with either the Caterpillar or Cummins engines.

Walking over to Station One on the diesel line, even the most casual observer notices the larger chassis with the huge engine block on the rear. Similar to the gas assembly line, the fabricators install the extended gas lines, fuel spouts, electrical harnesses, hitch, jacks, and the heat line to the engine. But a major difference at Station One on the diesel line is the installation of the Hydro-Hot hydronic heating system made by Vehicle



The cross trusses above on this Freightliner chassis provide the additional lateral strength and stability for the larger diesel coaches.

Systems. This is an optional system that delivers a continuous on-demand supply of domestic hot water, separate interior residential heating, and an engine pre-warming feature for cooler environments. Depending on outside temperatures, continuous operation requires two to four gallons of diesel fuel per day.

At Station Two, a unique procedure developed by Macky Massey and plant manager Horace Stepp corrects a chassis problem that is inherent with the diesel pushers. The weight of the power plant mounted on the end of the chassis causes the dual chassis rails to bow. Unless corrected, that slight arc would make it very difficult to install a level floor. A specially fabricated steel gusset is first welded to the bottom rail and down hanger fore and aft. While the bow is straightened by lifting the rear of the chassis with a forklift, a 2 × 2¼-inch wall channel iron is welded to the gussets. It strengthens the chassis and prevents the bow after the forklift returns the rear to the ground.

The foremost and aft ¾-inch fabricated trusses to support the coach's floor are installed first. Then four string levels are set to assure that the trusses in between are perfectly level when welded into place. At this point an overhead crane brings in the

Continued on page 26

HOW WE BECAME FULL-TIMERS OR

Have We Lost Our Minds?

by Harold & Lynne Breuninger

The idea of becoming “full-timers” was one that I had toyed with for many years, even before owning a motorhome. Lynne, however, was something less than thrilled by the idea as she loved our house and had difficulty imagining what it would be like not having a brick and mortar “home” to come back to. We have always been adventurous people. We both rode motorcycles and toured extensively both in this country and in Europe. We started motorhoming in a 2002 Pace Arrow with double slide outs. Over the next two years we took more than 25 trips of various lengths (the longest being three months) and covered over 27,000 miles. We loved it, were compatible in close quarters for extended periods (translation: we didn’t “kill” each other), and enjoyed seeing new and different places.

On one of our winter forays to Tucson, we made the “mistake” of just “looking” at new RVs. We had no intention of buying. The salesperson we encountered was an excellent listener and paid particular attention to whatever Lynne was saying about the amenities she would like in an RV. As a result he recommended we “just look” at a 2004 Allegro Bus Quad. This reminded me of years ago when a clothing salesman would say “let’s try this suit on just for size.” The sticker price was always a shock, but after that, the fit and feel of all other suits paled by comparison. Well, looking at the Allegro Bus was much the same experience! We bought it on the spot!

Now the question was “what are we going to do with it?” Most people we know decide first to be full-timers and then purchase the unit that best serves that purpose. We did the reverse in buying first and then deciding to full time. Each of our previous trips had ended in our returning to Aiken, South Carolina, which, not being located in the center of the USA, required that we often travel the same highways over and over.

As our trips became longer and more frequent, it occurred to us that our home was becoming nothing more than a very expensive “storage shed.” We often commented that it was good

Editor’s Note: As you can see from the story, Harold and Lynne are thoroughly enjoying their new “career” of seeing the USA after closing out two successful business careers. Lynne retired after 30 years as a manager at AT&T’s headquarters in Bedminster, New Jersey. After four years in the Navy, Harold opened a general insurance agency which he operated for 40 years. Concurrently, he founded an accident reconstruction company that analyzed serious accidents for court cases. They are planning to submit more stories about full-timing in their 2004 Allegro Bus. Their discoveries and suggestions may help others make the decision to live full time in the luxury of a Tiffin motorhome.

that we had motorcycled in Europe when we did (five years ago) as I would not be able to physically do it today. If we were ever going to go full time, it would be best to do it while I was still physically able.

When we returned to Aiken, we immediately began deciding what “stuff” we wanted to keep and what to store; what we could take with us and what we could get rid of. We held several “monster” garage sales. Boy, does “stuff” accumulate! This was an exhausting and stressful process, particularly since Lynne was not yet “sold” on the idea of selling her home. There were times we both seriously considered giving up on the idea, but then the house sold the first day on the market and we were committed!

Then we had to start the process of handling business matters. South Carolina will not register vehicles if you do not live there. A Post Office box “address” is unacceptable and, even if it were, the Post Office will only forward mail to a single new address for a one-year period. That would not, of course, meet our travel requirements. We investigated several mail forwarding services (FMCA, Good Sam, Escapees, etc.) and decided upon Alternative Resources in Sioux Falls, South Dakota (1-800-477-2664, www.alternativeresources.net). They supplied us with a “mailing address” and now we simply telephone them when we want our mail forwarded to a particular campground. So far that system



Harold and Lynne Breuninger, with Max and Abby, offered us this family portrait taken somewhere in northern Minnesota.



HAROLD BREUNINGER

There is nothing like having your morning coffee while watching the sun rise over Lake Superior at Grand Marais.

has worked well. They also arranged for our RV and car to be registered in South Dakota. We opened a checking account with a local bank in Sioux Falls and obtained voter registration cards as well. For all intent and purposes, we are now South Dakota residents, a state with no income or inheritance tax.

For those of you who are considering “splitting” your legal address among two or more states, we caution you to be careful. Your “intent” does not count; it is your “action” that shows whether you have actually established residency in one state or another. There are extensive fines, sometimes in the thousands of dollars, should it be discovered, that you are working the “system” and circumventing a particular state’s financial requirements by having an address in one state, vehicle registrations in another and, perhaps, a driver’s license somewhere else. Taking the “best” from multiple states is fraught with potential problems!

We then began the arduous task of notifying everyone of our new address and arranging for recurring bills to be paid automatically through either our new checking account or our credit card company. We eliminated the possibility of incurring late payment penalties. Thank goodness for internet banking and email!

Our grown children reside in New Jersey and are supportive of our adventure. Our current “children” (Abby, a randomly bred five-year-old Lab/Shar-Pei mix and Max, a four-year-old Boxer) enjoy traveling to different places and discovering new and interesting “sniffs.”

By the time you read this, we will have been on the road for five or six months having a ball! We have no particular agenda other than figuring out where and when we want our mail to catch up with us. We usually spend a week or so at a campground which gives us ample time to explore that area’s attractions. We drive short distances between stops, sometimes only a hundred miles or so, at a leisurely pace since we have no time constraints. If on a given day we don’t feel like moving on, we don’t.

For example, we spent five weeks in the beautiful state of Minnesota beginning at Pipestone, where only Native Americans can

mine the unique clay used for the bowls of their ceremonial pipes, followed by Detroit Lakes, home of over 400 lakes and near Itasca State Park where the headwaters of the Mississippi start out as just a small stream. Interestingly, due to the Continental [Laurentian] Divide, water from the southern part of Lake Itasca flows south 2,552 miles to the Gulf of Mexico, and water at the upper end of the lake flows north to Hudson Bay in Canada. Then to Bemidji, home of the legendary Paul Bunyan and his great blue ox Babe, followed by Ely, the home of the International Wolf Center, where we saw wolf cubs only five weeks old.

Grand Marais, on the north shore of Lake Superior, was next. For those of you who have never seen this lake, you are in for a wonderful experience. According to the Environmental Protection Agency, Lake Superior is the largest of the Great Lakes and has the greatest surface area (32,000+ square miles) of any freshwater lake in the world. It contains enough water to fill all the other Great Lakes plus three additional Lake Eries. The lake stretches approximately 350 miles from west to east, and 160 miles north to south, with a shoreline almost 2,800 miles long. We stayed at the Grand Marais RV Park, (1-800-998-0959), a city-owned facility with full hookups, cable TV, and WiFi Internet access. Our site directly faced the water and provided an absolutely beautiful view. There is nothing like having your morning coffee watching the sun rise over such a gorgeous lake.

Lynne has now fully accepted our full timing and is enjoying herself as am I. There is still some “sadness” over leaving our home in Aiken, but we are looking forward to more adventures as we move across this great country of ours. We know that one day we will again “settle down” somewhere and we keep our eyes open for areas to consider when that time comes. Please feel free to contact us by email if you have any questions or comments. hfb123@earthlink.net

Building the Foundation continued from page 24

steel floor, a sub-assembly that is fabricated off-line and quickly welded into place. Happening almost simultaneously, welders install the formed hat channel which is grooved to receive the 3/4-inch plywood basement floor, the LP tank, and the solid steel stepwell. The installation of the firewall, a sandwich composed of 1/2-inch presswood, 1 1/2-inch foam plus luan, and faced with 20-gauge steel, completes the installations at Station Two.

