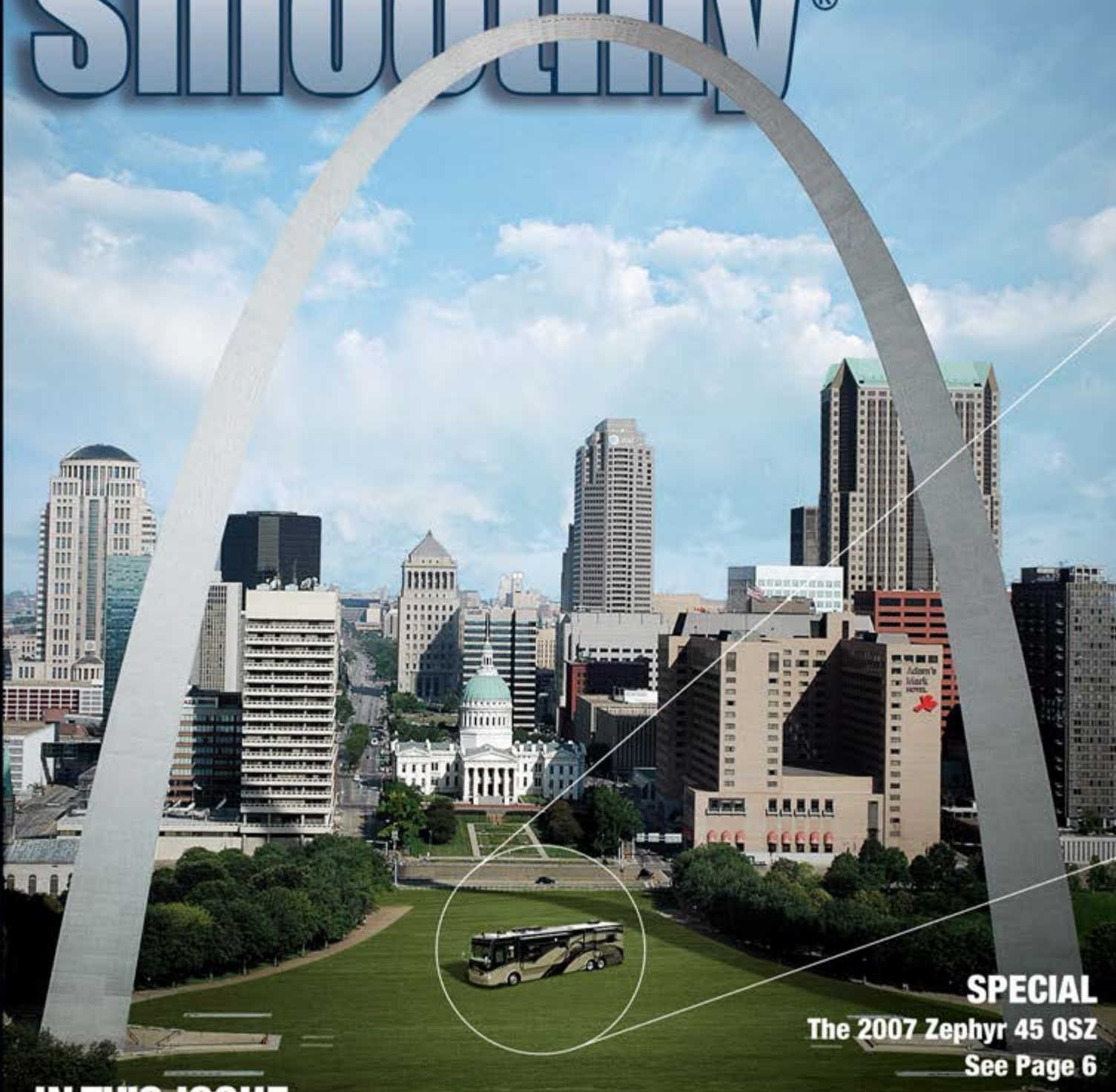


Roughing It Smoothly®



SPECIAL

The 2007 Zephyr 45 QSZ

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- **Missouri: Gateway to Adventure**
- **Exploring Three Historic Cities in the South's Low Country**

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The 2007 Zephyr 45 QSZ



The Gateway Arch at sunrise

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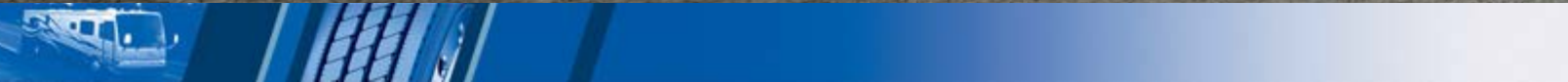
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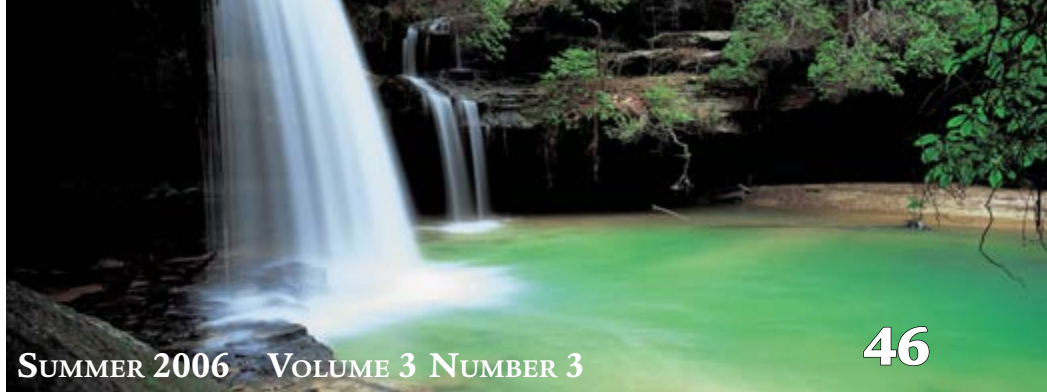
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SUMMER 2006 VOLUME 3 NUMBER 3

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Roughing it Smoothly®

July 2006

Volume 3, Number 3

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 Birmingham, Alabama 35211. 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 American Printing Company, 428 Industrial Lane, Birmingham, AL 35211.

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Publisher, Book Production Resources; Editor, Fred Thompson; Typesetting and Page Makeup, Andy Cargile; Copy Editor, Carolyn Breuer.

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Contributing Photographers: Charlie Seifried, Fred Thompson, Stüuert, Harold Breuning, Norman Spray, 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.

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Editor's Note

We are confident that you will enjoy our two travel stories on the South's Low Country and Missouri. We hope you also enjoy the story on Tiffin's new 2007 Zephyr, the ultimate touring experience.

Danny Inman continues to answer your questions in "Serious Tech Talk."

Your ideas, suggestions, innovations, and questions are welcomed, and will be printed in "From the Road." 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.

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How Do We Do It? PART TWO

by Bob Tiffin

We announced in the Spring issue of *Roughing It Smoothly* that Tiffin Motorhomes had been selected by RVDA as the Number One Class A motorhome manufacturer in 18 out of 24 categories presented in the annual ratings of RV manufacturers by RV dealers. Many of you asked me to describe the categories in which TMH placed Number One. I discussed five of the categories in my last column: Competitive Product Design, Innovative Product Design, Competitive Product Quality, Product Value for Dealership's Success, and Manufacturer Considers Dealer Input.

In this column, I would like to describe Product Support, another of the categories in which we placed Number One.

The RV industry faces a real dilemma as far as customer satisfaction is concerned. A recent poll by J.D. Powers revealed that some areas of the customer satisfaction index (CSI) on recreational vehicles was as low as 65 percent.

Without a doubt in my mind, I can tell you that the RV industry is at a crossroads. To keep the confidence and respect of consumers, RV manufacturers must bring the CSI percentage up to at least the mid-nineties.

It will be a monumental task for the RV industry to make this happen. We must first reduce the failure rate of our products as a whole, and also of the components added by our suppliers. Manufacturers and suppliers must work together to achieve a greater degree of cooperation in taking care of customers. The process starts with the manufacturers, but vendors must make the commitment to be fully involved, too.

As a Class A manufacturer of the Allegro products, we face a real issue due to the failure rate of the components we purchase from our vendors. It is amazing when we think about it, but 80 percent of each vehicle we produce comes from our vendors. So it is obvious that we must have good components and parts to build a quality RV product.

One way we can help our vendors produce top quality components is to participate in their research and development (R&D). Component vendors must ask for and get valid feedback from the manufacturers to whom they sell their products.

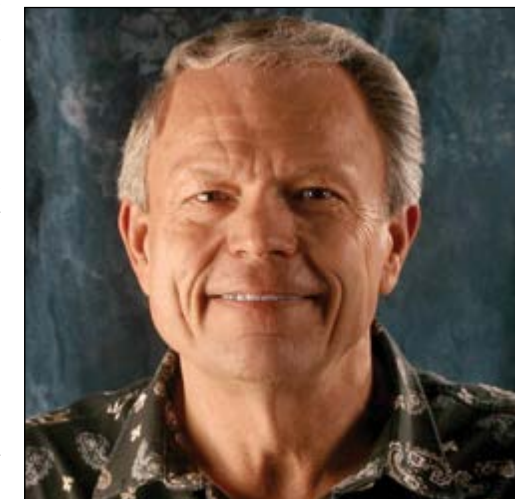
When a vendor delivers a new product to TMH, we do extensive testing and cycle the product at least 1,000 times. If it is a mechanical component, we design a specific durability test. This kind of R&D and testing gives our owners a much better overall product at the end of the day.

To further raise the CSI, we must have superior participation from all of our dealers. It is imperative that all dealers, not just Tiffin's, have well-trained service technicians. All dealers should insist that their technicians receive the tech training courses provided by RVIA and RVDA. Our future depends on it. The RV industry cannot grow without great service and technical support at the dealer level. The manufacturer should provide all of the service that they can, and we do that at TMH. But when it boils down to the customer really being satisfied, he must be able to get excellent service from the dealer where he bought his unit. As one politician put it recently, "All politics is local." And the same is true with service: "All service is local." Our dealers need to develop the same depth of service that we offer here in Red Bay. It is just not practical for an owner in the northeastern or the western states to have to drive to Red Bay to get full service.

The high customer satisfaction index with new automobiles has bled over into the RV industry, so that coach owners are quickly developing the same CSI expectations for motorhomes. The new owner of an RV usually has a far different satisfaction experience on his first outing than the owner of a new car has with his first experience. The car owner rarely has any serious issues with his new vehicle, but in most cases the new RV owner

experiences what he perceives as "many problems." In most situations, this is due to the fact that the RV owner did not receive the training to operate some of the complicated systems that we now have on board.

Dealers must plan to spend more time training their clients to operate the on-board systems. If thorough training is received, and communication is established for customer assistance both at the plant, with the dealer, and with the component service centers, most of



Continued on page 32

THE 2007 ZEPHYR QSZ



Text by Fred Thompson

Photography by Stüuert

WHEN YOU are ready for the *ultimate* motorcoach touring experience in North America, Tiffin Motorhomes can deliver it with the 2007 Zephyr 45QSZ at a cost far below that of competing manufacturers.

Walking through the Zephyr at an RV show will be an exhilarating experience, to say the least. Its luxurious features may exceed some of those in your permanent home and you will notice the obvious ones first—the marble tile front entry steps to the living room, the 8-way Ultraleather™ power seats, the solid cherry cabinets, the black and beige suede overhead ceiling panels in the living room and bedroom with recessed lighting and black mirrors, the solid surface countertops with beautifully patterned tile backsplashes, the Barcelona tile in the shower, the huge residential-style refrigerator, the brushed nickel galley and bathroom hardware, the *two* 32-inch flat-panel Panasonic TVs in the living room and bedroom, the gorgeous comforter on the king-size bed, drawers and cabinets galore, and that distinctive smell of cedar in the closets.

When examining a coach of this magnitude, you should begin by evaluating and comparing assets: design excellence, ma-

terial quality, craftsmanship, integrated use of systems, power, dependability, and dealers' and manufacturer's service and training systems.

The Walk-Around

We will do the tech part of the Zephyr first (mostly guy stuff) and then the inside (mostly girl stuff). Full-body paint is, of course, standard on every Zephyr. But it is the process quality that amazes dealers and buyers alike. Just a brief description: Tiffin Motorhomes opened a 115,000 sq. ft. paint plant 15 months ago with 11 state-of-the-art down-draft paint booths. Today, this facility is unmatched by any other Class A coach manufacturer. Even the mixing of paint is computer controlled and monitoring of the spraying systems can be done remotely by the equipment manufacturer in Wisconsin.

After the Zephyr leaves the assembly line in Red Bay, it is driven to Belmont, Mississippi, to the paint plant, just 6 miles away. After exterior hardware is removed, the coach is washed, scuffed, and sanded. A pressure wash assures a smooth surface. Then it is hand dried and hand washed again as technicians search for

any surface flaws. Following a tape masking of windows and other non-painted areas, the Zephyr enters a paint booth for its primary base coat. After a bake cycle and drying, the coach is pre-masked to layout the striping. After spraying for a given color of striping followed by another bake cycle, subsequent maskings and paint-bake cycles are done until the painting scheme is completed. Two years ago Tiffin had approximately 40 technicians in the painting division. Now they have 172, an obvious commentary on how important painting perfection is to both the company and its customers.

Masking is removed, the paint is checked for imperfections, and the coach is moved into the clear coat prep station. As with fine automobiles, clear coat provides the same glossy, sparkling finish plus UV protection. Buffing followed by a final inspection and touch-up completes the full-body paint process. Tiffin goes one step further. The front cap and entry door receive Armor-Coat which guards against chipping from road debris.

Let's continue the walk-around. You can't miss the 17½-inch Hadley chrome mirrors. These three-segment mirrors take driving safety to a new level. The lower segment can be focused on

traffic moving alongside the front half of the Zephyr, usually a "dead spot" in most mirrors. The larger middle segment can be aimed at intermediate depth (perhaps 100–150 ft.), and the top at long range depth.

Sony side cameras attached to the front corners of the Zephyr offer an immediate view of traffic alongside the coach, a standard feature and another indication of Tiffin's concern for safety. The cameras are activated by the turn signals and viewed in a dash-mounted color monitor or the 15-inch navigational computer system mounted in a center console.

Two docking lights are mounted on each side of the coach at 45-degree angles, providing bright illumination for after-dark arrivals in campgrounds. A quick glance at the windows will reveal the standard Thermo-Break Dual Pane Insulated windows, adding a significant efficiency to the Zephyr's heating and cooling systems.

When the dealer hands you the key chain to explore the Zephyr, you will notice two fobs: one controls the auto-locks for both the cargo and entry doors. The entry system also offers numeric coding in the unlikely event that you misplace your keys or the fob. The other fob controls a 4-ft. awning over the entry



door and a 20-ft. patio awning. A wind sensor will retract both awnings automatically in the event of high winds. And while you are enjoying the patio, you can open a door in the slide-out exterior wall to enjoy your favorite programs or a football game on a 32-inch flat-panel HDTV.

You will notice the conveniently side-hinged storage doors. The basement storage is cavernous, and the first section offers a standard slide out tray, operable from either side of the coach.

A peek underneath reveals the HWH Computerized Leveling System, four “big feet” which will descend and level the Zephyr by first assessing the distance to the ground at each point. A few moments after activation, you will be firmly planted.

If you happen to be in a location where your “big feet” might not be appreciated (like a Sam’s Club parking lot), you can level the coach with the Hadley air bag system. The panel control is at your fingertips in the cockpit.

A fourth side-opening door accesses the coach’s water panel which services each outlet inside the coach. Every line has a cut-off valve to afford service to one point without terminating service to others. The water filter management also is easily taken care of at this location.

The next two doors give access to the 10-battery electrical support system, two for the engine and eight for coach equipment. The system primarily supports the residential refrigerator

for up to 12 hours when the coach is not connected to shore power. As the batteries are depleted, an automatic setting turns on the generator

It doesn’t take long to reach the business end of the Zephyr—a 500-hp Cummins power plant mounted on the Spartan K2 chassis. Generating 1,550 lb.-ft. of torque at 1,300 rpm, the Cummins will authoritatively move the Zephyr down merging ramps into 70-mph interstate traffic. The 45QSZ presents a GVWR of 44,600 lbs. and a UVW of 36,420 lbs., giving the owner nearly four tons of cargo carrying capacity.

Coming up the driver’s side from back to front, the first service bay presents access to incoming water, cable, and phone utility, plus black and grey sewer relief and black tank flushing. The water hose is permanently connected and mounted on an electric retrieving reel.

The next service bay accesses the 50-amp electric service, a cable also mounted on an electric retrieving reel. The house vacuum system is adjacent. Directly behind is the Hydro-Hot system which provides unlimited hot water, heats your coach with hot water heat exchangers (using diesel fuel or electricity), and pre-warms your diesel engine on very cold mornings. The next three doors access the storage area from the driver’s side.

At the very front of the coach, you will find the fuse panel, a very neat assembly with computer-printed labeling for every circuit.



So where is the generator? The 12,500 Kw Onan slides forward out of the center of the front cap. The unit has the capacity to drive all three of the 15,000 BTU low-profile roof-mounted ACs with heat pumps.

Not exactly part of the “walk-around,” a climb up the back ladder to the roof offers a presentation of good design and efficient engineering. Available first on the Zephyr, and now on all of Tiffin’s brands, the one-piece fiberglass roof significantly reduces roof maintenance. The fiberglass roof has two low-skid walkways to afford safe walking down either side.

To keep batteries charged while you are dry camping or visiting attractions, Tiffin has mounted two 125-watt solar panels. Integration with the 3,000 watt Xantrex inverter offers power to the television in the living room as well as several 110-volt outlets throughout the coach which are labeled “inverter.”

The King Dome Auto-Satellite Tracking system will keep you connected with world news, your favorite evening programs, movies on demand, and the pre-game shows and after-football recaps when you are tailgating this fall.

