

# Roughing It Smoothly<sup>®</sup>



## **IN THIS ISSUE**

- **The Allegro Bus 40 QDP**
- **Ski Colorado**
- **Copper Canyon by Rail**
- **Recollections of a Campground Host**

# ICING ON THE CAKE

**JOIN THE FREIGHTLINER  
CHASSIS OWNERS CLUB  
AND GET A MIGHTY SWEET DEAL.**

You're already riding on the best motorhome chassis: a Freightliner. Now, imagine being rewarded for it. You will be when you join the Freightliner Chassis Owners Club. First-year membership is FREE. Plus, you're automatically eligible for the DaimlerChrysler Affiliate Rewards Program, which lets you purchase select new Chrysler, Dodge and Jeep vehicles below factory invoice. Call for details or visit our Web site at [freightlinerchassisownersclub.org](http://freightlinerchassisownersclub.org). You'll see how easy it is to join the best RV club in America—and get a sweet deal in the bargain.

**MAKE SURE YOUR MOTORHOME  
IS RIDING ON A FREIGHTLINER.  
DEMAND THE LEADER.**



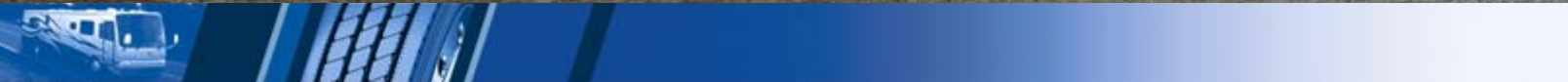
THE LEADER AT EVERY TURN™

1.800.545.8831 | [freightlinerchassis.com](http://freightlinerchassis.com)

Call Freightliner Custom Chassis Corporation at (800) 545-8831, or visit us on the Web at [www.freightlinerchassis.com](http://www.freightlinerchassis.com). FCC/MC-A-031. Specifications are subject to change without notice. Freightliner Custom Chassis Corporation is registered to ISO 9001. Copyright 2005, Freightliner LLC. All rights reserved. Freightliner Custom Chassis Corporation is a member of the Freightliner Group. Freightliner LLC is a DaimlerChrysler Company.







## You've Been Packing!

You probably packed a little extra for whatever adventures you might encounter on your trip. If you're not sure of the axle end weight of your vehicle, your RV is most likely overloaded. The new Michelin<sup>®</sup> 305/70R22.5 XRV, with its expanded load capacity\*, is ready to take on more weight than ever.

\*The Michelin 305/70R22.5 XRV has a per-axle maximum load capacity of 15,660 lbs in singles and 27,760 lbs in duals at 120 psi cold pressure. You should always weigh each axle and check Michelin's Load and Inflation Tables to determine proper fitment and air pressure for your vehicle.



# ARE YOU IN HOT WATER?



## Hot water is what we're all about.

Vehicle Systems understands what you want in your motorhome's heating system. That's why we spent the last twenty years perfecting our unique, hot water-based heating systems that offer an endless supply of hot water as well as luxurious interior heating. Our endless hot water feature means all the hot water you'll need for washing dishes, doing laundry, and taking long, hot showers. Our heating systems also provide quiet, independent heating areas throughout the motorhome for uniform comfort and an engine preheating feature for easy starting while traveling in cooler climates. All these features wrapped into one product are what make our heating systems "HOT."

**Aqua-Hot™**

*Our flagship product for  
high-end diesel motorhomes.*

**Hydro-Hot®**

*The little brother of the Aqua-Hot designed  
for mid-level range diesel motorhomes.*

**Vehicle Systems**

I N C O R P O R A T E D

The HOT choice for continuous hot water and heating comfort.  
Add some luxury to your motorhome, call Vehicle Systems today.

1.800.685.4298 [www.vehiclesys.com](http://www.vehiclesys.com)





12



44

# Roughing it Smoothly®

January 2006 Volume 3, Number 1

*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 Tallahassee, Florida 32304. 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 36,000 copies and a dealer distribution of 10,600 copies. It was printed by Rose Printing Company, 2503 Jackson Bluff Rd., Tallahassee, FL 32304.

Copyright © 2006 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; Typesetting and Page Makeup, Van-garde Imagery, Inc.; Copy Editor, Carolyn Breuer.

Contributing Writers: Bob Tiffin, Fred Thompson, Gail Johnson, Marieann Brooke, Skip and Sue Morey, Heather Dina and Robert Wilson.

Contributing Photographers: Peter Finger (cover and ski story), Fred Thompson, Lewis Communications (Allegro Bus story), Heather Dina, Skip and Sue Morey, Jimmy Johnson, and Robert Wilson.

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.

## Features

Redefining the Luxury Motorhome The Allegro Bus 40 QDP	12	Copper Canyon by Rail Our First RV Adventure	19
Ski Colorado Using Your Motorhome in the Dead of Winter	24	Recollections of a Campground Host	44

## Departments

President's Corner Katrina and the People of Franklin County	5
Tiffin Management Team I never tell anybody that an employee works for me.	8
News You Can Use Tiffin comes out on top again in RVDA ratings.	11
Gourmet Quick & Easy U.P. Pasties	23
Owner Profile Personalizing His Motorhome	32
Allegro Club News The Awesome Rockies	34
We're In Your Corner Making the Raised Panel Door	36
Dealer Profile	38
Serious Tech Talk	41
From the Road	48

### Editor's Note

With this issue we begin our third year of publishing *Roughing It Smoothly*. We hear from you most often when you miss an issue or receive one that is badly damaged by postal handling equipment. Beginning with this issue, we hope you will be in touch more often.

Danny Inman is publishing his first edition of "Serious Tech Talk." You will find a postcard at page 41 to make it easy to send us your questions that may be useful to all of our readers. Your ideas, suggestions, innovations, and questions are welcomed, and will be printed in "From the Road." If you have a photograph to send, please put the postcard and photo in an envelope and send it to the same address.

Through your interest and postcards, we look forward to seeing this column grow larger with each issue.

If you have suggestions and ideas for the magazine, please write to me at P.O. Box 292912, Tampa, FL 33687-2912 or call me toll-free at 877-538-7467. Editorial contributions are welcomed but not returnable unless you include return postage. Items accepted for publication are subject to editing.

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

Riding on a Spartan chassis is like having a full-time technician on board. Our nationwide coach care



# Everything's Riding On It.™

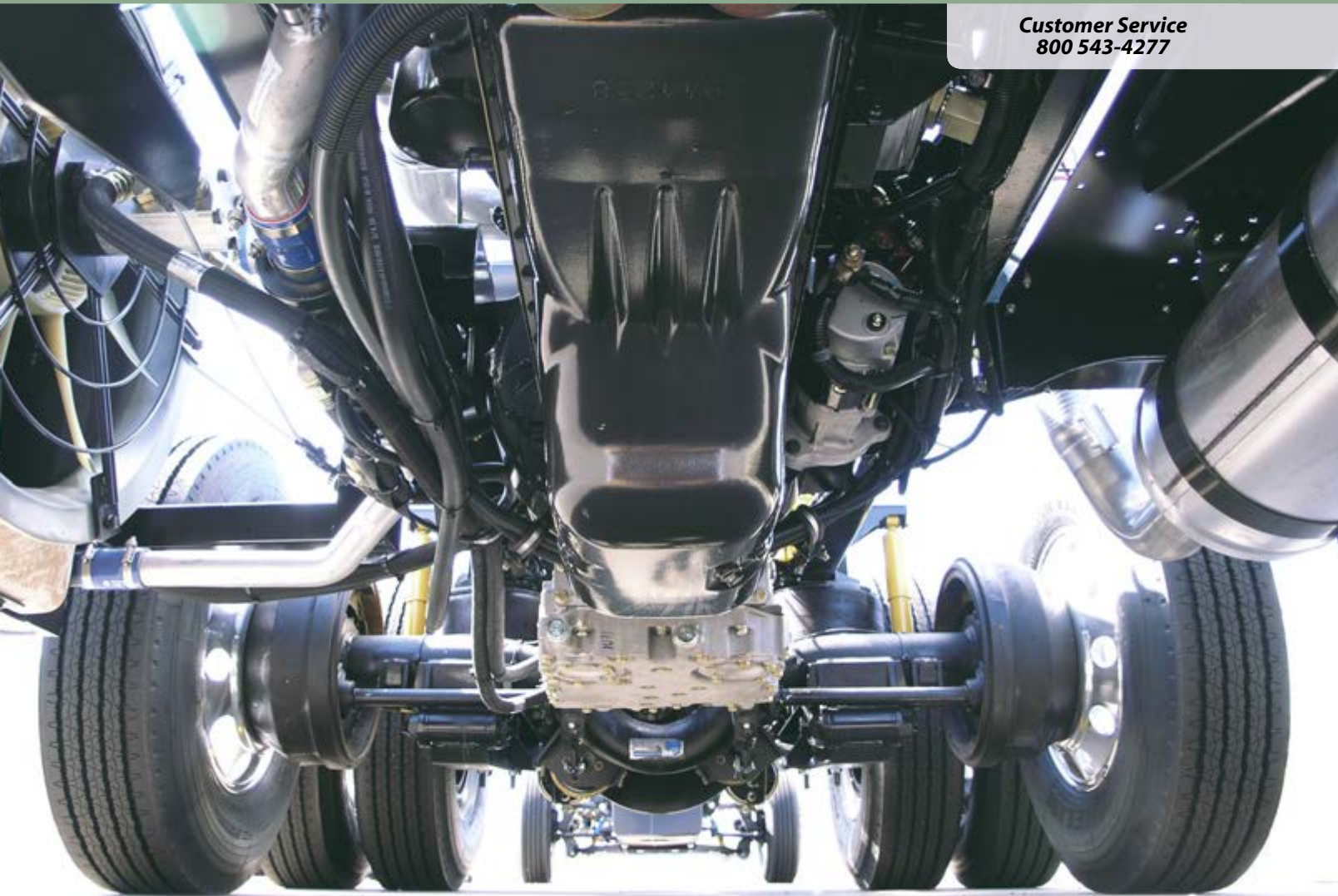
centers and 24/7 service mean we're available wherever you need us.

"When I was on my way to a rally in Tampa, the air dryer on my '98 coach needed a replacement, so I called Spartan. They shipped the part overnight so it would meet me at the rally in Tampa. Not only was it there when I arrived, but a Spartan technician installed it for me on-site. The support I received from Spartan was outstanding. You can be assured my next motorhome will be on a Spartan chassis."



[SPARTANCHASSIS.COM](http://SPARTANCHASSIS.COM)

**Customer Service**  
**800 543-4277**





# Katrina and the People of Franklin County

by Bob Tiffin

When Katrina slammed into Louisiana and Mississippi, the people of our county and surrounding areas, like everyone else throughout the world, were stunned by the havoc, devastation, and death caused by this terrible storm. But our hearts were touched at the quick responses from local people that I know here in Franklin County and adjoining areas.

We made an announcement to our 1,000+ employees that they could sign up for a payroll deduction to aid the general relief effort. Hundreds responded and thousands of dollars were collected to send to the Red Cross. But I'd also like to tell you about two groups and what they did.

First, twelve men here at the Tiffin plant, most of whom work in the Repair Department and worship together at a local Red Bay church, decided they could not just sit tight and watch the newscasts about the people suffering from the storm.

When their church and others in the community heard about their plans, provisions started coming in: water, canned goods, diapers, toothpaste, sterilized hand wipes, toiletries, dry foods, and many other items. People here wanted to help—they just needed an avenue to get their help to the victims. But I would like for them to tell you their story in first person.

"There were 14 of us altogether, 12 from the plant and two more from the area," Carl Hall explained. "Anthony went to Bob and asked if we could get one of the used motorhomes. He said his new Allegro Bus had just come off the assembly line that day and we should take it. It is amazing how much we packed in the basement of that bus and inside every cabinet. We had provisions stacked on the floors around the bed, on the bed, and in the hall.

"Donnie and I left Wednesday night in the motorhome after the storm on the previous weekend. Two more on Friday morning and the rest of us Friday night. We headed south toward Hattiesburg, but we didn't know exactly where we were going. Our church had sent missionaries to work with the Central Baptist Church in Hattiesburg, but all phones were out including cell phones and we could not contact them.

"As we came in on the main highway early Thursday morning, we saw a sign for a church that had been propped up against a pole. After we drove past it, we realized it was Central Baptist. The pastor had an ice truck out in front and was distributing bags to everybody in the neighborhood. We started unloading and everything we brought was gone in two hours.

"After that we started looking for places where we could help. We had our tools, chain saws, and gas," Carl said.

Jonathan Humphres continued: "A lady at the church said she had an elderly sister south of Hattiesburg that might need help. When we found her, she told us her water line was broken. She said she had been praying for help, but she didn't have any money to pay us. We told her we were just there to help and that we weren't going to charge anyone for what we did. She was really relieved. She also had a large tree down that we cut up and removed."

"It was really upsetting to see so many houses damaged by large oak and pine trees that had fallen across them," Donny said. "Church roofs were blown off, mobile homes overturned. Cutting trees off of the houses was a pretty challenging job—three feet at a time. In the next two days, several 18-wheeler trucks arrived at the church and we helped unload them."

"We went to clean-up an elderly man's yard," Tim related, "who said he wanted to pay us when we finished. We told him we didn't accept payment. Then he wanted us to buy more food

*Left to right, back row: Tim Thorn, Terry Barksdale, James Cooper, Donny Palmer, Anthony Pounds, Wade Humphres. Front row: Carl Hall, Josh Palmer, Jonathan Humphres. Not pictured: Bud Strickland, Steven Watson, Clint Holcomb, Jonathan Aldridge, Kevin Pounds.*





A 150-foot pine, 30 inches in diameter, literally cut in half the home of Mike and Julia Vickery near Gulfport, Mississippi. · The work crews from Franklin County, with the help of David Shackelford's CAT track hoe, removed the tree and repaired the house within a week. · Bill Brock, Jim Williams, Johnny Richardson, Bob Hamilton, and Bill Sparks used the Phaeton motorhome as their base of operations.

with his money and bring it back. He kept insisting. Finally, we let him put some gas in our pickups to get us back home.

"We called back to the Repair Department to tell them we could use more supplies. They took up another collection and bought food and supplies that Steven Watson took down on Labor Day weekend. We left for Red Bay late Sunday afternoon. The church got power restored in time to have Sunday services," Tim continued.

"My family and I took our truck and a 16-ft. trailer and went back the next weekend loaded with supplies for Gulfport," Ste-

ven Watson said. "I will always remember the appreciation on the people's faces when they learned that we weren't doing it for money and that we wouldn't let them pay us. It made us realize how blessed we are and that we didn't have to go through something like that. We were amazed how everything came together: the motorhome, trucks, trailers, the food and clothing, the money."

"It was such a good experience for us to be there to help those who had lost so much," Wade said.

The second group I would like to tell you about was headed up by two men I have know for over 30 years, Johnny and Jackie Richardson. Both men serve churches here in the county. Many years ago Jackie started Rustic Youth Camp located on lake property he inherited from his grandfather. The camp is near Red Bay and it's been my privilege to help out in small ways as the camp grew. Kids from 42 states and five foreign countries have benefitted from the camp where they hear the Bible taught, and learn useful crafts and skills. Here is their story.

"When we saw just how bad it was on television, the first thing I did was call Bob Tiffin to see if he might have any equipment available that we could use to haul supplies into Mississippi," Jackie said. "Of course, Bob stepped right up with a 40-ft Phaeton and a large, enclosed trailer."

"We have a website for Rustic Youth Camp and a rather large following of families who have sent their children to us over the years. I got out our church directory and started calling members. Before I could get to the K's, Johnny called and told me to stop. Food, water, diapers, flashlights, and new clothing were pouring in. Timmy Williams had 1,000 pair of new blue jeans at his pawn shop that he donated. We took the trailer and bought three skids of water at Wal-Mart (2 tons). When we got back to the camp, the dining hall and three classrooms were filled with provisions. We loaded the trailer Monday afternoon after the storm, and left at 5:30 the next morning.

"Our target city was Gulfport because we knew a family there who lived just 15 miles from the Gulf. Glenda and David Shackelford had decided to ride out the storm, so we headed for their home. One of our members loaded a transfer tank on a diesel pickup and took a 100 gallons of gas to use in distributing the provisions.

Johnny continued: "We quickly realized that a major need was to get trees off of houses. The insurance companies had told people they didn't know when they could get to them. Builders were figuring four to five months on getting houses rebuilt or repaired. In the meantime, the contents of their homes were often exposed to rain, and unknown to us at that point, to Rita.

"Mike and Julia Vickery didn't want charity even though their home had been cut in half by a giant 150-ft pine. 'We're alright. You go help somebody else. We've got a one-room office back here with a bathroom that works.'

"I told him, 'Mike, we're coming. You've been giving to folks all of your life. Now it's time for you to learn how to receive.' With the use of David Shackelford's CAT track hoe and opera-



tor, the huge tree was removed, allowing us to get started on the major repair job. Five days later we had his roof back on and the wiring and plumbing repaired. After Rita struck the following week, Mike said, 'If you had not gotten the roof fixed when you did, our house and contents would have been totally ruined.'

"With a team of 35 men the first week, and 20 later on, we got four houses fixed before Rita struck. After Hurricane Rita, we rebuilt eight more houses."


Jackie picked up the story: "Before Johnny left home, he went by Swamp John's to get a case of fish. He knew we would probably have to feed our crew since most restaurants in the storm area had not been able to reopen. The owner, John Shewbert, asked Johnny what he was going to do with so much fish and Johnny explained, 'Well, we've got a crew of 35 going to Gulfport to help out.' Shewbert responded, 'Some people might not like fish, so you need to take a case of chicken and case of potatoes, too.' Shewbert wouldn't let him pay for it. Just another compassionate person who jumped in to help.

"Julia Vickery got up before daylight and set up a tarp and cooked breakfast for all of us. In addition to working her regular job as a pharmacist, she moved her washer and dryer outside and washed people's clothes for days," Johnny said with admiration.

"We bought trusses at Edwards Truss plant in Hamilton, Alabama, to fix several houses," Jackie explained. "I would measure a house for the right size trusses and call it in to the plant. Mr. Edwards pulled his crews off of other jobs to build the trusses we needed. Then he hauled them to us. As we were going back to repair a house, he called us on my cell phone. 'Where are you right now,' he asked. I told him. 'Well, we're just five minutes behind you. Show us the way.'"

