

Roughing It Smoothly®



Jamestown: 1607–2007
The *Godspeed* Under Sail

SPECIAL
The 2007 Allegro 34 TGA
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- **Exploring Virginia's Historic Triangle**
Jamestown, Williamsburg, Yorktown
- **These Gentle Hills**
Fall Comes to the Mountains of Northeast Georgia

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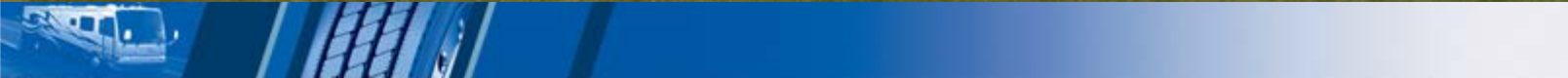
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Roughing it Smoothly®

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Editor's Note

The October issue offers two travel stories in Virginia and Northeast Georgia, the first taking you back into the birth of our country and the second opening the vistas of the fall season in the mountains of Georgia.

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

Your ideas, suggestions, innovations, and questions are encouraged and will be printed in "From the Road." We welcome the pictures and letters from five new contributors, with a special note about stopping to exercise on long trips.

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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Testing Motorhomes

34 YEARS AT THE EXECUTIVE LEVEL

by Bob Tiffin

Being closely involved with your product is really the only way you can assure improvement. That philosophy has led me to personally drive and test our motorhomes every year since we began production in December 1972. As a young family with children, Judy and I knew exactly how our Allegro motorhomes performed on the roads and in the campgrounds of America.

From the beginning, we tested every component, evaluated chassis and engine performance, reviewed every facet of our shell and interior construction. At every opportunity we talked to motorhome owners in the campgrounds—not just the ones who owned Allegros, but everybody. Testing, listening, R&D back at the plant, and then the implementation of good ideas that worked and created a demand for the Tiffin brand. Then we matched our unrelenting research with the best service policies in the motorhome industry.

The formula, if you want to call it that, has worked for 34 years. In the first six months of 2006, sales in the RV industry divided 32 percent. Sales at Tiffin Motorhomes went up 8 percent. We have been very blessed and we are thankful for that. But as the old saying goes, “The Lord helps those who help themselves,” which means that we must press on to do a better job every day. To paraphrase Abe Lincoln, “You can please some of the people all of the time and all of the people some of the time. But you can’t please all of the people all of the time.” As I said in my column last summer, we’re shooting for 95–98 percent all of the time. But let’s get back to my subject: testing.

In the fall of the year, the South goes into “football frenzy.” From the last week of August until the bowl games in January, people talk about the teams they support, whether it’s high school, college, or professional. When motorhomes really became popular in the 1970s, small groups of motorhome owners would congregate on Fridays on the asphalt parking lots near the college stadiums throughout the country. In a big way, it was an extension of the tailgating done out of the back of station wagons since the early fifties. But with motorhomes, the event developed into three-day weekends since they could spend the nights in their coaches.



Since our family has supported the University of Alabama from the glory days of Bear Bryant, it was just a natural for us to head to Tuscaloosa in our motorhomes for the big Saturday game. Here in Alabama, the motorhome congregation really started with the Alabama-Auburn game in 1977. There were only 33 motorhomes at that game. But the number began to grow with every game and I soon realized what a grand opportunity it was for testing our product.

We would take different models and test the drive, the handling, the ride, the water system, the AC system, the appliances, and the generator. Since there were no hookups on those asphalt parking lots, we really put those generators to the test.

We talked to our owners to find out what worked well, what components failed most often, and we took suggestions on how we could improve our product. Though every weekend was meant to be recreational, it really became a big laboratory for Tiffin Motorhomes. The early Allegro owners whom I remember coming were Woodson Jones, Jr. from Scottsboro and Barry Hibbett from Florence.

We sold the cotton gin in 1977 and that allowed me to go to nearly every game. In 1978, I only missed the game in Seattle. When I would arrive, some of the owners would be having a few problems and I could usually get them going—it usually would be the AC or the generator. Later we began taking a service crew to the games and offered to fix things they were having problems with. We brought Harold Kimbrough with us from Muscle Shoals, the authorized Onan specialist and dealer. Then we also started sending our people to the Auburn and Mississippi State games. It was a great time. The owners appreciated us and we were learning fast. We would take care of our owners problems first, and then we would start taking care of other brands. Guess who those people bought their next motorhome from!