As the chassis moves into Station Three, most of its final form is in place. The top and bottom frames of the storage compartment are tied together with 1 1/2-inch hat channel. Sheet metal walls are welded into place to separate the holding tanks as they are positioned. The basement storage areas begin to take shape as the molded fiberglass boxes are installed that will contain the house batteries, the electrical control boxes for the HWH hydraulic jacks, and the utility cabinets.

The front-end assembly continues with the automotive AC, the 7.5 kW Onan Quiet Diesel Generator, and the front electrical panel which is conveniently located in a forward outside cargo box.

The diesel chassis arrives at Station Four where the assemblies for the lighter rear slideouts are welded into place. Finally, a sealer is applied to all of the welds and welded seams to assure that rust will not weaken these joints in the future.

Time from start to finish: 1 hour and 45 minutes.



The Life and Times of Tiffin Motorhome Owners

An Answer for Dick Noble & Ham Operators

First, thank you for the recommendation on GEL-GLOSS cleaners from your CS department. We've been sorting thru all the options and it gets very confusing. Your guidance is appreciated.

Regarding Dick Noble's request for info on installing HAM radio equipment (Summer, 1:3, p. 37). There are several options for both the power supply and antenna installations. Several fuses are "spares" that are not currently used for any circuit. The positive lead from the transceiver can be connected there. The fuse must be the appropriate size to handle the amperage draw of the transmitter for the selected power output. Then insure a reliable ground is used for the negative lead.

The other method is to fabricate a power and ground lead set with a connector that plugs into a 12V dash power receptacle. Again, fuses must be the correct size and wires of the correct gauge. This option does not require a separate ground since the power receptacle is grounded. This type of installation might be simpler and could have the advantage of being able to easily move the transceiver from rig to rig.

There are some options for the

antenna. We mounted an Alinco 2M set just forward of the driver's door in our Allegro 32 BA and ran the coax up the inside of the window frame to a glass mount antenna. The glass mount at the top of the window works well yet keeps the antenna low enough to minimize contact with overhead trees (a concern with glass mounts).

As another possibility, you may use one of the factory installed antenna mounts, replacing the antenna "whip" with one of the correct length for the band. This approach may also require replacing the coax cable.

Finally, one can always drill holes to mount new antennas. But I prefer to avoid drilling holes in roofs if at all possible.

Dick mentioned HF antennas. Antennas for the HF bands are, I understand, considerably longer than 2M or dual-band mobile transceivers. In that case a side mount bracket on the rig, allowing easy setup and removal or a separate tripod, is probably the way to go. I'd check with the folks at HRO for suggestions and hardware. Hope this helps.

Gordon Moog
Nine Mile Falls, WA 99026
509-464-3534 (h)
cranknbank@aol.com

Getting to the Family Reunion via Red Bay

Two years ago, when my husband retired, we spent a full year researching various motorhome companies. We toured five plants, including Tiffin. We decided on the Allegro mainly because of Bob Tiffin's reputation and we have not been disappointed. We bought our Allegro in April 2003, and actually watched them build it at the factory. That would seem like the end of the story but it's not.

A couple of months ago, some thieves and vandals broke into our beautiful Allegro and did considerable damage — broken windows, shredded day/night curtains, broken doors and cabinets, stolen TVs, VCRs, etc. The destruction and just plain meanness just about broke our hearts. We were scheduled to leave in a few days for a much anticipated family reunion with our children and grandchildren.

We went to our dealer, Bankston Motorhomes in Huntsville, Ala., and told our sad tale to our salesperson, Gene Benson. He and his wife, Nellie, have worked for Bankston for years. They were absolutely great! Gene called Mr. Tiffin at the factory, explained the situation, and Mr. Tiffin told us to bring our coach directly to Red Bay. Everyone there was incredibly kind and understanding, from Wade, the service manager, and Stephanie, to all the various technicians. They took our coach in immediately and began the repairs and cleanup. In less than a week, we had our beautiful Allegro back, as good as new — and even made it to our family reunion.

I spoke to Bob Tiffin and told him the reason we bought an Allegro was because of his reputation and also that our experience there during repairs would be the reason we'll never own anything but an Allegro! Thanks again to all of them.

Milton J. (Jim) & Anita Leathers
Huntsville, Ala.

Cruising the BRP

We thought the Blue Ridge Parkway article was great. Not too long at all. When an article covers things for the RVer to see with a day-to-day schedule, it makes planning a trip much easier.

Wendell Deen
Georgetown, Texas

Loved the BRP article and the extensive bibliography. That article alone made this issue a keeper. I want more like it.

Tallahassee, Fla.

Older Allegros

I would like to see articles on older models such as my 1986 24-ft. Allegro, such as refrigerator maintenance and electrical problems that can occur.

Ron Cranfill
La Verkin, Utah

Their Third Allegro

Having been RVing for 27 years, we are now on our third Allegro motorhome, a 40-ft. Allegro Bus. We drove our '86 Allegro from New York to Florida, to California and Alaska. Thank you, Bob Tiffin, for best price, best built, and best factory service!

Bob & Ginnie Hankey
Oklahoma City, Okla.

She Won't Trade

In January 1990, I bought my new 21-ft. Allegro with the side couch. I have never seen another with that floorplan which I consider the best. It now has over 128,000 miles on it. When I look at newer small rigs, there is nothing which would tempt me to trade.

Shirley Skokane
Genoa, Ohio

They're Hooked

We bought our 1983 33-ft. Allegro in Duluth, Minn., last fall. We wanted to take a trip to South Carolina and Alabama, and then sell it in the spring. But we fell in love with our Allegro and even named it "The Ocean Queen."

We were very impressed when we visited the plant in Red Bay, but we found that we liked our old

Continued on page 35

LET US HEAR FROM YOU

We received only a few stories from our readers this time to run in the From the Road section. It is a fun part of the magazine to read, but we hope more of you will pick up your pens and write to us. Just send your stories to Fred Thompson, P.O. Box 292912, Tampa, FL 33687-2912 or fred@bookproduction.com. Tell us about the interesting places you've been, an unusual experience, a great destination, or just a good place to camp and hang out. Please share.

Tell us about the best Fall Color drive you've ever taken or a roadside stand where you bought apples or pumpkins.

Nearly everyone likes barbeque. Give us a tip on where to get the best BBQ in your state (name of restaurant, address, phone number, and describe the BBQ). And don't forget to take a few good pictures. Our readers are our eyes and ears.

—Fred Thompson, editor

BUMPING DOWN BAJA

to Find the “Grinning Gargoyle”

by Norman G. Spray



WE WERE ON A MISSION, you see. An assignment that came unexpectedly but one which we, like the Mission Impossible heroes, felt duty-bound to accept. How else can you explain why a couple married 50 years would load three miniature schnauzers into a 33-foot 2001 Allegro in Bedford, Texas, and drive 2,400 miles to the East Cape of Baja California South?

After 135,000 miles of prowling about in motorhomes over seven years, “The Mission” propelled us through our most satisfying adventure, despite a few hair-raising perils. A jaded, memorable, story-telling gringo precipitated “The Mission.” He was my first cousin, lost to me for 52 years.

We grew up together in the Caprock foothills of West Texas, then went our separate ways. I’d heard that Jim left the Navy and became a motorcycle policeman. Then he surfaced in South America, Vietnam, Saudi Arabia, the Taran Basin in Asia, and later in Eastern Turkey, doing everything from drug-running to tugboat oiling to supervising construction and, frequently, hunting treasure.

J. P. (Jim) Smith, this “lost” cousin, made contact in the spring of 2001 via the internet, describing himself as a “globe-trotting, itinerant, gringo pilot and mechanic who will engage in any legal endeavor that seems lucrative at the

moment.” As it turned out, he had resided most of those “lost” years in Baja California (BC), with occasional outside excursions for financial gain (read “survival”). He lived in Los Barriles (those barrels) in BC Sur (south), head of a Mexican family and husband to a charming woman who runs a small changarro (neighborhood store). Locals and visiting gringos knew him as “The Grinning Gargoyle.” How he acquired that moniker was a major objective of this mission.

“Come see me,” Jim said when I telephoned him after I got an e-mail locating him. “It’s easy. Turn south at Tecate and keep driving 1,000 miles.”

A map showed the narrow BC peninsula dropping southward for 800 miles below its border with the southern boundary of California USA, lying like a severed glove finger between the Gulf of California (also called the Sea of Cortez) to the east and the blue Pacific on the west. Los Barriles sits on the Bay of Palms or Bahía de las Palmas, just 70 miles short of the southern-most, jet-set destination of Los Cabos: San José del Cabo and Cabo San Lucas, the mega-buck tourist meccas that occupy BC’s fingernail tip.