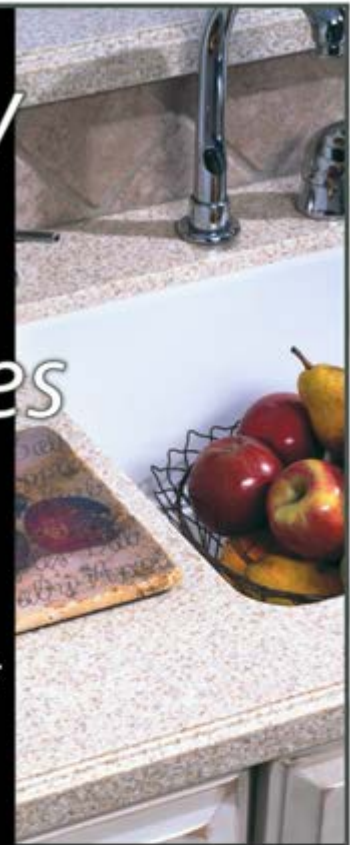
"The cooperation, compassion, and generosity of people from all walks of life was just overwhelming," Johnny said. "The relief effort continued for several weeks. Because contributions continued to flow in, we ran nine more trips pulling Bob's 20-ft. enclosed trailer carrying water, food, clothing, toiletries, and many other items. David Tiffin at Tiffin Supply in Red Bay continued to help the effort with building supplies.

"We didn't have just young men who came to work. Harold Young, 83, worked with the repair crews. John Kemp, 74, who lost his wife to cancer just a week before, joined the effort. Kenneth Ray Greenhill, who had bypass surgery and a hip replacement early this year, was up on top of houses. If you needed inspiration, you could have found it here."

"If you walked into the Morris Road church in Gulfport, you would think you had just entered a session of the United Nations," Jackie said. "That congregation is made up of Hispanics, blacks, whites, and other people from several different countries. Contributions came in from as far away as the Czech Republic. We have never seen such devastation or have we seen such an outpouring of love to our fellow human beings. The effort that was put forth not only took care of the physical needs, but helped heal the emotional scars and renewed the spirits of so many people, including the people that went to help." 

# 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

## “I never tell anybody that an employee works *for* me.

He or she works *with* me,” he began. Charles Adams manages Tiffin’s cabinet door plant in Vina, Alabama, about eight miles from the Tiffin Motorhomes assembly plant in Red Bay.

“Of course, you must be a leader,” he continued, “and you have to exercise your authority occasionally. But if you are an effective manager, you don’t wear your authority on your shoulder like a badge. If you do, somebody’s gonna knock it off,” he smiled.

As they say in north Alabama, Charles is a “local boy”—grew up in nearby Tupelo, Mississippi. Rooted in a conservatively religious family and church, Charles learned early in life that the “Golden Rule” was something one practiced 24/7. It is a way of life applied not only to close friends, but everyone with whom one comes in contact: employers, employees, business associates, neighbors, store clerks, or whomever.

When Adams graduated from high school in 1958, the textile industry employed tens of thousands in the southeastern states. He landed a job with Blue Bell in the Wrangler jeans plant. His aptitude for repairing equipment quickly led Adams into the maintenance of commercial sewing machines. By 1960 he was in training and supervision.

Blue Bell transferred Adams to Greensboro, North Carolina, in 1977 where he worked in corporate maintenance, building R&D equipment. Six years later he returned to Tupelo as maintenance manager of the Tupelo boys wear division.



Charles points out an operational concern with Malinda Hutcheson on the hinge installation machine. He often picks up the slack when a production employee is absent.

In the late eighties, Blue Bell began closing plants and moving production to Mexico, and Adams went to work as head mechanic for the Henry I. Siegel Company, which made jeans under the popular H.I.S. label. Market competition continued to press the Siegel plant and it, too, closed eight years later.

Jack Elliott, currently a 31-year veteran at TMH, was concerned about his good friend, Charles Adams, losing his job at H.I.S. In December 1997, Elliott put Adams name forward as being a talented manager. A few days later, Van Tiffin, who heads up the cabinet door plant, called Adams to see if he would be interested in managing the door plant. Although he did not have experience in a woodworking plant, his mechanical skills and management background created a synergy that Tiffin liked.

Barely nine months into its operation since start-up, the cabinet door plant was still experimenting with workflow, production methods, and equipment. Adams was able to “train” with the former manager just three days before the plant shut down for the 10-day Christmas

break. When he returned after New Year’s Day, he was “the manager.”

In January 1998, the plant was making doors for five to six motorhomes per day. Now production has doubled to 11 units per day. When textile production was moved to Mexico, many skilled people became available. Today 32 women and two men produce 4,000 doors and drawer fronts per week. “We make a better door today than we did seven years ago,” he said. “Two reasons for that: we have improved our collective skills and, thanks to Van, we have much better equipment that is very cost effective.”

Adams’ approach to management is “laid back,” by his own description. Train, monitor for accuracy and understanding, and be available to help and retrain as needed. “Manufacturing doors is a sequenced production process, and we have to ‘make production’ every day in order for the main assembly plant to operate. All the employees here know that and strive to do their jobs right the first time in order for the workflow to continue smoothly. You can’t complete a motorhome without the cabinet doors,” he laughed.





Charles and his three sons have an enviable camaraderie with their common interest in rebuilding Pontiac Trans Am Firebirds.

“Basically, everyone wants to do a good job. To a great extent, our self-esteem depends on how well we do our work,” he explained. “In small group dynamics, the person next to me knows how well I did my job. So we become a work family. If someone is sick or has to be out, we all pitch in to cover. If we are short-handed, I don’t mind pitching in and helping in production. In fact, it’s kind of a nice change of pace for me.”

Operating separately from the main plant in Red Bay, Adams has the responsibility of hiring new employees. The family atmosphere comes into play again.

“When we need to fill a position,” Adams says, “I go to the ladies here and ask them, ‘Who do you know that could do a good job in this position?’ Of course, they want a person who will fit in, carry her weight, and do quality work. To keep the chain strong, they will recommend a good link.” His hiring philosophy seems to work really well.

When asked about the most challenging factors in his job, Adams was ready with answers. “When I first started, the most challenging thing for me was to ‘learn’ the employees,” he said. “I had to know each employee’s strong suit, how they went about doing their jobs, and how they interacted with each other. To manage a plant, you must know everyone really well.” Understanding people is Adams’ key to making the door plant operate smoothly and meet daily production.

Of course, there are production issues with which a manager must deal effectively. A complete set of doors for a given motorhome flows together through the plant. The work order for each set is sequenced to meet that particular motorhome in the production line at the main assembly plant. But a change order based on demand, materials availability from other suppliers, or a rush order for a show may force an insertion into the sequence that interrupts the workflow. Careful planning and coordinating labor applications usually solve the problem.

Another frustrating problem is coping with temperature and humidity. Significant changes in either or both can cause the lacquer application to cloud. Caught in time, chemical additives can take care of the problem.

While acknowledging some stress in having to “make production” every day, Adams finds his job very rewarding. Two main factors make his work enjoyable and worthwhile: one is having a Christian man as his employer, and the other is having such good employees.

Adams enjoys great satisfaction both on and off his job. He married Beckie, his high school sweetheart, in February 1958 when she was 16 and he just 18. The Adamses have four children: Chuck, Kevin, Anson, and Allyson. Their children have rewarded them with eight granddaughters and one grandson.

Charles and his three sons have an enviable camaraderie with their common interest in rebuilding Pontiac Trans Am Firebirds. Chuck and Kevin have been to the Trans Am Nationals in Dayton, Ohio, eight years in a row. Chuck has a ’78 Trans Am with which he is doing a frame-off restoration. Kevin owns a ’94 Trans Am Formula car that he drives to work everyday. But he

*Continued on page 47*

**BUILT FOR DEPENDABILITY AND COMFORT**

Both our Fantastic Vent and Endless Breeze 12 volt fans move vast amounts of air. Our installed Fantastic Vent has a powerful 12 inch, 10 blade fan that pulls air through any open door or window. Versions are available with automatic thermostats and rain sensors.

The Endless Breeze is portable to go wherever the action is. Plug into any 12 volt receptacle and get instant, powerful comfort no matter where you are.

**FAN-TASTIC VENT®**  
Brings the Outside in... Instantly®

Fan-Tastic Vent Corporation • Imlay City, MI 48444  
1.800.521.0298 • www.fantasticvent.com

# 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!





Bob Tiffin receives the RVDA Quality Circle Award for the seventh time in nine years from Dell Sanders, RVDA Chairman of the Board. Joining in the ceremony, left to right, are Tim Tiffin, Tiffin Motorhomes (TMH) general manager; Mike Molino, CAE President; Bob Tiffin, TMH CEO; Dell Sanders; Lex Tiffin, TMH quality assurance manager; and Dan Blanke, TMH western regional sales manager.

## Tiffin Comes Out on Top Again in RVDA Dealer Ratings

EACH YEAR across the country, motor-home dealers rate the manufacturers in 24 categories. When dealers rate the manufacturers highly, it automatically translates into good service and product quality for the consumer.

For the seventh time in nine years, Tiffin Motorhomes has been ranked Number One, winning the honor again this year by a landslide. Tiffin was the top Class A motorhome manufacturer in 18 out of 24 categories.

### **Tiffin claimed First Place in the following categories:**

- Competitive Product Design
- Innovative Product Design
- Competitive Product Quality
- Reasonable Market Share

- Quality Sales Support and Training
- Reasonable Exclusive Territory
- Policy Protects Territory
- Prompt Service to Managers & Techs
- Top Management Accessible
- Understands Dealer Operations
- Considers Dealer Input
- Fair Policies and Procedures
- High Quality Field Staff
- Product Support Promotes Customer Satisfaction & Loyalty
- Reasonable, Timely Warranty Policies, and Payments
- Retail Labor Rates on Warranty Repairs
- Reasonable Mark-up on Warranty Parts
- Product Valuable for Dealership's Success

### **Winnebago claimed First Place in the following categories:**

- Keeps Dealer/Manufacturer Agreement Current
- Quality Parts Ordering, Tracking, and Delivery
- Quality Service Technician Training
- Next Day Air Service for Warranty Parts

### **Among Other Class A Manufacturers:**

- Newmar** garnered two 2nd place awards:
  - Provides Written Agreement
  - Keeps Dealer-Manufacturer Agreement Current
- Monaco** got one 1st place award:
  - Aggressive Sales Promotions
- Coachmen** received one 1st place award:
  - Provides Written Agreement



# The Allegro Bus 40 QDP

## REDEFINING THE LUXURY MOTORHOME

**After you have spent a few** days in the Allegro Bus 40QDP, you may find yourself calling it your “home,” as in “Honey, don’t you think it’s time to go home?”

In this Allegro you will make that transition very easily. With five full-body paint options and three sets of decorative options, you will find the colors and patterns, the wood finishes, and the luxury touches that make an Allegro Bus so much more than a motorhome. You’ll find warmth, comfort, and a cozy feeling that makes it your place — your home.

The Allegro Bus offers you all the spots, the cubbies, the wall space, the shelves to put your personal things: your pictures, the special quilt your mother made, the special books you’ll never part

with, the crocheted throw, the carved statuary from the trip to Africa, the cherry coffee table you bought in Virginia, and, of course, the pear preserves and tomato soup you canned last fall. The Bus is home now — bring whatever you please.

The 40-ft QDP has the appointments and spaciousness that will immediately adapt to your lifestyle. Its adaptability may be the coach’s best asset. As you enter the Allegro Bus, two distinct rooms capture your attention. With both slide-outs deployed, the living room measures a whopping 12 feet 5 inches across by 12 feet deep. Surrounded with the beauty of natural cherry cabinets and crown molding, two comfortable sofas covered with Ultraleather swell around your hips

and shoulders, daring you to stay awake. But guests are coming — what to do?

With six and a half feet of floor space between the sofas, that Virginia drop-leaf coffee table suddenly appears with a service for tea and cookies. Are we getting elegant? Your guests are impressed. Conversation of years past brings back the pleasant memories of hiking together on the Appalachian Trail in the seventies. The air is just a bit nippy and perfect for a mile hike to the waterfall near the campground. They agree and off we go. Exuberant hikes build appetites and we just can’t let them leave hungry!

There’s an almond-chicken casserole in the freezer. A gracious invitation for dinner is accepted and the casserole goes in the microwave convection oven. With



the beautifully equipped galley just a step or two away, the stimulating conversation continues as we make a tossed salad and slice the apples we bought yesterday at the roadside stand in the mountains. With a few added ingredients, we will have apple crisp and ice cream for dessert.

With gourmet coffee in our mugs, we step outside to sit around a campfire just as a full moon rises in the east above the tree line.

Dry camping or with full hook-ups, the Allegro Bus is ready to make scenarios like this routine – whether you entertain old friends, create the intimate getaways you need to keep life interesting, make long trips to enjoy and learn about this great country, or become full-timers.

Now that we've established how to use this beautiful home, let's take a look at how it's put together— what the designers, engineers, and production people at Tiffin Motorhomes have done to make the Allegro Bus such an outstanding piece of modern technology and homey comfort.

Getting back to those two rooms you noticed as you entered the Bus, the slide on the starboard side houses a luxurious 72-inch sofa and a 95-inch galley with Gibraltar hard surface countertops. Nearly eight feet in length, the galley's curved countertop varies in depth from 31 to 43.5 inches where the double stainless steel sinks turn out into the room. A very handy sidebar at the north end of the galley faces the front of the Bus (for directional purposes, assume the Bus is pointed south). With a hard surface countertop measuring 10 by 32 inches with recessed lighting, the sidebar offers an inverter-serviced electrical outlet for appliances. Above the sidebar, a double-door cherry cabinet offers an overall storage space of 31 x 27 x 7 inches. Beneath the countertop, a multi-shelf pantry slides out into the aisle. The sidebar is an excellent example of Tiffin's innovative design and use of space.

The cabinetry in the galley is another example of thoughtful, well-executed design. The hard surface countertop features a wheat design flecked with white and black and edged in dark brown. The two burner gas-on-glass cooktop and both sinks are

covered with laser-cut Gibraltar panels to provide a continuous work surface. A 6-inch backsplash of the dark brown Gibraltar is accented with diamonds of lighter wheat color. A 10 x 52-inch beveled mirror gives depth to the workspace.

The cabinets beneath provide the chef with ample storage for kitchen equipment and supplies. The first drawer in a stack of three next to the sidebar is designed for tableware. The other two are perfect for larger utensils, dish cloths, and towels. A flip-out drawer front immediately under the sink provides storage for wet tools used in scrubbing. Just under the flip-out drawer a double door opens to a gigantic six cubic feet of storage space.

Under the cooktop you can opt for a dishwasher concealed behind a cherry panel. And under the dishwasher is another huge drawer measuring 20 x 21.5 x 5.5 inches, equal to 1.36 cubic feet of storage!

The surprise at the south end of the galley is the Expand-an-Island. An encased slide-out with a 19.75 x 28-inch hard surface countertop pulls easily from the primary cabinet to create an L-shaped galley. It becomes an additional work surface or a generous serving table from which guests can fill their plates. Three huge drawers measuring 15 x 27-inches each provide storage space unmatched by Tiffin's competitors. With fingertip pressure, the slide-out can be returned to a secure housing.

A Sharp Microwave-Convection Oven

is positioned directly above the cooktop, providing surface lighting and a two-speed exhaust fan. The top-of-the-line unit offers a simple numeric system for meats, vegetables, and baked items. Double-door cabinets on either side of the oven boast 6.25 and 5.7 cubic feet of storage respectively.

On the opposite side of the aisle, a Norcold 4-door stainless steel refrigerator with ice maker completes the very functional galley. The port side slide-out houses the dining table with upholstered chairs. Attached to a 73 x 10.5-inch hutch, the Gibraltar dining table measures 28 x 34 inches in its standard position, and extends another eight inches to accommodate four for dinner. The hutch affords additional storage with three double-door cabinets extending to the floor. The dining area has an inverter-serviced 110v connection, a 12v outlet, and a phone jack. The total area for the galley-dining room is 9 feet 3 inches x 12 feet 5 inches.

The port side slide-out adds 35 sq. ft. to the LR-DR area. With windows on all three sides, it brings the outside in: perfect for those lake, mountain, or ocean settings. The window over the hutch measures 58 x 20-inches and the one over the sofa 58 x 26. Both have 50 percent openings with screens to bring in the pleasant breezes. Both side walls of the slide have 20 x 26-inch windows with screens. Using the 12v ceiling fan, you can cool your home naturally.

TEXT BY FRED THOMPSON PHOTOGRAPHY BY LEWIS COMMUNICATIONS







Tiffin effectively combines functionality and luxury in the driver's cockpit with the 6-way power captain's chair in crushed Ultra Leather and fingertip controls in the steering wheel, left console, and dash. · The passenger enjoys similar amenities with the optional 6-way power seat, a slideout desk, and individual controls for the power sun visor, map light, and step well cover. · The exclusive Expand-an-Island feature creates an L-shaped galley, providing more preparation and serving surfaces as well as three huge drawers underneath. · *Above right:* The expansive bedroom with its double slideout can accommodate a king size bed (optional). The starboard slideout adds an entertainment center, copious storage in credenza-styled cabinetry with solid surface countertops, and a second lavatory with medicine cabinet.

The port side sofa in our test coach was the optional Ultraleather Magic Bed. Three recessed lights in the slide's ceiling plus the sconce light at one end make this area very enjoyable for relaxation and reading. The firm but very comfortable Magic Bed deploys to accommodate two average-sized adults or one basketball player.

On the starboard side, the DE Sofa Sleeper is standard but our unit had the Ultraleather option, a very nice upgrade. If you like a softer bed, the DE Sofa Sleeper is similar in size to the Magic Bed. For daily use, the sofa has two overhead directional lights and two wall sconces. Behind the sofa is a 39 x 27-inch window with slide and screen. The triple cabinet over the sofa in the starboard slide provides 15 cubic feet of storage. The six double-door cabinets in the port slide-out offer 11.5 cubic feet, with the height and depth perfect for your books.