Now for the Inside of this Luxury Condo on Wheels THE COCKPIT

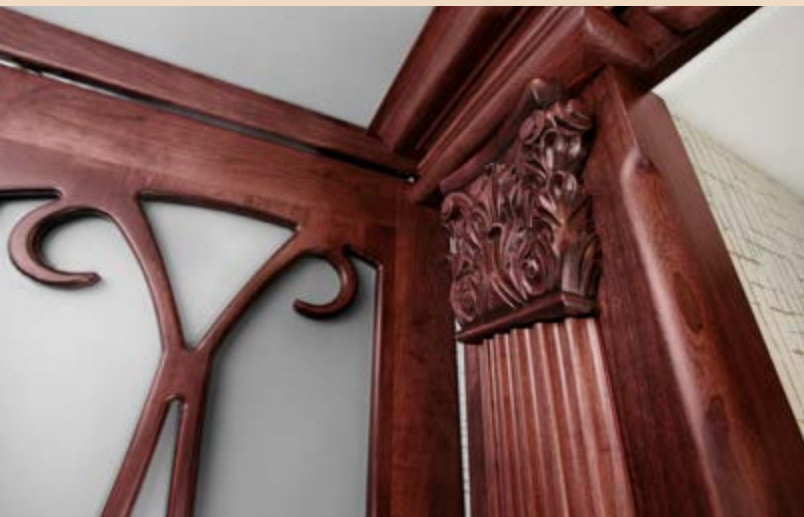
When you first sit down in the captain’s chair, you will be enveloped in the luxury of an 8-way powered seat cushioned at just

the right spots and covered with Ultraleather™. If many hours at the wheel become necessary, you will have the seat adjustments to shift your weight, keeping you alert and comfortable. Short, tall, long or short legs and arms – everything in the cockpit is adjustable to fit you perfectly. The steering column tilts and telescopes, the gas and brake pedals move forward and backward. The automotive HVAC ducts focus at floor and dash levels to keep you comfortable. The Spartan Smartwheel™ keeps your mind on the driving while your thumbs take care of headlights, windshield wipers and washer, and cruise control.

Your traveling companion will be just as comfortable as you with the buddy seat that adjusts six ways, plus a leg lift and reclining back that almost creates an in-motion bed! Both of you have powered shades to control the sun’s blinding intrusions, as well as manual side shades if old Sol keeps finding ways to annoy you.

To further enhance your companion’s enjoyment of the trip, a travel desk slides out of the dash board to accommodate maps, reading material, crafts, and even a laptop. An inverter connection gets 110v to the computer which may make the occupant your navigator.

Although optional on the Zephyr, Tiffin offers a full-GPS navigational system operating on Windows XP. With a DVD-CD rewritable disk drive, two USB ports, and a laser-connected



keyboard, the computer's multi-functionality permits the use of any software that you would use at home. A resident wi-fi card accesses campground networks to retrieve email and search the internet. The computer's 15-inch monitor doubles as the monitor for the side and rear cameras.

The dash presents full dial instrumentation for mph/kmh, odometer, rpm, oil psi, engine temp, volts, fuel, and front-rear air pressure. A Sirius-equipped radio is standard (subscription required) and feeds into the optional Bose® Lifestyle Surround Sound System, a concert-quality theater sound matched only by far more expensive bus conversion coaches. The sound system includes a 5-disk CD player. The Bose speakers are hidden behind solid cherry louvers. The speaker system also serves the 32-inch high definition television.

The side control panel begins with the Hadley air bag system which allows you to level the coach without the use of the HWH computerized jacks. Other switches on the panel control the auxiliary start for the generator, docking lights, left and right windshield fans, left and right shades, engine preheat, tag dump, and engine brake. The parking brake, electronic gear shift, and the HWH computerized leveling system also occupy positions on the side panel.

THE LIVING QUARTERS

True luxury addresses our sensory perceptions: the visual appeal of colors and patterns that integrate and are calming; a spaciousness that gives a light and airy feeling to a closed environment; wood finishes with a pleasant smoothness; the comfort of a soft leather sofa; lighting that can be softened or intensified with a change of mood; a Persian rug spread over Italian ceramic tile; music that elevates, relaxes, and touches the recesses of our hearts; a quiet coolness or warmth that contrasts with the harshness of the outdoors; conveniences that make life just a little easier; a hot, pulsating shower to relax tired muscles; a down comforter, a favorite pillow, a bed with the perfect softness.

Tiffin designers thought of all of these things when they created the Zephyr. Some try unsuccessfully to merge a cacophony of patterns and colors that simply do not work. The Barcelona and Atlantis interiors for 2007 exhibit a harmony achieved through experimentation and good execution by Tiffin's professional interior designers.

Measuring 16½ × 12½ feet, the living-dining-galley area offers over 200 sq. ft. of gracious living area when both forward slides are extended. The optional Ultraleather™ FlexAire Hide-A-Bed Sofa Sleeper on the passenger's side converts into a

queen-size bed in less than five minutes. On the driver's side, the cloth Flexsteel Magic Bed™ quickly opens into a 64-inch sofa that is very comfortable.

For the first time this year, Tiffin is offering a full floor Italian ceramic tile extending from the entry steps to the bedroom. Most owners are selecting exquisite Persian area rugs and coffee tables to complement the finish of the Zephyr's cabinetry. With your personal books and collectibles, you can add your own personality to the coach. The decorative ceiling panel of black and beige suede accented with recessed lighting and black mirrors adds a luxurious appointment usually seen in coaches priced much higher.

Offered on all of its coaches for 2007, Tiffin introduces Whisper Cool™, a specially ducted system which eliminates the noisy air return into the roof-mounted HVAC system. Instead, ducts on the passenger side of the coach send out cool air and ducts on the driver side conduct the warm air return. In the Zephyr, cool air vents and warm air returns are concealed on either side of the decorative panels. The noise is gone except for the whisper quiet movement of air.

THE GALLEY

The Zephyr's galley is nothing short of elegant. With nearly 29 sq. ft. of Meganite solid surface counters, the resident chef will find this kitchen a pleasure to use. The Spanish-styled tile backsplashes and the gas-on-glass double-burner cooktop bring a European flair to the galley. A residential-sized refrigerator with matching double raised panel cherry doors is the crowning appointment. Ice water, crushed ice, and cubes are dispensed through the door. A hidden slide-out pantry and a double-door hutch with lighted serving area and electrical outlet occupy a 38-inch wall at the end of the galley. Just below the cooktop, the chef will enjoy stashing the soiled dishes and cooking utensils in a Fisher & Paykel Double DishDrawer washer as they leave for an evening at the Lyceum Theatre. An 18 × 29 double porcelain sink with a brushed nickel single faucet with extendable sprayer complete this culinary resource center.

As with every Tiffin coach, the designers have incorporated more cabinets, shelves, and storage space than one could anticipate. The quality of the woodworking is both a design and tactile experience. The raised panel cabinet doors are beautifully finished and mounted to solid wood fronts with hidden recessed hinges.

The dining table extends from a six-door hutch on the driver's side and is complemented with a teaster above the hutch. The solid-surface dining table and hutch-top tie in nicely with the galley's design. Exquisite 5½-inch crown molding extends across both of the living area's two slides. Wherever appropriate, 4¼-inch solid cherry baseboards add a quality rarely seen in motorhomes.

THE BATH

Moving to the rear of the Zephyr, one is impressed with the residential-styled solid cherry double raised-panel entrance door into the lavatory and toilet. The cherry cabinetry, the lighting, chair rail and wainscot, brushed nickel hardware, magazine rack, and solid surface countertop with integrated lavatory ex-



ude the air of an exclusive club. For greater privacy, heavy solid cherry doors with translucent glass separate the elegantly appointed bath from the galley and bedroom, creating a 7 × 8 foot enclosure. The Spanish-styled backsplashes are themed into the design of the primary lavatory and its adjacent shower. The 19-inch Kohler lavatory fits into an L-shaped recess 42½ × 38 inches, producing an ample amount of solid surface counter area for any lady’s toiletries. Twelve shell-shaped fixtures above a mirrored triple-door cabinet provide perfect soft lighting for the bath’s relaxing atmosphere. The 32 × 32-inch shower is enclosed on two sides with Meganite and the Spanish-styled tiles, with darkly tinted glass forming the other two sides. A movable shower head slides vertically to suit the height of any occupant. A skylight above the shower brings in the morning light.

Opening into the bath and concealed with two solid cherry raised panel doors, the laundry center utilizes a stacked washer-dryer system by Whirlpool. The appliances offer all of the settings of residential equipment.

THE MASTER BEDROOM

Now we have finally reached the real R&R department. The primary feature is the king-size bed by Sleep Comfort. Each person can select their own Sleep Number for the degree of firmness preferred. The solid cherry headboard with black leather panels (Barcelona decor) accents the luxurious comforter and pillows. The slide on the passenger side houses a bank of six deep drawers capped with a solid surface counter, plus the laundry hamper. A 32-inch Panasonic flat-panel HDTV with In Plane Switching (a device that will allow you to transfer the same programming from the living room to the bedroom), and a 28-inch window with two cabinets above, complete the slide-out. Both slide-outs are finished with the 5½-inch crown molding and fluted vertical pilasters with hand-carved capitals. The back wall of the bed-


room begins on the passenger side with a 29-inch wide cabinet housing a double-door shirt closet, two 18½ × 27 × 7 drawers, and a shoe closet at the bottom. The remaining 65 inches is used for a double sliding door closet, a small part of which houses the coach’s electrical breakers and fuses. A concealed area offers two 18½ × 22 × 7 drawers for additional clothing storage.

Not to be missed is the black and beige suede overhead ceiling panel with recessed lighting and black mirrors. The panel conceals the HVAC air ducts and returns. As mentioned earlier, true luxury addresses our sensory perceptions. Tiffin Motorhomes didn’t miss a step with its interior design and creature comforts.

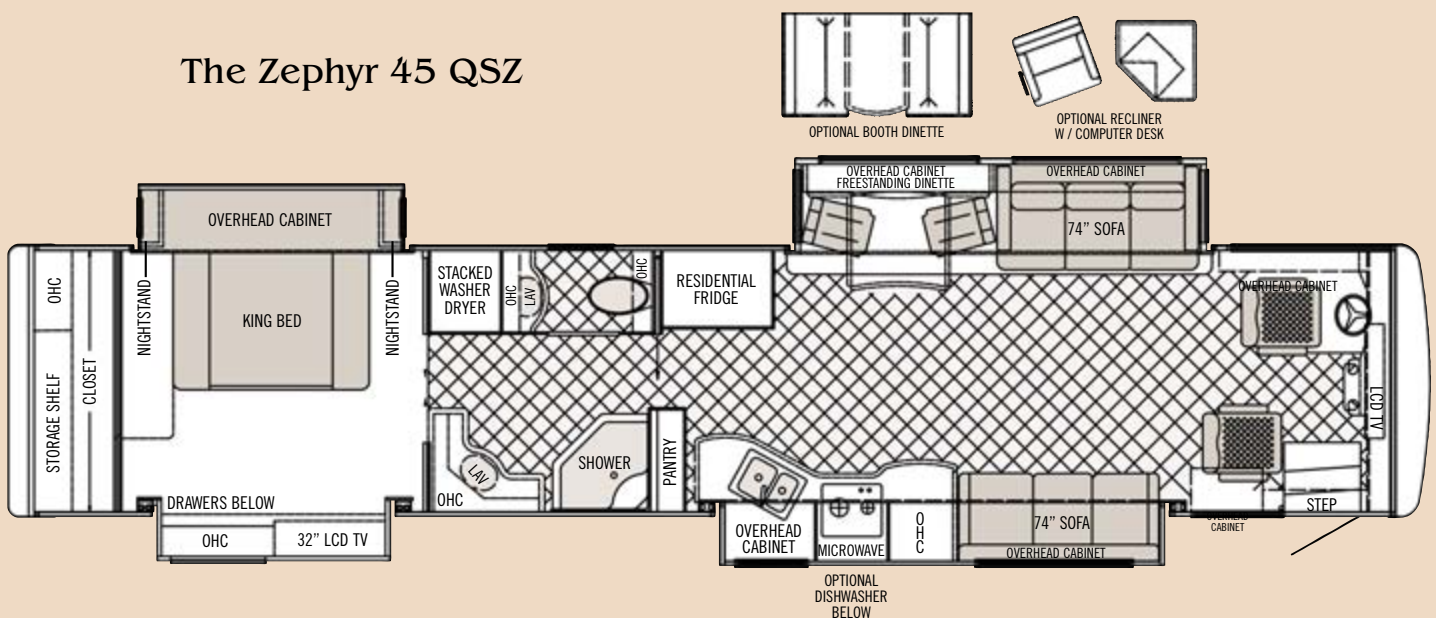
DRIVING THE ZEPHYR

The first word that comes to mind is “firm.” With the six-point Spartan air bag system, the ride is steady and well-insulated from the bumps and unevenness of the road. The tag axle also aids in smoothing out the ride.

The next word that comes to mind is “quiet.” TMH meant for you to be able to enjoy your Bose Lifestyles Sound System while traveling and you can! You could talk at a whisper to your passenger and be heard clearly. Tiffin engineers made sure that noise-deadening insulation was used generously throughout the coach. This is where quality counts.

The Zephyr is 5,000 lbs. heavier than the 42-ft. Allegro Bus, but it can easily pass the Bus on a grade, thanks to an additional 100 hp. The handling is excellent; there is very little play in the steering wheel. On a long curve we were able to maintain a constant 60 mph without feeling any leaning in the coach’s attitude. On delivery trips, veteran driver Hoyt George found that the coach attained 6 to 7 mpg, depending on the terrain and highway speeds. That test, of course, was pulled on a new engine that had not even reached its first oil change. When you are in the cockpit, you will find it hard to believe that you have 45 feet behind you. 

The Zephyr 45 QSZ



SPECIFICATIONS: Model tested 2007 Zephyr 45-ft.QSZ, Quad Slide

Base MSRP* – \$410,900 MSRP as tested with options – \$420,070

STANDARD FEATURES

Structural

Steel cockpit overhead support structure
Seamless one-piece gel coat fiberglass molded roof cap
One-piece molded gel coat fiberglass front & rear caps with integrated air intake
Laminated gel coat fiberglass sidewalls
Steel-Aluminum laminated side walls, floor & roof
½-inch laminated floor decking
Insulated roof ducts laminated into roof construction
Steel basement construction
Insulated firewall
Insulated steel cage engine cover

Automotive

500 hp @ 1,900–2,000 rpm
Cummins ISM 10.8L engine
Spartan K2 chassis
15,000 lb. tow hitch
Tag axle 10,000 lb.
Allison MH 4000 transmission
Two-stage engine brake
Six cast aluminum wheels
Independent front suspension
Hadley SLS automatic air leveling system
Full air brakes
VIP Smart Wheel

Exterior

One-piece fiberglass gel coat front & rear fenders with integrated storage
Fiberglass gel coat engine access door with swing-out hinges & shocks
One-piece aluminum face swing-out baggage doors with integrated power locks
Pass through basement with pull-out storage tray (both sides)
12,500 Onan generator
Phone, 120v, and 12v outlets inside storage compartment
3000-watt inverter with generator start
Eight house batteries
One-piece pull-out generator access door
Three low-profile roof air conditioners with heat pumps
Two 125W solar panels
Easy hook-up water compartment with built-in hose exits
Multi-port manifold system for hot & cold water lines
Fiberglass water service center panel and compartment
Hydronic heating system with continuous hot water
Water pump switches located at galley, lavatories, and water service compartment
In-motion low-profile satellite system (receiver not included)
One-piece panoramic windshield
Black tank and grey tank flush systems
Water filter system
Vented fresh water tank for potable water fill
Power water hose reel
Outside shower
Recessed docking and fog lights
Spot light and air horns mounted on roof
Basement and outside compartment lights
Porch light
Lighted exterior grab handle
Deadbolt entrance door lock
Keyless entry system
Air glide step cover
Rear roof ladder
Heavy duty rear hitch

Full length ZEPHYR mud flap
Rear view mirror with compass and O/S thermometer
TV antenna
Electric power cord reel
27-inch exterior TV with AM-FM radio and CD

Driver's Compartment

Ergonomic wrap-around dash with simulated burl wood instrumentation panels
Back light lettering for dash controls
Six-way power driver & passenger seats with co-pilot power footrest
Buddy seat, passenger side
Integrated pilot and co-pilot seatbelts
Storage drawers with built-in beverage tray
Smart Wheel™ with controls for ICC, cruise, and windshield wipers
Adjustable accelerator and brake pedals
Power steering
Power sun visors
Driver and passenger overhead fans
Pull Down Black-out Screens® on driver and passenger windows
Pilot and co-pilot map lights
Dual 12v outlets in dash area
Compass with outside temperature
Color rear vision monitor system
CB radio with antenna
Sliding dash writing table
Sirius radio (requires subscription)
Cellular phone antenna
In-dash AM-FM radio with CD
32-inch LCD TV over cockpit area
Quick power disconnect
Fire extinguisher
Phone jack, 12v outlet

Living Area / Dinette

Built-in dinette cabinets with storage (with free standing table)
Fully tiled living room
Cloth Magic Sofa Bed on driver side
UltraLeather™ Magic Bed on passenger side
Decorative wall and dinette lighting package
Decorative ceiling panel
Full-length mirror in living area
Home theater system with DVD player

Kitchen

Solid surface counter tops
Electric residential refrigerator with eight house batteries
Recessed Princess two-burner cook top with solid surface covers
Integrated solid surface galley sink with solid surface covers
Pull-out hardwood pantry with solid surface cutting board
Ceramic tile splash guards with decorative inlays
Convection microwave with stainless front Mini-blinds and hardwood valance
Ceiling flush-mounted multi-lighting system
Fluorescent galley light
Built-in soap dispenser

Bath

Two lavatories with medicine cabinets and drawers
Integrated clamshell lavatory
Mini-blinds and hardwood valance
Solid surface shower walls with inlaid decorative tiles
Elongated ceramic toilet
Tinted shower enclosure

Towel holders, robe hook, and lavatory accessory package
Raised panel doors for bath and sliding pocket
Built-in soap dispenser at each lavatory
Ceiling flush-mounted multi-lighting system
Stacked washer-dryer, 50-amp only operation

Bedroom

Duvet package with pillows
32-inch OH LCD TV with floating mount
Select Comfort king mattress with night stands
Large carpeted storage area beneath bed
Decorative ceiling panel
Large cedar-lined wardrobe closet with built-in sliding hardwood-mirror doors
LP gas detector
Ceiling flush-mounted multi-lighting system

General Interior

Wall-mounted thermostats
12v attic fans with wall-mounted controls
Cable TV hook-up and phone jacks
Carpeted cabinet shelves
Ball bearing drawer slides
In-motion digital satellite system
Wallpaper covering on sidewalls
Padded soft-touch vinyl ceiling
Day-night pleated shades with decorative valances
High-gloss Italian ceramic tile flooring
Built-in speakers concealed by matching hardwood louvers
Wall-mounted switches for lights and accessories
Rope lights beneath galley and bedroom vanity areas
Rope lights in window valances
50-amp distribution with surge protection
12v fuse panel
Battery disconnect switch
Smoke alarm
GFI outlets in galley and lavatories
Lighted interior grab handle

OPTIONAL FEATURES ON THIS COACH

Computer navigation system
Dishwasher, drawer type
Bose Lifestyle Surround Sound System
2nd exterior slide tray
Exterior 32-inch LCD TV mounted inside galley slide exterior wall
UltraLeather™ Flexair Hide-A-Bed Sofa Sleeper, passenger side

OPTIONAL FEATURES AVAILABLE ON THE ZEPHYR

Booth dinette
Leather Euro-recliner with computer end table, driver side
Cloth Magic Bed Sofa, passenger side
Cloth Flexair Hide-A-Bed Sofa Sleeper, passenger side

MEASUREMENTS

Wheelbase – 316" (292" from front axle to drive axle)
Overall length – 44' 9"
Overall height with roof air – 12' 10"
Interior height – 84"
Overall width – 101"
Interior width – 96"

WEIGHTS & CAPACITIES

GVWR – 44,600 lb.
GAWR (front) – 14,600 lb.
GAWR (rear) – 20,000 lb.
TAG axle – 10,000 lb.
GCWR – 59,600 lb.
UVW – 36,420 lb.