Looked like fun to me but I expected reluctance from my beloved Barb who became suspicious of exploring unknowns the day we climbed over Montana’s magnificent Bear Tooth Pass. “Sure,” she said.

“Let’s go!” Okay, we’ve only loved each other for 54 years. Maybe I’ll get to know her yet.

After assembling documents needed to legally enter Mexico and return to the U.S., we loaded the Allegro, which we call “Harvey” (Texan for Rrrr-Vee), and hit the road in June with three four-legged travel companions. See box on page 35.

With all of our papers ready, we were surprised when the agent at the Tecate border gate waved us through. When I tried to stop, he kept waving us onward – impatiently – go, go, go! We went, pulling onto Hwy. 3 that took us some 65 miles southwest to Ensenada and dumped us onto the fabled trans-peninsular Hwy. 1, the trail we would follow all the way to Los Barriles.

Ensenada gave us our first view of the Pacific, which was about all we took time to enjoy. It is the third largest city in BC and one of the more important Pacific Rim seaports. It is said to be a town built around a bar, Husson’s Cantina, which opened in 1892 and still provides live mariachi entertainment and \$2.00 margaritas. We also passed by chances to tour the area’s wineries that together produce more than 90 percent of Mexico’s wines. A short side trip would have taken us to Estero Beach, a popular camping area, but we skipped this, too. We were on a mission, you know.

On the way to Ensenada, the Mexican

Army stopped us at a roadblock. Two soldiers boarded “Harvey,” one carrying an automatic rifle pointed mercifully at the floor. Quickly making friends with our schnauzers, Wilhamena (Willie), Heidi, and Sir, they made a cursory search of cabinets and fridge. Looking only for guns or drugs, they asked for no documents nor did they open any basement door before waving us on. The army stopped us five more times on the road to the East Cape and six on the return trip. Only once on our return did these courteous military folk open the basement doors.

We were not asked for documents of any kind until we crossed the border between Baja North and Baja South. There a border official asked to see tourist visas (turista o transmigrantes). “Sorry,” I explained. “They didn’t give us visas at Tecate. But we have papers.”

“Bueno! Come to my office. We fix. You must have.” He brushed aside all papers except birth certificates. He promptly filled out visa forms and advised us to stop and pay \$195 pesos or about \$19.50 each at any bank within seven days. “And what is your destination, señor?” I told him Los Barriles to visit Cousin Jim Smith. His eyes sparkled, a big smile broke across his face.

“You are a cousin of Jimmy Smith! The bald guy with the big glasses who wears jump suits and flies around in a little

airplane?” Wow! We’re 456 miles below the border with 500 more to go and this guy knows my “lost” cousin. “I am Jesús Armando,” he added. “Remember me to Señor Smith.”

“At Los Barilles is best marlin fishing in the world,” he continued enthusiastically. “Maybe you go fishing. And maybe you bring me back two pounds!” We did, delivering it with Jim’s compliments and earning Armando’s ebullient gratitude.

Motorhoming to the east coast could take weeks if one stopped to explore the intriguing places we bypassed. But the temptation gave way to our increasing urge to find Jim as quickly as possible. We camped our first night in Mexico just south of Ensenada at the cool, mountain-shadowed Las Canada Balneario campground (011-52-615-31055).

On Day Two we drove a 155-mile first leg down the west coast, passing famed fishing resort San Quintin. We stopped one night here on the return trip at the delightful beachside Old Mill Resort and RV Park (800-479-7962). An old mill is the centerpiece of a failed dream in the 1880s by a British land company and over 100 English colonists to establish a wheat

Jimmy Smith’s stories about his beloved Baja, *The Grinning Gargoyle Spills the Beans*, can be ordered from Baja Source, Inc. 619-442-7061. Illustration copyright for caricatures by David Deal. Used by permission.



Norman (left) and Barbara Spray drove their Allegro motorhome 2,400 miles from Bedford, Texas, to Los Barriles, Baja California Sur, to visit with Jim Smith. First cousins who grew up together, Norman and Jim had not seen each other for more than 50 years.



Norman introduces the Spray schnauzers, Wilhamena (Willie), Heidi, and Sir to the sand and sea.

empire in Baja. They built a pier on inner Bahia San Quintin and started a railway meant to link with the Southern Pacific's tracks in California USA. A drought wiped out the first wheat crop and a loading accident dropped a 17-ton six-wheel locomotive into the mouth of the bay, where it still remains under water. By 1900 the colonists were gone excepting those planted in a graveyard that still exists along the perimeter of the inner bay.

Good restaurants are open in season at both the Old Mill park and the adjacent Don Eddie's Landing, a sport fishing and hunting center (011-52-62-31-43; 616-1-62-27-22; 664-6-21-12-44 or www.donedies.com) which hosts big game fishing tournaments over Easter, July 4, Labor Day, and Thanksgiving weekends.

The real-life travelogue playing across our windshield changed from mountain climbs to fertile valleys to magnificent views of the Pacific before El Rosario. Then, as the road turned us inland, we enjoyed the flowering cactus standing 30 to 45 feet tall, giant sentinels guarding either side of the otherwise hot, dry, barren, desert highway. Before and after the desert town of Catavina, mountains of boulders dominated the landscape. Nature's show was spoiled only by man's litter cluttering the semi-level pull-offs people use in lieu of roadside parks

Rupestrian paintings thought to be

a 1,000 years old exist in the rock caves and crevices just a little over a mile before reaching Hotel La Pinta which anchors "downtown" Catavina. Only 400 meters north of the highway, these lovely paintings are no larger than 40 to 50 cms. Overnight camping is possible at the Rancho Santa Inez Trailer Park and Restaurant but there are no hookups.

We spent the second night dry camped on a truck parking lot at the village of Rosarito because darkness caught us before we could reach Guerrero Negro. We were determined not to drive at night. We ran the generator briefly to power the AC; but true to desert form, the night turned so cool we didn't need it.

On the first leg of Day Three, the road angled back to the Pacific coast to enter BC Sur near Guerrero Negro, a small town blessed with cool ocean breezes close to Laguna Libre and other lagoons where gray whales mate and give birth January to March. Certified guides and boats for whale watching can be arranged at the Malarrimo Trailer Park and Restaurant (011-52-113-70250) a mile west of Hwy. 1 at the edge of town and through most any travel agency, RV park, or hotel. The Export Salt Company, one of the world's largest salt works, offers tours which must be prearranged.

We turned east out of Guerrero Negro toward the Sea of Cortez. Two thirds

across the peninsula, we left Hwy. 1 to follow a palm-shaded, water-bordered street two miles to the lovely, historic San Ignacio Mission, founded by Jesuits in 1706. Built with lava rock four feet thick, the mission occupies one side of the plazuela in the center of this town of 4,000. Nearly 300 years ago, agriculture made possible by an underground stream attracted padres to this large oasis on the southern edge of the Vizcaino Desert.

Welcomed after a long desert drive, San Ignacio was to become an overnight stop on our return trip. We stayed at the Trailer Park El Padrino (011-52-113-70250) where owner Abel Aguilar's son served a fine dinner at the park's restaurant. The 15-amp hookup supported only basics, but AC was not needed. Though it is inland, San Ignacio also is a major whale watching center. In fact, they claim whales wintering in Laguna San Ignacio, some 35 miles southwest of the town, are closer to shore and friendlier than those in other viewing areas. Some whales actively seek petting and scratching encounters. The Padrino management can arrange tours in season (January-March) or you can contact Ecoturismo Kuyima in San Ignacio, a leading provider.

Campo La Fridera and five other "camps" along the sand road that skirts the bay have licensed pangeros who provide whale watching boat tours. Don't



Giant Cardon cactus grow up to 45-feet tall in the desert east of El Rosario, and even higher on Baja California's great central desert.



At San Ignacio, we stopped alongside the plaza to visit the San Ignacio Mission. Established by Jesuits in 1706, this lovely church was built with lava rock four feet thick. It still serves today as a house of worship.

drive your motorhome to the lagoon. The unpaved road twists, has sharp turns, and is rough. If you are not pulling your own car, your best options are to sign for a tour package or hire a taxi available at the taxi stand on the plaza in front of the church.

Arriving on the east coast 40 miles after leaving San Ignacio, we followed the Sea of Cortez coastline through Santa Rosalia, a busy fishing-industrial city that boomed as a copper mining center after the mineral was discovered there in 1868. Beginning in 1885, a French company called El Boleo brought in Yaqui Indians from Sonora, Mexico, and some 2,000 Japanese and Chinese to build over 375 miles of mine tunnels, a smelting foundry, a pier, and a railroad. The operation closed in 1985 but Santa Rosalia remains an important port city, connected by ferry to the Mexican mainland. Attractions include a metal church designed by Alexandre Gustave Eiffel, architect of the Eiffel Tower, and the Mahatma Gandhi Public Library which exhibits historic photos from the mining era.