Ceramic tile has become an artform at Tiffin Motorhomes. The 13-inch primary squares are accented at each corner with five-piece 3-inch squares, all with slightly varying colors and patterns. The test coach featured tile extending from the cockpit to the galley, an option that we found both practical and attractive.

Giving dimension to the living area, Tiffin designers added a 74 x 27.75-inch three-piece beveled mirror to the south side of the refrigerator enclosure, making it possible for a diner facing the rear of the coach to catch the newscast while having dinner.

Entertainment in the Allegro Bus is a given. Starting with the optional 32-inch flat-panel LCD TV, every viewer throughout the LR-DR area has a ringside seat. Tiffin has hidden the speakers for the surround-sound home theatre system behind attractive wood facades that eliminate hot spots in the surround technology. The standard Sony console with a five-disc changer features DVD-Video, Digital Video CD, Digital Surround Sound, and Dolby Digital Prologic.

The test coach offered optional reception from Sirius® Radio and the in-motion low profile satellite dish by King Dome. Both require subscriptions.

The standard travel seating for both the



driver and passenger exceeds all expectations. The passenger's crushed Ultraleather buddy seat adds additional thigh, hip, and shoulder support for the ultimate in-motion comfort. The power leg and foot rest extends to any point between zero and 90 degrees. The six-way electric power system achieves any imaginable position. The driver's seat duplicates all of the features except the power foot rest, but adds a lever control to adjust the angle of the back. Both chairs have adjustable arm rests, plus manual swivel latches that bring them fully into the living room's conversation circle. Each seat enjoys five directional HVAC vents to put air anywhere the occupant wishes. Simply put, Tiffin has made in-motion comfort a top priority for both the driver and passenger.

The passenger can control the step cover, the windshield shade, and map light with fingertip switches in a wall-mounted console that also contains a handy magazine-map rack. A hard surface desk slide concealed in the dash extends to support a laptop or reading material. Both 12v and inverter-serviced 120v outlets plus a telephone jack provide full connections for the laptop or other similar equipment.

An 18-inch VIP Smart Steering Wheel places the most-used in-motion controls under the driver's thumbs: at left are lights and cruise, at right are dimmer and wiper speed /washer switches. At the owner's option, a remote control for the Sirius Radio can be attached to the steering wheel to finesse tuning while traveling. For those not familiar with Sirius, the subscriber can choose from any style of music plus news, sports, and weather, with no advertising interruptions.

The Tiffin cockpit is a model for practical functionality. The console to the driver's left houses 13 toggle switches for LH-RH fans, LH-RH windshield shades, horn, auxiliary start, step cover, radio, map light, docking lights, engine pre-heat, two-stage engine braking, and pedal moves. Aft of that panel is the parking brake, the Allison transmission control, and the HWH computerized leveling system. Hand-operated side window sun shades with a pull cord retractor for both driver and passenger are a welcomed standard addition.

The dash-mounted controls on the left



side include mirror position and heating, headlight switches, genset start/stop and operating hours, jack down warning light, plus an optional control panel for a roof-mounted spotlight. A computer system provides time (hrs, min, sec), a Trip Center showing average and instant fuel economy, two Trip Meters for recording mileage and odometer readings, engine and battery readings, and service diagnostics.

The Freightliner gauges have easy-to-read white fields with large black digital characters. Four small gauge displays across the top record transmission temperature, total miles traveled, and front/back air. One 4-inch display records RPM, engine temp, and oil pressure. The second one provides MPH, fuel, and voltage.

The dash's right panel houses the Sirius Radio, automotive heat/air, ignition,

and two 12v outlets. Passenger and driver each have two cup holders.

The subject coach was equipped with the Co-Pilot navigation system which gives both written and voice directions. Operating on a Windows-based system with a 15-inch monitor, the computer can be used for standard business and games software. It is equipped with two USB ports and DVD/CD/burner. With the exception of Co-Pilot, all software is the responsibility of the owner.

One of the cabinets above the driver's seat houses controls for the two front slide-outs, the optional Vehicle Systems' Hydro-Hot with electric, diesel, and engine preheat switches, a panel for all tank levels, the control for the optional King Dome in-motion television satellite receiver, and the standard Dimensions inverter.

Walking to the rear of the Allegro Bus, the ceramic tile floor extends into the bedroom, connecting to the second lavatory where the carpet takes over to give the sleeping quarters a quieter touch. The quality choices in cabinetry, wallpaper, fabrics, hardware fixtures, and countertops combine pleasantly to create a very special R&R retreat.

With both slide-outs extended, the bedroom measures 11 feet 5 inches across x 9 feet 4 inches. The wardrobe conceals another 24 inches of depth x 5 feet 8 inches wide. The full-height closet is cedar-lined and enclosed by two sliding glass doors

which give added visual depth to the master suite. In the coach's northwest corner next to the wardrobe, the designers located the Splendide washer-dryer and reserved another 11 cubic feet of storage space for those of us who find it difficult to leave behind some of our favorite things. And believe it or not, you'll find another 5.3 cubic feet of storage *under* the washer-dryer.

The multi-functional starboard slide-out provides an entertainment center, a soiled clothes hamper next to the washer-dryer, four large drawers for clothing storage, and a second lavatory with mirrored medicine cabinet, a vanity with a stack of three drawers, plus a double-door enclosing 3.3 cubic feet of storage. The 21-inch flat panel television has a built-in cabinet for the optional DVD player. Yes, one could enjoy a movie while the guys watch the Super Bowl in the living room.

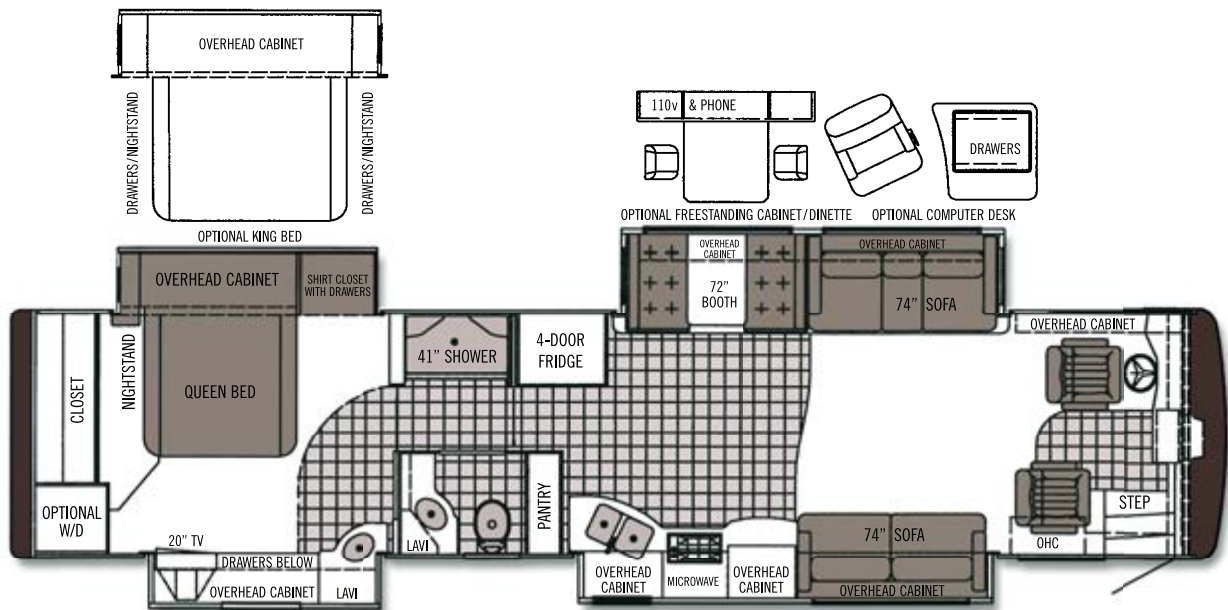
The port side slide-out houses a full 60 x 80-inch queen bed plus a shirt closet with two large drawers underneath. Three double-door cabinets over the headboard hide another 10.6 cubic feet of storage. Two surround-sound speakers just above the headboard bring the piano concerto into the bedroom. A 29 x 18.5 window on the starboard side and a side window in the BR slide offer a nice cross ventilation for pleasant evenings.

Two heavy sliding doors close off the mid-aisle to create a large bath compartment. The toilet compartment with a

dedicated lavatory boasts the new electric flush Thetford Aria Classic Deluxe II with an elongated ceramic bowl. The hard surface countertop and lavy, a huge medicine cabinet, plus a vanity with 4.5 cubic feet of storage and a three-drawer stack easily make this one of the best-designed baths in the Class A market. The cabinetry and molding are superb. Enhanced with brushed nickel hardware, the compartment has a dedicated Fan-tastic overhead vent with wall-mounted controls. The handsome vanity lighting adds the finishing touch.

The large fiberglass shower across the ceramic tile aisle is enclosed with translucent rain glass. The multi-stream shower head is mounted on flexible metal tubing to put that pulsating hot water on just the right muscle. With a seat and a shelf for toiletries, the shower has a skylight and a second dedicated Fan-tastic vent with wall-mounted controls.

Did we say hot water? The test coach boasted Vehicle Systems' Aqua-Hot which provides unlimited hot water using diesel fuel. The system also furnishes the coach with hydronic heat, a moist warmth that improves on the drier heat created with a propane furnace. This on-demand system brings a new dimension to RV living. The Allegro Bus is perfect for full-timers or the luxurious second home that's ready to go at the drop of your hat.





# SPECIFICATIONS: Model tested 2006 Allegro Bus 40 QDP, Quad Slide

Base MSRP\* – \$259,210 MSRP as tested with options – \$291,025

## STANDARD FEATURES

### Structural

Laminated Floor, Sidewall, and Roof  
Steel/Aluminum Reinforced Structure

### Automotive

Allison 3000MH 6-Speed Auto with  
Lock-up (torque converter)  
Cummins 400 Engine/Side Radiator  
Two-Stage Compression Engine Brake  
Cast Aluminum Wheels  
Michelin Tires  
Air Ride (4 bags)  
ABS Brakes  
Fully Automatic Leveling Jacks  
Cruise Control  
Air Brakes with Auto Slack Adjusters  
Emergency Start Switch  
Exhaust Brake

### Exterior

Fiberglass Front & Rear Caps  
Dual Fuel Fills  
Full Body Paint  
Large One-Piece Tinted Windshield  
7.5kw Onan Generator with Manual  
Slide-out  
Heated Power Mirrors with Remote  
Adjustment (Chrome)  
Single Motor Intermittent Wiper  
Gel-Coat Fiberglass Walls  
Undercoating  
Fog Lights  
Deadbolt Front Entrance Door  
Double Electric Step  
Dual Pane Tinted Windows  
Exterior Patio Light  
Electric Door Awning  
Electric Patio Awning  
Window Awning Package  
Slide-out Awnings  
Pass-thru Basement Storage  
Flat Slide-Out Trim  
Swing-Out Exterior Storage Doors  
Single Handle Lockable Storage Door  
Latches  
Heater Water and Holding Tank Com-  
partments  
Luggage Compartment Lights  
Docking Lights  
Four 6-Volt House Batteries  
2000 Watt Inverter  
Custom Full-Width Mud Flap  
50-Amp Service  
Power Cord Reel – 50 Amp  
Park Telephone Ready  
Cable Ready TV  
Black Holding Tank Flush System  
Exterior Rinse Hose with Soap Dispens-  
er and Paper Towel Holder  
110v Exterior Receptacle  
Fiberglass Roof  
Spot Light with Remote  
Air Horns  
Automatic Satellite Dish  
TV Antenna  
CB Radio Antenna  
Power Fantastic Roof Vent with  
3-Speed Fan  
Two – 15,000 BTU Low Profile Roof  
A/C with Heat Pump  
Roof Ladder  
Sony® Color Backup Camera & Monitor  
Water Filter  
**Driver's Compartment**  
Entry Floor Light

Step Switch & 12v Disconnect Switch  
Padded Dash  
Lighted Instrument Panel  
Adjustable Fuel/Brake Pedals  
Power Ultra Leather Driver Seat (Flex-  
steel®)  
Ultra Leather Passenger Seat with Pow-  
er Footrest (Flexsteel®)  
Passenger Seat Console Box with Built-  
in Magazine Rack  
12v / 110v / Phone Jack Receptacles  
18-inch VIP Smart Steering Wheel  
Jensen® In-dash AM/FM Stereo with  
Steering Wheel Remote  
TRW Adjustable Tilt/Telescoping Steer-  
ing Column  
Dual Dash Fans  
Windshield Privacy Curtain  
Power Sun Visors  
Fire Extinguisher  
Beverage Tray  
Computer Desk in Dash

### Living Area / Dinette

Booth Dinette w/Solid Surface Table  
Top  
12v Receptacle and Phone Jack at  
Dinette  
Ultra Leather DE Sofa Sleeper (passen-  
ger side)  
Cloth (Flexsteel®) DE Sofa Sleeper (driv-  
er's side)

### Kitchen

Polished Solid Surface Countertops  
Solid Surface Sink Covers  
Single Lever Sink Faucet with Built-in  
Sprayer  
Double Bowl Stainless Steel Sink  
Expand-an-Island  
4-door Stainless Steel Refrigerator with  
Icemaker  
Stainless Steel Convection Microwave  
2-Burner Glass Cooktop or Drop-in  
Oven\* with 3-burner Cooktop  
Above Floor Galley Slide-out  
2.5-inch Recessed Lighted Toe Kick  
\*Not available when Dishwasher is selected.

### Bath

Two Medicine Cabinets with Vanity Lights  
Solid Surface Vanity Top & Bowl  
Fiberglass Molded Tub or Shower  
Skylight in Shower  
Electric Flush Toilet

### Bedroom

Inner Spring Pillow-top Mattress  
Bed Comforter with Throw Pillows  
Solid Wood Headboard  
Solid Surface Night Stand Tops  
Cedar-lined Wardrobe  
Flat Screen TV  
DVD / Satellite Receiver Cabinet  
Laundry Hamper  
Carbon Monoxide Detector  
LPG Leak Detector

### General Interior

7-foot Ceilings  
Soft Touch Vinyl Ceiling  
Raised Panel Cabinet Doors  
Soft Cloth Covered Cabinet Shelves  
12v Fluorescent Lights  
Enclosed Surround Sound Speakers  
Plumbed for Washer/Dryer with Cabinet  
Fan-Tastic® 3-Speed Fan  
Wall-to-Wall Carpeting in Bedroom &

Living Room  
Black-out Day/Night Shades in Bed-  
room & Living Room  
Porcelain Tile Flooring in Kitchen, Bath,  
and Entrance Landing  
10-Gal. DSI Gas/Electric Water Heater  
Two 30,000 BTU Ducted Furnaces  
Tank Level Monitor System  
Smoke Detector  
Central Vacuum Cleaner  
Air Driven Step Well Cover

## OPTIONAL FEATURES ON THIS COACH

Cherry Interior  
Independent Front Suspension  
In Motion Satellite  
Side View Cameras  
Keyless Entry Door System  
Hydronic Heating  
One Exterior Slide-out Tray  
24-inch Exterior Television with AM/  
FM/CD Stereo  
Bedroom DVD Player  
Total Control Navigational System  
32-inch LCD TV  
Dishwasher (drawer type)  
Washer Dryer  
Free Standing Dinette  
Living Room Aisle Runway  
Ultra Leather Magic Bed  
Living Room VCR

## OPTIONAL FEATURES AVAILABLE

Second Exterior Slide-out Tray  
Handheld CB Radio  
Sirius Radio (requires subscription)  
Rearview Mirror with Compass and  
Outside Temperature Display  
Cloth DE Sofa Sleeper (passenger side)  
Ultra Leather DE Sofa (driver side DS)\*  
Cloth Hide-A-Bed (DS)  
Ultra Leather Hide-A-Bed (DS)\*  
Cloth Magic Bed (DS)\*  
Ultra Leather Magic Bed (DS)\*  
Cloth Recliner with Computer End  
Table (DS)\*  
Ultra Leather Recliner with Computer  
End Table (DS)\*  
Ultra Leather Euro-Recliner with Com-  
puter End Table (DS)\*

\*In the position of furniture that comes standard.  
Select Comfort Mattress (king or queen)  
King Bed  
King Bed Inner Spring Pillow-top Mattress  
Cabinetry: Oak, Natural Cherry, Cherry  
Bark, Natural Maple

## MEASUREMENTS

Wheelbase – 276"  
Overall Length (approx.) – 40'4"  
Overall Height w/roof air – 12'7"  
Interior Height – 84"  
Overall Width – 101"  
Interior Width – 96"

## WEIGHTS & CAPACITIES

GVWR – 32,000 lb.  
GAWR (Front) – 12,000 lb.  
GAWR (Rear) – 20,000 lb.  
GCWR – 42,000 lb.  
UVW – 24,820

Trailer Hitch Capacity – 10,000 lb.

## POWER TRAIN

Engine – Cummins 400 with Side Ra-  
diator  
Torque (Lbs.-Ft. max. net) – 1200 @  
1,300 rpm  
Transmission – Allison 3000MH  
6-Speed w/Lock-up (Torque Con-  
verter)  
Tire Size – 275/80R 22.5  
Alternator (Amps) – 160

## CHASSIS

Frame – Freightliner  
Anti-lock Braking System (ABS)  
Suspension (Front) – IFS w/Air Ride  
Suspension (Rear) – Air Ride  
Leveling Jacks – Hydraulic

## CONSTRUCTION:

Body - Laminated Floor, Sidewalls and  
Roof  
Support - Steel/Aluminum reinforced  
structure  
Front/rear body panels - One-piece  
Fiberglass Caps  
Exterior side panels – Gel-coat fiber-  
glass walls with  
full-body painted graphics

## ACCOMMODATIONS:

Sleeps – Four adults  
Fuel Tank (gallons) – 150  
Freshwater (gallons) – 90  
Black water (gallons) – 46  
Grey water (gallons) – 70  
LPG Tank (35 gallons; can be filled to  
80% capacity) – 28 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 mod-  
els offered, standard features, optional  
equipment, and prices without prior  
notice. Dealer prices may vary.

## UVW

This is the approximate weight of the  
vehicle with a full fuel tank, engine  
oil and coolants. The UVW does not  
include cargo, fresh water, LP gas, Pas-  
sengers, or dealer installed accessories.