POWER TRAIN

Cummins – 500 hp ISM 10.8L engine with side radiator
Transmission – Allison MH 4000
Tire size – 295/80R22.5
Alternator (amps) – 270

CHASSIS

Spartan K2
Anti-lock braking system
Suspension (front) – IFS w/air ride
Suspension (rear & tag) – Air ride
Leveling jacks – HWH hydraulic and Hadley SLS air leveling system

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 fiberglass walls with full-body painted graphics

ACCOMMODATIONS:

Sleeps – Four adults
Fuel tank – 150 gal.
Fresh water – 90 gal.
Black water – 46 gal.
Grey water – 70 gal.
LPG tank – 35 gal. (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 models 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, passengers, or dealer installed accessories.

DEALERS

To locate the Zephyr dealer nearest you, call 256-356-8661, press "0" and ask the operator for assistance.

PLEASE NOTE

All options may not be available in all models. Because of progressive improvement during a model year, standard and optional equipment and specifications 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 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 everytime.cummins.com or contact your local Tiffin dealer.



Mid-South



Missouri

GATEWAY TO ADVENTURE

Text and photography by Fred Thompson

With the mighty Mississippi forming all but 40 miles of its eastern border, and split east-to-west by the storied Missouri River, this great state was positioned to play a key role in the opening of the west to eager settlers after the Louisiana Purchase was completed on Dec. 20, 1803.

Over two hundred years later, Missouri is still welcoming visitors to explore its incredibly beautiful attractions: modern cities with theatre, art museums, botanical gardens, zoos, universities, science and history centers, plus parks, vast lakes, mountains, national scenic waterways and streams. The climate varies from mild winters near its southern border with Arkansas to snowy winters nearly 300 miles to the north at its border with Iowa.

In a very real way, doing a travel story on Missouri was like coming home. My first job out of college was in St. Louis in 1964 and I was fascinated as I watched the two legs of the Gateway Arch grow each day and finally meet at 630 feet above its base on October 28, 1965. Leaving St. Louis that fall for the University of Missouri in Columbia, I entered the School of Journalism and spent the next 16 months figuring out how to win the heart of a pretty home economics major who grew up on a farm near the Ozarks. My efforts met with success on January 21, 1967, when we tied the knot. During the warmer months, we spent many a weekend canoeing and camping on the **Current River** in the southeastern part of the state. Over the years as we came back to visit Carolyn's family, we found the time to take our children, Patrick, Jonathan, and Nancy, on canoe trips down the Current.

So the Current is the natural place for me to begin our story. To get there, take SR 72 south from I-44 in Rolla, and travel 31 miles to Salem. Then take SR 19 approximately 17 miles to County Route KK. Turn right on KK and proceed six miles to Akers Ferry. Those last six miles are a little narrow with hills and curves. Jason Place Campground is on the right just before you get to Akers Ferry. They have several spots that will accommodate a 40-ft. rig. With water and electric hookups, the rate is \$22/night plus tax. Dump station available.

Forty-one years ago when I first canoed this beautiful river, Buck and Loreen Maggard operated the jon boat and canoe rentals for about \$10/day as I recall. Someone would meet you downriver at a designated take-out point and bring you and the canoe back in a school bus pulling a trailer. Today, inflation has changed the rates a bit (\$42/day for a canoe), but the rest of the drill is pretty much the same. Buck has passed on, but his son, Gene Maggard, and Gene's wife Eleanor and son Marcus, still run the operation. The store, the ferry, and the down-home country cordiality are still there. One major change, however, is that the Current River is now a part of the Ozark National



Scenic Riverways and is supervised by the National Park Service.

The Current is fed primarily by very large springs which keep most sections of the river very cold. But in the middle of the summer, a cold dip is pretty refreshing! Trips can be arranged for just about any length of time that suits you – one to nine days if you have the camping equipment. And even half-day trips are available which will allow you to work the Current into a busy schedule.

This time we put in upstream at Cedar Grove around 3 p.m. on a Thursday and floated eight miles back to the ferry in about three hours. We only saw a few people fishing and lots of wildlife including Missouri’s Great Blue Heron that has a five-foot wingspan. Ducks and woodchucks allowed us to canoe within a few feet of them. And it wasn’t difficult to see trout swimming in the deeper pools. The water is so clear that you can pick out features on the bottom at six feet. But the best description of the Current on a weekday afternoon is *peaceful, serene, beautiful*. There are no serious rapids on this stretch, and just a J-stroke or a sweep-stroke will get you where you want to go.

Leaving the Current behind late that afternoon, we drove west on I-44 and found a nice spot on one side of a Sam’s Club parking lot in Springfield. Melvin Dotson, who manages the Tiffin Door Plant, told me to be sure and see the **Bass Pro Shops Outdoor World** at the corner of Sunshine and Campbell. Even if you are not a hunter or a fisherman, this place is a “must see.” It’s incredible. Over 350,000 sq. ft. dedicated to outdoor sports!

From left above: Paddling the peaceful Current River. • Table Rock Lake at Outdoor Resorts. • A 2006 Zephyr at Outdoor Resorts. *Below:* Bass Pro Shops in Springfield covers 350,000 sq. ft., reportedly the largest sports equipment store in the U.S. • The otters at Wonders of Wildlife are extroverted performers in a natural habitat.

If you are interested in any kind of boating, fishing, fly-tying, archery, hunting (rabbits to big game), golf, hiking, or just camping, you have found nirvana. Clothing for any sport is displayed in specialized departments. An indoor stream with a stocked 64,000-gallon aquarium and a 40-ft. waterfall set an ambience that will make the most tight-fisted man open his wallet. They don’t sell motorhomes yet, but who knows.

Up on the fourth floor overlooking “America’s Great Hunting Hall,” you will find **Hemingway’s Restaurant**. You’ve got to have lunch there. For only \$8.95, you will enjoy one of the best all-you-can-eat buffets in Missouri.

The “big find” for me was the Wildlife Museum – just up the escalator at the main entrance. With hundreds of wild animals to see from all over the world, frozen in life-like positions with superb taxidermy, you could easily spend two hours. This facility may be the best natural history museum outside of Smithsonian.

Just across the parking lot is **Wonders of Wildlife**, an imposing stone and wood structure that harbors over 225 species of live animals in their natural habitats. The Wonders of Wildlife brings you within a few feet of an American Bald Eagle, beavers,





river otters, several species of ducks, bobcats, all in their natural habitats. In a 220,000-gallon salt water tank and a 145,000-gallon fresh water tank, you will see moray eels and sharks glide by at arm's length. While we were there, a combined ticket to the Wildlife Museum and the Wonders of Nature was only \$9.95. The Wonders of Nature opened in November 2001 at a cost of \$50 million. Bass Pro Shops underwrote \$30 million of the expense in order to bring this great conservation and natural history facility to the public.

By mid-afternoon, we set our compass south to Blue Eye, Missouri-Arkansas (yes, the town straddles the state line) as we made our way to **Outdoor Resorts of the Ozarks** on Table Rock Lake. We had a weekend rendezvous planned with college friends to take in several shows at Branson. They are now driving a 2006 Phaeton. Upon arriving and checking in at the business office, we were escorted to our reserved site by Ernie Griffes, who also assisted us in positioning our 37-foot Allegro Bay on the 18 x 60 concrete pad. The property gently slopes to the water from the handsomely designed clubhouse situated on a knoll far above Table Rock Lake. Frequent activities are offered at the clubhouse throughout the week. A large swimming pool and two tennis courts add to the resort's amenities. Lots are privately owned and landscaped, including some with elaborate patios and outdoor cooking facilities. Outdoor Resorts provides a small marina for launching and docking your boat. If you are "boatless," a marina just a short distance across the lake on the Missouri side offers a variety of rentals. We felt right at home after finding several Phaetons, Allegro Buses, and four Zephyrs. OR provides full hookups plus high speed internet via Wi-Fi for a very modest \$39 per night. The minimum length restriction is 22 feet, but in addition to Class A's, the resort accepts Class C's and fifth wheels. Reservations are required: 888-749-7396 or 870-749-2700.

Of the Branson shows, our first choice was **Andy Williams** at his **Moon River Theatre**. At 78 years young, Williams continues to thrill his audiences with all of the hit songs that have made him successful over six decades. He can still hold a high note better than peers half his age. His next Branson show with Petula Clark runs from Sept. 8 through Oct. 26. Order tickets at www.andywilliams.com. His acclaimed Christmas show runs from Nov. 1 through Dec. 9.

The following night we enjoyed the **Shoji Tabuchi Show**, featuring the superb skills of Tabuchi on violin merged skillfully with Broadway-quality stage productions.

From left: At 78 years young, Andy Williams continues to bring stellar performances to enthusiastic audiences at the Moon River Theatre.

• Several waterfalls at Dogwood Canyon Nature Park provide scenic natural beauty.

In the coming months, you will find several major stars at the Branson Variety Theater, including Brenda Lee and Frankie Avalon (Sept. 26–29, Oct. 3–6), Debbie Reynolds (Sept. 19–22), Neil Sedaka (Oct. 17–20), Spirit of the Dance (now through Oct. 26), Bobby Vinton (Nov. 1–Dec. 8), and Spirit of Christmas with the Osmonds (Nov. 1–Dec. 9).

Two web sites present all of the shows by individual names and by categories. To select shows and order tickets, go to www.Branson-Shows.net or www.BransonShows.com

Another "must see" that we thoroughly enjoyed is the Dogwood Canyon Nature Park, on SR 86 just west of Blue Eye. From 1979–85, an RV park occupied approximately 2,200 acres in the canyon. After frequent floods, the RV park closed. Johnny Morris, founder of Bass Pro Shops, bought the property in 1990 and began conservation measures which included construction of many attractive stone retaining dams to control floods. After identifying natural and archeological sites that date back to 4,000 B.C., Morris with several acquisitions increased the size of the park to 10,000 acres. With professional park consultants, he created **Dogwood Canyon Nature Park** with trails that accommodate hiking, bicycling, and trams. In the summer months, horseback riding can be added to the visitor's Adventure Pass. Trout fishing and kayaking are offered on the streams and nearby lakes. For more information on trout fishing, fly fishing schools and clinics, horseback riding, and cattle drives with cook-outs, log on to www.dogwoodcanyon.com

We opted for the two-hour narrated tram tour (\$23.95 + tax) which took us throughout the park including a drive through the middle of the bison herd. The waterfalls, streams, and rock formations make the trip very special. With natural conservation measures implemented throughout the park, the views are spectacular.

You can also set your own pace with self-guided walking tours (\$7.95 + tax) or biking tours (\$16.95, bike furnished; \$8.95, your bike, + taxes), with round trips of 6.5 miles.

If children are aboard for this trip, you will want to include Silver Dollar City for the exciting rides, go-karts, mountain boards stunt show, WhiteWater, the Branson Belle Showboat, and the fireworks show.

Departing Outdoor Resorts on a Monday morning, we decided to put some national and local history into our tour as we headed for Independence, the location of the Harry S. Truman Library. North of Springfield, take SR 13 (a 4-laner most of the way) to Clinton. A Corp of Engineers park, **Sparrowfoot**, is just south of Clinton about four miles. With your Golden Age Passport, you can stay for just \$8/night. 30-amp service only. Drinking water and dump station available in the park. Located on the backwaters of the Harry S. Truman Reservoir, it is very quiet and pleasant. Wherever you decide to stay, leave your coach and travel by car into Independence to visit the **Truman Library**.

Compared to FDR, Truman must have been an anomaly to many observers. When he was nominated for the vice presidency, less-than-enthusiastic supporters jostled posters on the convention floor that said, "I'm Just Mild About Harry." Less than 12 weeks after being sworn in as Vice President, he became the 32nd President of the United States, following the sudden death of President Roosevelt.

During his first term in the U.S. Senate, he was often referred to as the senator from Pendergast, the Democratic machine boss from Kansas City who had helped Truman get elected as the presiding judge of Jackson County. While Truman certainly had the respect of his electorate in Missouri, he had tried several occupations prior to politics: bank clerk, farmer, failed entrepreneur, WWI veteran, haberdasher, law student at age 40, and county judge. But his 11 years in the U.S. Senate changed all of that.

After his re-election in 1940, he proposed that the Senate establish a committee to investigate defense contracts. The Senate did just that and Truman was appointed to head the committee. In less than two years the Truman Committee, as it was called, had saved the country over \$11 billion. Truman's picture appeared on the cover of Time magazine — he was no longer an obscure senator from a midwestern state. In July of the following year, Truman was nominated for the office of vice-president at the Democratic National Convention in Chicago.

Less than 13 months after his nomination, Truman as president had to make the fateful decision to drop the atomic bomb on Hiroshima. Although his administration sponsored and advanced seminal legislation in labor, government, and foreign policy, and successfully thwarted the Communist takeover of South Korea, he will be remembered most for the world's only military use of atomic power.

Upon leaving the presidency, Harry and Bess Truman quickly returned to their beloved city of Independence where they were warmly received. He began work immediately to organize his extensive papers and participate in the planning of the library which opened on July 6, 1957. A gracious man who often spoke to children touring his presidential library, President Truman continued to work in his office at the library for many years. He died in December 1972 at the age of 88 and was buried in the library's courtyard. Bess Truman lived until October 1982 and was interred next to her husband.

Two permanent exhibitions thoroughly explain the Truman



From top: The Truman Library, opened July 6, 1957, for half a century has welcomed Truman admirers and academic scholars. • **Huston Tavern** (1834) is the oldest, continuously operating restaurant west of the Mississippi. • With 408 seats, **Arrow Rock's Lyceum Theatre** brings Broadway-caliber shows to Missouri through October 29.

experience: *Harry S. Truman: His Life and Times* opened in January 2004. The 4,500 sq. ft. exhibition presents the president through a series of stories richly illustrated with personal memorabilia, video clips, and interactive activities for children. It was added to the 11,000 sq. ft. existing exhibition entitled *Harry S. Truman: The Presidential Years*, where two "decision centers" enable visitors to experience the difficult choices Truman had to make in deciding to drop the atomic bomb, to recognize the new state of Israel, to desegregate the armed forces, and to implement a loyalty oath for federal employees. If you really want to know Harry Truman, go to Amazon and buy David McCullough's 1993 prize-winning biography, *Truman*.

The painting, "Independence and the Opening of the West" by famed Missouri muralist **Thomas Hart Benton**, dominates the foyer as one enters the library. Depicting Independence as the jumping off point for three trails, the Santa Fe Trail, the Oregon Trail, and the Washington Trail, the mural offers larger-than-life realism to the opening of the west in the early 19th century. Mr. Truman was pleased that Tom Benton agreed to paint the mural for his library but was a bit annoyed that it was taking so long to complete. "Can't you hurry it up a little," he is reported to have asked Benton one morning. With a dour expression, Benton handed Truman a brush and suggested that he work on the sky in the upper right corner. Truman made a few strokes and then grouched, "I've got better things to do." Admission: \$7 adults; \$5 seniors 62+. Hours: 9-5 daily, except Thursday open until 9 through Sept. 30.

The **Benton Home and Studio** in Kansas City is only a few miles from the library and is now maintained as a State Historic Site by the Missouri Department of Natural Resources. His studio and home are virtually untouched since his death in the studio Jan. 19, 1975. Benton was a renowned painter, sculptor, lecturer, and writer who had a gift for interpreting everyday life. Admission: \$1.50. Hours: 9-5 daily, with guided tours as you arrive.

One of his most noted murals, "A Social History of the State of Missouri," can be viewed at the state capitol in Jefferson City. Benton's somewhat controversial painting of "Persephone" is now owned by Kansas City's **Nelson-Atkins Museum** just a few miles from his home. For art lovers, the museum's collections are a "must see." Located at 4525 Oak Street, admission is free. Hours: 10-4, Tu-Th; 10-9, Fr; 10-5, Sa; 12-5, Su.

Add a bit of elegance to your day and plan to have lunch at the museum's **Rozzelle Court Restaurant**. In a dramatic 15th-century styled Italian courtyard, you can enjoy masterfully prepared salads, sandwiches, soups, breads, and desserts. No reservations necessary. Hours: Tu-Fr, 11-2; Sa, 11-3; Su, 12-3; dinner Fr, 5-8. Prices: moderate.

For a fascinating corporate story, take three hours and visit the **Hallmark Visitors Center** at 2450 Grand Blvd, which is one mile south of downtown Kansas City. Parking is free in the Crown Center parking garage with a three-hour validation. For additional information or special needs, call 816-274-3613. Admission: Free. Hours: Tu-Fr, 9-5; Sa, 9:30-4:30; closed Su and Mo.

Now let's escape the 21st century and slip back into the early 19th. Set your compass east on I-70, take exit 98, and travel about 12 miles north on SR 41 to the village of **Arrow Rock**. In 1804, just outside of Arrow Rock, Lewis and Clark noted the presence of several saltwater springs. The largest was at Boone's Lick. Two of Daniel Boone's sons, Nathan and Daniel, formed a partnership with the Morrison brothers to produce salt, which was indispensable for preserving meat and tanning hides. The salt was shipped by keelboat on the Missouri River to St. Louis. The area was an ideal location for the early settlers moving west.