At the end of the day, we pulled into the marvelous Orchard Vacation Village RV park (011-52-115-30300) in Mulegé. The park is located on the Mulegé River, one of few year-round streams in Baja. Because of the abundant water supply, this popular town is graced with large palms, bougainvillea, other flora and fauna, and

bird life unequalled in most of BC. Any of the three major RV parks can provide directions or arrange for guides to outstanding rupestrian art including cave paintings in the Sierra de San Borjita and petroglyphs of La Trinidad. Sport fishing, scuba diving, and snorkeling tour agencies work out of Mulegé.

On Day Four, we logged 307 miles beginning with stunning views from cliffs overlooking sparkling indigo waters, fishing villages, and white beaches along the Bay of Concepción, just a few miles south of Mulegé. For 30 miles the road skirts this indescribably lovely bay, which offers kayaking, diving, fishing, and even clamming. Soft white sand beaches with “gypsy” RV camps are visible from the road. Even without hookups, few RVers can resist at least one or two nights on one of these beaches. Parking typically costs \$5 per day.

Rental companies in Mulegé offer kayak, bicycle, and diving equipment. Some of the RV parks also arrange rentals. Cortez Explorers (011-52-615-153-0500) operates diving expeditions led by certified dive masters near Punta Concepción at the mouth of the bay and the Santa Inez islands north of Mulegé.

Once the crystal clear waters of Concepción appeared only in our rear view mirrors, we had another 40 miles of mountainous, desert road through the

Sierra Giganta (mountains of the giants) before reaching Loreto, another town promising the “best” kayaking, diving, snorkeling, and fishing in the Sea of Cortez. Tours from the Loreto Marine Park to the nearby islands of Coronado, Carmen, Danzante, and Monserate feature sea lion colonies and pristine beaches.

For a 20-mile stretch south of Loreto, we enjoyed views of the Sea of Cortez, almost as majestic as those of Concepción. Turning west across the peninsula to Ciudad Insurgentes, Hwy. 1 then curved south and eastward back to the eastern shores where we ended our day at the RV Park El Cardon (011-52-112-4-00-78) in La Paz, the state’s capital.

La Paz (pop. 175,000) is renowned for its beautiful waterfront promenade and for scuba diving, snorkeling, and fishing. Several gleaming white sand beaches and calm bays are within 15 miles of town center. Guided excursions take snorkelers, divers, and sightseers to Isla Espiritu Santo and Isla Cerralvo just offshore. El Cardon is one of at least eight RV parks in La Paz and the surrounding area.

After only two hours on the road on Day Five, the odometer read exactly 1,000 miles below the Baja-U.S. border as we eased down the last hill of the twisting road from La Paz to Los Barriles. Mission D-Day! This is it!

“Minisuper Playas del Tesoro” run by Jim’s wife stands 50 yards south of the Pemex station on Hwy. 1 at Los Barriles where I pulled over to get my bearings. As I stepped out of the motorhome, a man in a khaki jump suit left a chair under the Paloverde tree shading the little store. I think I would have recognized him anywhere. For one thing, Barby says, I look a lot like him: bald, wrinkled, sun-baked and (hopefully) deceptively tough.

This man walked with a slight limp, thanks to a near fatal motorcycle accident when he was a 25-year-old Los Angeles policeman. Yet there was a spring in his step—more than one might expect of an adventuring old-timer facing his 75th birthday. Our meeting was boisterous, our handshake ending in a bear hug. “My gosh, Norman Glen!” he said, the first time I’d heard my full name in years. “It’s been a long, long time!” I nodded, hoping my eyes weren’t misting.

We met and instantly adored his wife, Dona Guadalupe del Socorro Romero



The Spray’s Allegro gets a rest at a pull-out overlooking the Bay of Concepción south of Mulegé. Barbara emerges from “Harvey” as Norm focuses on the distant islands. Travelers will find breathtaking views of both the Sea of Cortez and the Pacific.

NORMAN SPRAY

Lopez Smith, just “Lupe” for short. Now 66, Lupe is an erect, graceful, graying woman with sparkling, expressive brown eyes that talk almost as plainly as the English she does not speak—but Jim said she usually understands.

On a lot behind the store, Jimmy and Lupe lived in a gleaming white bungalow with front porch, a charming place with their yard aglow with two rose gardens, flowering shrubs, a “fire tree,” and further shaded by orange, lime, and other citrus trees.

Jim and I visited for two hours on his porch before I moved the Allegro down the hill into town and the new East Cape RV Resort (see box on page 34 for East Cape Attractions), 300 yards from the beach. East Cape RV is a full-hookup, beautifully landscaped park with blooming oleander, passion flower, bougainvillea and other flowering vines and shrubs. Both 30- and 50-amp service are available.

After settling in, we enjoyed refreshments as Jim talked about the “lost” years. The true stories (I think) that man could tell! In fact, he published a book of tales covering his 48 years of exploits in BC, *The Grinning Gargoyle Spills the Beans and Other Yarns of Baja California* (Baja Source. Inc. (1-619-442-7061 in El Cajon, Calif.). As we talked, I learned that Jim really did work in all those places I had heard about, but he never ran drugs. That rumor developed from an undercover job in Belize in 1960 where he fed information to U.S. Customs that helped “bust” smugglers flying contraband into Mexico.

Jim’s love affair with BC began in the spring of 1954 when with a broken foot he rode a motorcycle into the north central BC Sur town of San Ignacio. He playfully winked at the lovely young woman who came to the front of her father’s gas station to help bandage his foot. Fifty years ago in BC, a wink was considered an outright proposition. Lupe wanted nothing to do with Jim, but he was smitten. For the next 15 years he pursued this raving beauty, coming to San Ignacio each spring then leaving to restore his finances flying crop-dusting airplanes, among other jobs.

In 1967 he came in second in the first rugged off-road Baja 1,000 race before going to Vietnam, where he was first a civilian tugboat engineer and then a courier pilot. Finding his plane riddled by bullets after landing at Da Nang one day in 1969, he returned to San Ignacio and

Lupe. This time he flew his own airplane into town, impressing everyone except Lupe. Nevertheless, he prevailed and they married July 4 that year.

Jim came to the East Cape in 1980 at the invitation of Robert Van Wormer, owner and operator of four hotels. He alternately managed hotels, an RV park, two fishing boats, and a backhoe on the East Cape. His Cessna, “Little Dirty Belly,” became known in towns and on back country rancho strips as he flew hundreds of charters, mercy missions, treasure-hunting trips, and pleasure hops.

He may have been “lost” to me, but Cousin Jim seemed to know and be known by everyone who lived on or visited the East Cape. Ladies of all ages—American and Mexican, married and single—came to exchange hugs wherever he went. Men shouted greetings or offered beer, the national drink of BC. At an outdoor breakfast under a palm frond roof at the charming little Plaza Restaurant and Bakery, we were amazed to find a “Jim Smith Special” on the menu! It was biscuits and gravy, which speaks to his West Texas heritage.

Lined by sandy and sometimes rocky shores, the East Cape extends for 30 miles from Punta Pescadero on the north to Punta Colorado on the south. Los Barriles, in the middle, and adjacent Buena Vista, are home to 2,800 people. Some 2,000 Americans have full- or part-time

homes in subdivisions on the East Cape. Several were built by a company in which Jim’s daughter, Sally Lask, was a partner. Some RVers stay through the winter, but the cost of groceries and other commodities available at two local supermarkets is about the same as prices in the States.

“It’s the attitude that’s different,” my cousin declared. Residents know and care for each other, regardless of respective wealth. Natives are friendly and ready to help. Those you deal with speak enough English to make communication easy.

Los Barriles and the area is increasingly bi-cultural. Locals and transplanted Americans alike participate in an annual Shakespeare festival at Easter and an art festival, usually the first Sunday in April.

On November 20, the Los Barriles Traditional Festival commemorates the “Revelation of Mexico,” a national holiday. Natives and visitors alike participate in festivities that include rides, games, horse races, regional food stands, and a dance almost every night. A queen is crowned and her court is honored. There’s a parade with kids in turn-of-the-century revolutionary costumes—girls in big calico skirts and boys dressed like Zapata with bandoleers and wooden rifles.

Similar festivities occur December 11 in the village of Midaflares, about a half-hour drive from Los Barriles. Called the “Dia de Virgin de Guadalupe,” this festival honors the town’s patron saint. The



BARBARA SPRAY

Texan Norman Spray (left) gets an earful about the good life on the East Cape of Baja Sur from cousin Jim Smith and Smith’s daughter, Sally Lask, a residential home builder on the cape.

town welcomes all comers to participate in activities that include a “Guadalupe Procession” in which participants walk all the way from Los Barillos to Mida-flores. Dancing and singing go well past midnight. Jim’s daughter, Sally, herself a transplanted Texan, says, “It is a beautiful festival with beautiful people, certainly my favorite regional celebration.”