Today, almost 1,000 motorhomes come to the Alabama football games. It is just incredible. We continue to get first-hand experience dealing with problems and finding new ways to make our coaches more durable and less subject to failures. Motorhomes will always

require maintenance, but it is our goal to make sure that Tiffin motorhomes have much fewer problems than our competitors.

Well, those experiences relate to short trips, usually no more than a couple of hundred miles away from home. Now let's talk about testing on long hauls. What happens on three or four thousand mile trips?

In 1978 we took a 35-ft Allegro to California, what I considered then as the ultimate test. Built on a Dodge 440 chassis with a tag axle, it had dual roof ACs and a microwave oven. We learned a lot about ourselves: two teen-age boys and a 3-year-old. And I learned a lot about the way we were building motorhomes.

After many trips through the years, both for recreation and testing, today Judy and I continue to take trips to see how we are doing. If you don't get out and really use your product, you will soon lose contact with the reality of what you are building.

In the fall of 2003, we had a 40-ft Bus delivered to our dealer in Albuquerque. Judy wanted to visit the wool festival in Taos. We spent our first two nights in Santa Fe and then I set up the coach at a campground in Taos where Judy could see the mountain range out of the front windshield. I took the local bus back to Albuquerque Sunday afternoon and flew home to work that week, returning the following Friday. That Saturday we drove to Durango, Colorado, through some really beautiful mountain ranges. The coach performed well as we crossed the Continental Divide at elevations near 10,000 feet.

We enjoyed the Durango & Silverton Narrow Gauge Railroad trip between those two towns. The coal-fired steam engine pulls restored vintage cars through spectacular canyons and finally crosses Molas Pass at 10,899 feet. It was the most beautiful trip I've ever taken.

After that experience, we went to the four corners where Utah, Colorado, New Mexico and Arizona touch (yes, you really can use both hands and feet and be in all four states at the same time). Just a few miles away from the four corners is the Mesa Verde National Park which protects the well-preserved habitat of the cliff dwellers. Known as the Anasazi, they had an amazing culture, but they vanished in approximately 1300 A.D.

We moved on to Prescott, Arizona, for a day and night as I planned to take the coach across the desert to evaluate its performance in that kind of climate and environment. Our final destination was Palm Springs and Pomona where we stayed at the KOA-Pomona Fairplex in order to work the Pomona RVIA Show. After four days we flew home.

I felt like we had given the Allegro Bus a very thorough test in both high elevations and desert heat. I was very pleased with the results.

In 2004 Judy and I did almost the same trip but with a different ending. Instead of going by four corners, we left Durango and went to Shiprock, New Mexico, the largest town on the Navajo Nation. Considered a sacred mountain by the Navajo,

it is a volcanic vent which geologists believe is 27 million years old. The Navajo name means "rock with wings." At 7170 feet in elevation and 1700 feet above the surrounding plain, Shiprock can be seen from 100 miles away.

The next day we went on to Flagstaff and made a side trip to see the beautiful red rocks of Sedona and watch how the light of the afternoon sun changed their colors. That evening we got to see the Bush-Kerry debate on the Jumbotron. After the debate, Bush and Cheney came to the stadium to greet the crowd. We were fortunate to have tickets at home plate and got to see them up close. Bush did a good job in the debate, which I believe was the turning point in the presidential race. We attended the RVIA Show again in Pomona and flew home.

This year we attended the Allegro Club Rally in Coeur d'Alene, Idaho, where I had a Phaeton delivered to our dealer, Ron Little, in Greenacre, Washington. Judy and I thoroughly enjoyed spending five days and nights at the rally and getting to talk to customers.

After the rally we drove the Phaeton south on US 95 to Lewiston where we found a fine restaurant in the Hells Canyon State Park. From Lewiston, we took US 12 along the Clearwater and Lochsa Rivers to Missoula. The winding, twisting road really gave me a chance to put the Phaeton through its paces. The engineering required to mate the chassis to the coach's overall balance and construction can be proven on a road like US 12. The beauty of the rushing streams and mountains made it difficult for me to keep my eyes on the road.