## DEALERS

To locate the Tiffin dealer nearest you,  
go to [www.tiffinmotorhomes.com](http://www.tiffinmotorhomes.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, stan-  
dard & optional equipment and speci-  
fications 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](http://www.everytime.cummins.com) or contact your local Tiffin dealer.







## COPPER CANYON: Our First RV Adventure

Text and photography by Skip and Sue Morey

**What do you do** when you've been out of work for two years and can't afford to retire? We had never owned an RV. But being avid travelers, we decided to buy an RV and try to make a living on the road. We spent almost a year doing research—looking for a coach that would be an affordable, reliable home. In March 2003, we sold our home in Vancouver, Washington, and bought a 2002 Allegro Bus.

Working for an RV tour company seemed to be an ideal way to see new places, meet new people, and make enough money to cover travel expenses. After researching various companies, we chose one based in Colorado. Our training tour was a trip most RVers say they would love to take—the piggyback train tour through the Copper Canyon in Mexico.

Even though we had traveled extensively in Europe and Japan on our own, we were happy to be with a caravan and have assistance with insurance coverage and the border crossings. We met our fellow caravaners in El Paso, Texas.

**Chihuahua** On our first day of travel, we crossed the border and drove to Chihuahua, the capital city of the state of the same name. That evening, after dinner in the city, a troupe of energetic young entertainers treated us to dances from various regions

in Mexico. The next day, we boarded a bus at the campground for a city tour. In the courtyard of Poncho Villa's home, our guide told us about the outlaw's colorful life and assassination. We also toured the cathedral, the government palace, and Quinta Gameros, a house museum full of Art Nouveau furnishings.

**Cuauhtemoc** German-speaking Mennonites in Mexico? We met a thriving community of them, all descendants of original immigrants from Canada in 1921. The family-owned farms produce mainly wheat, beans, and apples. As we drove along the roads, we could see acres of apple orchards, with netting wrapped on poles, waiting to be extended as a protective canopy during the hail season. We visited their sparsely furnished meeting house, where they hold worship services; the school, where lessons are given in High German; and the museum which detailed the history of the immigration and early years of the colony. We stayed in a campground owned by a Mennonite family. In the evening, we were guests of the family at a hearty meal cooked and served by the mother, daughters, and nieces. They had spent the day baking, so there were huge loaves of bread and several kinds of pies for sale, along with their famous homemade sausage and cheese. We left the dining hall well fed and provisioned for the train journey.



**The Train** Lining up in three rows, we boarded the train in La Junta, positioned to drive onto three rows of flatbed rail cars. The first coach in each line had to drive over seven flatcars of white-knuckle steering since the cars were only about 18 inches wider than the coaches. Skip had second thoughts about driving our wonderful new Allegro Bus (and our home) onto the rail car, but he put his faith in the train employee, Juan, who directed him with hand signals.

Forward, forward, forward. More to the left (thumb pointing left.) Can I really move more to the left, Skip wondered. My tires must be already on the edge! More thumb pointing to the left from Juan. Then both hands up, palms outward for a stop while other railroad workers adjusted the steel planks used to bridge the spaces between the rail cars to fit our tow car. Pull forward slowly and bring the tow car over. Stop. Wait for the workers to bring the bridge planks ahead so he could drive onto the next car. Following Juan's hand signals precisely, Skip positioned our coach on the railcar. We had enough room to open our door. The tires on the other side of the coach hung over the side of the flatcar about an inch. As more railroad workers chained and bolted our coach in place, Skip climbed out and breathed a sigh of relief.

After a party at Rosita's Cantina in La Junta, we walked back to the rail yard, climbed onto the flatcar and into our coach and went to bed. We were awakened next morning with a gentle jolt as the engine hooked up, and we were on our way.

**The Canyon** Mexico's Copper Canyon is really a series of seven canyons. The railroad winds through miles of spectacular scenery, shoots through 86 tunnels and crosses 39 bridges. We sat in the comfort of our home, admiring waterfalls, deep gorges, and towering rock formations. Sometimes we hung out a side window to get a photo of the coaches curving behind or in front of us.

Each afternoon, we stopped in a small town on a siding. We toured the area by bus, stopping to admire breathtaking vistas. The tour company provided dinner and entertainment each eve-

ning. Since we dry camped for five days while on the train, Sue was happy not to worry about cooking dinner. Away from the lights of the cities, we were treated to a stunning display of stars on our way back to the train each night.

The canyon is home to the Tarahumara Indians, some of whom still live in caves. Traditionally, they were farmers, but having been pushed into the less fertile canyons, most now rely on selling their jewelry, carvings, and intricately woven baskets for their livelihood. We had plenty of time to shop and admire the Indians' colorful clothing and smiling children.

The last day of travel, we exited the canyon and rode through miles of agricultural land, verdant with fields of corn, sugar cane, watermelon, peppers, and tomatoes.

**Mazatlan** Again following Juan's hand signals, we drove off the train at Los Mochis on the Gulf of California. From Los Mochis, we went south to spend a few days at an RV park near the beach in Mazatlan. We had a city tour on a bus and plenty of time to explore the downtown area on our own. Shopping was fun, and eating was wonderful, especially the seafood. At the fish market, all the caravaners bought shrimp to put in their freezers. While produce is banned from crossing the border into the USA, seafood is not.

We made our way north along the coast, heading towards home. We turned off the toll road in Navajoa and took the pot-holed, narrow bumpy road to Alamos. Even though we drove slowly and carefully, we had a few teeth-jarring jolts, but no problems with our Allegro Bus. Alamos was worth the jolts. In 2001, the whole city was declared a National Historic Monument by the Mexican government. We wandered around this "City of Arches," admiring the graceful colonial architecture. American and Canadian ex-pats have restored many of the houses.

**Alamos** Near the city of Alamos is the small town of Aduana, the former site of a silver stamping mill, and now home to a





five-star restaurant owned and operated by an American chef, Sam Beardsley. We sat in the high-ceilinged dining room of the restored inn on the square, with the light from the fireplace throwing shadows on the white-washed walls. We had a delicious meal of several courses, served by efficient and friendly high-schoolers from Aduana. There were several dessert choices, and Skip and I indulged in a chocolate volcano torte—one of Beardsley’s creations of a dark chocolate mini-cake that oozed chocolate sauce from its peak. After dinner, our chef turned historian and gave us a short talk about Alamos and Aduana.

**San Carlos** Our next stop on the coast was the resort town of San Carlos, adjacent to Guaymas. The RV park was right on the beach and offered many amenities. On our last evening in Mexico, we went on a cruise to watch the sun sink into the waters of the Gulf.

Our first RV caravan trip was a great adventure. We were confirmed in our desire to make RVing our way of life for a while and in our decision to do it in an Allegro Bus. In the summer, we spent 48 days in Alaska as tailgunners for Fantasy Tours. We even drove over the unpaved “Top of the World Highway,” but that’s another story.




---

*Clockwise from top left:* We were surprised early in our trip to find a campground, restaurant, and bakery owned by a Mennonite family whose ancestors settled in Mexico in 1921. · Loading our motorhome onto a flat car was a test of skill and nerves. · With no driving responsibility on the train, Skip got the full benefit from the incredible scenery. Sometimes on the curves we could almost see the beginning and end of the train at the same time. · A beautiful and resourceful people, the Tarahumara Indians create jewelry, sculpture, and intricately woven baskets for their livelihood. · From the beautiful village of San Carlos we took a cruise to watch the sun sink into the waters of the Gulf. · Skip and Sue Morey and their fellow travelers enjoyed a sumptuous buffet at the Mennonite restaurant.





We can be there for your family, wherever you are going...

## Because we understand exactly where you're coming from.

We know what it feels like to merge onto the highway and feel all of life's complications fall away behind you – what it's worth to eat dinner around a campfire and forget about the world outside your circle of family – what it means to disconnect from the “real world” and reconnect with yourself.

GMAC Insurance grew to be **America's #1 RV Insurance Specialist**<sup>1</sup> by understanding why you chose to buy your RV in the first place. That understanding helped us to build some of the best RV-specific benefits in the industry, like:

- Optional full replacement cost coverage<sup>2</sup>
- Automatic protection for contents and attachments
- Only original equipment manufacturer parts used in collision repairs, at no extra cost<sup>3</sup>
- Nationwide towing coverage
- Special coverage for full-timers
- Suspension of coverage when your RV is not in use

And even with all these benefits, new customers save an average of over \$300 a year!

Call toll-free **1-866-616-3735**  
for a quote, and ask for  
**Savings Code RV2U.**



Receive a **free tool kit**<sup>4</sup>  
just for requesting  
your quote!

**GMAC Insurance**

1 Based on results from an independent study conducted by URI Information Services and Dr. James E. Fisher, St. Louis University.  
2 If your RV is totaled or stolen in its first five model years, we'll replace it with a comparable new RV even if you're not the original owner. After the first five model years, we'll pay your full original purchase price – not a depreciated amount – toward the purchase of the replacement RV.  
3 This guarantee does not extend to radiators, A/C condensers, windshields, and routine maintenance parts, such as batteries, spark plugs and oil filters.  
4 Free gift offer not available in Texas.  
Coaches with a value of \$500,000 or more will be insured only if all autos in household are also insured with GMAC Insurance. Underwriting approval required.  
Underwritten by member companies of the GMAC Insurance Group. Discounts and coverages may vary by state. Rates and coverages are state-mandated in NC. We may use credit scoring for rating and underwriting purposes.



# U.P. Pasties

**A wonderful meal-in-one pastry pie (with a long history).  
Add the suggested salad or your own favorite.**

by *Marieann Brooke*

In the Spring 2005 issue, we gave you the first prize winner of our recipe contest, a Chili Relleno Casserole, which was well-received by our readers. Running a close second was Marieann Brooke's U.P. Pasties, individualized servings of a delicious meat and root vegetables pie enclosed in a pastry shell. It is a very practical recipe because you can make a dozen or so at one preparation, serve the number of guests you have present, and freeze the rest. Marieann and her husband spend their summers in Deer Park, Michigan,

The pastie (pronounced pass' tee, not pay'stee) has a very interesting history tied to the Cornish miners who came to the Upper Peninsula of Michigan to work in the iron and copper mines soon after Michigan became a state in 1837. As skilled engineers in deep mining technology, the Cornish became the bosses, foremen, and mining captains, while later arrivals of Finns, Italians, Poles, Croats, and Serbs became the laborers.

The ethnic culture was strongly influenced by the Cornish, which was particularly evident in the use of the available vegetables and meats and their preparation. The national dish of Cornwall was and is the pasty. It played an important role in the diet of the Cornish and was quickly adopted by the newer immigrants who worked with them in the mines.

Today the pastry used to envelope the meat and vegetables is very similar to a pie crust, somewhat flaky but still durable enough to hold ingredients together. In the early days, housewives used suet (animal fat) to create a more leathery type of pastry that would allow their husbands go hold the meal in one hand while they were eating it.

As the miners left their homes to go to the mines, they would put the pasty in their pockets to keep them warm. Then, at lunch time, they would reheat the pasty over their lamps—it was a very functional and hearty meal. For an interesting history of the pasty, go to [www.bookproduction.com](http://www.bookproduction.com) and click on "RIS Winter 2006".

**Now let's make a dozen.**

## INGREDIENTS

Pie Dough:	1¾ cups vegetable shortening
4 cups flour	1 tbs vinegar
1 tbs sugar	1 egg
2 tsp salt	½ cup very cold water



## Pasty Mixture:

- 1 lb ground beef round or sirloin, or use cubed round steak or combination of beef and pork.
- 3 medium Yukon potatoes, cut into ½-inch cubes
- 1 medium onion, diced
- 2 medium to large carrots, chopped
- 1 large rutabaga, cut into ½-inch cubes
- salt and pepper to taste

## INSTRUCTIONS

Blend dry ingredients with a fork. Mix vinegar, egg, and water in a separate bowl. Add shortening to flour mixture with a pastry cutter. Add liquid and mix. Work dough and chill.

Roll out enough dough to make a circle about 8–10 inches in diameter for each pasty. The recipe should make a dozen. Place some of each pasty mix into one side of the diameter of the circle and add about a tablespoon of butter or margarine onto the mixture. The Cornish argue that the ingredients should be layered (potatoes topped by rutabagas and carrots, followed by onions, meat, salt, pepper, and butter) so that the meat juices and seasonings percolate down through the vegetables.

Fold the dough over the mix. Dipping a fork in water, press the edges together to seal the pie. (See the expanded story at website for a different technique of sealing the pasty.) Place on a lightly greased baking sheet. Brush milk on top for golden crusts. Bake at 350 degrees in a convection oven for one hour. Serve with gravy or catsup. Add a salad and dessert for a full meal

You can freeze any pasty before it is cooked for later meals. I usually freeze several when I make them. When we pull into a campground, they are easy to pop in the convection microwave oven for dinner that night. Beginning with a frozen pasty, you will need to bake 1 hour to 1 hour and 15 minutes.

*Continued on page 47*



# SKI COLORADO

**How did a handsome, charming, middle-aged couple with two vivacious, teenage daughters wind up in Denver owning and operating Buehler Moving and Storage, and traveling in a 2006 Allegro Bus? It's a great American success story — read on!**

**A**rmed with a marketing degree, Stuart Smith sold ladies apparel for 10 years. During that decade, he struck gold twice. He married Zoe Ann Shepard, a finance major from Denver, and together, they developed the talent and desire to own a business.

Born in Sioux Falls, South Dakota, to a resourceful parents, Stuart and his family eventually moved to Dallas where he graduated from the University of North Texas in 1982. The apparel company based Stuart in Pittsburgh where he found a roommate who worked for Marriott. Needing a break from the weekly grind of calling on shop owners, Stuart's roomy got him accommodations at the Marriott in Philadelphia.

The hotel business had intrigued Zoe Ann Shepard before she graduated from college. "I was in love with the hotel business and knew I wanted to work for Marriott," she said as we sat and talked recently in the couple's Allegro Bus. She began a career as front desk manager with the hotelier in Philadelphia immediately after her graduation from the University of Colorado.

When Stuart Smith walked into the lobby for his weekend vacation in 1983, he was struck by the attractive petite blond behind the desk. "I quickly refocused my purpose for being in Philadelphia to getting a date with Zoe Ann," he admitted.

His scheme was successful and they drove to Atlantic City for their first date. The courtship was clicking pretty well when Marriott complicated matters by transferring Zoe Ann to San Francisco. But the move didn't discourage Stuart, who had been

transferred to Orlando. He flew to California, planned an outing on a Pacific beach, and popped the question. The answer was "Yes!" When we got back and told our friends where we had been, they yelled, "That's a nude beach!"

"We like to tell people that our first date was on the Atlantic. We got engaged on the Pacific. We married on Captiva Island on the Gulf of Mexico, and honeymooned in the Caribbean," Zoe Ann laughed.

The couple lived in Orlando for eight years while Stuart continued in the apparel business. With Zoe Ann's finesse in planning and details and Stuart's talent to focus on the big picture, they teamed up to call on shops in Florida, Georgia, and Alabama. Using a van that made it easier to display their products, their success attracted an offer from a Dallas apparel company in 1990.

Carly was born in 1989, and with Stuart's parents still living in Dallas, it looked like the right move at the time. Unfortunately, they were severely disappointed the following year when the new company went bankrupt.

Realizing that marketing and finance degrees were good bedfellows, Stuart and Zoe Ann started looking for a business they

**EDITOR'S NOTE:** Stuart Smith called me in May last year after he had seen copies of *Roughing It Smoothly* at two dealerships. "I placed an order for a 2006 Allegro Bus 40QDP," he said, "and we've got to have it delivered in early July so we can take our daughters on a month-long trip. My daughters are growing up fast and we need to spend some quality time with them. Can you help?" he asked. I assured him that I did not have any influence on the production schedules, but we

could buy. A Shell station in Mesquite, Texas, allowed them to take the plunge without going into debt. "It was in the red when we bought it," Zoe Ann said, "but in less than a year Team Smith put it in the black with good customer service and business practices."

"Running a gas station was not my cup of tea," Stuart reflected. "So we got out, made a profit, and started looking again."

Stuart's brother-in-law owned half interest in Buehler Moving and Storage in Denver and was ready to sell. "I liked the idea and saw potential to build up the business," he said. "Moving is a solid business, and I was pretty sure we would not fail like the dot coms that were going down the tubes at the time. Plus Denver is Zoe Ann's hometown and I lived here for six years as a youngster." Just before the move to Denver, number two daughter, Dana, was born in Plano, Texas.

Stuart and Zoe Ann bought into the partnership in 1992. A year later the company added the Mayflower agency in Denver.

Zoe Ann, Dana (12), Stuart, and Carly (16) took time for a family shot before heading off for a day of skiing at Breckenridge Ski Resort.

kept in touch. He took delivery on his Allegro Bus in time to make the planned trip.

Wondering how the adventure turned out, I called Stuart in November to ask about their trip. Enthusiasm is the best way to describe his response. We were planning to do a winter ski story for January, so I asked if he and his family were skiers. When I heard a great big "YES," I knew I had the right family for the story.

Story by Fred Thompson  
Photography by Peter Finger







The partners then dissolved the company with the Smiths taking the Mayflower agency and the partner going with Wheaton. Sometime later they added the Mayflower agency in Ft. Worth. Buehler Moving and Storage now operates two agencies, United and Mayflower. While Stuart runs the moving business, Zoe Ann oversees Smith Leasing that manages truck purchasing and warehouse operations.

The Smiths have always been an outdoors family. “We had a Coleman pop-up camper almost from the beginning,” Stuart said, “and that got us into the country. We loved being out in nature and the good family time it provided.”

“Being away from our neighborhood and going camping allowed us to choose the type of activities that influenced our daughters,” Zoe Ann added. “There was no television in that camper and now we have three in the bus. Can you believe that?” she laughed. “But it was easy to take off on weekends and we did a lot of that. But we took some longer trips, too. We did Mt. Rushmore, Yellowstone, Jackson Hole, Mesa Verde, and Steamboat Springs. During the last decade, we did all of that. The camper was full of great memories.”

“Then we kind of got away from camping with all of our involvement in the business,” Stuart said, “and we soon realized what we had been missing. We knew our girls were growing up fast and we wanted to spend some real quality time with them, let them see this country and learn about it. Carly was just two years from graduating from high school. So we rented a Class C motorhome in the summer of 2004 and did five national parks.”