Indigenous people inhabited the Arrow Rock region long before the settlers came. They were drawn not only for the salt but also for the excellent flint found in the area which they used to make their tools and hunting weapons.

Because of its location where the Santa Fe Trail crosses the Missouri River, Arrow Rock continued to thrive as a trading and farming town after the salt business ceased in 1833. Its population grew to nearly a thousand, half of whom were African Americans. After the War Between the States, its population dwindled, but it was rediscovered in the 1920s by early preservationists. In 1964 the entire town was designated a National Historic Landmark because of its unique and timeless appeal.

Today, the town's cherished river history is interpreted at the Arrow Rock State Historic Site Museum, the Bingham house, and the Huston Tavern (1834), the oldest continuously operating restaurant west of the Mississippi. Walking tours of the old courthouse, the gunsmith's shop and house, the lodge hall, a stone jail, and other historic buildings can be completed in an hour. Architecture buffs will enjoy the village's 19th-century buildings, wooden sidewalks, and overhead canopies. Once a church, Arrow Rock's Lyceum Theatre with 408 seats offers Broadway-caliber shows each summer. The theatre season continues through October 29. Go online to check show dates and buy tickets (www.lyceumtheatre.org).

The National Trust for Historic Preservation named Arrow Rock to its 2006 list of America's Dozen Distinctive Destinations, an annual list of unique and lovingly preserved communities in the United States.

Arrow Rock has recently opened a very attractive campground which will accommodate Class A motorhomes. \$15/night with elec & water. Dump station available.

If you carry bicycles as part of your recreational equipment, you will want to know about the **Katy Trail State Park** (www.katytrailstatepark.com). After the Missouri-Kansas-Texas Railroad (MKT or Katy) ceased operations in 1986, a generous donation by the late Edward D. Jones made possible the construction of a bike trail that now extends 225 miles east-west across



the state. There are 26 trailheads or entry points along the way, providing great opportunities for exercise and enjoying rural Missouri.

Our next stop took us to **Washington**, Missouri. Take exit 193 from I-70 and go south on SR 47 for 25 miles. We suggest that you make a reservation several days ahead at Pin Oak Creek RV Park in Villa Ridge for the number of combined days that you want to spend in Washington and the St. Louis area. If you wish to set up your coach before you visit Washington, proceed through town on 47 and turn left on SR 100. Go approximately six miles to County Route M and turn right. When M dead-ends into AT, turn right again. Pin Oak Creek is at 1302 Hwy AT. Call 888-474-6625 for reservations. Or visit www.pinoakcreekrvpark.com. The rate for a full hookup is \$32.70 incl. tax.

To visit Washington's shops, you'll probably need a full day. Start by visiting the city's excellent web site: www.washmo.org. Pin Oak has Wi-Fi. Click on "Visitor Information," write down the places that peak your interests, including the dining spots, and then go have a great day. If you skip the chain establishments, you probably can't go wrong. We liked the Basket Case Deli for lunch and the Creamery Hill Café for dinner.

You can't run out of something interesting to do in Washington. There are 10 categories on the web site's toolbar. Look at all of them, but don't miss the museums and galleries—especially the Gary R. Lucy Gallery. Be sure to check the Special Events: for example, (1) the fourth Thursday April – September, "Sunset on the Waterfront" with live music, great food and drink. Free admission. (2) Aug. 2–6, Washington Town & Country Fair, featuring big name entertainers, livestock exhibits, rides, motor sports events, etc. (3) Sept. 22-24, Friday Chili Cook-off followed by the Fall Festival of the Arts and Crafts through the weekend. Have fun.

For you early morning walkers, the **Shaw Nature Reserve** is just a short drive away at exit 253 on I-44. It opens at 7 a.m. and closes a half hour after sunset. Established by the Missouri Botanical Garden in 1925, the 2,400-acre reserve offers the Whitmire Wildflower Garden, the restored **Bascom House** with its "People on the Land" exhibit, and natural features that include glades, wooded uplands, riparian forests, tall grass prairies, and constructed wetlands. Although you can do a limited tour by car, the 14 miles of walking trails will take you through all of the natural features. This is a gem that's enjoyed by locals and usually overlooked by us tourists. Adults, \$3; Seniors 65+, \$2.

Next we headed for the **Gateway Arch**. The old St. Louis riverfront was selected in 1935 as the site of a national monument to commemorate the westward expansion of the United States

From top: The Bascom House offers the "People on the Land" exhibit which demonstrates the impact that we have had on our most important resource over the last 150 years. • The base of the Arch is an amazingly small 54-foot equilateral triangle. • The Missouri Botanical Garden is featuring through October 31 **Glass in the Garden**, Dale Chihuly's exquisite, colorful, hand-blown glass creations.

in the 19th century. Nearly 40 city blocks were purchased and cleared. World War II halted the development, but interest was revived in 1947 with the formation of the Jefferson National Expansion Memorial Association, a group of citizens who organized a nationwide competition seeking an appropriate design for the national monument. The winner of the competition was the late Eero Saarinen, a Finnish architect whose design was based on a catenary arch – an inverted curve that is formed when both ends of a chain are held apart at a specified distance and the apex of the curve is also equal to that distance. In the case of Saarinen’s arch, the legs are 630 ft. apart and the apex is 630 ft. above the ground.

Towering high above the banks of the Mississippi River, the Arch is part of the \$30 million **Jefferson National Expansion Memorial**. The underground visitor center, located directly beneath the Arch, contains the Museum of Westward Expansion, which tells the story of the century-long opening of the West in the 1800s, plus two theaters that present historical narratives on westward expansion and the Arch’s construction. Designated a National Memorial on December 21, 1935, the park is located near the site where Lewis and Clark launched their expedition. Today the park is maintained by the National Park Service (NPS).

The 91-acre Memorial was established to commemorate several historical events: the Louisiana Purchase, and the subsequent westward movement of American explorers and pioneers; the establishment of the first cathedral and the first civil government west of the Mississippi River; and the debate over slavery raised by the Dred Scott case, which took place in the Old Courthouse. Adult Admissions (2nd figure is discount with National Park Passport): Tram, \$10/7; Movie, \$7/4; Riverboat, \$10/10; Tram & Movie, \$14/11; Tram & Riverboat, \$20/17; Dinner Cruise, \$37/na. Hours: Through Labor Day, 8am – 10pm; Labor Day to Memorial Day, 9 – 6.

Heading west out I-44, we exited at Vandeventer for the **Missouri Botanical Garden**. Founded in 1859, the Garden is a National Historic Landmark with 79 acres of scenic landscaping and elegant structures. The Climatron® conservatory, a geodesic dome greenhouse, encloses a lush tropical rain forest of exotic plants, waterfalls, and birds. The 14-acre Japanese strolling garden, the Kemper Center for Home Gardening, and founder Henry Shaw’s Victorian home are key stops for your visit. Until Oct. 31, the MBG is featuring *Glass in the Garden*, the renowned work of artist Dale Chihuly. The custom-designed exhibition is dramatically integrated into the garden’s popular attractions. Admission to the Garden and the Chihuly Exhibition: Fr–Su, \$16; Mo–Th, \$14.

Leaving the Garden, go west on Shaw to Kingshighway, north to I-64, then west on I-64 to exit 34-D which will take you directly into **Forest Park**. Opened to the public on June 24, 1876, Forest Park is one of the largest urban parks in the U.S. At 1,293 acres, it is approximately 500 acres larger than New York City’s Central Park. In 1904 The St. Louis World’s Fair drew more than 20 million visitors from around the world. Today the

park serves more than 12 million visitors each year.

Its major attractions include the famed St. Louis Zoo, the St. Louis Art Museum, the Muny Theatre, the Missouri History Museum, the St. Louis Science Center, and the Steinberg Memorial Skating Rink. All of the attractions are free except the Muny.

The **St. Louis Zoo** has educated, entertained, and earned a place in the hearts of St. Louisans for generations. In 1910 the City of St. Louis set aside 77 acres in Forest Park for a zoo. State legislation provided that “the zoo shall be forever free,” which has kept the Zoo accessible to millions of visitors ever since. There are over 11,400 animals in an attractive, family-friendly environment. But the zoo is a teaching institution, a world of discovery for children, a safe haven for threatened and endangered species, and a living laboratory for scientists. Special Daily Events in the summer are \$3–4 each. Hours: Now through Labor Day, 8–7; remainder of the year, 9–5.

The **Missouri History Museum** is housed in two grand structures: the Jefferson Memorial Building, the first national memorial to our third president; and the Emerson Center which opened in 2000. The museum offers visitors exciting exhibitions and interactive galleries, plus special events such as concerts, theatre, and lectures. For special events and presentations, call 314-746-4599. Admission: Free. Hours: Daily, 10–6; Tu, 10–8.

The **St. Louis Art Museum** is one of the nation’s leading comprehensive art museums with collections that include works of art from virtually every culture and time period. Areas of notable depth include Oceanic art, pre-Columbian art, ancient Chinese bronzes, and European and American art of the late 19th and 20th centuries, with particular strength in 20th century German painting. Now through Sept. 11, the museum’s featured exhibition is “Nature and the Nation,” the Hudson River School Landscape Painting from the Wadsworth Atheneum Museum of Art. Admission: Adults, \$6 (free on Fridays). Hours: Tu–Su, 10–5; Fr, 10–9; closed Mon.

The Muny, as it is called in St. Louis, is America’s oldest and largest outdoor musical theatre. Opening in June 1917 with six performances of *Aida*, the Muny brought theatre to the masses. The remaining performances for the 2006 season include *Gypsy*, July 17–23; *White Christmas*, July 24–30; *Oliver*, July 31–Aug. 6; and *Seven Brides for Seven Brothers*, Aug. 7–13. For directions to the theatre and ticket purchases, visit www.muny.org.

Perhaps the center piece of the **St. Louis Science Center** is the James S. McDonnell Planetarium, one of the nation’s leading space education facilities. It features the unique Boeing Space Station with two levels of exhibits. The Orthwein StarBay has several lab areas, including the SBC Learning Center, that give visitors a glimpse of what it’s like to live and work on the International Space Station. See how space dwellers eat, exercise, sleep, and dress, as well as how medical needs and the stations internal and external environments are maintained. Admission: Free. Hours, M–Th, 9:30–4:30; Fr, 9:30–9:30; Sa, 9:30–4:30; Su, 11:30–4:30. For information about programs and directions, call 314-289-4400 or visit www.slsc.org



A visit to Missouri would not be complete without seeing **Hannibal**, the boyhood home of **Samuel L. Clemens**, whom we know today as **Mark Twain**. Born in Florida, Missouri, in 1835, the sixth child of seven born to John Clemens and Jane Lampton, Samuel Clemens moved with his family to Hannibal in 1839. Sam Clemens' irrepressible spirit led him to a wide variety of jobs before he became a celebrated author. He was a riverboat pilot, a silver miner in Nevada, and a newspaper correspondent in Virginia City, Nevada, Hawaii, the Mediterranean, and the Mid-East.

In 1868 as a paid correspondent, he spent a half year on board a ship traveling across the Atlantic, and throughout the Mediterranean and the Black Sea. In 1869 he published *Innocents Abroad* and followed it two years later with *Roughing It About the Nevada Territory*.

Clemens married Olivia Langdon in 1870, and the couple had two children within two years. Their son, Langdon, died at the age of two, and daughter, Suzy, died in 1896. In 1874 he began writing *The Adventures of Tom Sawyer*, which was published in 1876. The book was an immediate success. He followed it with *The Prince and the Pauper* in 1881, *Life on the Mississippi* in 1883, and *The Adventures of Huckleberry Finn* in 1885.

He and Olivia could have retired and lived quietly with considerable wealth, but his flamboyance demanded public attention. The couple lived and traveled in Europe for the next nine years until he was forced to declare bankruptcy in 1894. Undaunted, he began lecturing around the world to pay his debts, packing auditoriums from England to Africa. His books received new life and were translated and published around the world.

In 1902 Clemens revisited Hannibal for the last time and received a tumultuous welcome from its citizens. Only then, with tears in his eyes, did he realize just how much his boyhood had shaped his life and his writings. Olivia died in 1904 but Clemens pressed on and began his *Autobiography* which was published in installments in the *North American Review* beginning


From left: Samuel Clemens boyhood home remains exactly as it appeared in his childhood. • The importance of Tom Sawyer and Huck Finn to Mark Twain's success and the economic well-being of Hannibal today should not be underestimated. • If your legs feel strong, a 150-step climb will yield this beautiful view of the Mississippi.

in September 1906. In 1907 he received a doctorate degree from Oxford. Clemens died in 1910.

Today, you can visit the Mark Twain Interpretive Center which through artifacts and displays presents a very thorough narrative of the author's life. A comprehensive ticket admits the

holder to the Interpretive Center, Mark Twain's Boyhood Home and Gift Shop, the Huck Finn House, the J.M. Clemens Justice of the Peace Office, Grant's Drug Store, and the Museum Gallery. Admission: Adults, \$8; Seniors (62+), \$6.50. Hours: June-August, 8-6 daily. www.marktwainmuseum.com

Unfortunately, we missed the Winston Churchill Memorial and Library in Fulton because of time constraints. Dating from the 12th century, the Church of St. Mary the Virgin, Aldermanbury, is today part of the Winston Churchill Memorial. After the Great Fire of London, the church was redesigned by Sir Christopher Wren in 1677. Nearly three centuries later a German incendiary bomb left it in ruin. Slated for demolition, Wren's graceful masterpiece was saved by a bold idea. The structure would be rebuilt on the campus of Westminster College as a permanent reminder of Churchill's visit to the college and his prophetic Iron Curtain speech. Stone by stone, architects and craftsmen dismantled the church and painstakingly reconstructed it again at its present site. Today, visitors from around the world visit Wren's beautiful, light-filled sanctuary. Having visited his birthplace and home in England, Churchill has always been one of my heroes in history. Don't miss this one as I did.

We visited sites and attractions based on our personal interests. Since Missouri has so much to offer, you can plan a visit that will last a few days or several weeks. 

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What (or who?) is FRED?

WE ALL KNOW A LOT OF Freds. After all, it's not an uncommon name. However, it is rather uncommon in the motorhome chassis world. Yet, it is the name for the chassis that Tiffin selected for the highly popular Allegro Bay. In truth, Freightliner Custom Chassis' decision to call its new front-engine chassis Fred is ... well, a little different. After all, this is a world dominated by chassis with names that are mostly a jumble of numbers and letters. So where did Fred come from?

To begin, Fred is actually an acronym for **Front End Diesel**. Fred. It was a name given during the product development stage and it just stuck. Some names do that. Just ask anyone named Bubba. But, Fred really came into being for three reasons - noise, performance and fuel economy.

Let me explain. The reason that there have not been many front-engine diesel-powered motor homes in the past was that diesel engines tended to be loud. So the market for front-end power has been dominated by gasoline engines. On the other hand, the reason that many people wanted a diesel in their front-powered motor home was for better performance and fuel economy. And, with today's fuel prices, that concern is probably greater

than ever. So there was a quandary. It would be great to have the performance and fuel economy of a diesel in a front-end powered motorhome—but without the noise.

The Cummins ISB

Enter the Cummins ISB diesel engine. The ISB has been a phenomenally popular engine around the world (over 3 million B Series engines sold worldwide). The newest ISB was released in 2002. And, it brought a whole new option to the table. First, the ISB's High-Pressure Common-Rail (HPCR) fuel system delivers a constant flow of fuel that produces a quicker throttle response across every rpm. So there's more power and faster acceleration - but, there's also less noise. The engine's fuel system and constant injection pressures not only improve performance but also decrease noise. By a lot. It is seven decibels quieter at idle. That translates into a whopping 80 percent reduction in noise levels at idle and 50 percent noise reduction on the road. Suddenly, noise was no longer a barrier to a front-end diesel motorhome.

Better Fuel Economy, More Power

If noise is reduced then the other benefits of diesel power also become available. Compared to traditional front-end gasoline engines, the ISB delivers a big advantage in fuel efficiency. The HPCR fuel system provides constant injection pressures that help optimize timing for increased fuel efficiency and lower emissions. Also, the ISB's lower operating speeds and advanced combustion design also contribute to optimum efficiency. Add to that the higher energy content of diesel fuel compared to gas and the ISB provides a very considerable fuel economy advantage versus a gasoline engine. In fact, the ISB is largely recognized as the most fuel efficient engine available in the motorhome market.

At the same time, the ISB delivers more pulling power than the typical gasoline engine. The ISB delivers a wrenching 600 lb-ft of torque, which translates into unmatched hill-climbing ability and pulling power. And, the ISB's Variable Geometry Turbocharger provides improved braking performance by acting like an integrated exhaust brake, which gives drivers more control on a downgrade.

Plus, since the ISB delivers its maximum horsepower at lower rpm than gasoline engines, the ISB also provides longer engine life and lower maintenance costs. It just lasts longer. With up to 50 percent fewer moving parts, the ISB is built to last three times longer than a gasoline engine. All of this contributes to the higher resale value for diesel-powered motorhomes.

Putting It All Together

With the ISB, Freightliner Custom Chassis saw the opportunity to create a front engine diesel-powered motorhome chas-



**The ISB Cummins 5.9 Liter
300 hp Diesel engine**

**The Freightliner
Chassis**

**The Allison 1000 Series
Automatic 5-speed w/elec control**

sis. Along with the many advantages of diesel power, FRED's innovative design also eliminated the "dog house" to make a completely flat floor possible. Tiffin took full advantage of the potential provided by FRED to create the Allegro Bay. The rest, as they say, is history. **RIS**

30-year Service Award

Fan-Tastic Vent Co-Founder's Memory Lives On

David C. Struck, retired co-founder and corporate vice president of Fan-Tastic Vent, passed away June 16 at the age of 69.

The entrepreneur co-founded the Im-lay City, Michigan, company in 1984 with Stephen A. Milks, who passed away earlier this year. Fan-Tastic Vent is recognized as the industry's leading supplier of air exchange systems, selling its one millionth unit in 2001 and on schedule to sell its 2 millionth in 2006.

Prior to founding Fan-Tastic Vent, Struck was employed by Champion Home Builders for 24 years, ending his career as vice president of sales and marketing.