Fishing, always a major activity, becomes even more feverish early in August during the annual Bisbee East Cape Fishing Tournament and the Lynn Rose East Cape Fishing Tournament in October. “Growth in tourism helps the locals come up in the economy,” Jim said, but he lamented that “bigger crowds mean less serenity so we who’ve been here for years have mixed emotions about growth. As Earle Stanley Gardner once said: ‘Everyone who comes to Baja California believes it is his by right of discovery. Everyone who comes subsequently is a trespasser.’”

Maybe, but “trespassing” seems certain to snowball as more visitors expose themselves to the warm days, cool nights, and fun things available here. See sidebar for East Cape Attractions, page 34.

Getting to the East Cape was fun, a little dangerous, and very educational. Finished in 1973, Hwy. 1 forces discipline on RV captains. Below Ensenada, the two-lane pavement is narrow with little or no shoulder. Often wavy and bumpy, the road twists and turns in mountain ranges, climbing, dipping, and curving sharply. Shoulder drop-offs range from four inches to 40 feet to even 4,000 feet on some perilous mountain passes. Driving is a white-knuckled, two-hands-on-wheel job demanding constant, absolute, alert concentration.

Semi-truck traffic is heavy. We learned early to slow when possible to avoid meeting these behemoths on curves. It’s hard on the nerves to meet the back wheels of a double semi-trailer crowding or crossing the line as it makes a left-hand curve. Memorials marking fatal accidents are numerous.

Using the transmission to brake for curves and downhill slopes is essential to avoid excessive brake wear. Night driving invites disaster. One soon learns that “Topes” on road signs in towns means “speed bumps ahead.” We’re talking BUMPS. Overlook one of these babies and your seat belt will be tested.

Even on open, straight stretches where

we could see far ahead and pull into the middle of the road, we held speeds below 65 mph. Moving faster on the wavy, uneven pavement sometimes caused side-to-side rocking. On one such “good” stretch between the Bay of Concepción and Loreta, a 30-yard gap appeared in the pavement. “Harvey” Allegro sailed off a six-inch drop into the graveled abyss, bounced, then abruptly slammed back up to the pavement on the other side. Clothing hanging in the rear closet was thrown to the floor but I could find no damage to the Allegro. (Thank you, Bob Tiffin!)

Free roaming livestock is a hazard. When a cow and her calf trotted out of the desert brush directly in front of us, I hit the brakes and horn. At the last sec-

ond, the calf turned back and its mother followed, avoiding collision and possible unpleasant dealings with local authorities.

Oh, yeah. About that “grinning gargoyle” mystery. In his reckless days in BC before he married Lupe, Jim did research for a well-known author who liked to claim “first white man” discoveries in BC. In an unethical ruse to help the author with his discoveries and keep himself on the payroll, Jim “salted” caves with arrowheads supplied by a local rancher who, Jim suspected, had learned to manufacture look-alike, centuries-old Cochimi Indian artifacts. The whole thing blew up when over-zealous drinking buddies marked “Made in Japan” in microscopic lettering on some points that were “salted.”



Author Norman Spray (right) visits with Cousin Jim Smith and his wife, Lupe, in their front yard.

The author became so excited when he “found” these points that he called in an imminent authority. The cat was out of the bag, but as Jim related in his book, the author definitely did not share in the hilarity. He fired Jim and never again mentioned a man named Jim Smith in his reports. He did, however, refer to a mysterious “grinning gargoyle of Baja.” The moniker stuck

with those in the know and, for more than 45 years, Jim was the gargoyle. He even basked in that irreverent fame.

Cousin found. Gargoyle mystery solved. Tropical paradise discovered. Mission accomplished! Sadly, it all happened just in time: Jim died Jan. 3, 2004, at age 76, a victim of cancer. His remains rest now in a graveyard in the village he came to love.

EAST CAPE ATTRACTIONS

FACILITIES. Four RV parks:

East Cape RV Resort (1-208-726-1955 in the U.S., 011-1-208-726-1955 or 011-52-624-141-0231 in Baja)

Martin Verdugo's Beach Resort and Trailer Park (011-52-624-141-0054)

El Jardin de Buenos Aires (011-52-114-10247)

North Beach-Playa Norte RV Park (no phone number available) in Los Barriles.

Other Information: RV park sewer, water, and power connectors are the same as in U.S., though 50-amp service is rare. Check in advance.

Restaurants print menus in English and serve both American and native cuisine, including seafood that's fresh locally. We partook at **Otro Vez** and **Tio Pablo's**, both very good if not quite five-star. Plaza breakfasts and lunches are a treat, even if the “Jim Smith Special” is not for you.

Hotel Fishing Resorts: There are nine hotel fishing resorts where you can book charters.

SPORT FISHING. The East Cape ranks as one of the world's 10 best destinations for sport fishing. Some 150 boats are available for charter. Captain Jeronimo Congo, winner of the 2002 Bisbee tournament, operates Awesome Sport Fishing out of the East Cape RV Resort and may be contacted at the park's number. Most fishing guides harbor their boats at the Hotel Palmas de Cortez, the largest and probably the best hotel on the East Cape. The hotel happily arranges charters, rental of fishing, diving, and other equipment. In summer, fishing usually is better here than in Los Cabos. Captains usually are sons and grandsons of fishermen who have fished these waters for generations.

Target species include blue, black, and striped marlin, sailfish, swordfish, dorado, yellow tail, pargo (red snapper), yellow fin tuna, cabrillo, and wahoo. As ex-fishing boat captain, cousin Jim said, “The hotter it is, the better the marlin fishing. The biggest blues and blacks come in August. Biggest I've seen weighed 1,050 lbs. But they've caught bigger. I prefer to smoke black marlin,” he added, “but blue marlin steaks are good to marinate, then grill or barbecue.” Fishermen are welcome to keep, eat, or stuff their trophies, but many honor an active catch-and-release program designed to keep fishing good for years to come.

SALTWATER FLY FISHING. Many addicts of this increasingly popular sport call the ambience and diversity here the best in BC. Offshore, you have the same gamefish that rod and reel enthusiasts hook. Close in or from the beach, depending on the season, your flies may tempt jack crevalle, roosterfish, sierra mackerel, pompano, pargo, cabrilla, giant needlefish, and others.

Fly fishing tours and instruction are available. **Baja on the Fly** (800-919-2252 in the U.S., 011-52-114-10373 in Baja) leads the way with carefully managed hands-on training by noted fly fishing couple Yvonne and Gary Graham, authors of the books, *A Woman's No Nonsense Guide to Fly Fishing Favorite Waters* by Yvonne and *No Nonsense Guide to Fly Fishing Southern Baja* by Gary. They or their American guides will take you to blue water or beachside by kayak, pontoon boat, pangas (skiff), offshore cruiser, or ATVs. Cost depends on distance and whether it's a single or multiple-day trip.

WINDSURFING. In November, the el norte wind picks up and steadily blows side-shore through March. Los Barilles is fast becoming the place for the sport in winter, rivaling even Maui and the Gorge. Sailing is fast, but the living is slow. Temperatures can fall to 40 degrees on occasion but the typical winter day dawns at about 50 to 55 degrees and warms to 75. Both East Cape and Verdugo's RV managers can provide information and help surfers find equipment and best locations. **Vela Windsurfing** provides guides, schooling, equipment and information. For reservations, call U.S. 800-223-5443. For other information about windsurfing, call 831-461-0820, or visit their website at www.velawindsurf.com/baja.

BIKING AND HIKING. ATVs can be rented from **Quad Man** (011-52-624-141-0727). **Vela** also rents bikes. By bike or foot, you can prowl the beaches or head inland only a mile or two to explore mountain ridges, deep canyons, and arroyos.

NIGHT LIFE. Forget it. Once you've had dinner, enjoy neighbors and the stars. This place thrives on elbow room and tranquility. If you want an evening of crowds, clubs, and high-end five-star restaurants, Los Cabos at the tip of Baja is only 70 miles south. RV parks and services abound there.



NORMAN SPRAY

What a fight! These young women said it took all three of them to land this 160-pound striped marlin. The East Cape is one of the world's top ten sport fishing destinations.

Stiff winds and state-of-the-art equipment make windsurfing an exciting sport on the East Cape.