Declining to get on the interstate, we turned south out of Missoula on US 93 and drove through some of Idaho's amazing scenery, including its highest mountain, Borah Peak at 12,662 feet. At Idaho Falls, we turned east on US 26 to Jackson, Wyoming. On twisting river roads or crossing mountain passes, the Phaeton never faltered. It was a great pleasure to drive a motorhome that performed so well that was built in Red Bay.

We toured Yellowstone and Jackson Hole for three days. Can you believe that the antelope is the fastest creature in North America, capable of running at 52 mph? Leaving Wyoming's beautiful northwest corner, we slipped back into Idaho and followed I-15 and I-84 to Park City, Utah. We discovered a new campground in Park City that is really nice (I think it was simply called Majestic Campground) where we stayed four days and three nights. And Park City has some of the best restaurants in the country.

After a side trip into Salt Lake City on Sunday, we went up to Snowbird Lodge that offers a great Sunday buffet. I was fascinated by the Gee-Whiz Ride. Riders (and I wasn't one of them) go down a 500-yard descent in a harness attached to two parallel cables. It's almost like a summer luge.

If you decide to make this trip, don't miss the gondola ride to the top of the mountain. The views are magnificent.

Continued on page 53



THE ALLEGRO 34 TGA WITH FRED SNEAKS UP ON ITS BIGGER BROTHERS

by Fred Thompson

Although the Tiffin design and engineering teams have concentrated heavily on improving their diesel pushers, they have not forgotten the Allegro — *where it all began!*

Last year as gas prices continued to inch upward, Freightliner and Cummins asked Tiffin to build a prototype motorhome on their **front end diesel (FRED)** chassis. With the quickness typical of a privately owned corporation, Tiffin responded with the Allegro Bay which was first shown to dealers in June 2006. It became an instant success when Cummins boldly advertised 10–12 miles per gallon. Road tests made by *Motorhome* magazine recorded 13.3 mpg.

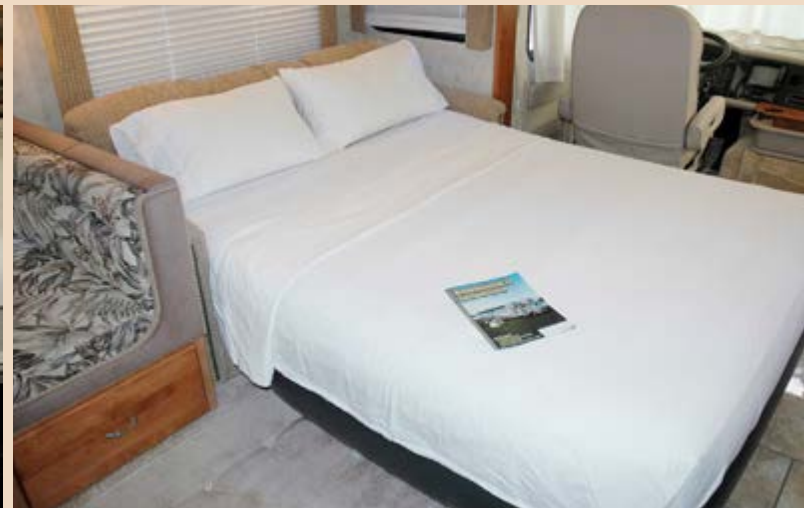
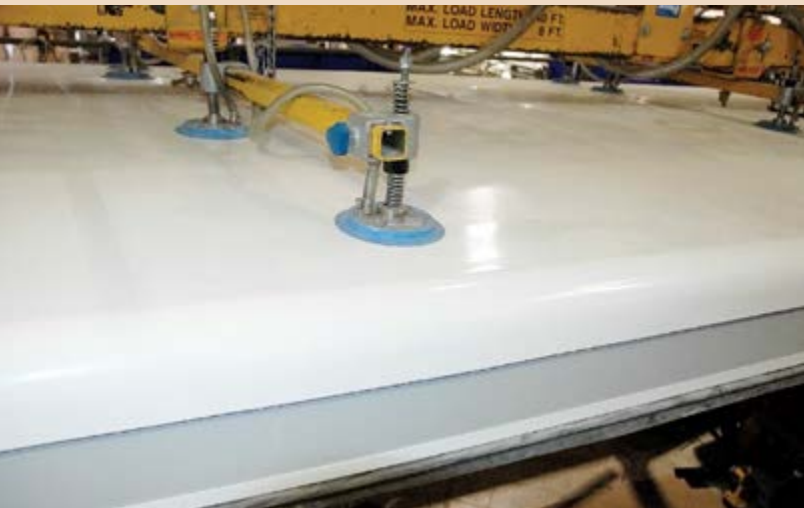
Tiffin surprised everyone this year at the July Dealers Meeting in Denver by making the FRED available on the 2007 Allegro, the company's entry-level gas burner. In addition to that exciting change, Tiffin introduced the 34 TGA, its *second* three-slide floorplan for the Allegro brand. This floorplan positions two major slides in the forward section, giving the coach the spacious living area seen in its diesel pusher cousins.