Struck was a 45-year veteran of the RV industry serving as a board member of the Recreational Vehicle Industry Association (RVIA) and the Michigan Association of Recreational Vehicles and Campgrounds (MARVAC). He also played a key role in merging the Recreational Vehicle Institute (RVI) and the Trailer Coach Association (TCA) into RVIA and was the last past president to lead RVI.

In a statement, Penny Milks, president of Fan-Tastic Vent, said Struck will be remembered for his quick wit, humor, and compassion. **RIS**

Tiffin Plant Tours

Daily Monday-Friday at 10 a.m. and 2 p.m. Meet Red Davis in the Allegro Welcome Center 15 minutes before departure. Tour headsets and protective glasses provided. You'll be right on the production lines seeing it all up close and personal.



Given the mobility of our society, it is increasing rare for employees to work 30 years for one company. But that is not true at Tiffin Motorhomes. This summer seven more reached that milestone and were recognized with engraved plaques to show TMH's appreciation for their service. Tim, Van, Lex, and Bob Tiffin joined the group for the picture. Left to right: Tim, Van, J.C. Blackburn, Phyllis Williams, Lex, Bob, Danny Osborn, Hollis Hicks, George Embry, Herbert Humphres, and Melvin Dotson.



How many people can travel in a Phaeton? If you are a member of Joe Willingham's family, the answer is nine. While we were planning our trip on the Current River at a Wal-Mart parking lot in Rolla, Missouri, we saw a Phaeton pull in towing a camper. We were soon chatting with two brothers and three sisters plus spouses on their way to Yellowstone. *From left to right:* Joe & Violet Willingham (Cullman, AL), Jeannie & Olen Willingham (Greenville, SC), Mary & Joe Conn (Alabaster, AL), Nell Clemmons (Cullman, AL), and Patty & Russell Lombardo (Cullman, AL). "Not to worry," they assured us, "we've done this before." Joe, 77, provided the 2004 Phaeton motorhome being enjoyed by the family.

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www.norcold.com/sweepstakes – and get your hug NOW!

No computer? Request the complete rules and entry form from Norcold. See instructions below.

*Limited to RV owners with a Norcold refrigerator model years between 1989 and 2005 in the USA

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Cool Midwestern Meals

by Maureen Callahan

A landscape dotted with cows, corn, and amber waves of grain makes for beautiful summer scenery, but it's also a perfect snapshot of the three main ingredients that make up Midwestern cuisine: beef, dairy, and grains. From Kansas to Illinois to Indiana, Midwest cooks favor simple meals that focus on these three staples. Supper is typically served family style without a lot of fuss and might include anything from pot roast to macaroni and cheese. Or home cooks might set the table with a German dish like sausage and potatoes or Scandinavian fare like lutefisk. That's because Midwest cuisine has long been influenced by immigrants who settled in the region, something that becomes obvious on restaurant menus and also in the items you find stocked on supermarket shelves. To celebrate this melting pot of flavors we've come up with a summer menu that brings the staples of the Midwest and its ethnic flavors together into one cool summer meal. It starts out with a steak that is spiced and cooked simply on the grill. For a side, pull together a traditional German potato salad. And for dessert, scoop up a cool refreshing ice cream parfait that continues the German theme.

Spiced Grilled Sirloin with Balsamic Sauce

Since the temperature outside is hot, fire up the grill to cook a Midwest staple, steak. Here the steak of choice is sirloin, but filet mignon or a tender cut like beef loin tip make fine substitutes.

Serves 2

Steak:

- 2 (8-ounce) sirloin steaks, about 1 1/2 inches thick
- 1 teaspoon olive oil
- 1/4 cup reduced sodium beef broth
- 1/4 cup balsamic vinegar
- 2 tablespoons finely chopped shallots or red onions
- 1 tablespoon butter

Spice rub:

- 1 1/2 teaspoons paprika
- 1 teaspoon Kosher or coarse salt
- 1 teaspoon freshly ground black pepper
- 1/2 teaspoon sugar
- 1/2 teaspoon garlic powder
- 1/2 teaspoon thyme
- 1/8 teaspoon cayenne pepper

Prepare grill or broiler.

Pat steaks dry with paper towels; rub with oil. Set aside to come to room temperature.

Combine broth, vinegar, and shallots in a small heavy bottomed saucepan. Place over high heat and bring to a boil. Reduce heat and let boil gently until mixture reduces by half. Just before serving, remove from heat and whisk in butter.

Combine paprika and next 6 ingredients in a small bowl. Rub spice mixture onto steaks and grill over medium high heat for 5 minutes per side (for medium rare) or until they reach desired degree of doneness. Remove from heat; cover and let stand 5 minutes.




To serve, place steaks on serving plates and spoon sauce over the top.

Nutrition Information per serving: Calories 505; Protein 42g; Carbohydrates 5g; Fat 34g; Saturated fat 14.3g; Monounsaturated fat 14.1g; Polyunsaturated fat 1.4g; Sodium 1129mg; Cholesterol 153mg; Fiber 0g

Warm German Potato Salad

Peel and cook potatoes until tender; coarsely chop and place in serving bowl. While potatoes cook, sauté bacon in a skillet until crispy. Remove bacon and add chopped onions to the skillet; sauté until tender. Stir white vinegar, a few spoonfuls of sugar and a small amount of water into the skillet and cook until sugar dissolves. Pour this hot mixture over potatoes and stir to mix. Season with salt and pepper and serve warm.

Black Forest Cherry Sundaes

Continue the German influence with a cool refreshing ice cream version of the traditional Black Forest Cake. Scoop cherry vanilla ice cream into parfait glasses and drizzle with chocolate sauce. Add a generous dollop of whipped cream. To garnish grate some dark chocolate over the top and crown with a Bing cherry. 

Award winning food writer MAUREEN CALLAHAN studied at Le Cordon Bleu in Paris. A native Floridian, she now resides in Denver, Colorado. · Photography by FRED THOMPSON, Temple Terrace, Florida · Food Styling by CAROLYN BREUER, Tampa, Florida.

Paul and Eugenia Bozeman

Free Spirits on the Road

by Robert Wilson



PAUL BOZEMAN is all about keeping things moving. It's his heritage; it's his business; it's his leisure-time activity. And while he is no fuzzy-faced, teenage techno-marvel, he has willfully embraced the best tools the 21st century has to offer in order to merge his business – transportation – with his love of travel in his motorhome.

That is the prime, though not the only, motivation behind Paul and Eugenia Bozeman's recent upgrade from a 2005 Phaeton to a 2006 Allegro Bus. The Bozemans, residents of Winder, Georgia, about halfway between Atlanta and Athens, desiring to spend as much time on the road as possible and not be tethered to one place anymore than necessary, ordered their bus with specific accoutrements that accommodate Paul's business as a transportation broker.

Paul, utilizing a cell phone and wireless Internet connectivity, can conduct business anywhere he has a signal. On the other hand, Eugenia, retired head of Georgia's school nutrition program, just likes the motorhome lifestyle and has vowed never "to earn another penny." Hers is an industrial strength retirement, collecting her state pension and "doing the things I never had time to do."

The Bozemans are what a lot of motor-home owners wish they were. They let life lead them to new adventures rather than adhering to a rigid 9-to-5 schedule dictated by tasks and meetings and someone with a business card that says "Big Kahuna." It's life on their own terms, with enough room for both commerce and tourism. "It's nice to be unstructured," Eugenia says.

Paul and Eugenia dated some at the University of Georgia when they were both students there more than a few

years back and "went our separate ways" for a few decades, building lives independent of each other. Paul, son of a trucking company owner, started driving for his father in high school and eventually got his degree and went into business for himself as a transportation broker, one who brings people who need something moved together with the people who can do it. His specialty is heavy hauling, and his cell phone and computer stay active fielding calls and e-mails from those who need his services.

About five years ago, Eugenia says, Paul contacted her via the Internet. Both had had other marriages, but neither had children. Reconnected, their initial attraction was given a second chance.

Paul is an energetic soul, moving effortlessly from relaxing or accommodating a guest in his RV to manning the phone and computer to keep his business – literally – moving. He has a ready smile and a Georgia accent as thick as the fuzz on a peach. Eugenia has a somewhat impish personality with a bright-eyed smile and a healthy portion of Southern hospitality.

After their marriage and Eugenia's retirement, Paul suggested they look at buying a motor home as a way to keep on the move and accommodate their common love of travel. They went to an RV show in Atlanta and Paul did an Internet search, and they bought their first, a Class A, in 2003.

They bought their Phaeton in January 2005 and put 11,000 miles on it, mostly trips of 300 miles or less, although there was one trip to Denver for a conference Paul attended. The Phaeton had two slides, Eugenia said, but she wanted just a little more space. The Bozemans began looking at the Allegro Bus with its four slides for the additional room, but also because

by ordering a coach they could customize it to their own specifications, including a computer desk with a sliding top that would not require Paul to place his printer on a chair in the middle of the galley when he worked. He could have his own workspace, self-contained and compact.

The Bozemans came to Red Bay in February to see their new coach as it left the assembly line en route to the paint shop. The Allegro Bus was still solid white and the interior looked like, well, a house under construction with cabinets and flooring being installed and furniture still covered in plastic. Paul and Eugenia took delivery of their new coach in March at a dealer in Alcoa, Tennessee, near Knoxville, where they stayed their first night in it, tested its equipment and features, pulled the coaches up side-by-side and transferred their “stuff” from the Phaeton to the Allegro Bus. Then they were off again.

Eugenia says she and Paul “don’t do much planning” in their RVing, preferring to follow their hearts to new destinations. “I spent my life on a schedule,” she said. “Paul likes to go wherever the spirit moves him. He doesn’t even wear a watch. He says, ‘I don’t need a watch to tell me when it’s time to eat. I know when I’m hungry.’ It’s a level of freedom most people don’t have.”

Eugenia says she now has more time to sew and decorate and to take care of her mother, whose health is somewhere short of robust. Paul, she says, does not have hobbies, but he does spend time in Internet chat rooms and forums populated by other Tiffin owners and motorhome enthusiasts. Plus, when he is at home, Paul, ever the tinkerer, is always out at the RV “fiddling with it.”

The Allegro Bus offers the Bozemans a motorhome experience that is better designed to meet their specific needs and desires both in business and lifestyle.

The extra space provided by the additional slides and the basement bins, which open to the side rather than up, offer increased convenience, but the “superior office set-up” was the prime reason for special-ordering the new coach, Eugenia said. **RIS**

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And the Secret Is . . .

by Fred Thompson

“**W**hen a customer drives his new motorhome out that back gate, we know that everything works properly and that the owner knows how to use everything. When an owner comes back with problems, we are just as glad to see him then as the day when we took his money,” Marlin Ingram said, as he began to explain why his company, Marlin Ingram RV Center, is Tiffin’s fourth largest dealer.

“We have the same philosophy about good customer service that Bob Tiffin has been preaching for 34 years. He is a



lot like my Dad who started a motorcar business 48 years ago. Dad would say, ‘You can’t fix ‘em with your mouth.’”

“The secret of our success is repeat business and referrals. That’s how we get over 80 percent of our sales. The rest are walk-ins from advertising and people who are just looking and are ready to buy,” he continued.

Ingram learned from his father that repeat business sometimes came with a price and a major commitment to his customers. “I remember one time that Daddy couldn’t make a customer happy with the car that the man had bought. We just couldn’t seem to get it fixed to the owner’s satisfaction. So Daddy told the sales manager to take the man out to the new car lot and trade him even for whatever he had paid for his car. Now that’s the kind of customer service you just won’t see today. But that’s the way my brothers and I learned the business from our dad. But I haven’t had to go that far to keep my customers happy,” he laughed. “But there’s one thing you can be sure of. Bob Tiffin backs up his warranties 100 percent and then some.”

Marlin, his four brothers, and two sisters were raised in the country near a little town called Eclectic, Alabama. Jack Ingram moved his family to Montgomery in 1948 after working as a road contractor, building highways all over Alabama, Georgia, Mississippi, and Florida during the thirties and forties. He had decided he wanted to be a motorcar dealer.

“About the only thing Daddy knew about running a car business was that you had to sell them for more than you paid for them,” Marlin said.

Mr. Jack got himself a Studebaker dealership and later added Volkswagen,

Volvo, Mercedes-Benz, Porche, and Nissan to his repertoire. Most of his sons worked in the business at one time or another. Marlin spent 24 years working at the Ingram dealership.

“Daddy and I worked well together. When I lost him to a heart attack, I lost the best friend I ever had,” he said sadly. Marlin decided it was time to strike out on his own. One brother and his mother bought his interest in the family business.

Marlin and his wife Allison decided that the recreational vehicle industry was ready to expand. Families wanted more than a tent to take their family camping. It was campers and trailers for a year or two, but they jumped at the opportunity to acquire the Tiffin dealership in Montgomery.

The Ingrams operated the business seven days a week for the first nine years, and it was 15 years before they allowed themselves the luxury of a vacation. The hard work paid off. Marlin Ingram RV Center has been one of Tiffin Motorhomes’ Top 10 Dealers since they signed on 24 years ago. “Allison, and our sons Kenneth and Derek, have always worked just as hard as I have. The first vacation we took was a cruise to Alaska that Bob Tiffin organized for his dealers. We enjoyed the trip so much that we later went two more times, departing the last time from San Francisco which made it a full two-week trip,” Ingram said.

Marlin and Allison now close the business on Sundays so they can worship regularly at the Dalraida Baptist Church, where Marlin has been a member since 1948.

Last year the Marlin Ingram RV Center sold 100 Tiffin Motorhomes, an achievement that assured the company’s #4 position among the Top 10 Tiffin Dealers.

Continued on page 32



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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.

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Continued from page 30

Their most popular brand was the Phaeton, of which they sold 50. After the Phaeton, Ingram's customers favored the Allegro Bay, the Allegro, the Bus, and the Zephyr (in that order).

"We normally keep 15 Tiffin coaches in stock," he said, "plus 10 to 15 orders in process that are pre-sold." A customer will often visit the Red Bay plant first, see most of the current models and interiors that are being built, and then come back to Ingram's and order a coach with the exact options, interior decor, and exterior paint and graphics they prefer. Order fulfillment usually takes six weeks for a gas burner and eight weeks for a diesel. "Today was a good day," he continued. "We delivered five 2007 Tiffin coaches."

Ingram on several occasions expanded his line of Class A coaches by taking on the other brands. "We didn't last long with other manufacturers because we had become accustomed to the excellent warranty service provided by Tiffin Motorhomes," he said. "And our customers expected that kind of service, too. So today we only sell the Tiffin brands and by doing that it is a lot easier to keep our customers happy." While most of his customers probably live within a 50-mile radius of Montgomery, Ingram regularly sells coaches to residents as far away as Minnesota and South Florida.

Including themselves, the Ingrams have eight employees. "We have this one 5-acre lot, yet we are Tiffin's #4 dealer," he said proudly. "I have award plaques for being in the Top 10 for the last 24 years."


Marlin Ingram's primary concern for the successful continuance of his business is finding qualified applicants for several job openings. "We have two very good service technicians right now, but we could probably use four more. With two salesmen and four more techs, I believe that we could increase our sales by 40 percent," he said with some resignation.

But despite the stresses, Ingram, 69, finds that entrepreneurship has its re-

wards—and they are not all monetary. "There is a huge difference between selling motorhomes and selling cars," he explained. "With cars, you get a huge variety of people who buy just because they have a need for transportation. With motorhomes, you deal with family people, Christian people, and people who have good credit. You become genuine friends with your customers as they bring their coaches in for service. In recent years, five different couples have invited Allison and me to attend their 50th wedding anniversary celebrations. Those friendships make what we do worthwhile," he said thoughtfully.


Having been in the business for nearly a quarter century, Ingram can offer potential clients several good reasons to buy a motorhome. "People should know that having a nice RV is the only safe, clean, fun way to travel because you can take along your own bathroom, your own bedroom and linens, and prepare your own food," he said very seriously.

The motorhome business has been good to Marlin and Allison. They built an 8,000 square foot home on 165 acres near where he grew up. White fencing encloses a two-acre perimeter. A long drive from the main road is bordered on both sides by crepe myrtle. The home is sited between two large lakes. "We decided recently that a farm like this needed cattle; so next week they arrive," he laughed.

Allison and Marlin have four children, three grandchildren, and one great grandchild. In November, their grandchildren will double when daughter-in-law, August, has her baby girl, and daughter, April, has twins. Life is good. 

Continued from page 5

the "problems" that new owners have will evaporate.

So what does the future hold for customer satisfaction in the RV industry and especially for Tiffin's coaches? If we can get our vendors on board to build their components 95-98 percent trouble free, then I believe we can improve our own manufactured assemblies to produce motorhomes that will achieve the targeted 95-98 CSI within the near future. And that will raise everyone's satisfaction level: the customer first, but also the manufacturer, the dealers, and the component manufacturers. 

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 email us 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 us 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

New Phone Numbers for Parts and Service

Tiffin Motorhomes	256-356-0261	Cummins	800-343-7357
Workhorse Chassis	877-946-7731	Allison	800-352-5283
Freightliner Chassis	800-385-4357	Onan	800-888-6626
Ford Chassis / Engine	800-444-3311	Shurflo	800-762-8094
Spartan Chassis	800-543-4277	Norcold	800-543-1219
Caterpillar	800-447-4986	Dometic	800-544-4881



THIS WAS THE GUY WHO KNEW I WAS GOING TO MARRY CATHY BEFORE I DID, AND I SWORE HE WAS GOING TO BE PRESIDENT ONE DAY. HE COULD ALWAYS READ ME LIKE A BOOK. AND NOTHING ABOUT 30 YEARS OR 2000 MILES OF DISTANCE HAD CHANGED ANY OF THAT. HIS HAIR WAS GRAYER, BUT THE LAUGH WAS EXACTLY THE SAME. IT WAS JUST LIKE COLLEGE ALL OVER AGAIN. WASN'T 10 MINUTES BEFORE WE WERE RIGHT BACK IN THE RHYTHM OF THINGS, TRADING OLD STORIES AND REMEMBERING OUR RIDICULOUS ANTICS, HE WAS RIGHT ABOUT CATHY ANYWAY. AS FOR MY PREDICTION: AMERICA'S PROBABLY SAFER WITHOUT HIM.



TIFFIN MOTORHOMES
WHEREVER YOU GO, WE GO.