MEXICAN TOURIST BUREAU

WHAT YOU NEED IF YOU TRAVEL INTO MEXICO

To travel into Baja California or mainland Mexico, you will need:

- Proof of citizenship for each person. The document can be a current passport, birth certificate, notarized citizenship papers, or a voter registration card.
- Driver's license or other official pictured ID for yourself and your passengers.
- Certificate(s) of title for your RV vehicle(s)
- Proof of liability insurance coverage issued by a Mexican company. This can be costly. Shopping may be in order. The author, who did not price shop, paid \$389 for two weeks, over-stayed, and had to extend for two days for another \$64. You can buy insurance at border cities or in advance by telephone and/or fax using credit cards.
- An international credit card (American Express, Visa, MasterCard, Diners Club)
- Tourist card (visa) which can be obtained in minutes at the border crossing provided you have above documents.
- If taking pets: current vaccination records plus a vet's "certificate of health" signed within the last 72 hours before crossing the border.

WHAT NOT TO TAKE

You may not be checked, but officially you are not allowed to cross the border with:

- Over three liters of alcoholic beverages per person
- Fresh fruits or vegetables
- Fresh poultry, fish, beef, or pork. Canned and frozen is okay.

WHEN YOU RETURN

When you re-enter the U.S., you may need:

- Driver's license.
- Receipts if you have made major purchases. You can bring back \$400 worth of most merchandise duty-free. Over that, you will have to pay taxes.
- Vaccination documentation if you travel with pets (Although ours were not checked either going or coming, who wants to risk it?)
- No more than one liter of alcohol per person over 21 is permitted. No fresh fruits, vegetables, or meats.

FOR MORE INFORMATION

- Mexican Tourist Bureau: 800-446-3942. Web: www.visitmexico.com
- Discover Baja Travel Club: 800-727-2252. Web: www.discoverbaja.com
- Vegabundos del Mar Travel Club: 800-474-2252. Web: www.vegabundos.com
- Coordinacion Estatario De B.C.S.: 011-52-612-124-0100 (At times, information is not available in English at this source.)

REPORTING SAFETY DEFECTS

If you believe that your motorhome has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Tiffin Motorhomes, Inc., at 256-356-8661.

If NHTSA receives similar complaints, it may open an investigation, and if it find that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Tiffin Motorhomes, Inc.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 800-424-9393 (or 202-366-0123 in the Washington, DC area) or write to:

National Highway Traffic Safety Administration
United States Department of Transportation
Washington, DC 20590

You can also obtain other information about motor vehicle safety from the Hotline.

FROM THE ROAD

Continued from page 27

'83 even better than the new ones. We like the dark wood in ours—it's so cozy. And it has all the extras—ice maker, central vac, built-in food processor. It was the top of the line in '83.

My husband fixes everything himself. We never had to replace any of the interior. It was all like new. We are very blessed to have found this Allegro for only \$10,500 with just 67,000 miles. We're hooked!

Becky and Chris Persgard, Duluth, Minn.

Left Behind

Three years ago in Weaverville, Calif., our RV club president left his wife standing on the curb as he drove off. Two hours later when he got to Redding, he discovered to his surprise that she was not in the motorhome. He

thought she was asleep in the bedroom when he left. He went back to Weaverville and there she was, waiting for him on the curb.

Russell Kelley, Modesto, Calif.

Great Service

After our washer-dryer stopped working, we called the manufacturer who shipped us repair parts and suggested that we take it to Wilson RV in Mansfield, Ohio. The manufacturer then called Wilson RV and sent them more parts for a recall job. Wilson gave us an appointment three days later. In just four hours they did a very thorough job which required removing the cabinet and the washer, and putting it all back very carefully.

Eugene W. Gebhardt, Bucyrus, Ohio

2 great ways to feel fantastic from the leading manufacturer of 12 volt air exchange systems



FAN-TASTIC VENT
Brings the Outside In... Instantly®

Fan-Tastic Vent Corporation
Imlay City, MI 48444
1-800-521-0298
www.fantasticvent.com



Tailgatin'

by Fred Thompson

Tailgatin' with the Tide in Tuscaloosa! We grammar nuts call that alliteration. But hundreds of Bama fans in their motor-homes parked side-by-side across a limitless expanse of asphalt call it FUN! You don't have to walk far across the parking lot to realize that a large percentage of the fans are driving Tiffin-built rigs. Allegros are everywhere.

The Tide plays its opponents on Saturdays, but serious tailgaters start arriving Friday morning and leave Sunday afternoon, making this a three-day event every weekend through the football season. And what happens when the team plays out-of-town? Motorhome captains convoy to the distant campuses even though it may add a full day of travel to their plans. The enthusiasm! You know, I believe if Alabama had an out-of-conference game in California, they would pool their funds and hire a fleet of C-130s to get there on time. Talk about loyal fans!

But it's the camaraderie, too. Some groups send a scout to arrive early and block off parking spots so they can cook out together and enjoy the continuing friendships. Jim and Mona Whisenant, of Arab, Ala., have been tailgatin' in an Allegro since



Jerry and Shirley McClendon
Hoover, Alabama

1978, but this is their 50th straight year to attend Alabama football games. They have owned four Allegros and currently drive a 2001 Bay. Their daughter, Robin, is a 1978 Alabama graduate. In the off-season, they take one long trip a year and several shorter ones. Last year they traveled to Nova Scotia.

Jerry and Shirley McClendon, of Hoover, Ala., have deep roots in the Alabama tradition. Originally from Cullman where her family lived next door to Big Jim Folsom, Shirley's dad brought her to Alabama games as a child in the late forties and early fifties.

Jerry played college football at the University of Chattanooga and remembers vividly playing Alabama when Bart Starr was a senior. An executive who retired from the cement industry, Jerry has found a new hobby in painting. "We do things we enjoy together," Jerry says. "And attending Alabama football games is one of them."

Jerry and Shirley have a 2003 40-ft. Phaeton with three slides. They are equally pleased with Tiffin's service policies. "They fix whatever we need done, and that includes a couple of custom changes to accommodate our preferences," Jerry explained.

Tommy and Vera Britt arrived at the Alabama-Ole Miss game in grand style — a brand new 2005 40-ft. Phaeton. The Britt's have three reasons to be the Tide's greatest fans: all three of their sons are currently on the team! Wesley is a fifth-year senior who already has his degree in business management and personal finance. Tipping the scales at 310, the 6'8" offensive left tackle expects to go early in the NFL draft. Taylor, a junior, plays center and guard, and freshman Justin is currently playing defensive tackle.

The Britt's two older daughters, Melissa and Lindsay, were no less athletic than their brothers. Melissa played basketball, volleyball, and track at the University of South Alabama at Mobile, and Lindsay played softball



Mona and Jim Whisenant
Arab, Alabama



with the Tide



Tailgatin' with the Britt's was nearly an all-day affair with late afternoon grazing prior to the 8 p.m. game.



Since the game was not over until nearly midnight, the real party ran into the wee hours of the morning.



Ralph and Joy Marcum with daughter, Stephanie, and friend, Jack Mitchell, catch up on the afternoon football scores while waiting for "The Game" to start. They have a new 37DB Allegro Bay.

Brenda Elliott of the Saturday Tiffin PR Team found that waiting for the game to begin was hard work.



at UAB. Both have degrees in elementary education.

Their sons' roots in sports go back two generations. Vera's father coached football and basketball at West End High School in Etowah County. Although now retired from teaching, Vera coached junior girls basketball and helped coach the volleyball team.

Tommy and Vera make tailgatin' a major event. On a trailer behind the Phaeton, Tommy hauled a gas grill as large as an executive desk. Under their patio awning, a long U-shaped outdoor living room was arranged with monogrammed red and gray chairs. By two o'clock Vera had two big roasts going in an outdoor electric oven as friends stopped by to mingle in the well-planned hospitality suite. The big cookout was planned after the game when their sons could attend. The Britt's were planning on 50 for their late-night feast.

Next door Dewayne and Linda Turner arrived in their new 2005 Allegro Bay. The Decatur couple are 1976 Alabama grads, Dewayne in business administration and Linda in education. Now empty nesters with three grown children and two grandchildren, the Turners stay very busy with their business and hobbies. A former state president of the Alabama Home Builders Association, Dewayne now focuses on investment properties and developing apartment complexes. Retired from teaching, Linda enjoys planning the game trips throughout the Fall and looking forward to when they take longer trips in the Bay. Dewayne's hobbies include flying and scuba diving.



"I chose Blue Ox because as any race fan knows, dependability and service are a race team's #1 priority. We know that the Blue Ox team is behind us all the way, providing the most durable, hardworking towing systems on the market and their service is second to none - we count on it."



Contact your local dealer or call Blue Ox to see how you can become a guest of Blue Ox at Bristol Motor Speedway & meet Ward Burton!

- Towing Systems
- Braking Systems
- TruCenter Steering Controls
- Weight Distributing Hitches



Call 1-800-336-4336 or visit www.blueox.us for more info.