“That gas-powered Class C could not get over the mountains without a strain. We just crawled,” Zoe Ann said. “But our family of four got along great together living in the motorhome— such a small space. And we could slow down our fast-paced lifestyle. Both of our parents had Class A motorhomes for recreation, as well as Stuart’s brother, who uses his primarily for recreation,” she continued. “So we had good experiences coming from several directions.”





“And both of our parents came to Tiger Run during the summers, so we had a great introduction to camping in Colorado,” Stuart added.

“Well, to make a long story short, when I returned the Class C rental unit to the dealer, I started looking for a Class A. I was in our Ft. Worth agency at the time and a Tiffin dealer was just a few blocks away. They first showed me a Monaco Camelot after I mentioned my brother had a Monaco. But then I saw the Allegro Bus—there was no comparison. It was the Allegro Bus hands down” he said.

Being the finance major and savvy about cost to value comparisons, Zoe Ann did not think the family had enough time to use a motorhome that cost as much as the Allegro Bus. “I thought a Class A that nice was really just for retired people because that’s what our parents did. But then it occurred to me that if we were going to do this, we should do it while we are younger and our children could do it with us. I didn’t want to say later, ‘Oh, I wish Dana and Carly were here to see this with us.’”

“We made a spreadsheet of the pluses and minuses. We will have our own bed and bath. We can enjoy great experiences with the girls. We can eat our own healthy food instead of the junk and expensive food we eat when we travel by car. We won’t have the high hotel bills for two rooms,” Zoe Ann detailed.

“We were gone nearly four weeks this summer and spent less than \$3,700. If we had done that in a car and hotels, we would have spent double or triple that amount,” Stuart chimed in.

---

*Clockwise from left:* The Smith family at the top gets ready to launch a downhill run: Dana, Zoe Ann, Carly, and Stuart. · Dana and Carly add a little warmth to the bronze cowboys who guard Breckenridge’s main street. · Dana, Zoe Ann, and Carly glide down a slope. · The chairlifts run from 8 am to 4 pm — getting to the top was half the fun. · Zoe Ann, a good photographer in her own right, uses her Nikon digital to create family memories. · Stuart and Carly got ahead of Zoe Ann and Dana and waited for them at the bottom.





Hank didn't use  
**Green Label Parts™**  
in his **Onan®**  
generator.

Shortly thereafter,  
Hank was trampled in a stampede.

Don't let cheap, will-fit parts  
ruin your vacation. Insist  
on **Green Label Parts.**



To purchase Green Label Parts,  
visit your nearest Onan authorized  
RV Service and Parts Dealer or find  
one at [Funroads.com/service](http://Funroads.com/service).





“And we were able to take so much of our ‘stuff’ that we enjoyed having with us.”

“We were out 25 days on the July trip,” Zoe Ann said. “We visited Wyoming, Idaho, Washington, Oregon, and Montana. We wanted this to be a ‘water trip’ because the one last year was a ‘rock trip.’ When we got back, we did an assessment of the 40 QDP and could not find any significant things we wanted to change. There were several little things that need to be fixed, but no design changes. Tiffin did a great job of designing the Allegro Bus.”

A round robin about family travel in the Allegro Bus yielded several interesting remarks.

CARLY: I like being able to see so many different places and still be in my own home at the end of the day. In Newport, Oregon, we met a crab fisherman who had caught an octopus by accident in his crab traps. He let us hold and touch it, and he answered all kinds of questions about it.

ZOE ANN: Dana wouldn’t touch a crab before our trip, but now she is asking for it nearly every day. She learned that crab was really good to eat.

STUART: In the San Juan Islands, near Seattle, a young man was our guide on a kayaking trip in the ocean. He showed us that we could eat kelp right out of the ocean.

DANA: I like being able wear my PJs and watch movies while we are driving, and just hanging out with my sister on the couch. We can always jump up and get something out of the fridge. You don’t have to stop to get something to eat. It’s like seeing the world from your living room.

ZOE ANN: When the girls see or touch something they think is “icky,” their word for it is “ewee.” They learned so much about rivers, oceans, and lakes. They had never picked up a starfish, anemones, crabs, clams, or slugs in the rainforest, or seen lichen or moss— we just don’t have things like that in Colorado.

STUART: The cattle in Colorado are all beef cattle, and while we were in Oregon we saw dairy cattle that were black and white. Our girls had never seen dairy cows. We toured the Tillamook Cheese Factory in Tillamook, Oregon, and had a great experience seeing how cheese and ice cream is made. We had ice cream cones four times before we could leave there!

ZOE ANN: Our stay at Pacific Shores, an Outdoor Resorts property near Newport, Oregon, was really great. We booked two nights and stayed over one more. Then we went to Cannon Beach that was a more “campgroundy” kind of place. We flew kites, walked on the beach, and were just a family everyday with no distractions.

STUART: I learned to ski when I was 15 on visits to Colorado. Zoe learned to ski as a child and so did Carly and Dana. It is a great family activity. Being here at Tiger Run this weekend puts you in an environment of beautiful scenery that make you realize that this is God’s creation. As you can see from all of the Class A’s in the resort, the Allegro Bus can be used year-around, especially with the Aqua-Hot hydronic heating system.

ZOE ANN: Next year we plan to go to the Outdoor Resort at



When touring in their Allegro Bus, Zoe Ann and Stuart take several games to play during the evening hours. Sometimes the competition gets pretty lively. • Family life in a motorhome is great when you really enjoy one another’s company. • In talking about their summer’s tour of the northwest, Zoe Ann became very reflective about how much the trip added to their daughters’ experiences.





I suppose we could have bought some condo on a nice beach, crowded up against a thousand other timeshares. Same view. Same neighbors. Nice and predictable. But then what happens when you're in the mood to see an elk, instead of a seagull?

Where's the variety? Where's the sense of suspense? Every morning in our Phaeton, we wake up to something new. In every campground, we come across some interesting soul we've never met. And every mile we drive, we learn a little something else about this country that we call home.



**TIFFIN MOTORHOMES**

WHEREVER YOU GO, WE GO.





Table Rock Lake in Missouri and then back into the Northwest. This summer we lived in 400 sq. ft. for 25 days and we all got along great, three women and one man. Parenting was great. I never had to ask the girls to clean up their area. We feel so lucky to do this. Our kids love to travel with us and that's not always true with other families I know.

But back to the ski weekend. The RV facilities at Tiger Run Resort just four miles north of the Breckenridge Ski Area are nothing short of excellent. In addition to full hook-ups, the clubhouse has full bath facilities, a heated pool, and a workout center. Lanes throughout the resort are plowed immediately after a snowfall. Rates from Nov. 16 to Apr. 14 are Standard: daily \$39; weekly \$215. Lodge/Pull Thru: daily \$42; weekly \$235. See also [tigerrunresort.com](http://tigerrunresort.com)

For lift tickets throughout the area on several slopes, go to <http://breckenridge.snow.com>

Shopping in the ski villages is expensive but fun. You find some very unusual shops with rather esoteric offerings, avant garde clothing, restaurants from practical to pricey, boutiques, and, of course, ski equipment and clothing.

A "don't miss" trip is Route 6 over the Continental Divide at Loveland Pass—11,990 ft. The vistas are spectacular and

the younger generation on snow boards will keep you entertained.

If you are not a skier, you will find many winter activities to keep you interested, including snowmobile touring, sleigh rides, dinner sleigh rides, winter horseback riding, cross country skiing and snowshoeing, and dog sledding. Following are several websites that will be helpful. Precede each site with www.

- [nordicsleighrides.com](http://nordicsleighrides.com)
- [brecksleighrides.com](http://brecksleighrides.com)
- [dinnersleighrides.com](http://dinnersleighrides.com)
- [alpinesnowmobiles.com](http://alpinesnowmobiles.com) (includes dog sledding)
- [coloradosnowmobile.com](http://coloradosnowmobile.com)
- [goodtimesadventures.com](http://goodtimesadventures.com) (snowmobiling, dog sledding)
- [aspencanyon.com](http://aspencanyon.com) (snowmobiling)
- [tigerruntours.com](http://tigerruntours.com) (snowmobiling)
- [breckenridgenordic.com](http://breckenridgenordic.com) (snowshoeing, cross country skiing)
- [frisconordic.com](http://frisconordic.com) (snowshoeing, cross country skiing)
- [americansafariranch.com](http://americansafariranch.com) (winter horseback riding)

#### Special Events

**Jan. 24–29:** The Budweiser International Snow Sculpture Championships. Teams from around the world compete at the River Walk Center

For a complete Breckenridge Calendar of Events, visit [www.gobreck.com](http://www.gobreck.com)



The mid-day sun warms hikers who find vistas like this worth the climb. Trails throughout the area abound. Sometimes showshoes are required.



ALLEGRO®



ALLEGRO BAY®



PHAETON®



ALLEGRO BUS®



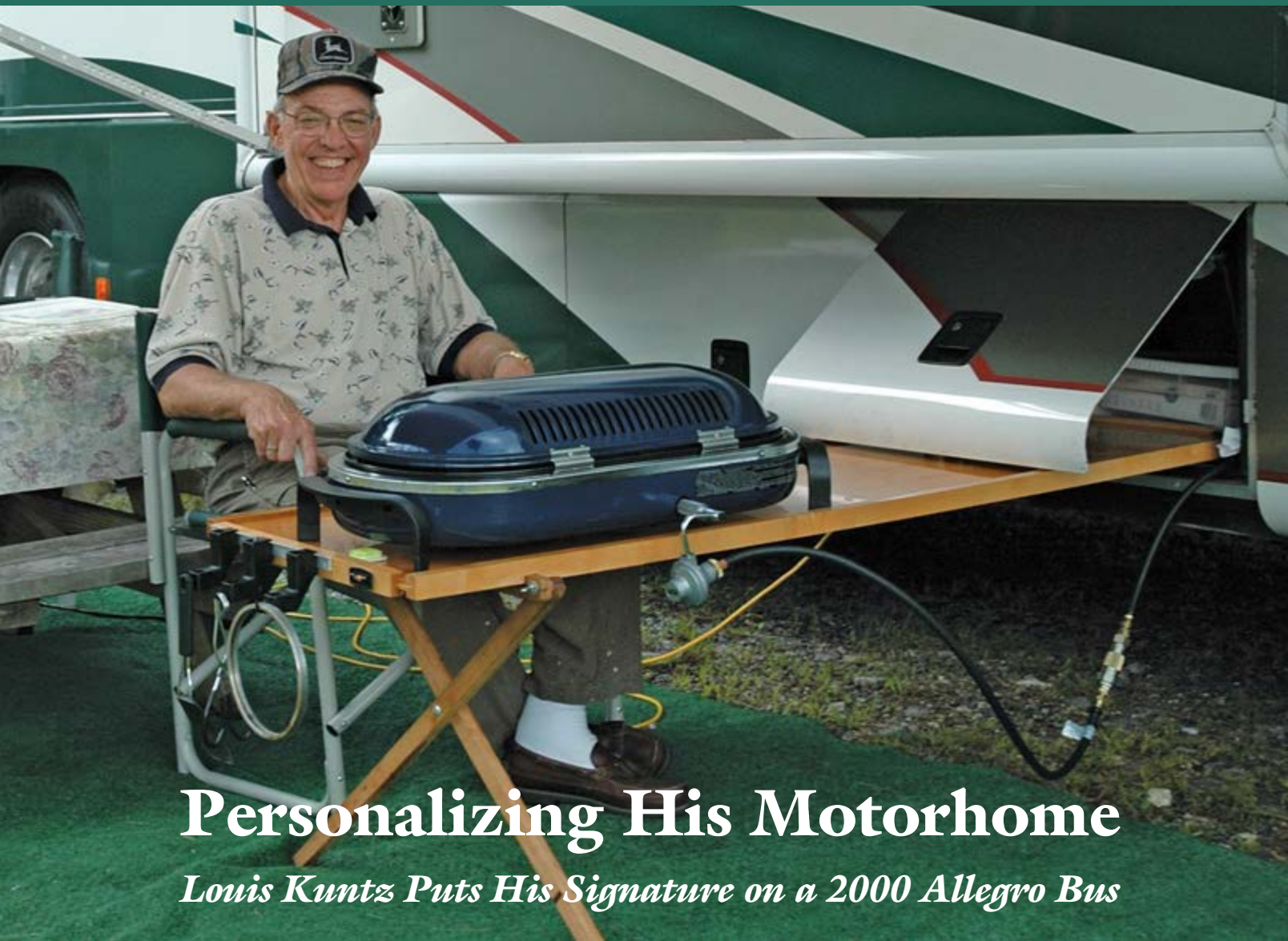
ZEPHYR®



**TIFFIN MOTORHOMES**

WHEREVER YOU GO, WE GO.





## Personalizing His Motorhome

*Louis Kuntz Puts His Signature on a 2000 Allegro Bus*

by Robert Wilson

**F**or Louis Kuntz, making an Allegro Bus his own involves a lot more than just signing the purchase papers.

His goal is to make his green 2000 model — a 37-footer with three slides — accommodate precisely the needs of himself and his wife, Beverly. Call it taking a good thing and making it better.

The Kuntzes live in Roswell, Ga., and it seems there is no project Louis is too intimidated to tackle. He built an expansive deck onto his house and outfitted it with a giant umbrella that hangs from a metal frame he fabricated by himself.

Metal work, woodworking, electronics, and engine repair all fall within his range of skills. He is one of those guys who can undertake any task, plan it out in detail, do it right, and see it through to completion. The kind that employers love and co-workers suspect is out to make the rest of them look bad.

He could be the poster child for overachievers in retirement.

The only thing working faster than his hands is his mind.

Kuntz retired a few years ago from Pennzoil when it was bought out by another petroleum company. He had worked for Pennzoil for 41 years, and when the merger resulted in having two men in the same sales and marketing position, Kuntz seized what he saw as an opportunity, took a buyout in December 2002 and hit the door. He doesn't appear to be looking back much.

He and Beverly have put more than 32,000 miles on their Allegro Bus since they bought it in 2003. They have visited 27 states and plan to add a couple more in the coming months. They have been to places as far-flung as Maine, California, and a bunch of points in between.

In only two years as a motorhome owner, Kuntz has personalized his Allegro Bus in ways that would give most handymen sweaty palms. For instance, in one of the smaller basement bins

he installed a waterproof wooden box to hold his under-the-awning groundcover, so that even if the rug is soaked by rain the water is contained and controlled. The box will slide out on either side of the coach.

In another bin near the door, Louis built a rectangular wooden table on a slide-out mechanism to accommodate his cooking grill, which he plumbed into the coach's propane tank. His cooking utensils hang from the end of the table, and the "X" legs adjust to allow him to get a fairly level table even on ground that is not.

On the inside he replaced the standard hanging coffeemaker with a walnut shelf that holds the napkin holder and salt and pepper shakers during travel. He also fashioned a small round table that attaches to the steering wheel while the coach is parked.

Kuntz's most radical change was the removal of the 50-pound television from the console over the dash. He replaced it with a 15-pound thin-line, flat screen TV, and modified the console to eliminate the protrusion for the original television. Not yet satisfied, he built a slide-out desk top in the center of the dash for his wireless laptop computer and wired the computer to the LCD television to produce a television-size display of whatever is on the computer screen.

Of course, the primary use for the upgraded computer system is the global positioning and navigation software he runs on the computer. He only needs to glance up at the TV – like looking at a rearview mirror – to see what the sophisticated GPS software is telling him about his route. But in case he cannot look up, the computer offers verbal directions and accepts voice commands. And, when he gets home, he can replay the trip through the system at a much more advanced speed than any state cop would have allowed.

You see, Kuntz just likes gadgets and he admits it. He has found great satisfaction in adding his own signature, if you will, to his motorhome.

But his gadgets always seem to be very practical. One of his latest creations is a small box that monitors basically everything to do with the coach's engine, from temperature to gas mile-

age to RPMs, and a lot more. And there are two pairs of walkie-talkies, a CB radio, a second handheld GPS system, and a lot more.

Now let's get to organization. Louis has a loose leaf notebook full of computer-printed pages that indicate exactly what is stored in every one of the 15 bins on the outside of the coach – down to the last spatula, table knife, and electric scooter. In case the notebook gets misplaced, the same pages are taped inside one of the bins.


If the federal government were half this organized, it wouldn't take months to get Social Security started and a toilet seat would cost the taxpayers just a few dollars.

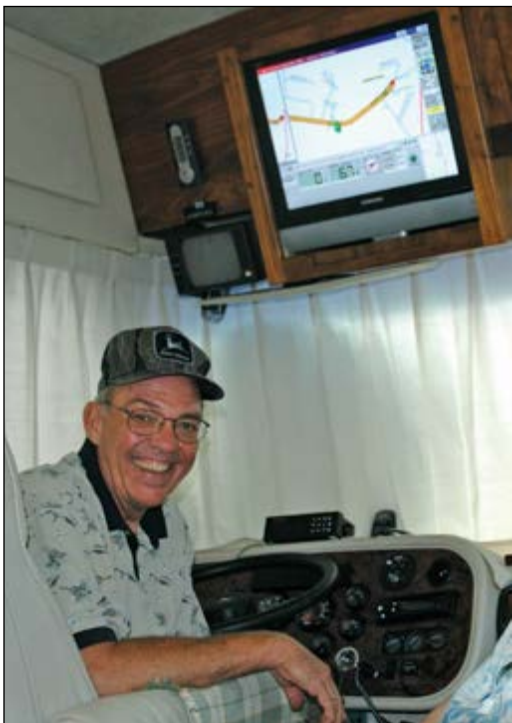
Kuntz is an outgoing 64-year-old perpetual motion machine. A passion unrelated to his motorhome is a fine collection of John Deere memorabilia, including an antique tractor which he restored. Beverly is his soap opera-loving soulmate. The Kuntzes have three sons and a daughter and three grandchildren. They stay on the road about four months of the year and make an annual trip to California to see relatives. They are members of the North Georgia Allegros, Chapter 91.

On a trip home from California, Kuntz says he kept seeing motorhomes zip by his car window, piquing his interest. Back home in Georgia, he told his wife they ought to buy a motorhome. The response, he said, went something like: "Have you lost your mind?"