UPGRADES

- Contemporary metal art wall hanging
- New slide-out fascia trim
- New tie backs for windshield curtains
- New dash board: divided storage with slide-out writing table
- Contemporary wall board and borders
- New window treatments

NEW OPTIONS

- Flex-Air hide-a-bed sofa
- Medium alder wood cabinetry
- Side view cameras activated with turn signal

FLOORPLANS

- Added 34 TGA

NEW STANDARD FEATURES

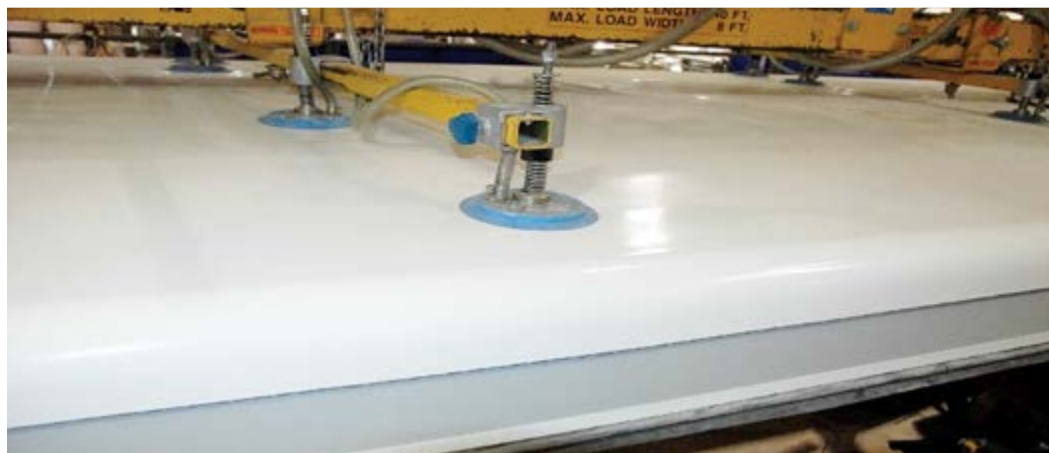
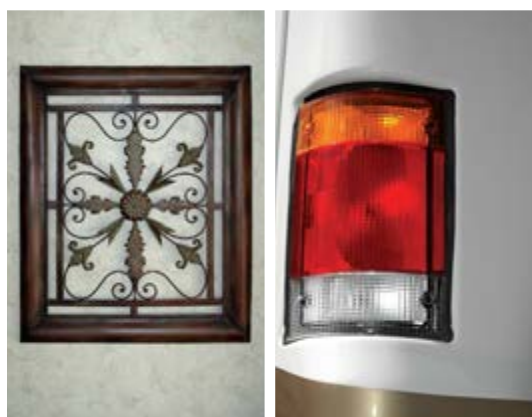
- Fiberglass roof cap
- Whisper-Cool AC system
- Bedroom sleeping pillows
- New exterior graphics
- New decorative interior lighting

EXTERIOR COLORS

- Driftwood (new)
- Bordeaux (new)

INTERIORS

- Beach Glass (new)
- Mirage (new)
- Stone



UPGRADES

- Recessed bathroom door panels
- New slide-out fascia trim
- New front and rear caps
- LED parking and backup lights on rear cap
- High-end automotive styled headlights
- Full one-piece windshield with horizontally mounted wipers
- New Flexsteel deep-comfort bucket seats
- 7-foot interior ceiling height
- Solid surface galley & vanity backsplashes
- Designer tubs and showers
- New elongated toilet

NEW OPTIONS

- Ultraleather™ Flex Air hide-a-bed, 60 x 80 air mattress
- Side view cameras activated with turn signal
- 17½" chrome mirrors

NEW STANDARD FEATURES

- Fiberglass roof cap
- Whisper-Cool AC system
- AC condensation drainage system
- Medium alder wood
- Cloth Flex Air hide-a-bed, 60 x 80 air mattress
- Amber light over sewer compartment
- Interior ceiling fluorescent lights
- Color coordinated metal-wrap slide-out awning

FLOORPLANS

- Added 37 QDB

EXTERIOR COLORS

- Silver Sand partial paint
- Fire Red partial paint
- Regal Blue partial paint
- Silver Sand full body paint
- Fire Red full body paint
- Regal Blue full body paint

INTERIORS

- Lake Shore
- Le Mans (new)
- Lava (new)





UPGRADES

- Recessed bathroom door panels
- New textured carpet
- New ceramic tile
- New window treatments
- Solid surface galley & vanity backsplashes
- Designer tubs and showers
- Driver-passenger seats

NEW OPTIONS

- Cloth Flex Air hide-a-bed, 60 x 80 air mattress
- Ultraleather™ Flex Air hide-a-bed, 60 x 80 air mattress
- Side view cameras activated with turn signal
- Full tile throughout living area
- Winegard automatic or in-motion satellite dish
- 17½" chrome mirrors

NEW STANDARD FEATURES

- Fiberglass roof cap
- Whisper-Cool AC system
- Medium alder wood
- Carefree of Colorado™ patio and window awning
- 32-inch LCD living room TV
- Soap dispensers at all sinks

FLOORPLANS

- Deleted 38 GH, 40 RH, 40 TSH

EXTERIOR COLORS

- Silver Sand (new)
- Titanium Pearl
- Sunlit Sand
- All graphics packages are totally redesigned.

INTERIORS

- Tuxedo
- Cinnebar (new)
- Patina (new)



UPGRADES

- Rear view mirrors
- Recessed interior lighting package throughout entire coach
- New ceramic tile
- Solid surface galley & vanity backsplashes
- New front & rear caps with automotive styling for headlights and taillights
- Designer tubs and showers
- Radius docking lights
- Solid surface

NEW OPTIONS

- Cloth Flex Air hide-a-bed, 60 x 80 air mattress
- Ultraleather™ Flex Air hide-a-bed, 60 x 80 air mattress
- Full tile throughout living area
- Stacked washer-dryer

NEW STANDARD FEATURES

- Fiberglass roof cap
- Whisper-Cool AC system
- Side view cameras activated with turn signal
- Independent front suspension
- Keyless entry door system
- Automatic exterior luggage door locks
- 32-inch LCD living room TV
- Atwood electric jacks
- Soap dispensers at all sinks
- Amber light over sewer compartment
- Solid surface step well trim
- Lighted grab handle with integrated keypad
- Courtesy floor lighting in bedroom
- Scroll-etched wardrobe mirrors

FLOORPLANS

- Deleted 38 DP, 40 DP, 40 TSP,
- Added 42 QRP

EXTERIOR COLORS

- Stone
- NASA
- Silver Sand
- Sunlit Sand
- All graphics packages are totally redesigned.

INTERIORS

- Espresso
- Oasis (new)
- Calypso (new)



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Check with your dealer to ensure your Tiffin® RV is equipped with Atwood® Levelegs™!

Features Include:

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- Auto Position Controls
- Ground Sensing Technology
- Level in the Retract Mode
- Electromechanical Design
- Unaffected by Temperature Change
- Lighter than Hydraulics
- No Messy Fluids to Deal With



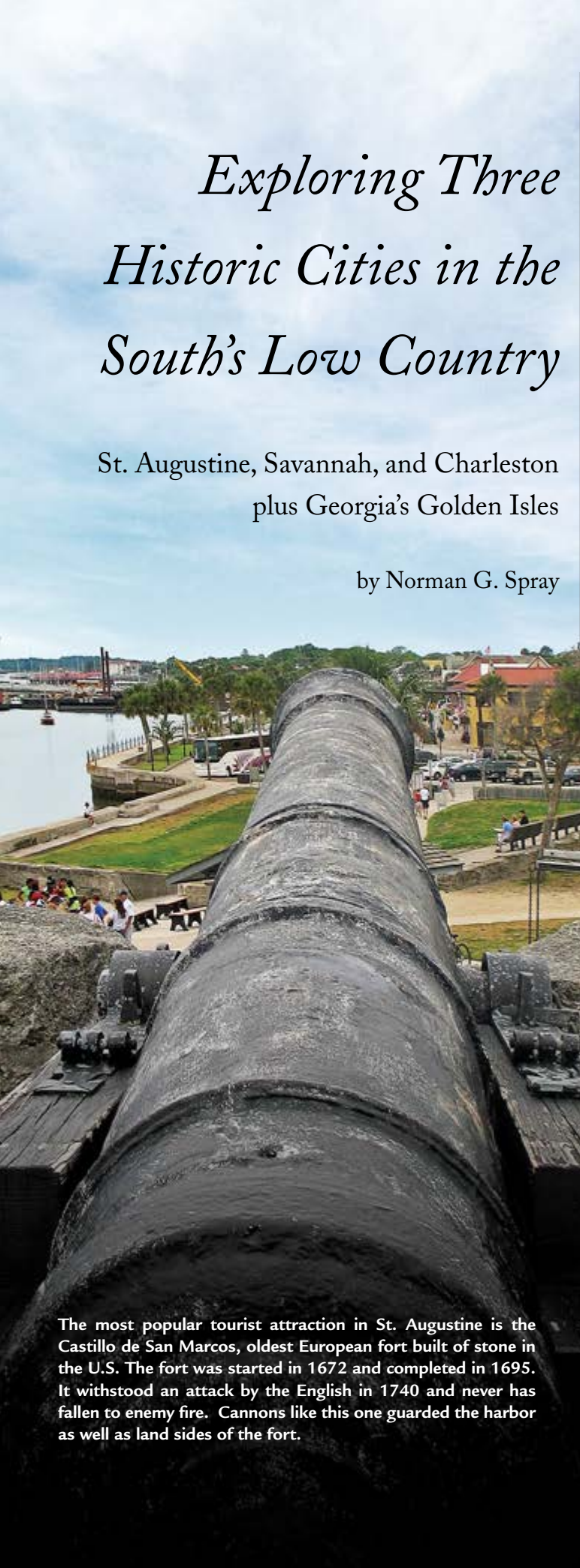
Learn more about Atwood® Levelegs™ at www.atwoodmobile.com

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Exploring Three Historic Cities in the South's Low Country

St. Augustine, Savannah, and Charleston
plus Georgia's Golden Isles

by Norman G. Spray



The most popular tourist attraction in St. Augustine is the Castillo de San Marcos, oldest European fort built of stone in the U.S. The fort was started in 1672 and completed in 1695. It withstood an attack by the English in 1740 and never has fallen to enemy fire. Cannons like this one guarded the harbor as well as land sides of the fort.

It sounded do-able: drive the Allegro to the upper Florida Atlantic Coast and tour what locals call the low country starting at St. Augustine, and continuing 300 miles further north to Charleston, SC. Check out barrier islands and Savannah on the way up-coast. See what there is to do and bone up on the history made by and in these grand old cities. Probably better allow at least three weeks since we'll be starting from Texas and covering 3,000 miles. We'll spend a week just driving.

So how did it work out? Is this country you might want to visit? Here's the bottom line up front: That trip was worth every mile and every \$150 tank of gas—but the human has not been invented who could sample all there is to see, do, learn, and eat in that lovely “low” country in a year and a day, let alone two weeks. Doesn't matter. The fun, pleasure, sight-seeing, dining, cultural and historical adventures you'll enjoy among “low country” folk will create lasting memories. That's even if you only have time to scratch the surface as we did, perforce.

We left far more undone than done in our two weeks but these places we visited:

- **St. Augustine, Florida**, the nation's oldest permanently-occupied city, was established in 1565 by Spain. That's 40 years before the English founded Jamestown. Steeped in history, St. Augustine retains some of the narrow street looks and feel of a small Mediterranean town. We'd call this captivating city a “must stop” on any tour of the lowlands.
- **Cumberland Island**, once the private preserve of the steel-wealthy Carnegie family, is the largest of Georgia's barrier islands – 18 miles long and three miles wide at its widest point. Most of Cumberland, which the Carnegies maintained in its natural state, became a protected national seashore in 1972 under legislation guaranteeing preservation of its “primitive” state. The park is accessible only by ferry operated by the National Park Service out of the delightfully-quaint town of St. Marys, Georgia. Most people go for a day trip, but campers willing to backpack in *all their needs* can stay on the island as much as seven days. Campfires are permitted in only one camp area. No supplies or services are available though drinking water (which should be boiled) is provided at specific sites. Billie and I took the 45-minute ferry ride over, along with 124 other passengers.
- **Brunswick and the Golden Isles of Georgia**, only a half-hour further north up I-95, proved a delightful surprise. Brunswick itself is a quaint, very old port city named after Braunschweig, Germany, ancestral home of King George II, who granted Georgia's

original land charter. Its Old Town National Register District is made up of streets of Victorian homes aligned on the same grid pattern Gen. James Oglethorpe used to lay out Savannah.

The “golden isles” connected by causeway include Jekyll Island, once the winter playground for such fabulously wealthy people as J. P. Morgan, Joseph Pulitzer, William K. Vanderbilt, and Marshall Field; St. Simons Island, now a sports–shopping mecca and home of Fort Frederica, built in 1736; and Sea Island, an acclaimed resort established in 1928 by the inventor of the Hudson motor car. The fourth island in this “golden” chain, Little St. Simons, is reached only by boat and, obviously, there’s no RV access.

- **Savannah and Tybee Island, Georgia**, live up to a long-standing reputation as history-steeped, gracious, erudite, seductive centers of Southern hospitality.

Founded in 1733 by Gen. James Oglethorpe and 120 travelers who landed on a bluff over-looking the Savannah River, downtown Savannah was built around 26 squares which are today the major part of a 2.5 mile walking district making up the largest historic district in the U. S. Lined at the perimeters by large homes, immaculate house museums, bistros and quaint shops, the open park-like square centers invariably are covered by huge moss-draped live oak tree canopies. There’s history, food, and entertainment here to suit any taste. We could spend a month in Savannah and still not explore all the nooks and crannies or sample all the tasty low country fare, sea food, and international cuisine. Tybee Island, only 18 miles east of the historic district, offers sunny beaches, water sports of all kinds, an excellent RV park, and Georgia’s oldest and tallest lighthouse (178 steps get you to the top).

- **Charleston, SC**, approximately 103 miles north of Savannah via I-95 and U.S. Hwy. 17, was founded by English colonists in 1670. It is said to be among the country’s five most romantic cities. Centuries old buildings, still in use, line the streets of the city’s large historic district. Numerous museums, including the oldest in this country, explore the low country and U.S. history.

On April 12, 1861, Confederate troops aimed the first shots of the War Between the States at Fort Sumter, which occupies a

man-made island in Charleston harbor. Sightseeing boats will take you there.

At all these places, excepting Cumberland Island, we found services far beyond our needs:

- Good RV parks, some outstanding.
- Facilities and guides for all water sports from fishing (fresh water, pier, deep sea, beach, and more) to kayaking to parasailing to paddle boats and more.
- Tour services from guided walking tours to horse-drawn carriages to narrated trolley rides to river and harbor cruises of all kinds, including dinner dancing, fishing charters and even cemetery and “ghost” tours in the three largest cities.
- Sports facilities and equipment you can use, rent, and/or buy. Tennis courts abound. And golf? Nowhere are you likely to find better greens. The St. Augustine area is the home of the World Golf Hall of Fame at World Golf Village. Pointe Vedra Beach, 20 minutes north of St. Augustine, is renowned in the golf world. Few if any courses are more revered than the Tournament Players Club at Marriott’s Sawgrass Resort and Spa, home of the PGA Tour Headquarters and the PGA Tour’s The Players Championship Tournament. Savannah and Charleston have brilliantly-designed courses and there are 216 holes available in the Brunswick/Golden Isles area.
- Good beaches with adequate public access make beachcombing, swimming, wading and sun-soaking popular in all these areas. There are 42 miles of sand beach running south from Vedra Beach past St. Augustine. The Golden Isles all boast miles of excellent beaches and there are three miles of good sandy beach on Tybee Island near Savannah. At Charleston, it’s Folly Beach off James Island just minutes outside the city.

The best way to find what you need in any of these places is to stop in at the local visitor center. Centers serving the areas we visited are listed below. We tried them all and found them staffed by knowledgeable, helpful people. Most will give you an “official visitor’s guide” that details significant historical information and lists major area attractions, museums and cultural centers, restaurants, equipment rental places and service providers.

WHERE TO GET THE LOW DOWN ON LOW COUNTRY ATTRACTIONS

Major destinations have help ready for visitors. Here’s where to look:

St. Augustine/Ponte Vedra

St. Augustine and St. Johns County Visitor Information Center
25 Castillo Dr., St. Augustine, FL 32084
904-824-1000
st.augustine.com and old.city.com

St. Augustine, Ponte Vedra & the Beaches Convention Bureau

88 Riberia Street, Suite 400
St. Augustine, FL 32084
800-653-2489 or 904-829-6149
www.Getaway4Florida.com

Cumberland Island National Seashore

It is wise to make advance reservations for places on the ferry to and from Cumberland Island. Reservations may be made up to six months in advance. Call between 10 A.M. and 4 P.M. at: 912-882-4335 or 877-860-6787
nps.gov.parks/cumberland

Brunswick and the Golden Isles of Georgia Convention & Visitors Bureau

4 Glynn Avenue, Brunswick, GA 31520
800-933-2626 or
912-265-062
bgicvb.com

Savannah Area Convention and Visitors Bureau

101 E. Bay St., Savannah, GA 31401
877-728-2662
www.savannahvisit.com

The Charleston Visitor Center

375 Meeting St., Charleston, SC 29403
843-853-5000
charlestoncvb.com

St. Augustine

We began by taking a narrated trolley or bus tour in each city to get mini-orientation and “scout” areas we wanted to explore further. In St. Augustine, that led us back to the shops on famed St. George Street Pedestrian Mall; the Lightner Museum, housed in the elegant building that once was Henry M. Flagler’s Hotel Alcazar; and the Castillo De San Marcos, a coquina stone fort built between 1672 and 1695 to protect the Spanish settlement from further attack by the English. Today it is a National Monument.

An hour-long cruise of the St. Augustine harbor on the Victory II gave us different views of the Bridge of Lions (now under re-construction) which spans Matanzas Bay to connect St. Augustine to Anastasia Island, The Anastasia State Park, the St. Augustine Lighthouse and Museum, and five miles of lovely sandy beaches and beach-front restaurants and services. A dining guide lists dozens of restaurants from fast food to gourmet. Barnacle Bills on the beach was our favorite.

It was Easter, March 27, 1513 that Spanish Explorer Don Juan Ponce de Leon first landed on the North American continent. He claimed the land for Spain, naming it La Florida, and drank from a spring that has become famous as his “Fountain of Youth.” We enjoyed a tour of the National Archeological Park that now occupies that spot in downtown St. Augustine. Like tourists for centuries, we toasted each other with “magical” water from the Fountain of Youth spring. So far, my head remains bald and Billie’s hair retains its brilliant almost-white gray sheen. But, hey, it was fun!