The company is offering the Freightliner-Cummins option

on four of the Allegro's six floorplans, excluding only the 28 and 30-ft. units. The Workhorse and Ford chassis will continue to be offered on all of the Allegro floorplans.

Tiffin designers did not stop there. New standard features include the one-piece fiberglass roof cap, a major leap forward in motorhome construction that will reduce and simplify roof maintenance. The company also made standard the Whisper Cool AC system, a technology that routes the return air through several inlets on the driver's side of the coach, while sending the cool air through vents on the passenger side, significantly reducing the noise once created by the single 14-inch square inlet just below the rooftop air conditioner. Both systems are good examples of Tiffin allowing the best technology from its more expensive brands to be employed in its entry-level coaches.

Another new option for 2007 is a tried and true technology tested on the Allegro's big brothers: side view cameras activated by the turn signals. With instantaneous framing on the same monitor used by the back-up camera, owners will find this \$630



option indispensable for safer driving. The fiberglass surfaces between the instrumentation panel and the windshield have conveniently designed sectional storage for holding in place a multitude of treasures that you will collect on your next journey. The slide-out writing table for the passenger seat is also perfectly positioned for a laptop. Both 12v and 110v as well as a phone cable outlet are located just below the writing table in the firewall.

The Flex-Air Hide-A-Bed sofa is a new option for 2007, a sleep system that makes it possible for four adults to travel very comfortably in this coach. Stored in the 60-inch side sofa, the sectional queen-size air mattress inflates with an electric pump which deploys the bed in approximately five minutes. Speaking from experience, this author found it very comfortable.

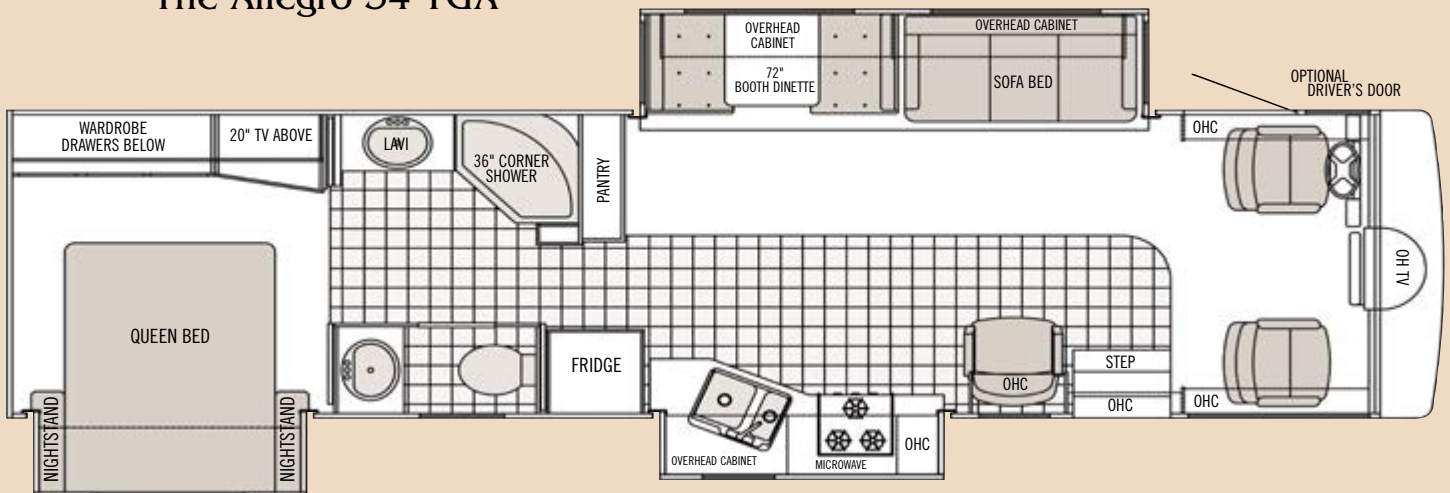
Alderwood has now replaced oak as the standard selection for woodwork and cabinetry. With a finer grain than oak, the alderwood is given a light matte finish which blends beautifully with all of the three interiors offered for the 2007 Allegro: Beach Glass, Mirage, and Stone.