But it wasn't long before he was looking, and he found his Allegro Bus for sale not far from his home. It was just a couple of years old and had less than 10,000 miles on it. So they bought it and Kuntz set about, as he says, "making it exactly what we want it to be."

That includes building a wooden ramp that goes from the deck at their home to the steps of the coach, so Beverly can walk from one to the other without having to set foot on Mother Earth.

Louis is that "handy guy to have around" that you've always heard about. But he seems to make up his own "honey do" lists. 







# The Awesome Rockies

The view from Pike's Peak. Photography by Franklin Webber.

**Would you believe** — SNOW in mid-October? Well, that is exactly what we got after we arrived at Garden of the Gods Campground in beautiful Colorado Springs, Colorado! We arrived on Saturday, October 8, three days before the rally was scheduled to begin on the following Tuesday. To our dismay, a large, slow-moving storm built over the mountains and the entire I-70 and I-25 corridors were under winter storm warnings by Sunday. Areas received anywhere from 2 inches to 20 inches at higher elevations. In our sheltered area, the snow did not stick and the campground remained clear.

In spite of this dubious beginning of our rally week, all who were registered arrived safely with only one cancellation due to the weather. And from every indication, those who attended were more than happy that they braved the elements—the remainder of the week was perfectly glorious!

Since this was a smaller rally than the Spring and Summer ones, our vendor seminars took one-half day on Wednesday, leaving all day Tuesday and Wednesday afternoon free for discretionary activities. With so many beautiful and interesting attractions within a 70-mile radius of Colorado Springs, it was difficult to decide what to do! Some took the cog railway to the summit of Pikes Peak, which stands over 14,000 feet in elevation and affords breathtaking vistas not only from its summit but all along the route. Our campground was literally in the shadow of this majestic peak, and on our trip up we were awed by views of rugged rock formations, dancing streams and waterfalls, stately evergreens and yellow aspens against a backdrop of pristine snow cover and brilliant blue skies! At the top, we were literally up to our knees in snow as we made our way to the summit gift shop, but we could see for miles and miles, as Denver was visible to the north and the mountain ranges of New Mexico to the south! We could certainly understand why this view was the inspiration for the beloved song, "America the Beautiful."

During free times, some of the activity choices were visits to the local zoo, the beautiful and historic Broadmoor Hotel, the town of Manitou Springs, old Colorado City, a large outlet mall at Castle Rock, caves and cliff dwellings nearby, the Seven Falls waterfall,

Royal Gorge, and the list goes on and on. This rally location certainly afforded us many opportunities for sight-seeing and shopping!

On Thursday afternoon we boarded buses for an enjoyable trip to the Flying W Ranch, an actual 1,000-acre ranch in Colorado Springs where we enjoyed a taste of the Old West. Upon arrival, we were shown into a lodge area where we enjoyed appetizers and a social hour before dinner. Our "chuck wagon steak dinner" was served in a dining hall reminiscent of the old western saloons, with murals on the walls and a stage up front where we enjoyed a real "cowboy" band. What fun to be treated to those old cowboy songs like "Ghost Riders in the Sky," "Mariha," and "Big Iron."

Our week was quickly coming to its end with final activities on Friday. We spent the day touring in coaches. Our first stop was the Air Force Academy, where our very knowledgeable guides, with their own military backgrounds, gave us many interesting insights into the history and lore of the academy. The soaring, gleaming chapel was breath-taking, inside as well as outside. Our delicious lunch was served at the Officers Club and a stop at the gift shop completed this portion of the tour.

The remainder of the bus tour was spent in the Garden of the Gods Park, a state park which features many unusual and interesting rock formations. We saw rock climbers (none of us, to be sure!) scaling stark spires and horseback riders enjoying the views from a slightly lower perspective. The huge formations reminded me of the famous red rocks of Sedona, Arizona. Of course, no trip is complete without a stop-to-shop, so we satisfied that urge with a brief visit to the Garden of the Gods Trading Post.

Our meals in the campground were provided morning and evening. Our caterer, Wayne McBride, did a great job of keeping us fed with a nice variety of delicious food. On Thursday evening we enjoyed a fifties band, Jerry and the Jetts. What fun we had reminiscing with tunes like "Blueberry Hill," "At the Hop," "Little Darlin'" and "Hound Dog." Some of you guys can still really "cut a rug"! Everyone really seemed to enjoy the fun and fellowship of that evening.

We want to give a special word of thanks to our "tech guys," David Sparks and Robert Gober, who tirelessly worked to deal

## 2006 RALLY SCHEDULE

### ALLEGRO CLUB FUN IN THE SUN

Rally Park at Lazy Days, Seffner, Florida (Tampa Bay)  
February 27–March 3, 2006 (break camp 4th)

### TIFFIN CALIFORNIA PRE-RALLY

TBA  
March 14–17, 2006

### ALLEGRO SPRING FLING

Lakewood Camping Resort, Myrtle Beach, SC  
April 17–21, 2006 (break camp 22nd)

### TIFFIN NORTHWEST RALLY

Blackwell Island RV Park, Coeur d'Alene, ID  
June 20–23, 2006

### ALLEGRO CLUB FMCA PRE-RALLY

Happy Holiday RV Park, Cherokee, NC  
August 10–13, 2006 (break camp 13th)

### ALLEGRO CLUB NEW ENGLAND GETAWAY

Champlain Valley Exposition, Essex Junction, VT  
October 9–13, 2006 (break camp 14th)

### ALLEGRO CLUB FALL FIESTA

Blazing Star RV Resort, San Antonio, TX  
Nov. 6–10, 2006 (break camp 11th)

### BEGIN PLANNING NOW FOR 2006!

CALL, FAX, EMAIL, OR WRITE  
FOR MORE INFORMATION

256-356-8522 Office

256-356-9746 Fax

allegroclub@tiffinmotorhomes.com

ALLEGRO CLUB, PO BOX 1429, RED BAY, AL 35582-1429

with minor repair problems. Likewise, we want to acknowledge the Allegro Club office staff: Cynthia Skinner, who attended the rally and worked so diligently to see that all the details were covered, and our newest addition, Janet Gober, who kept things going in Red Bay while we were gone. Also we would like to recognize our 15-year old daughter, Jessica, who, with her friend Elizabeth Bowling, provided dinner music on the piano for us on two evenings. I think the rally participants enjoyed the girls, and I know that the girls enjoyed being there and spending time with our "mature" generation!

In writing these articles, I try to give you a picture of how beneficial and fun our rallies are. Words are inadequate to describe the friendships formed, the good times enjoyed, and the information gleaned on these excursions. On Saturday night, as about 30 folks sat around a roaring campfire after dinner, the prevailing atmosphere was not one of goodbyes, but of "we can't wait until the next time!" On behalf of Jimmy, Verbon, and Pam, we hope to see YOU at the next, as we keep on "Roughing it Smoothly!" —Gail Johnson



Rally Park at Lazy Days



Lakewood Camping Resort at Myrtle Beach



Happy Holiday RV Park  
in the Great Smoky Mountains

### Join us for the Allegro Club Spring Fling Rally!

April 17–21, 2006. Lakewood Camping Resort in Myrtle Beach, South Carolina. Dinner and a show at the Dixie Stampede. Golf and other entertainment opportunities are near by. Limited to 120 coaches.

### Make plans now for the Allegro Club FMCA Pre-Rally!

August 10–13, 2006. Happy Holiday RV Park in Cherokee, NC. Enjoy the Great Smokies before FMCA in Charlotte. Limited to 120 coaches.

### Allegro Club 2006 Fall Rallies!

Don't miss the beauty of Vermont's fall foliage and the crisp cool weather. Join us October 9–13, 2006, in Essex Junction, VT. Limited to 120 coaches. November 6–10, 2006, will find the Allegro Club Rally attendees playing in the warmth of the sun in San Antonio, Texas.



# Making the Raised Panel Door (and More)

Text and photography by Fred Thompson

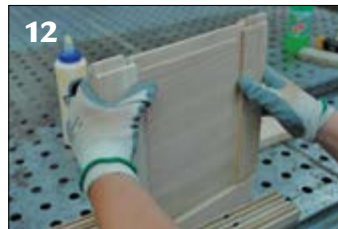
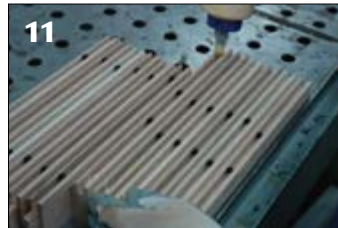
The quality of the raised panel doors and cabinetry in a Tiffin motorhome may not be obvious to everyone because that's what buyers expect. But Tiffin management is so serious about woodworking quality, they built a separate plant in nearby Vina to craft doors and woodwork equal to the quality found in fine furniture stores.

Raw unfinished cherry, maple, and oak is purchased from companies in the north-east. Each piece is carefully checked as it is processed to remove knots and other flaws.

When a motorhome is ordered by a dealer, detailed software for that particular model, floorplan, features, and options generates purchase and production orders for every item down to the number of each kind of screws that will be required to build the unit.

A specification sheet is created for each motorhome to direct the woodworking plant in making all of that unit's well-crafted doors and molding. For example, an Allegro Bus 40 TSP requires 80 doors and 13 drawers.

The block of wood from which the raised panel is made comes from the gluing shop in the Red Bay plant. Unfinished boards  $\frac{13}{16}$ -inch thick and  $\frac{3}{4}$ -inch wide are glued together under pressure. The width and length



of each block required is detailed on the production order form.

The door blocks with hardened glue still showing at the joints arrive at the Vina plant on skids. Carefully following the production chart, Roy Lucas cuts each block to its correct length and width (#1) and forwards the set for each motorhome to the planing-sanding machine (#2). The planing-sander equipment reduces the original thickness from .813 to .740 to .655-inch thickness in one operation. The Zephyr's door blocks are slightly thicker, beginning at .875 to .859 to .763-inch.

While the door blocks are being processed, Helen Cole, following the same production sheet, cuts the rails and stiles, the horizontal and vertical pieces (#3) which will eventually frame the door block after it is machined into a raised panel.

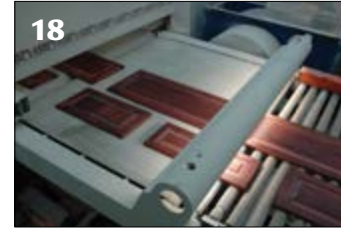
Using a diamond head shaper (#4) that costs \$1,700, the rails and stiles receive mortise and tendon cuts (#5) to perfectly join them at the corners to form the door's outer frame. The inside edges of the frame are recessed to receive the raised panel (#6) after it has been beveled on all four sides (#7-8) by a shaper-sander. An intricate movement by shaper-sander creates an arched, raised

panel (#9). An arched, raised panel with its adjoining rail is shown in figure #10.

After all of the five pieces (raised panel, two rails, two stiles) are cut, shaped, and sanded, Stephanie Green places two tiny, hard rubber balls into the grooves of each rail and stile. Adding glue only to the mortise-tendon joints at each corner, the rails and stiles are attached around the beveled raised panel. With the hard rubber balls in the grooves, the panel is held tightly in place without glue. Because of the expansion and contraction of the wood panel in varying temperatures throughout the year, it is not glued into its frame (#11-12-13). After assembly, the door is locked into a compression frame to assure a tight bond and a squared door.

A putty-wood filler is manually added to the exterior edges of the joints (#14) by Michelle Barker prior to passing the doors through a micron sander using 70 and 80 grit paper (#15). That process is followed by orbital sanding by hand (#16).

The doors are now ready for staining which is done in an exhaust booth by crafts people wearing special safety equipment (#17). After a drying period, the doors are placed on a conveyor belt which moves them through a computer-controlled sprayer which sprays the sealer only on the wood and not on the conveyor belt (#18). After sponge sanding with a very fine grit, a final lacquer is applied with the same computer-controlled sprayer.



Recessed hinges are installed by a specially designed machine (#19) as the final step in creating the raised panel door (#20). After the doors are completed, a complete set for each motorhome is stored on a rack mounted on wheels. The racks are loaded on a truck several times a week and transported to the assembly plant eight miles away in Red Bay, following a "just-in-time" scheduling and delivery system. Following the master production order, the correct set of doors is waiting for its motorhome as it progresses down the assembly line.

The door plant also produces the full-sized sliding doors which separate the bath from the bedroom and living areas as well as the drawer front panels. Linda Barry assembles the drawer boxes which are made on a jig with standard side panels and bottoms (#21-22).

The multi-grooved molding for mirrors (#23-24) is also manufactured at the door plant. Christy Hellums places the mirror in the lowest groove level (#25) and then uses the nailing gun to install the composite board which sits flush with the back of the molding and holds the mirror in place (#26).

With 33 crafts people, the Vina plant produces 800 doors and drawer fronts per day, or 4,000 per week. They appreciate the fact that their product is probably the first thing prospective buyers notice as they walk through a new Tiffin motorhome. Their pride in quality craftsmanship is self-evident.



# From Fire Trucks to Motorhomes

ALL AMERICAN COACH IS TIFFIN'S SECOND OLDEST DEALER

**With no firm plan** about how to use the property, Toledo residents Tom McGuire and Al Cartier pooled their savings in 1972 and invested in an old corner Gulf gas station just beyond the western city limits.

"We were both kind of intrigued with the idea of selling motorhomes which were just beginning to get the attention of the recreational marketplace," Tom recalled recently. "At that time I was 31 and had been a fireman with the city for six years. Firemen worked 24 hours on and 48 hours off, so it gave me a lot of time to do other jobs. I had sold Chevys for seven years for a local dealer."

Al decided to bow out of the business and sold his interest to Tom who pressed on with renewed interest in the RV market. Tom contracted with two travel trailer manufacturers and Barth motorhomes. It wasn't long until Jerry Nagel, a sales representative for Tiffin Motorhomes, called on Tom. "We started with Allegro in 1973," Tom said, "and it has been a good relationship now for nearly 33 years."

Today, All American Coach in Sylvania, Ohio, is Tiffin's second oldest dealer. The company has made Tiffin coaches their primary Class A brand. In addition, they market Class C motorhomes, travel trailers, and fifth wheels.

"All of our salesmen are very high on Allegro because of the warranty, Tiffin's great service in Red Bay, and quick order fulfillment on any parts we order. This kind of service gets our salesmen repeat business and builds good customer relations," Tom emphasized.

"Mike Andes is our Allegro regional representative. He has been a big help to us as a sales trainer. He does a great job. I think of Mike as a personal friend," he said.

"Bob Tiffin always bends over backwards to help us out. I know I can count on him. I just hate to call on him too often," he said.

As with many dealers in the Tiffin network, All American Coach has become a family business. Now 64, Tom was born and raised in Toledo where he attended school and met Jeannie. Married for 40 years, Tom and Jeannie have a son and daughter, Jim and Bridget, and eight grandchildren. Jeannie now spends a great deal of her time doing volunteer work for the homeless. Jim is now general manager of the company. Bridget serves as parts manager and also handles financing and insurance. Jim and his wife have three girls and a boy, ages 18 to 4. Bridget has four boys, ages 7 and under. Both Jim and Bridget have ownership in the company.

With four full-time salesmen, All American does approxi-



From left to right: Frank David, partner, Tom McGuire, president, and Scott Sutton, now vice president, took delivery of one of the first 1981 diesel pushers manufactured by Tiffin Motorhomes.

mately \$8 million annually in sales. Scott Sutton, who joined the company in 1974 as a salesman, is now vice president and maintains an ownership interest in All American Coach. Frank David is a silent partner and the secretary-treasurer of the corporation. About 45 percent of the company's volume comes from lower Michigan and the rest from northwest Ohio. "We have done a real good job with the Phaeton. The Allegro 32BA with two slides was our best seller this year. The Phaeton is better than most of the 'entry level' diesels because it has more standard features. Customers really like the 35-foot Phaeton and we try to keep one in stock," Tom said as he explained their sales experience for 2005.

All American has five service techs, three of whom are RVIA Certified Technicians. "We do just about everything in coach repair including collision work, as well as the usual repair or replacement of appliances. We have technicians who have been with us for 18 to 20 years. One just retired after 24 years," McGuire said assuringly. Building on that kind of experience has certainly made All American one of the best dealerships in the Tiffin network.

Solid business methods has also made All American a successful company. McGuire was quick to recognize how important



Beginning with just a small corner gas station lot, All American Coach has expanded to occupy the entire block. The company now exceeds \$8 million a year in sales.

Ruth Frazier has been to the company's strength. For 22 years she has served as bookkeeper and business manager. "She can even fix our computers," he laughed.

McGuire discovered the services of The Spader Company in 1975 and became a 20-Group member. "The 20 companies in my group are not in competition with each other. We meet three times a year to examine one of the companies, to share financial reports, and to make suggestions in sales, management, and technology," he said. Spader provides the members in each group with computer programs, individual financial reports, and operational benchmarks.

Tom also has high praise for RVDA. "I give them a lot of credit for helping our industry," he said.

Longterm, the RV motorhome business is here to stay, he says. "But it is always a challenge—we have to work just as hard today as we did 33 years ago."

"The quality and sophistication of the Tiffin product has gone off the charts, and that has certainly helped make All American successful," he continued. "We compete very well against other brands on price, but service and quality is what really gives us the edge."

While McGuire stays involved intimately with his business, he realizes the need for a good dose of frequent R&R. For Tom and Jeannie, recreation happens to be sports. Twenty years ago, their son, Jim, played first base on his high school baseball team and later at the University of Cincinnati. Today their sports passions are Notre Dame football and NASCAR racing.

"I am a real avid Notre Dame fan. Bob Tiffin, of course, is a big Alabama fan. Whenever the two teams have played, we have taken our motorhome and met Bob and Judy in theirs to enjoy some friendly rivalry," he said. "I have a picture of Van in my office when he kicked the winning field goal against Auburn. Everything else in my office is Notre Dame, but I always cheer for Alabama except when they play us."

"I am heavy into NASCAR as a fan to the point that we bought a condo in Daytona," he said. With full confidence in his management team, Tom and Jeannie manage to make several trips a year to Florida.

With the compatible mix he has developed between work and play, Tom says he has no plans to retire. "Bob Tiffin sets the standard there. I don't know what I would do if I didn't stay in the RV business. I enjoy so much working with our customers and all of the employees at All American," he said.