There’s a fine 139-site campground in Anastasia State Park (communal dump station only) and other RV parks in the area. We chose the North Beach Camp Resort where we parked our Allegro in a squeaky-clean site canopied by huge live and water oak limbs. Dense but manicured motorhome-tall foliage on either side assured an unusual measure of privacy. We thought the camp sites exceptional, as did Dave and Sheila Ciba of Newburg, Indiana who docked their 2005 Phaeton there.

Brunswick and Golden Isles

While touring (in the 2000 Chevrolet Tracker we tow) in the Brunswick and Golden Isles area, we left the Allegro in the full-service Blythe Island Regional Park Campground. A tour of Jekyll Island included a visit to the Jekyll Island Campground, also a good facility.

It was in 1886 that many of America’s richest families formed the Jekyll Island Club and began building “cottages” many of us would classify as mansions. When the clubhouse opened in



Top to bottom: Visitors toast each other with water from “Fountain of Youth.” • Park host draws water from spring reputed to be the Ponce de Leon’s hoped-for “Fountain of Youth.” • Horse-drawn carriage tours are popular in old St. Augustine. • This 150-ft. cross at Mission of Nombre de Dios stands on the site where it is believed Don Pedro Menendez de Aviles and his followers landed to establish St. Augustine in 1565.



BRUNSWICK ISLES CONVENTION & VISITORS BUREAU PHOTO



1887, famed chefs were brought in from New York to prepare fresh game caught on the island. At one time, it was believed that a sixth of the world's wealth was represented at the table

when Club members dined together. World War II shortages and coastal hazards ended that era. Members left the island in 1942 and the Club never reopened. The State of Georgia bought the island in 1947 and today 33 of the Club buildings have been restored to house a resort hotel, restaurants and specialty shops. Tram or walking tours through Jekyll's Historic District give you an idea of how the wealthy lived in another day and time. We lunched at The Latitude, a waterfront establishment facing the intercoastal canal, but never did try the famed Brunswick stew.

Leaving Jekyll, we took U.S. Hwy 17 across the 486' tall Sidney Lanier Bridge, a cable-stayed engineering wonder spanning the South Brunswick River and harbor waters. After driving through Brunswick's historic district, we traveled out St. Simons Parkway for a quick tour of that island's Village shopping area, pier, 104' tall still-operating lighthouse, the lighthouse museum and what's left of the Fort Frederica settlement built in 1736 to defend Georgia against the Spanish.

Savannah

In Savannah, we again started with a trolley tour of the historic district. *We know*. This is a very touristy thing. It's also a good way to get your bearings and soak up some history (and legends). If you want you can even "tour" standing upright on one of those funky but fantastic two-wheel kinetic vehicles. Guides with whom we rode (in a more conventional trolley) seemed to have a real feel for the history, romance, and elegance of this old Queen City of the South. Just strolling along the streets and through the old squares is both relaxing and rewarding since you're never sure what unusual business, bistro, or shop you'll

Left to right: Visitors and natives alike enjoy a jazz program in park on St. Simons Islands. • Jekyll Island Campground, where this photo was made, is one excellent choice for RV camping in the Brunswick area. Author chose "equally excellent" Blythe Island Regional Park Campground while touring the area. • There's a virtual park "inside" each of the 26 squares around which Savannah was built. This one contains a huge fountain and most are shaded by huge moss-draped oaks. • There are many choices for touring Savannah, from horse-drawn carriages to trolleys, even two-wheel stand-up kinetic vehicles. This couple enjoys one of the less conventional.

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uncover as you pass from one square to another. Outside the squares, you don't want to miss the River Street Area with restored cotton warehouses, restaurants, art galleries, shops and activities or City Market, a pedestrian mall. Depending on your interests, there's probably a museum you'll want to visit.

Popular ones include the Savannah History Museum, Roundhouse Railroad Museum, and Old Fort Jackson, Georgia's oldest standing brick fort that guarded the city during the Civil War. Best bet for camping is the River's End Campground & R.V. Park on Tybee Island but campground directories list others reasonably close in.

Charleston

Like Savannah, Charleston has a well-deserved reputation as a warm, friendly place for visitors. It, too, has a large historical district, museums, and varied activities. We again began by taking a guided bus tour for easy and quick orientation. We learned that at the huge Patriot's Point floating museum you can board the 888-foot aircraft carrier Yorktown, the destroyer Laffey, the Coast Guard Cutter Ingham and the submarine Clamagore. Naval aircraft are displayed. There's also the American Military Museum, the Confederate Museum, and even an Old Slave Mart Museum among others.

Most visitors we met seemed as interested in relaxing, soaking up the atmosphere, and enjoying Charleston's weather as charging through any "must do" list. Carol and Charlie Wade, a retired CIA undercover agent who is now second-term mayor of Pulaski, Virginia, have been coming to Charleston for vacations for 15 years. This year their 2002 Allegro was only three spaces down from us in the James Island County Park.

"Charleston's an exciting place," Carol says. "There's something here for everyone. There's fishing, golfing, high seas, inland waters, roller bladeing, sightseeing, shopping, historic district homes, and the historic buildings."

Adds Charlie: "The seafood is outstanding. Only Maine can compare." Local people, he continues, are friendly yet have an elegant attitude. "You can go to a nice restaurant and expect to be treated well, even if dressed casually."

The Wades "love the old buildings" and cheer Charleston

policies prohibiting their destruction. They judge Charleston weather "marvelous," especially in the spring and early summer. "There's often a cool breeze off the ocean, even in July and Au-

MaxxFan

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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.



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RV Service and Parts Dealer or find
one at Funroads.com/service.



Genuine
Onan.


gust,” Charlie says. Carol’s interest in horticulture has prompted her to visit plantations in the area, one of which is the only tea plantation in America.

Immediately across from our slot in the same camp was a 2004 Open Road Allegro owned by Bryan and Jennifer Scott who have a home at Kure Beach, NC, but have been fulltime motorhome dwellers for the past two years. The Scotts move around a great deal but, says Bryan, “Charleston is our favorite city. It is tourist-friendly. We just like the attitude of the people here.”

And Bryan, who is retired from the Jefferson County Sheriff’s Department, Golden, Colorado, likes the climate. “I like humidity,” he says. “Having lived in the Rockies, I’ve had enough snow. The last year before I retired, we had seven feet of snow in one week in Golden. You can get tired of shoveling snow!”

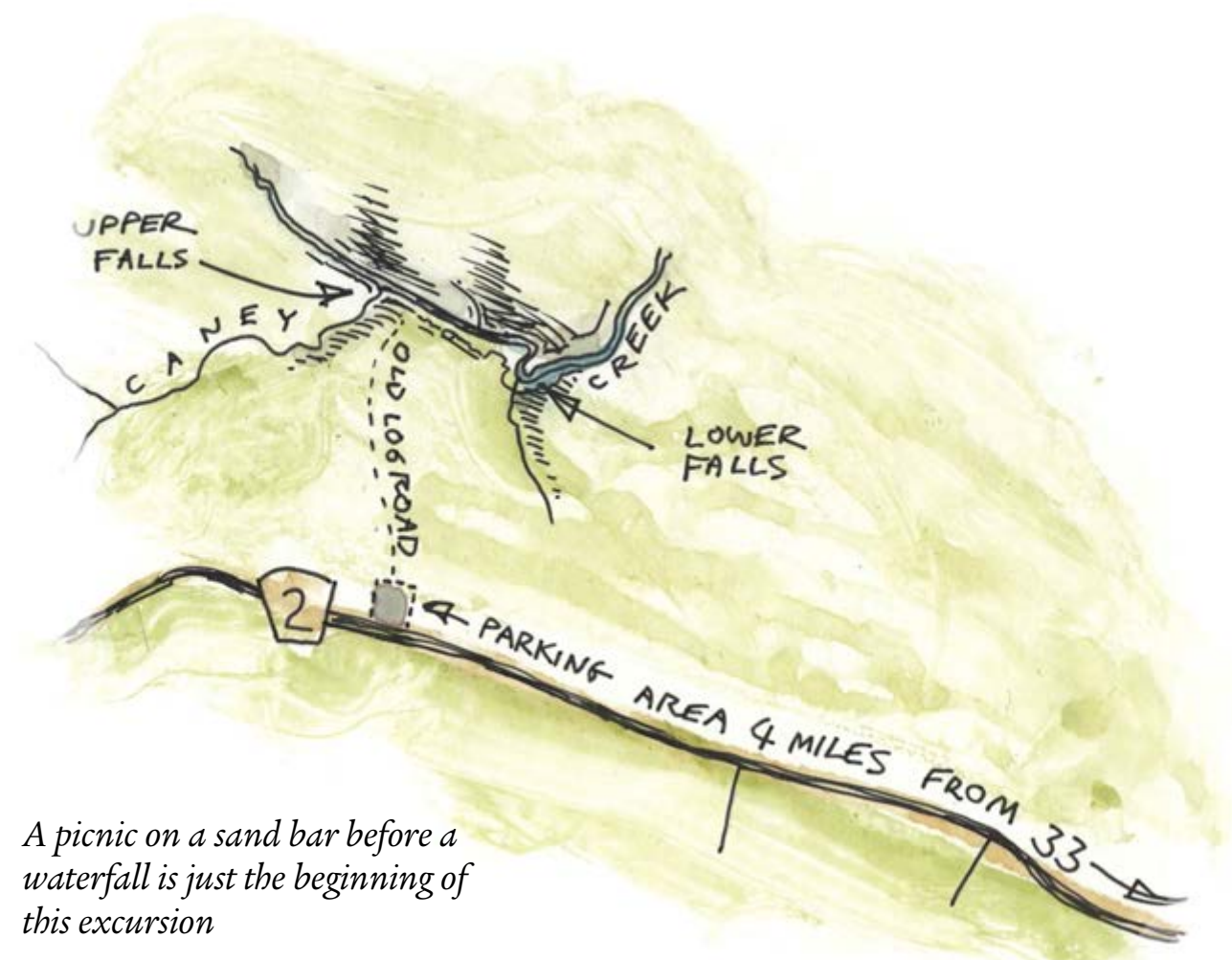
Bryan calls himself “something of a Civil War buff,” an interest easy to pursue in Charleston. He has spent time in the Confederate Museum. He’s also gone to see the *H. L. Hunley*, the Confederate submarine that became the first sub ever to sink a ship when it rammed a torpedo into the USS Housatonic on Feb. 17, 1864. The crew of eight signaled success then disappeared. The Hunley was not seen for over 130 years until discovered in 1995 and raised in 2000. It now is kept in a 90,000-gallon conservation tank at the Warren Lasch Conservation Center in Charleston. “It’s a fascinating story,” Bryan says, “and I understand scientists are still working to unlock the sub’s mysteries.”

As in Savannah and St. Augustine, it would take weeks to sample recommended restaurants. We ourselves enjoyed both the food and the story at Poogan’s Porch, named for a dog that lived at the old house that became a restaurant. The dog stayed and continued to guard the porch when the previous owners moved. Some three years later Poogan died. His body is buried in a small fenced patio area between the front porch and the street. A statue of a dog marks the grave. So Poogan’s ghost continues to guard his porch. Oh, well. He may be gone but his memory lives.

With that story—and our fill of Poogan’s Porch “Southern Fried Chicken”—we ended our tour and turned east toward Texas with our own two “Poogans,” miniature Schnauzers Heidi and Willie. 



Top to bottom: Poogan’s Porch is a Charleston landmark where diners are served both good food and a good story on the porch. • Carol and Charlie Wade, shown here with their 2002 Allegro, have been visiting Charleston, SC for 15 years. “There’s something for everyone here,” says Carol. Charlie, retired from the CIA, is serving a second term as mayor of Pulaski, Va. • Jennifer and Bryan Scott have been full-timers for the past two years in their 2004 Allegro Open Road, parked here in a slot at James Island County Park campground. They have visited many locations but call Charleston, SC their favorite city. Before retiring, Scott was a member of the Jefferson County Sheriff’s Department in Golden, CO. • Crossing on the Cumberland Queen, day visitors are eager to explore Cumberland Island. Long-term campers must bring all their needs. No motor vehicles or services of any kind are allowed.



A picnic on a sand bar before a waterfall is just the beginning of this excursion

Double-destination dayhike

CANEY CREEK



Looking down on Lower Caney Creek Falls

COMPLETE FREEDOM IN A PRISTINE WORLD

In 2005, photographer Charles Seifried and author/designer Jim Felder did what they had been talking about for years—they put together a book on the Bankhead National Forest. This article is an excerpted selection from that book.

The Bankhead National Forest is one of the Alabama's three federally managed recreational properties. Its proximity to excellent campgrounds at nearby Smith Lake gives the RV owner a unique mix of lake and forest camping.

Tucked away in the middle of the northwest corner of the state, the forest's 180,000 acres is home to some of the most beautiful waterfalls and fascinating woodlands in North America. And yet it is known by only a relatively few adventurers. The forest, and the 25,000 acres of true wilderness it contains, is not a national park. It lacks the amenities you'll find at Yellowstone or in the Smokies. But it offers one thing that no other park does—nearly complete freedom. When you're here you are on your own. Camp anywhere you want. Cook over a real fire on

the trail. There are no reservations to make in the wilderness. That few people know about this spectacular destination makes things better for those who do.

Most government-owned camping is considered plain and marginally equipped. But Corinth and Clear Creek are two campsites set to impress. Area Supervisors Farris and Carol Blackwood are quick to relate the history of the two campgrounds, including their most recent refurbishing. The National Reservation System's website put Corinth in the top 100 campsites this year, and last year the trusty Frommer's listed the pair as the two safest federally-managed properties in the state.

Corinth Campground is the oldest campsite on Smith Lake but offers the most modern amenities. Corinth has 52 sites that have been recently upgraded with 30- and 50-amp service and sewer to every site. Corinth also features modern, clean bathhouses and an electronic entrance gate, and the campground's generous 12-foot wide pads accommodate any number of slide-outs.

Clear Creek has 102 sites, all with water and electrical. Dump station available. Corinth is located at the north end of the lake, Clear Creek on the south. Both campgrounds feature both forest and waterfront lots.

Farris Blackwood, whose qualifications include his forty years of camping, says that these campgrounds "are among the cleanest, the prettiest, and the safest facilities in the south, and I've camped all of them. The campgrounds are monitored by federal law enforcement officers and multiple sheriff's patrols every day. We get thirty thousand people a year through these sites, and there are very few problems at these family facilities," he said.

"We've got 100 miles of developed trails and 744 miles of lake shoreline in Cullman, Winston, and Walker counties."

To reach Corinth campground from Interstate 65 at Cullman, travel west on US 278 (exit 308) about 25 miles to CR 57 and turn left to the recreation area.

To reach Clear Creek campground from Interstate 65, take Highway 69 (exit 299) to Jasper, where Road 195 will take you a few miles north to Manchester. From there, take Fall City Road (at the Clear Creek Recreation Area sign) north 8.1 miles to campground.

Call the United States Forest Service Office in Double Springs, Alabama at 205-489-5111 for more information, or go online at ReserveAmerica for reservations. The direct line to Corinth Campground is 205-489-3165; the number for Clear Creek Campground is 205-384-4792.

Hiking Directions

For a Caney Creek double-destination day hike in the Bankhead Forest, follow these directions:

From Clear Creek campground, reverse your route to the campground to return to Manchester. From there follow Highway 195 to its intersection with Highway 33.

To reach this destination from Corinth campground, take County Road 57 from the campground north to US 278 and turn left. Follow US 278 to a right turn onto Highway 33 heading north.

From either campground, continue to follow 33 approximately five miles and turn left on Highway 2. Set your odometer at this turn and follow Highway 2 for 3.9 miles. Park in the small parking area on your right. The gated road from this lot is your access to Caney Creek and its two sets of waterfalls.

You'll find the road a pleasant place for conversation until nearing the waterfall, when the conversation stops and the oohs and ahs begin as, step by downward step, this amazing place is slowly revealed. In just a minute or two, you will find yourself immersed in a cool, deep canyon with one of the forest's most beautiful waterfalls pouring into a refreshingly green pool. No




Lower Caney Creek Falls

one, no matter how many times they come here, can pass this spot without lingering a while.

Upper Caney Falls is a great place to bring kids and spread out a lunch on the sandbar in the middle of nowhere. The area is relatively safe for everyone in the family (but be careful of wet, slippery rocks; don't let the kids climb above the waterfall itself) and offers plenty of opportunity to relax before the return to the car, which is as steep going up as it was easy coming down.

For many, Upper Caney Creek Falls is a fine destination. But for those so inclined, more adventure waits about an hour downstream. Ordinary shoes will do okay here but waterproof hiking boots will save time at the numerous stream crossings. Cross the outflow stream at the rock bar near where you came in. Turn right and follow the left bank of the stream. The trail can be difficult to see at times but it doesn't matter. Just keep the creek to your right and you'll be fine. There are more than a few deadfall trees in these parts, so leaving the trail is sometimes a necessity. But there's plenty to dawdle and look at, too. Even without the waterfalls, this little canyon is dazzlingly beautiful.

In half an hour or so, the creek takes a sharp right turn and presents you with a steep wall of a hill. Don't try to climb it, simply pick a spot to cross the creek at the stony shoal and continue up the creek on the right side until the first convenient spot to cross it again. Now you're on the left of the creek once again, and here you'll stay until the rim of the next waterfall forces you to cross the creek yet again. By now you know you've arrived as you walk the right side of the creek, looking down the steep slope at the cascades you just passed and the pool below. There are several falls here, as you will soon see. There's not much up-and-down hiking here, but it's all steep terrain. Keep a sure footing at all times and corral kids away from the steepest part of the slopes. Take plenty of time to take in the amazing view below—you'll be down there soon enough. Make your way to a nearly vertical trail segment (either crawl like a spider or slide down the few feet to firmer footing here) and find yourself beside a rock shelter—a great place to spend the night, if you want, and a great picnic spot if you don't. But most don't linger here. The grandeur of the canyon walls and the placid pools below beckon. 

Triple waterfalls enter the pool at Lower Caney Creek.