1203

Amana Colonies Late Summer Getaway

by Gail Johnson, Club Secretary

WILLKOMMEN! This German greeting for “Welcome” was evident everywhere in the charming Amana Colonies of Iowa where the Allegro Club held its late summer rally August 24–28. The Colonies were founded about 150 years ago when German immigrants seeking religious freedom came west from New York to the rolling hills of Iowa. Seven quaint villages were eventually founded near the Iowa River where their inhabitants developed a communal system of living which lasted for nearly 90 years, making the Amana Colonies one of the longest-lasting communal societies in the world.

Under the system, all land and buildings were owned by the community. Families were assigned living quarters and each person over school age was assigned jobs in fields, factories, kitchens, or shops. In 1932, the residents voted to end the communal lifestyle. Today, many of the businesses in the colonies are independently owned and operated.

The Amana Colonies RV Park, a 60-acre campground near Lily Lake, hosted our event with 61 rigs and about 130 members in attendance. Managers Steve McKain and Jean Parvin worked overtime to meet our needs and make our stay enjoyable. The park itself is situated on the banks of a serene little creek and is surrounded by rolling farmland, much of which was planted in corn and soybeans. What a peaceful setting it was to enjoy the activities of the rally and the interaction with old friends and new ones. In spite of the six plus inches of rain we had during the week and the winds gusting to 70 plus mph one night, everyone seemed to have a great time!

Our President, Jimmy Johnson, and Verbon Jones, the Club’s new office manager, did a fantastic job of arranging delicious meals and a variety of entertainment and activities to keep us busy while we were there. Our meals were catered by the Ronneburg Restaurant. Yana and David Cutler and their staff provided us

with delicious food served with gracious hospitality and efficiency!

Evening entertainment after dinner on our first night was a talented bluegrass band, who gamely attempted to play every request shouted from the crowd and delighted us with their down-home humor and musical ability (and they even knew all the verses of “Rocky Top”!).

On Wednesday evening, we enjoyed a performance of “The Spitfire Grille” by a very talented troupe at the Old Creamery Theatre, which was just across the road from our campground. Thursday night the cheerful strains of “Roll Out the Barrel” could be heard, as we enjoyed a rousing Polka band who played for us late into the evening. This group was quite popular with many members, who were brought to their feet time after time as familiar folk dances were being played. Saturday evening’s entertainment brought even more variety, as we were treated to a lively and entertaining barber shop quartet, led by a singing policeman!

Other optional activities included bus tours on two different days to the John Deere Tractor Factory and the John Deere Historic Pavilion and Museum, in Waterloo, Iowa, and Moline, Illinois, respectively.

While many of the men (and some women, too) enjoyed the bus tours to the factory, others took the opportunity to explore the villages of Amana. They visited antique shops; candle, basket, and broom shops; quilt and needlework shops; furniture and clock shops; candy kitchens and bakeries; and the Amana Woolen Mill. And if that were not enough, we also found time to drive 14 miles to nearby Williamsburg, home of an outlet mall!

We want to say a sincere word of thanks to Bob Tiffin and his sales staff, Jerry Williamson and Jack Elliott. Also, a special thanks to Tiffin technicians, Robert Gober and David Sparks, who were on hand during the rally to do minor repairs

for Club members. Thanks, too, goes to all of our suppliers who were on hand to provide valuable information concerning their products and services and in many cases providing door prizes and sponsorships for activities of the rally.

And finally, on behalf of Jimmy, Verbon and Pam, I would like to offer most heartfelt thanks to the Club members who were at this rally and made us feel so very welcome. As most of you know, this was our first rally “on our own,” and we received so many encouraging and positive comments! Please keep those comments and suggestions coming. We welcome your input – this is your Club and we are always looking for ways to make it even better.

Keep on “Roughing it Smoothly!” We hope to see you at the Spring rally in Branson, Missouri!

Rally attendees dance to the exhilarating polka music of the Party Time Band at the Amana Colonies Rally August 24–28.

Attendees enjoy the delicious samples from Gail Johnson’s and Pam Jones’ Convection Oven Cooking Seminar held in the Morton Building where we frequently took shelter from the rain.



PHOTOS BY JIMMY JOHNSON

MEMORIALS

Please accept our sympathy in the passing of your loved one. May you find Hope in His Word, Strength in His Presence, Comfort in His Mercy, and Peace in His Love.

Bob Brown, Chapter 118, Citrus Allegros, Central Florida

Melvin Creamer, Chapter 66, South Alabama Allegros, Mobile, Alabama area

Clyde Creasy, Chapter 93, Allegro Music City, Nashville, Tennessee area

Ralph Hamilton, Chapter 38, Golden Bear Allegros, Sacramento, Calif. area

Russell Hatch, Chapter 135 (founder), Calif. Allegro Roadrunners, San Jose area

Daniel Kachel, Lady Lake, Florida

Virginia Roark, Chapter 60, Allegro Fun Seekers, Amarillo, Texas area

Don Sandow, Chapter 28, Allegro Ramblers of Eastern Michigan

Jim Swanzy, Chapter 11, Gulf Coast Allegros, Pensacola, Florida

CLUB BENEFITS

1. The Allegro Club’s new newsletter entitled *Side Roads* is published quarterly to keep our membership informed about rallies, caravans, chapter news, safety information, factory news, and other informative and helpful information.

2. The opportunity to purchase insurances at discounted rates:

- A. Emergency Road Service through Coach-Net at 1-877-801-0333.
- B. Long-term care, trip cancellation, motor home replacement coverage, and motor home and other vehicle liability, etc., through Farm & City at 1-800-331-1520.
- C. Transportation in case of medical emergency for you and your spouse with medical personnel through SkyMed at 1-800-475-9633.

Your Allegro Club membership must be maintained and kept up-to-date in order to continue receiving the discounts.

3. The Allegro Store will carry a selection of shirts, caps and jackets with the Tiffin name brands embroidered on them. Many other items will be added to the store soon.

4. Allegro Club members have the opportunity to attend several rallies or caravans throughout the year. Our rallies are usually a package deal which includes your campground fees, entertainment, most meals, transportation to and from planned activities, suppliers’ seminars, plenty of door prizes, dealers display units for your viewing, sales representatives from

Tiffin Motorhomes, Inc., to answer questions about your motorhome and much more. Servicemen from Tiffin Motorhomes, Inc., attend the rally to do minor repairs to rally-goers coaches. We also schedule some free time at our rallies for rest, shopping, or to do things on your own.

Recent rallies have been at Gulf Shores, Ala., Chesapeake, Va., Gettysburg, Pa., Amana Colonies, Iowa, and Renfro Valley, Ky.

Future rallies are currently scheduled for Myrtle Beach, S.C., Branson, Mo., Colorado Springs, Colo., and Mackinaw City, Mich. Caravans have been conducted into Canada, Alaska, and Mexico.

5. Local Allegro Club chapters are also available to International members. These provide fun, fellowship, and entertainment on a local basis each month. But you must be an International Club member in order to join a local chapter.

6. Starting immediately we have a new Happy Camper ½ price club for an incredible savings for our Allegro Family Membership in good standing. The price to you is \$29.95 for your first year (a \$20.00 discount) and only \$39.95 every year thereafter when you renew. (See ad in our Allegro Family Hotline in regards to the New Happy Camper ½ price club.)

7. A 10% discount is available to current Allegro Club members at Tiffin’s Campers Choice Store on parts and accessories for your motorhome. You must ask for the discount and provide your membership number.

For more information call (256) 356-8522.

2005 RALLY SCHEDULE (TENTATIVE)

ALLEGRO CLUB SPRING PRE-RALLY
Sandy Beach Park
Macon, Georgia
March 17–19, 2005
(break camp 19th or 20th)

ALLEGRO CLUB BRANSON SPRING FLING
Compton Ridge Campground
Branson, Missouri
April 25–30, 2005

ALLEGRO CLUB SUMMER LAKE ESCAPE
Mackinaw Mill Creek Camping
Mackinaw, Michigan
August 22–26, 2005