Tom McGuire has involved his children and friends in the ownership of All American Coach.

**Alexus<sup>®</sup>**  
by **BLUE OX**

**We dropped the ball when we introduced the first ever motorhome mounted tow bar - now the ball is back and better than ever!**



**Cutting edge ball-in-socket design features a self-tightening pivot connection, extending the life of the towing system.**



**The lug has been offset to better align the towing forces with the attachment points reducing stress on the towing system enabling easier hook up and unhook.**

- Minimum maintenance - rubber boots keep legs clean & free from debris.
- Legs collapse & extend to lock for easy hook-up
- Self-aligning with easy to release handles
- Stores on back of motorhome when not towing
- 360 degree swivel allows to be out of alignment or on uneven surfaces
- Class IV, 10,000 lb. rating
- Powder coated steel
- Limited Lifetime warranty

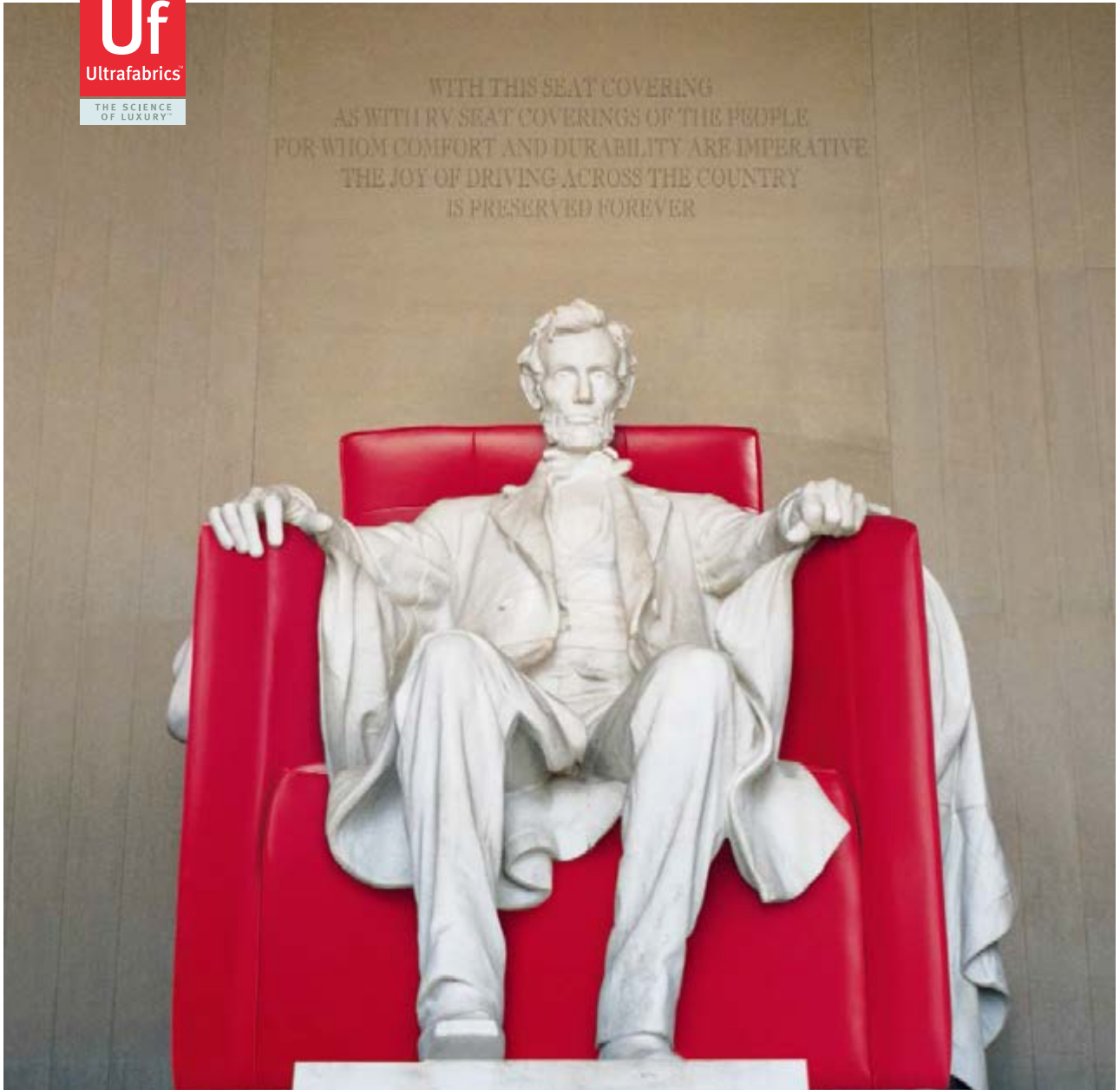


**Call 1-800-336-4336 and ask for Bailey or visit [www.blueox.us](http://www.blueox.us) for more info.**

010105



WITH THIS SEAT COVERING  
AS WITH RV SEAT COVERINGS OF THE PEOPLE  
FOR WHOM COMFORT AND DURABILITY ARE IMPERATIVE  
THE JOY OF DRIVING ACROSS THE COUNTRY  
IS PRESERVED FOREVER



## honestly, he'd prefer ultraleather

If he could choose a seat covering to stand the test of time he would select **ULTRALEATHER™** brand fabric. This fabric endures the rigors of the road with its durability and unsurpassed ease of care, cleaning effortlessly with soap and water.

Perhaps more important to our forefather – who has been seated for a long time – is the comfort of **ULTRALEATHER™**. Resistant to stiffening in the cold and sticking in the heat, it stays soft and supple to the touch in all weather conditions.

Sit in an **ULTRALEATHER™** interior and discover the road to long lasting comfort and style. Insist on the best, genuine **ULTRALEATHER™** brand fabric.

To receive a free brochure on the features and benefits of **ULTRALEATHER™** call us toll free.

**WWW.ULTRAFABRICSLLC.COM** ■ **T 888 361 9216** **F 914 347 1591**

**ULTRALEATHER™**

ULTRALEATHER™ IS A TRADEMARK OF ULTRAFABRICSLLC





## Inman's Answers

Beginning with this issue, Danny Inman, a 31-year veteran with Tiffin Motorhomes, becomes the editor of "Serious Tech Talk." This column will be called "Inman's Answers."

Using the postcard at this opening, please send Danny your questions about your motorhome and its operation, especially those questions that may be useful to all of our readers. Danny would also like to hear your ideas, suggestions, and innovations that would make our motorhomes more useful and functional. If you have a photograph to send, please put the postcard and photo in an envelope and send it to the same address. Photos and submissions for his column will not be returned without an SASE.

We look forward to seeing this column grow larger with each issue. For [answers to urgent questions and problems](#), call the new Parts and Service number at 256-356-0261.

Dear Danny,  
When going down the highway in our 2003 Allegro Bay, how do I utilize 110v for my laptop computer without running the genset?

Frank Woythal, Andover, NY

Dear Frank,  
To utilize 110v power without using your generator while traveling, you will have to add a power inverter. This will allow you to convert your 12v battery reserves to 110v power. To run your laptop, you will need a 600 to 1000-watt inverter. This can be installed at a major service center, such as Camping World.

Dear Danny,  
We bought an Allegro 31WB new in 1999. We are now having a problem filling the gas tank. To put in 60-65 gallons takes 40 minutes or more. Parked on level ground, the first 28 gallons goes in a full nozzle flow. The rest has to be done by very slowly squeezing the trig-

ger to keep the nozzle from shutting off and also watching the fuel level in the fill spout to keep it from gushing back out on the ground. Sometimes I shake the unit from side to side to help the gas flow into the tank. We have visited Red Bay twice and still have no real fix. Is there a retrofit or modification that can cure this problem?  
Paul Coffman, Tiffin, OH

Dear Paul,  
This situation is usually created by a vent problem. The vent tube should connect into the top of the gas tank and extend back to a point close to the filler tube. It is likely that the vent tube has got a dip in it that is acting like a P-trap and it needs to be straightened.

Dear Danny,  
How often should the slide mechanisms be lubed and the seals treated? What products would you suggest for these jobs? I have had my 2005 Allegro 32BA for one year and have 16,000 miles on it.

Lynn Purvis, Fremont, CA

Dear Lynn,  
Lubrication and slide-out maintenance of the seals and gears under normal use should be every 6 months. On the gear mechanism, any good quality grease lubricant for gears will work. Clean and lightly lubricate. Do not allow build-up of the grease. Around the rubber seals, we recommend a product such as Armoral.

Dear Danny,  
I own a 2003 38TPG Allegro Bus. It has an A&E awning with a wind sensor control. The first time the wind was strong, the awning did not retract. I checked and found the switch in the **disable** position. When I moved the switch to the **enable** position, the awning would not stay out even when the wind was not blowing.

I took it to a local dealer and a service tech reprogrammed the unit. It worked fine for about a year and the problem started again. This time I obtained literature from the local dealer and reprogrammed the unit again. Can this problem be corrected or will I continue to have to reprogram the unit?

Roger Bender, Collierville, TN

Dear Roger,  
There could be several reasons for your problem. It could be trash in the roof sensor, corrosion on a wiring connection, or a problem in the control board itself. But if it is reprogrammable and lasts for a long period of time, it may be difficult to track the cause. If the problem persists, we recommend you contact Dometic at 800-544-4881 for the service center nearest you.

Dear Danny,

I have a 1985 27-ft Allegro on a Chevrolet chassis. When I purchased the motorhome, it had 44,000 miles and new tires. After driving about 4,000 miles, I noticed a slight vibration at 65 mph and over. The vibration is steadily getting worse.

I noticed that the duals were touching at the bottom and inflated them to 70 lbs. instead of 60 lbs. However, one side was still touching after I added the extra pressure. Should 70 lbs. of inflation correct the problem? Do I have the correct size tires (LT 235/85R16 M+S)?

Cletus Fischer, Joplin, MO

Dear Cletus,  
Using current tire specifications, you should mount 215 Series tires (not 235). A 10-ply tire is preferable. Follow the manufacturer's cold pressure rating for inflation.

Dear Danny,  
A man of my size and girth feels at risk sitting on a thin plastic spool topped with a commode seat. After I purchased a 39-ft. Allegro Bus, I bought a one-piece commode and adapted it to fit my Bus. I have used this modification for six years. It uses more water and fills the black tank quicker, but it never has been a problem. An unexpected benefit--no more sewer odor. It no longer necessary to use chemicals to control the smell. So, how about putting *real commodes* in Tiffin motorhomes?

Earl Ray West, Midland, TX

Dear Earl,  
The residential type of commode with its mechanical system in the water closet does not work well in a motorhome. It also requires four times the amount of water to flush it. In our current Bus models, we now offer a ceramic, residential-size, elongated commode with electric flush, which should work well for all owners.

Dear Danny,  
I have a 1994 Allegro Bay with a slide-out. The front seal is tight but the back one is very loose. Is there any adjustment I can make to take the pressure off the front seal. I have tried silicone spray but it did not help.

Clarence Lacy, Henagar, AL

Dear Clarence,  
There are adjustments to move the slide-out room forward and backward, upward and down. To avoid making the problem worse, make the adjustments in very small increments. Please contact the service department at 256-356-0261 and they will mail or fax the instructions for making the adjustments.

*Continued on page 42*

Dear Danny,  
 We have purchased six Allegro Buses: 1995, 1996, 1997, 1999, 2003, and we just took delivery on a 2006 in November. TMH has made many improvement over the years. Now with the increased height inside the motorhome, has any consideration been given to a ceiling fan in the bedroom?

Ted & Linda Smith, Logandale, NV

Dear Ted & Linda,  
 We have received several requests to install ceiling fans in the bedroom. At this time, the position of the roof AC prevents placing the ceiling fan in a centered position in the bedroom. In coming years, we may be able to offer the ceiling fan as an option, but at this time it is not feasible.

Dear Danny,  
 I have an Allegro Class A motorhome with HWH leveling jacks. When I park on my blacktop driveway, I use a vapor barrier under the tires. When parked for an extended time, should I put the jacks down to take the load off of the tires? Does this put unnecessary strain on the jacks (hoses, etc.) over a long period of time? What is the correct procedure?

Ronald Bell, Kingsville, MD

Dear Ronald,  
 For storage over a month, you should lower the jacks to take the pressure off the tires. Do not lift the tires off the ground. It is also recommended that you crank the engine and generator at least once a month and run all of the appliances including the AC and furnace. Ignite the gas unit in the refrigerator and let it run for a few minutes. When you do take it out of storage, everything should be in good working condition.

Dear Danny,  
 In Colorado, the highway department uses calcium chloride to deice the roads in winter. A very corrosive compound, it attacks exposed electrical connections, particularly in-line splices. When I replace splices, I fill the splice with silicone before crimping, which effectively seals it from further damage. Other connections can be protected by application of anti-corrosion grease, available at most auto supply stores. Can TMH deal with this problem during production to prevent it from occurring during the life of the motorhome?

Howard Norland, Fort Collins, CO

Be sure to send Danny your questions which may appear in the next issue of *RIS*.

Dear Howard,  
 We are aware of this problem and appreciate your recommendations. In the last few years, we have used automotive-style splices and connections to reduce corrosion. We have tried to place the wiring where it will not come in contact with corrosive materials used in winter. We are using more effective undercoating and sealants to prevent contact of corrosive de-icing chemicals.

Dear Danny,  
 We are owners of a 2001 Allegro 33DL and we love it! However, we believe the furnace thermostat location should be reconsidered. It is located on the wall above the dinette and the furnace floor vent is on the same side below the table. When operating, as the heat rises, it almost immediately affects the thermostat and shuts off the furnace before the coach can get warm. What can be done to correct this problem?

Don & Donna Nelson, Castle Rock, WA

Dear Don & Donna,  
 The problem may be solved more easily by using an air deflector available from most HVAC dealers. However, the thermostat can be relocated, but only a short distance due to getting the wiring back to the furnace.

Take your  
**SLEEP NUMBER®**  
 on the Road!

FIRMER SOFTER

10 35

Firmness adjusts on both sides

Now available in select  
 Tiffin Motorhomes.

**TIFFIN MOTORHOMES**  
 WHEREVER YOU GO, WE GO.

**THE SLEEP NUMBER BED**  
 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

select + comfort



# LOOK WHAT'S HAPPENING at **OUTDOOR RESORTS RANCHO CALIFORNIA**

RV Resort, Located in the Beautiful Palomar Mountains of Southern California



## **WE'RE CELEBRATING THE OPENING OF PHASE V**

- 144 New, Beautifully Landscaped Lots • New Clubhouse – Restaurant
- Five Swimming Pools • Five Spas • Six Tennis Courts • Golf Course
- Fishing Lake • Small Boat Rentals • Shuffleboard • Volley Ball

## **COME ENJOY IT ALL... WITH US THIS WINTER**

*State of the Art Resort Facilities & Exciting Area Attractions*

- Famous Wineries • Largest Casino in Southern California • Mt. Palomar Observatory
- Only Minutes from "Old Town" in Temecula



**PHONE TOLL FREE  
888-767-0848**

**Local (951) 767-0848 • 45525 Highway 79 South • Aguanga, CA 92536**  
[www.outdoor-resorts.com](http://www.outdoor-resorts.com)



# Recollections of a Campground Host

by Heather Dina

**This past summer**, my husband, Ed, and I volunteered to be campground hosts in a National Forest. We had never done this before, but had heard only good things about working with the NF people. Using my limited computer skills, I managed to find my way onto their website and brought up a list of available positions. Among them was a place called Green River Lakes in the Bridger-Teton National Forest north of Pinedale, Wyoming. We sent off some e-mails explaining who we were and what we had in mind, and then waited. One of the replies was from the ranger in charge of Green River Lakes, a 37-site campground, who said he would like to have us host there. We quickly agreed.

He told us we'd be 52 miles from town at the end of a 19-mile rough dirt road with no hook-ups for two months! We travel a lot in our sturdy 1992 Allegro Bay diesel pusher, often boon-docking along the way, so being without hook-ups didn't bother us. But this turned out to be quite a challenge!

When we got to the ranger station in Pinedale, we spent a couple of days receiving instructions and orientation, both to the area and the elevation—it was 8,400 feet where we were going. The NF folks gave us a box-full of reference material: check-in forms, trail maps, fishing information, etc. They added two official vests and a cap for Ed. We were ready! (For what, we didn't know.)

On our first "official" day in early July, we followed the rangers out from Pinedale in our motorhome, towing our little 4x4 truck. Since we drove much more slowly than the rangers on the rough road, they went on ahead to the campground. The scenery grew more awesome as we drove north, with the Green River alongside the road and the still snow-covered mountains getting closer at every turn. When we were about five miles from the campground, the road took a turn and there before us loomed Square Top Mountain, which was to dominate our lives for the next couple of months. It was beautiful!



Here for the summer: incredible scenery, but no hook-ups.

The rangers had picked out a likely campsite for us to use as hosts, but they waited for our approval and then promptly dug a hole for the "Campground Hosts" sign to make us official. Our one-half acre campsite in the lodgepole pines served us well all summer.

We were officially on duty five days a week; but if someone needed information or assistance, we were usually around on our days off and gladly helped out. It wasn't exactly hard work! Our daily chores consisted of cleaning ten vault toilets in the morning and checking in the campers we missed seeing the previous evening. Although cleaning toilets isn't high on anyone's list, these were in new log buildings and keeping them clean wasn't difficult. Most days we spent as much time visiting with campers as we did cleaning. We got some nice compliments on our work! In the mornings, we checked out the vacated campsites to make sure they were clean for the next campers. Sometimes a campfire was still burning from breakfast

and we made sure it was out. It's amazing how some folks think aluminum cans and foil will burn in a campfire.

Our evening job was to visit the 37 campsites, check in new campers, make sure they had a fee stub visible, and advise anyone we deemed necessary of the few rules in the NF. Our biggest concern was making sure all food and utensils were kept packed away when not being used, so as not to attract bears into the campground. An ice chest left out in the open is just like a picnic hamper to them!

Although bears had not been a problem in the campground for several years, they were in the area and had been raiding nearby cattle herds during the summer. Fish and game officials were kept busy trapping and moving them to more remote areas. We heard one story about a trapped grizzly being released which, instead of running for freedom, turned and attacked the ranger's truck. It bit the tires, puncturing *both* sides of the tire. The ranger jumped back into his truck and prudently drove off with the flat instead of trying to change it there!