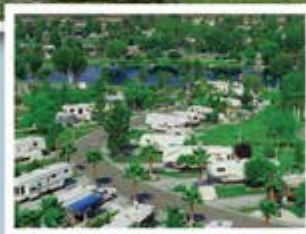


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Interviews from Idaho and Montana

by Harold Breuninger



Dave & Sue Yacono

Home: They move back and forth between Post Falls, Idaho, and Yuma, Arizona.
Interviewed at Coeur d' Alene RV Resort, Post Falls, Idaho

- They own a 1990 Allegro Bus.
- They started motorhoming in 1986.
- Their Allegro Bus is their second rig after operating a 1976 Champion Titan for 15 years.
- They chose their Allegro Bus after Tiffin was so highly recommended to them by other owners.
- Dave told me that after visiting Red Bay he "is proud to know Bob Tiffin" and tells all RV'ers who will listen about Tiffin's family concept and the friendly and outstanding service he receives both on the road and at Red Bay.
- Dave is retired from Ford Motor Co.
- Sue works with Sam's Club when they are in Yuma.
- They have three grown children: two in North Carolina and one in Post Falls.
- They also have three grandchildren.
- Dave is the primary driver with Sue navigating.
- When "on the road" they frequently do 400 miles or so in a day, conditions permitting.
- They both enjoy four-wheeling in the desert and prospecting for gold nuggets.
- Mostly they "dry wash" for nuggets but have also panned.
- One of their memorable and "peaceful moments" occurred in April 2005 when they motored north out of Las Vegas on Rt. 93 which, at the time, was newly paved; had little or no traffic; their cell phone was out of range and the ever changing scenery was beautiful to quietly contemplate.

Frank & Lois McLaughlin

Home: Sacramento, CA
Interviewed at Coeur d' Alene RV Resort, Post Falls, Idaho

- The McLaughlins enjoy the 2003 Allegro Bus they acquired in early 2006.
- They have been married 40 years.
- They started motorhoming in 1999.
- Frank retired from the rebar industry and Lois retired from the California Chamber of Commerce.
- Previously they drove a Georgie Boy Pursuit and a National Sea Breeze.
- They travel with their two cats; Pebbles, a Tonkinese, and Rocky, a Siamese.
- They usually take two extended trips a year – four months in the winter and three months in the summer.
- Their average driving day is 200 miles.
- Both drive the rig but Frank does the majority of the driving and Lois does the parking.
- They both enjoy the extra room that the opposing slide outs provide.
- They both find the built-in fireplace cozy and comfortable on cool days.
- They bought a Tiffin unit because of the favorable things they heard about the company and Bob Tiffin.
- Frank enjoys a game of tennis; they both play golf and Lois enjoys reading and surfing the internet.
- Lois was a licensed private pilot back in the 1980s with Frank doing the navigating.
- Prince Edward Island and Nova Scotia are two of the outstanding destinations they most enjoyed.
- They are very friendly and outgoing people who enjoy meeting fellow RV'ers.

Jerry & Joyce Michael

Interviewed at North American RV Park, West Glacier, MT

- They are extremely delighted with their 2006 Allegro Bay.
- Their previous unit was a 22-foot Class C.
- They have been motorhoming since 1997.
- They became Tiffin fans at the Harrisburg, PA RV show where they met Bob Tiffin and were impressed with his sincerity, professionalism and quiet demeanor.
- They went to Red Bay to watch their coach being built and found the whole experience pleasant, friendly and very professional.
- After acquiring their Bay, they closed up their home in Virginia and went full time in April 2005.
- They travel with their Miniature Poodle, Lucy.
- They are Allegro Club members and have attended several of their rallies.
- They both share the driving.
- Joyce is a retired independent insurance agent after 30 plus years and Jerry is a retired engineer.
- They have a son and two grandchildren living in Richmond, Virginia.
- They have offered their services as volunteers at the Escapees Care Facility in Livingston, Texas over the winter season.
- Many people think that Jerry is employed by Tiffin because he is continually singing their praises and recommending their coaches.
- They have never met a disgruntled Tiffin owner and many times encounter other motorhomers who wish they had bought from Tiffin. No surprise there!

I Seldom Have a Bad Day

by Fred Thompson

With three brothers and three sisters, Herbert Humphres grew up on the land where he lives today. Today, few people in this country have the luxury of saying that. But in the beautiful rolling hills of Franklin County, Alabama, and adjacent Tishomingo County, Mississippi, such a claim is not that uncommon. People in this part of the country love the land, appreciate their neighbors, and find that it is still a good, stable place with solid values.

Herbert Humphres, 55, enjoys his job, too. He's been doing it for over 30 years – the manager of the mechanic shop at Tiffin Motorhomes. This is where it all begins. With eight employees, the mechanic shop becomes the de facto receiv-

ing department for at least 55 chassis per week. Humphres and his lead man, Kenny Holland, have to make it their business to learn every engineering detail about four chassis: Freightliner, Ford, Spartan, and Workhorse. And there's a lot to know! TMH is blessed with employees who have made their positions into long-term careers. Holland will mark 20 years with the company in August.

Although each company does a PDI (preliminary delivery inspection) on each chassis before it leaves the manufacturing facility, the mechanic shop at Tiffin makes sure the unit is in tip-top condition before it goes to the welding shop.

"We check all of the fluid levels, the

Herbert Humphres discusses the day's agenda with lead man Kenny Holland, 30-year and 20-year veterans, respectively, at Tiffin Motorhomes.



differential grease, the lug nuts, the tire pressure, and then we grease it. After that, our team preps and installs the cab harness so that the instrument cluster can be easily hooked up on the assembly line," Humphres explained. After installing a temporary driver's seat and steering wheel on the naked chassis, the shop then assigns a production number and sends the chassis to the welding shop where it will receive several hundred pounds of steel – the virtual foundation for a rolling home on wheels.

But that's not the last time the mechanic shop will see a chassis. When the coach comes off the assembly line, and prior to being sent to the Belmont paint plant, it is routed again through the mechanic shop for front-end alignment. Counting the prep procedures and the alignments, 22 coaches per day pass through Humphres' shop.

Managing the "chassis patch" is an interesting side of the shop's responsibility. That's the nickname for the storage yard where more than 200 chassis await their turn to enter the Tiffin manufacturing process. The chassis arrive on flat-bed trailers: Workhorse chassis come stacked four high on a trailer; rear-engine Freightliner chassis are stacked two high; and the Spartans usually come with only one per trailer. Ford ships their chassis by rail in an enclosed box car.

To unload the chassis, four fork lifts are positioned two to each side. As they gingerly lift the top chassis in unison, the delivery trailer is pulled out from under the raised chassis – which is then lowered to the ground and driven out of the way. It's kind of a heavy duty ballet, and

Editor's Note: Harold Breuninger has been a contributor to *Roughing It Smoothly* from the beginning. Originally from South Carolina, he and Lynne are full-timers. His interviews give you a good flavor of Tiffin owners who travel the country extensively.

the fork-lift drivers make sure they don't drop the high flying performer.

Because of Tiffin's volume, Spartan and Freightliner keep factory trained technicians in Red Bay to address any problems that may arise. Ford units are serviced by an Iuka, Mississippi, company and any trouble-shooting for a Workhorse chassis is handled by Tiffin. However, Humphres observed that "our repair rate is very, very low with each of the four manufacturers."

While Humphres' management skills keep the mechanic shop running smoothly, he will tell everyone interested that "we have a good bunch of people to work with here. I seldom have a bad day." He is also quick to credit top management with making the overall operation run smoothly. "Bob Tiffin can work with anybody and the boys can, too. You know by the way they treat you that they enjoy working with people."

While most of the departmental managers put in nine hours a day, some also enjoy getting back to basics — and basics means the land. Like several other Tiffin managers, Herbert Humphres operates a small farm. But this 64-acre farm is very special to him because it is where he spent his childhood. He and his wife, Paulette, have 25 heifers and a bull. With calves, at any point in time they will have 40 to 50 head of cattle to manage. They sell their calves at seven months.

Prior to going to the paint shop in Belmont, motorhomes are returned to the Mechanic Shop for toe-in and front-end alignment.




"Even with a small operation like ours, it still takes a lot of equipment. We have tractors and balers and feeding equipment. If you're going to make a profit, you have to be pretty serious about what you're doing," he said.

For 29 years they also managed a poultry house, but now they concentrate on cattle production. Now Paulette works part-time as a mail carrier.

Like most of the men who work at Tiffin, Humphres enjoys fishing. "We have plenty of lakes and bass fishing is what I do. We've got too much water around here for a fellow not to have a boat," he laughed. "If you're not working with your cattle on the weekend, you oughta be fishing," he kidded.

But Herbert and Paulette have always placed a strong emphasis on family life. Their oldest son, Paul, 34, is a high school teacher. Jason, 29, is a quality assurance inspector at TMH. Both sons are married with two children each. With their sons living nearby, the Humphres get to enjoy their four granddaughters quite often, whose ages range from 9 years to 15 months.

"Lately we have not been able to coordinate our vacation schedules, so we haven't done much traveling. When we can, we like to spend time in the Smokies," he said. "But we can be real happy just staying close to home. If I make it to retirement, then I would like to see the country by delivering motorhomes." 



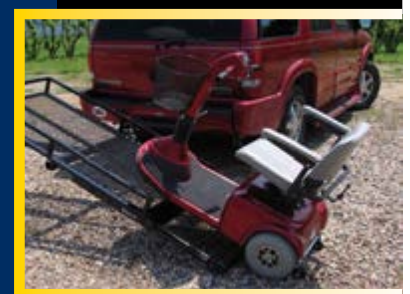
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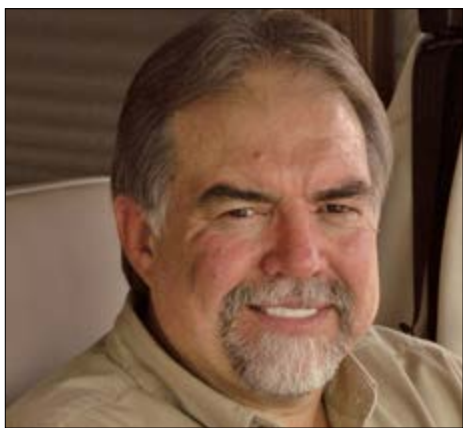


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Inman's Answers

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Please use the postcard at page 32 and send Danny your questions about your motorhome and its operation, especially those questions that may be useful to all of our readers. Address your letter to:

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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. Please send a SASE if you would like for us to return your photographs, disk files, and manuscript.

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

Dear Danny . . .

I have a 2005 Allegro Bay with a 10-gallon Suburban water heater. I replaced the 110v and LPG thermostats on the water heater because the water was not hot enough. The best I could get from either was 125-130 degrees F. At no charge, Suburban supplied me with two 140-degree F thermostats. After installation, I allowed the water to heat for three hours on 110v power only. The result was 130 degree water. Then I turned on the LPG and it fired off and ran for 10 to 15 minutes and produced 140-degree water.

Can you explain why the same two 140-

degree thermostats perform differently and what I should do to achieve equal results from either. For obvious reasons, I do not want to burn LPG each time I desire 140-degree water.

Bill Hoenstine, Orlando, Florida

Dear Bill,

If your electrical system was operating on 220v, it would be possible and your new 140-degree thermostat would give you 140-degree water. But it is not possible to generate the required BTUs with 110v power. Your LPG heating system produces considerable more BTUs.

We have a 34-ft Allegro Bay which we thoroughly enjoy. However, we have a problem with the water faucet in the kitchen. For example, it takes approximately 50 seconds to run 10 cups of water to make coffee. It is almost impossible to run enough water to wash dishes. We have checked everything we know, but to no avail. It still has only a weak stream. Can you help us?

James Harris, Salisbury, N.C.

Dear James,

If you have a weak stream of water only at the sink, it may be caused by a faulty mixing head. Another possibility is that the strainer between the freshwater tank and the pump is blocked. Another possibility is that you have some construction material (possibly plastic debris) lodged under the top of the sink plate.

We have a 2000 37-ft Bay Pusher. We winter in south Texas and Arizona. Since the winters are mild, we use our furnace very little. To make the heating system more efficient, is it possible to shut off the heat going into the basement?

Joe and Judy Shearon, Bells, Tennessee

Dear Joe and Judy,

The Suburban furnace on your motorhome needs at least three unrestricted 4-inch outlets to operate properly. If you have three with the basement duct, you can shut off that outlet. You can also add an extra outlet in the living room if you feel the need for more heat in that area.

I have a 1996 Allegro Bay 34-ft. While inspecting my roof, I found several cracks needing attention. What product do you advise to repair the cracks? Should I completely scrape off the old sealer?

Don Vertri, Pahrump, Nevada

Dear Don,

There are several good products on the market to repair your roof. Your 1996 Bay has a rubber roof. Be sure the product you choose is compatible with rubber roofs. Before applying the new sealant, clean and remove all loose or damaged sealant on the roof. It will be OK to seal over any old sealant that is still in good condition.

We have a 2003 Allegro Bus. On three occasions we have been locked in or out because of a failure in the dead bolt lock in the entrance door. The bolt seems to go beyond the top dead center in its travel to the locked position, and then it cannot be retracted.

Ray Wierschem, Green Cove Springs, Florida

Dear Ray,

The bolt is not aligning with the door jamb. Most likely the metal receiving plate in the door jamb needs to be re-aligned. It is also possible that the screws in the bolt mechanism are set too tight.


The stories in the magazine show beautiful interiors and exteriors of your motorhomes. But the reviews do not address the most important issue: gas mileage. I have a 2004 Allegro 32-ft and get only seven miles per gallon. Can you tell me how to improve my gas mileage or am I just stuck with it?

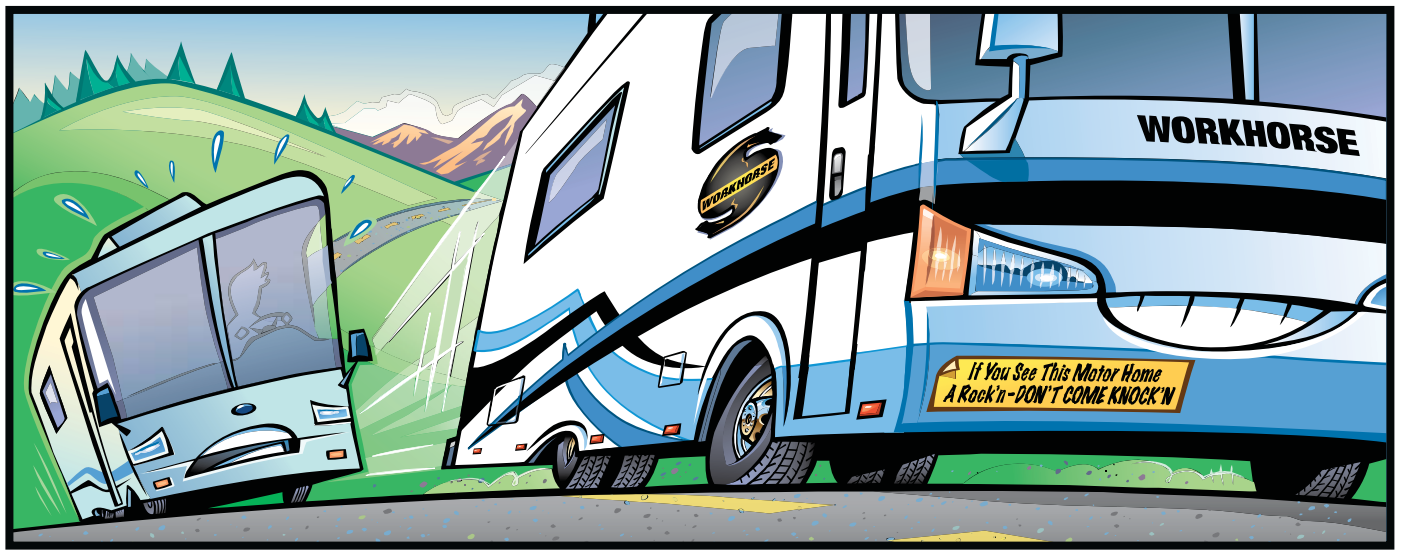
Mildred Shea, Grand Prairie, Texas

Dear Mildred,

Higher rpm gas engines hauling heavy loads are not by their very design and nature going to get very good gas mileage. But following are a few suggestions that may help:

- (1) Don't use the cruise control in hilly country. It forces the engine to use more gas to maintain the set speed when climbing hills. Turn off the CRUISE and let the engine lose a little speed as you climb steep hills.
- (2) On interstates, get in the far right lane and drive 60 mph. It becomes an issue of extra time vs. more gas.
- (3) If you are dry camping, be aware of the fact that you are using your diesel fuel to run your generator, which ultimately shows up as a lower mpg when you check it.

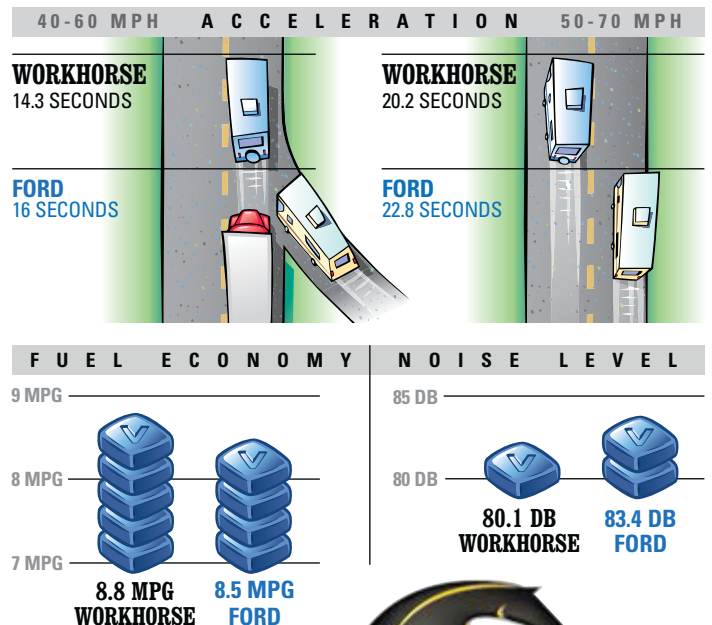
In campgrounds, I have heard some owners claim they get 9.5 mpg on a gas-burner in level country, and approximately 8 mpg in hilly country. Perhaps the best option today is the front-end diesel in the Allegro Bay which tests show gets 10-12 mpg. 



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* Based on independent tests performed at Bosch Proving Grounds, South Bend, Ind., May 2005. All specifications based on the latest product information available at the time of content approval.

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