ALLEGRO CLUB FALL GETAWAY
Campground TBA
Colorado Springs, Colorado
October 2005

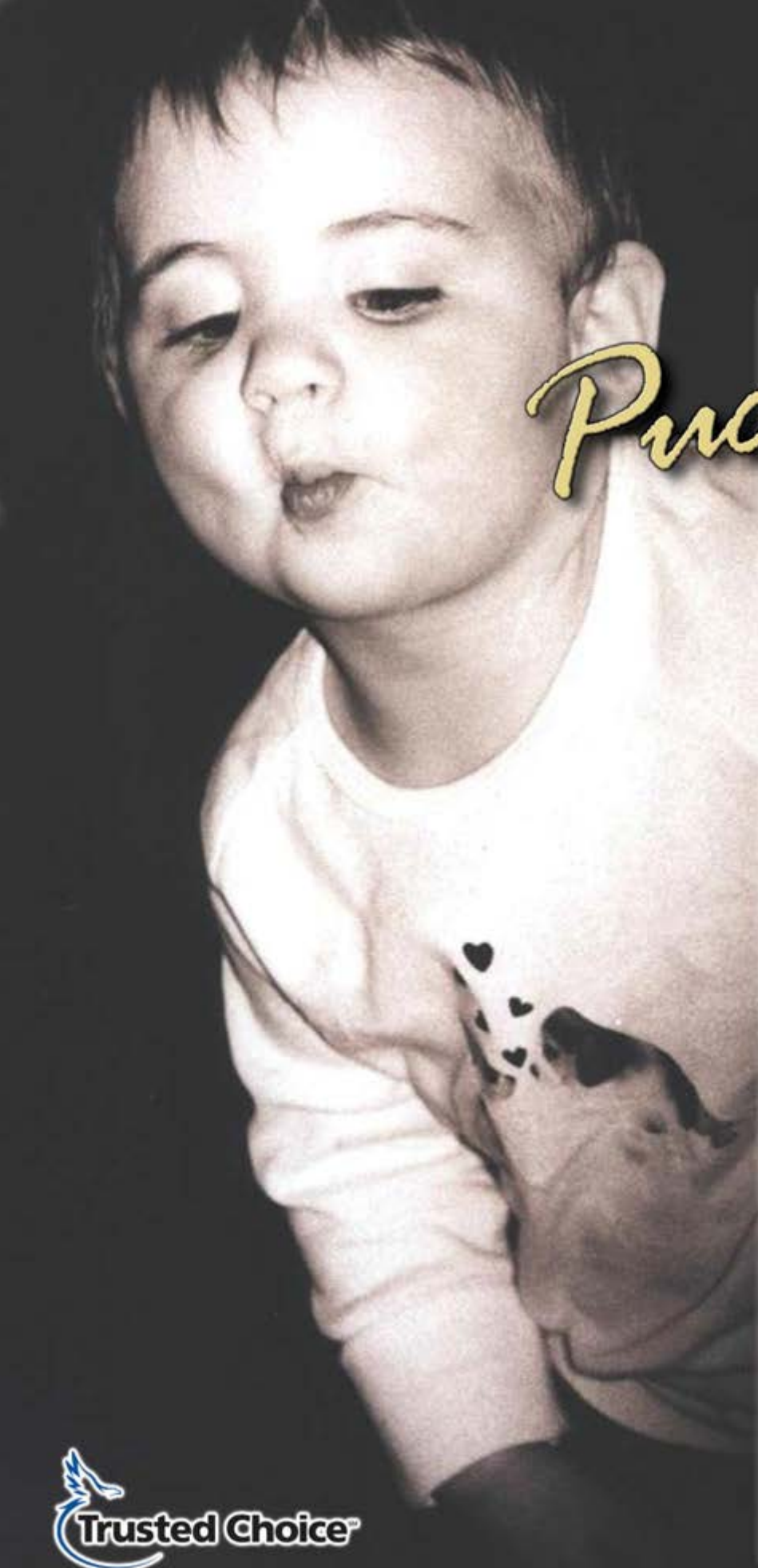
BEGIN PLANNING NOW FOR 2005!

CALL, FAX, EMAIL, OR WRITE FOR MORE INFORMATION
256-356-8522 Office
256-356-9746 Fax
jimmy.johnson@tiffinmotorhomes.com

Allegro Club
P.O. Box 1429
Red Bay, AL 35582-1429

Important Service Numbers for Your Wallet

Tiffin Motorhomes	256-356-8661
Workhorse Chassis	877-946-7731
Freightliner Chassis	800-385-4357
Ford Chassis / Engine	800-444-3311
Spartan Chassis	800-543-4277
Caterpillar	800-447-4986
Cummins	800-343-7357
Allison	800-352-5283
Onan	800-888-6626
Shurflo	800-762-8094
Norcold	800-543-1219
Dometic	219-463-4858



Don't kiss
your assets
goodbye!

Pucker Up!

If you're not properly covered, you can do just that! We offer the most comprehensive full-timers liability coverage for those of you living in your RV. Along with that, you can bet your assets are covered with our replacement personal effects coverage. Remember this is your home on wheels, don't forget to insure it that way.

From Total Loss Replacement coverage for your RV to comprehensive Homeowners and Auto coverage - we've got it all! Call us today for your no-obligation insurance proposal for your RV, Auto, Umbrella, Homeowners, Term-Life and Long term care at (800)331-1520.

RV
Advantage
Farm & City
Insurance Services

P.O. Box 248 • Forest City, IA 50436

1-800-331-1520

Fax: 641-585-5166

www.rvadvantage.com

Licensed Nationwide

*Coverages may vary in accordance with state laws.



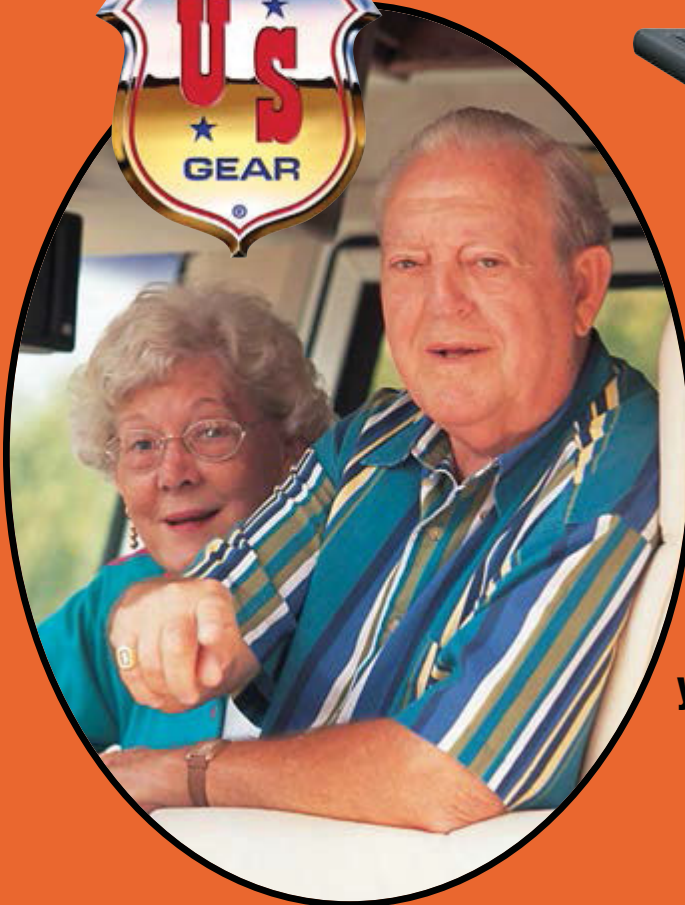
Send us Your Vintage Pictures - we'll send you a free gift. You may see your picture in future ads!

There's Only 1 Tow Brake That Makes You Safe & Legal:

The Unified Tow Brake by US GEAR



Remote Control
Mounts in
Motorhome Cockpit



“ Our Tow Brake is permanently installed and protects us all the time. Our buddy's tow brake has to be reinstalled each time, but quite honestly, he usually leaves it disconnected and stowed away. It's a lot like seat belts, if you're not using them, you're not safe or legal.”

Bob & Bobbie

Available from your local RV dealer

www.usgear.com



With more Gross Vehicle Weight, it's designed to accommodate upgrades, slide-outs, extras and over-sized egos.



Workhorse W Series

When we built the new W24 gas chassis we kept one thing in mind. You. With the most carrying capacity of any gas chassis, it offers a more luxurious coach comparable to that of a diesel. More towing capacity means more upscale amenities for your coach, such as heavier marble counter tops, heavier cuts of wood or that armoire you've always had your eye on. The power of the W24 gives you a higher standard of living, which no other gas chassis can offer, so you'll never have to settle for an inferior interior.

The upgraded Allison 2100 Transmission was designed specifically for the W24. Preferred by diesel pushers, it's fully equipped to handle the W24's larger towing capacity and give you the diesel-sized standard of living you're looking for.



Allison 2100

Not only is it the most powerful gas chassis, it's the most advanced. The new Arens Controls push button electronic shifter is now available on the W24. Also,

the upgraded 50 degree wheel cut is an industry best. Not to mention our upgraded brakes, axles, springs, 22.5" Michelin tires and our specially designed Allison 2100 transmission.

Even though the W24 is the biggest and most powerful gas chassis, it still provides the great qualities our drivers have come to expect from the W Series. So if luxury is what you're looking for in an RV, stop by your local Workhorse dealer for more information.



With a GCWR of 30K, the W24 offers 2 tons more towing capacity than any other gas RV.*



A NEW BREED.™