One of the toilet buildings was at the trailhead just outside of the campground where we enjoyed meeting many of the hikers and outfitters going into the wilderness area. I'm a horse person, so Ed was constantly trying to keep me from spending too much time talking with the wranglers preparing for their trail rides!

One day while waiting for the day's hikers and riders to use the facilities so we could clean, one of the outfitters opened his stock trailer and out jumped 20 goats! Each with 50 lb. packs, they promptly started munching on anything in sight. When the hikers in that group were ready to go, the leader (goat herder?) yelled, "Goats, goats" and they all came running to his side. Then they all went off on the trail into the wilderness for eight days—no halters, no ropes, just following along. Apparently, the goats are easier to care for and



feed on the trail than horses. We also saw llamas being used as pack animals, which can be rented for your wilderness trips.

With plenty of free time to relax during the day, we usually had our dinner early. I spent many hours outside quilting and enjoying the quiet at the picnic table under our dining canopy. The stars at night were awesome and seemed to come right down to the tops of the mountains. Although we missed being able to attend church on Sundays, we were surrounded by the beauty of His creation every day and night. It doesn't get much better than that!

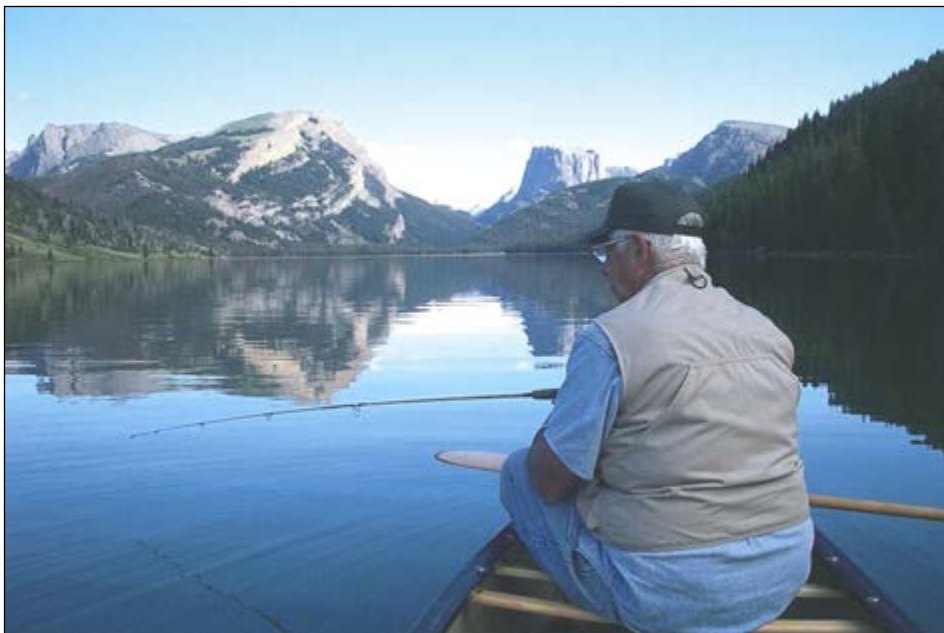
We regularly policed a lovely beach at our end of the lake to keep it litter free. We were surprised at how little we found. Apparently, most folks who braved the 19-mile dirt road highly valued this pristine area and cleaned up after themselves. Our Bernese Mountain dog, Blaze, thought we just went down there so she could go swimming and we never told her differently. She had a great summer, going hiking, canoeing, and swimming almost every day!

The NF had a staff meeting of rangers and volunteers every other week, so we had to drive into town for that. Afterwards we did laundry, e-mail, shopping, and finished the day off by treating ourselves to dinner at a restaurant. It was fun after being isolated, but still nice to be 'home' at the end of our trek back to our motorhome.

On our days off, we usually went touring on dirt roads in our truck to enjoy the awesome scenery. On one trip, a moose jumped out of the woods, ran up the road right in front of our truck for a while, and then veered back into the woods. A visit to Wal-Mart was a day's trip—the closest one was 150 miles away! Blaze always went with us, and we'd find a shady place to park the truck at lunchtime, sometimes eating outside so she could join us.

We met so many nice people over the summer, some of whom we still correspond with via e-mail. In exchange for information on trails in the area, the campers gave us fresh tomatoes, freshly-caught trout from the lake and river, and day-old newspapers—no radio, TV, or electricity for 30 miles! After evening "rounds," we'd have a campfire, then play Tri-ominoes until bedtime. We were never bored!

We had a running (scampering?) battle with mice coming in the motorhome while it was parked. At one point, I caught four little critters a day (they like Peppermint



Ed Dina found that fishing on Green River Lakes was enjoyable even if he didn't catch a fish.

Patties). I was beginning to think maybe I should filet them and serve them along with the trout! As it turned out, they had the last (mouse) laugh. When we unpacked the motorhome after arriving back in North Carolina, we found a nest up above the dash-

board. They had used a part of each of our little flags to build it. Our southern flags looked like they had been through the Civil War! They also chewed the knobs on the remote for the TV, and now we need a sharp point to mute the audio.

## Low-Profile RV Satellite Systems By King-Dome®



- Dramatically smaller than competing systems yet outperforms them in rain
- Sleek, aerodynamic design
- 3 different models starting at \$795

 **KING-DOME**  
[www.kingcontrols.com](http://www.kingcontrols.com)

11200 Hampshire Ave. So.  
Bloomington, MN 55438 USA  
Phone: (952) 922-6889  
Toll Free: 800-982-9920

We saw more wildlife in the campground than on the trails! Deer were common, with bucks, does, and fawns wandering through the campsites. We had a fox that hunted regularly (apparently he missed all the mice at our campsite). There were ospreys and bald eagles on the lake and a cow moose that bedded down nearby. But, thankfully, we didn't see a grizzly all summer!

For emergencies, we had a NF radio to contact the ranger station. Two emergencies during the summer required calling in the rangers by radio. One back-country hiker slid 200 feet down a snow slope, breaking eight ribs and collapsing both lungs. His adult son hiked out 13 miles to get help. We rendered encouragement to him and his mother until the sheriff's rescue team helicoptered the father and a daughter to a hospital. Another time a Scout got lost, and there was an all-night search on horseback until he was found the next morning, unharmed but very embarrassed.

Although we didn't have any hook-ups, there was fresh water at the campground, and we managed very well during our stay. Ed ran the diesel generator every other day to charge our batteries. I took advantage of this time to use our laptop computer and recharge the camera batteries, and he usually planned a microwave or toaster-oven meal for that day. (He does all of the shopping and cooking, whether at home or on the road.) Before we left home, Ed had made up six boxes of staple foods for our remote location, and by the end of our stay, we were down to one. Good planning!

We were accustomed to being conservative with our water usage; but on this adventure we were extremely conservative with the use of our propane appliances. When we finally drove out, it took 19 gallons

to fill our 20-gallon tank! If we decide to do something like this again one day, we will definitely install solar panels and an attachment for a separate gas bottle that can be refilled when we go into town.

The weather was perfect during our stay. The mosquitoes were pretty bad in mid-July, but we used repellents before we went outside and they worked well. We even put the repellent on Blaze's nose—being long-haired, that's the only place they could find to bite her! While the rest of the country was cooking in 90-degree temperatures, we had dry, warm days and cold nights. Even in August, it often went below freezing at night and the campground water supply froze twice for a few hours. However, after the heat of the day, we were always snug and warm at night. Even if we started our morning chores with extra sweaters, we were back in short sleeves in no time once the sun had come over the mountain.

The trail around the lake was about six miles, with several connecting trails taking off at the far end. Part of our duties was to check these trails for litter and downed trees. Ed cut with a bow saw and removed any trees measuring up to six inches that fell across the trail, but for anything larger he called the ranger. Chain saws could only be used outside the wilderness areas, even by the NF employees. Sometimes we would use our canoe to paddle part of the way up the lake, and then hike to a fallen tree and remove it.

We enjoyed ourselves on our days off, exploring the gorgeous valleys, meadows, streams, and waterfalls. One day we canoed about five miles up through both of the lakes connected by the Green River, and then beyond the lakes on up the river for another mile or so. Once we could not go any farther, we beached the canoe on the bank, changed

**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](http://www.thetford.com) or call 1-800-521-3032

The advertisement features a cartoon illustration of an RV driving on a bumpy road, with items flying out of the back. In the foreground, a hand is shown snapping a Thetford bottle into a white adhesive base. The background shows a scenic mountain landscape with a moose and a rabbit.



our shoes, and hiked on the trail for another few miles beyond Square Top Mountain. All in all, I think we traveled almost 20 miles that day. As a special bonus, we found a gorgeous four-foot rack of elk antlers hiding in the long grass, which is Ed's pride and joy. They sit in our living room now, atop one of my hand-embroidered table scarves!

At the end of our stay, having seen all the horses leaving every day on trail rides, I just had to take one of my own with a local outfitter. At 63, and not having ridden for years, I wasn't sure if I could still ride for long periods; but the wrangler and I spent four-and-a-half fantastic hours crossing streams, going up ridges and through passes, and seeing this whole area from a different perspective. I loved it and, much to my delight, could still stand straight without aches or pains the next day!

We can certainly recommend the volunteer lifestyle. It's a great way to stay in one spot and thoroughly explore an area. I took literally hundreds of digital pictures over the summer, and each one brings back special memories. 

## GOURMET QUICK & EASY

*Continued from page 23*

**CHEF'S SUGGESTIONS FROM OUR TEST KITCHEN:** Since rutabagas vary in size, cut it into 1/2-inch cubes and use a rounded cup. For the meat, we used one pound of cubed sirloin cut into 1/2-inch squares. Use an 8-inch cake pan to cut out your dough circle.

### WINTER SALAD

- 1 package romaine hearts, cut in bite-size pieces
- 1 cup shredded swiss cheese
- 1 cup cashews
- 1/4 cup sweet dried cranberries
- 1 red apple, cubed
- 1 pear, cubed

In large serving bowl, combine all salad ingredients, toss to mix. Pour dressing over salad, toss until all ingredients are coated. Serves 6.

### DRESSING

- 1/2 cup sugar
- 1/3 cup lemon juice
- 2 teaspoons finely chopped onion
- 1 teaspoon Dijon mustard
- 1/2 teaspoon salt
- 2/3 cup vegetable oil
- 1 tablespoon poppy seed

In blender or food processor, combine first 5 ingredients. Cover and process until blended. Slowly pour a steady stream of oil in while continuing to process until thick and smooth. Add poppy seeds and process a few seconds longer.


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

## TIFFIN MANAGEMENT TEAM

*Continued from page 9*

takes great pride in the frame-off restoration he is doing on a '69 Firebird Convertible. Not to be left out, Anson drives a '94 Formula car as his regular transportation.

Of course, the three Adams brothers inherited their passion for Firebirds from their dad. Charles has been rebuilding engines and cars since he was a teenager. Not to be outdone by his sons, he plans to put an '84 Trans Am engine in an '84 Chevy S-10 pickup mated up with 700-R4 transmission. "That's going to be my 'fun truck'," he grins.

Measurements for hundreds of different doors spin through his head as he talks. Just ask him how many mils of lacquer are on the doors in your motorhome. Adams' penchant for detail and perfection stands out in both his job and his hobby! 

# MaxxFan

## Be Cool Rain or Shine



**Introducing the New MaxxFan**  
The first ever fan powered roof vent that *always* provides rain free ventilation

**When Opened** The MaxxFan's unique patent pending rain shield automatically moves into position, always protecting your RV's interior.

### When Closed

The rain shield tucks away under the vent lid leaving a low profile, euro-style appearance.



**Features a powerful 3 and 4-speed fan, thermostat with auto opening lid, air intake and exhaust functions. Available with Smoke Tint (shown) or Translucent White lid.**



Wall mounted fan controls are available in 3 models. The Deluxe LCD panel, mid range full function 4 switch, and the cost saving 2 switch.

**MAXAIR**  
VENT CORP

**800-780-9893**  
[www.maxxair.com](http://www.maxxair.com)



## The Life and Times of Tiffin Motorhome Owners

### 49 States in Two Years and Three Months

Hello Fred,

First I would like to let you know how much we enjoy the stories of other Tiffin motorhome owners in each edition of *Roughing It Smoothly*.

My husband and I talked for years about selling our house, getting an RV, and hitting the road. We lucked up on a 2002 Allegro Bay in August 2003. Since that time, we have gone through all 49 states in just over two years and we are loving it.

In February we sold our house and starting making final plans to drive to Alaska. We left Perdido Bay, Florida, on May 2, 2005 and as of today (November 9th), we are still about 150 miles and two weeks away from returning to our beginning area.

We enjoyed driving off the interstates and getting to see more of the countryside. I never knew there were so many beautiful states. We took in a lot of sites and drove over 16,000 miles on this trip.

Our trip to Alaska was so great that we are planning a return trip next summer and plan to stay a little longer. The drive through Canada, the Yukon, and Alaska was a once-in-a-lifetime experience. Of all the places we went, Watson

Lake in the Yukon was the most fascinating. The sign post forest is one thing that really gets your attention. I found a piece of weathered wood on the Kenai River in Alaska and used it to make our sign. On our return trip, I nailed it to one of the posts. I think you will get a kick out of it.

The people we meet on the road are so friendly and nice. We met a couple in Hardin, Montana, who were wearing Allegro Bus shirts. We just stood there and talked for 45 minutes. They said they had just purchased their third motorhome and enjoyed traveling very much. You really find out just how small the world is when you talk with RV travelers. This part of our trip was just as great as seeing all that America has to offer.

So, if you find an Allegro Bay with an Alabama Crimson Tide tag "HUDSN" on the tow car, just blow your horn and we will pull off for a chat.

Thanks again and as we say, "Happy trails" and safe driving to all.

Silas and Betty Hudson  
From somewhere on the road  
rovinggypsies@earthlink.net

### 200,000 Miles and Counting

Dear Mr. Tiffin,

We ordered our 1992 34-foot Allegro Bay Pusher in the summer of 1991. We took delivery in Florida in December 1991. We were full-timers for the first four-and-a-half years. During that time, we visited every state in the U.S. (except Hawaii, of course), and every province in Canada except Newfoundland and Labrador. Since buying our home in Oregon, we still spend most winters in our Allegro Bay in Texas, Florida, Georgia, and Missouri.

About every other summer, we spend in Alaska as we still have children there. We are getting ready to travel to Alaska again this summer via the Alaska Ferry System. Our son is getting ready to open a new RV Park in Soldotna, Alaska, just across the road from the world famous Kenai River where salmon abound. We hope to help him and his wife get the park up and running.

After this trip, we will have about 200,000 miles on our Allegro Bay motorhome. It has given us so much enjoyment and lots of freedom. We still plan many more trips to explore this beautiful country.

Jim and Joyce Kothe  
Central Point, Oregon

### This Nurse Travels in a 40-ft. Allegro Bus

Dear Mr. Tiffin,

My wife and I took delivery on a 40-foot 2006 Allegro Bus in October. She is a traveling nurse and I plan to "keep house" and have supper ready when she gets home. I am also a certified lay speaker in the Methodist Church and hope to be able to speak at campground services where we will be staying.

There are many reasons why we chose Tiffin.

*Number One:* Christian family values. We went to an "Allegro Days" dinner sponsored by the dealer, Davis Motorhomes, and you were late. Our salesman explained that you

were late for the dinner because you were at church services.

*Number Two:* Knowledgeable staff at Davis Motorhomes in Memphis. My wife and I never enter a purchase scenario lightly. It usually takes us between six months and a year to buy a car. For the motorhome purchase, we researched, tested, talked to a lot of owners, and read volumes for almost two years. I had a stack of literature almost a foot high.

*Number Three:* We based our purchase on workmanship within the motorhome, the list of options available, price, value retention, ride, power, and the list goes on and on.

We are looking forward to "Roughing It Smoothly."

Thanks,  
Ralph and Vicki Williamson  
Fulton, Kentucky

## LET US HEAR FROM YOU

"From the Road" is a fun part of the magazine to read and we hope more of you will pick up your pens and write to us. Please use the postcard between pages 40-41, or email me at: fred@bookproduction.com. Be sure to put "Roughing It Smoothly" in the subject line of your email. If your communication requires an entire letter, mail it to me at: PO Box 292912, Tampa, FL 33687-2912. 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.

—Fred Thompson,  
editor





# Tailor Made Insurance

[www.rvadvantage.com](http://www.rvadvantage.com)



- Total Loss Replacement
- Purchase Price Guarantee
- Full-Time Coverage
- Tow Vehicle Coverage

\* Roadside Assistance \*



P.O. Box 248  
Forest City, IA 50436  
**1-800-331-1520**  
Fax: 641-585-5166  
[rvadvantage.com](http://rvadvantage.com)  
Licensed Nationwide

*\*Coverage may vary in  
accordance with state laws.*

Just like an experienced tailor makes all the required measurements to make a suit fit like a glove, our team of experts "customize" the right insurance policy to fit your RV lifestyle.

Whether you're full-timing, towing a dinghy, or boondockin', we've got you covered. With over 25 years of RV experience, it's no wonder more RV Clubs and manufacturers recommend Farm & City Insurance. That's the **RV Advantage**®, experience that fits! Call us today for your no-obligation insurance "fitting" for your RV, Auto, Umbrella, Homeowners, Term-Life, and Long term care at (800) 331-1520.



# PURE POWER

## Cat® Engines and RV Centers Get You Where You Want to Go

Whether you're prepping for your next road trip or traveling through unfamiliar territory, trust your coach to a Cat RV Center for parts and service. They're as reliable as the Cat engine with ACERT™ Technology that powers your home away from home.

A fast-growing network of locations across North America means a Cat RV Center is always within reach. You'll find authorized technicians to provide the care you need, from engine-only to extended service levels covering auxiliary power units, chassis or entire coaches. And you'll pull away knowing you can pull the long grades, pass with confidence—and keep fuel costs to a minimum every mile of the way. Another reason to count on Cat.

*Ask about the Cat RV Engine Owners Club,  
created exclusively for FMCA members.  
Call 877-777-3126 for the Cat RV Center  
location nearest you.*



**TRUST YOUR COACH TO CAT**