From the Outside

With the new features and options in mind, let's take a look at the outside of the Allegro 34 TGA, beginning up front—that's where the story *is* on this coach. The Allegro FRED offers a Cummins ISB turbo charged 5.9 L electronic diesel. The engine develops 300 hp at 2,700 rpm, and achieves peak torque of 600 lb.-ft. at only 1,600 rpm. Transmitting the power to the drive shaft, the Allison 2200MH five-speed automatic with lock up reaches a 1:1 ratio in fourth gear and .71:1 in fifth, certainly an integral part of the good gas mileage that the triple corporate engineering effort has provided.

The engineering technology of the Freightliner FRED is extensive, as revealed in the following highlights. The Gross Vehicle Weight Rating (GVWR) is 24,000 lbs. In the 34 TGA, Tiffin engineers have afforded the owner 2300 lbs. of Cargo Carrying Capacity (CCC). Freightliner selected Bosch hydraulic pin slide disc brakes with ABS. A Leece-Neville alternator generates 160 amps. While the steering system was designed and built by TRW, the "talk about" feature here is the 55-degree wheel cut that

The Allegro 34 TGA



reduces the turning radius to only 33 feet, a huge advantage.

The relatively firm front suspension system uses Hendrickson SOFTEK in the front system and taperleaf in the rear. Sachs provides the tuned shocks. Freightliner chose Michelin KRV 235/80R 22.5, 14 ply tires. The chassis comes with an 80-gallon fuel tank which may yield 1,000 miles if you drive conservatively.

The attractive rear cap has multiple functionality: fuel fill on the driver's side, standard access ladder to the roof, standard rear back-up camera, and a centered high-mounted brake and tail light (in addition to the standard brake/back-up lights on the left and right corners).

The utility compartments on the driver's side of the coach are the epitome of efficiency and convenience. The lighted rear compartment houses the 50 amp power cord and a full water panel. In addition to the well-labeled hot and cold water drains, the city water connect and tank-fill lever, and the Shurflo water pump, Tiffin includes the black tank flush system and the outside shower and cleanup as standard equipment.

Moving toward the front, the next compartment houses the 5.5 Onan Quiet Diesel generator. For periodic service checks, the generator's front panel can be removed quickly. Enclosed in the adjacent compartment, the sewer system has an opening in the pan for an unobtrusive continuous connection to shore facilities, allowing the exterior door to remain closed.

In this 34-ft. coach, Tiffin does not miss an opportunity to utilize every square inch of available space for storage. After all, that's what motorhome living should be about—taking whatever you need to make your touring a pleasurable extension of your home life. Two-thirds of the exterior storage in the 34 TGA is located to the right of the entrance door as you exit your living room. That's convenience! Five compartments provide 45 cubic feet of cargo space for your outdoor equipment and off-season items. The storage compartment under the living room slide-out on the driver's side offers another 22+ cubic feet. When extended, this compartment's side door accesses an uninterrupted

12'6" of storage for skis, fishing rods, or other unusual cargo.

For outdoor living, the 34 TGA has a manual 14'3" awning. Other amenities include 110v exterior outlet and porch light.

The stylish graphics against a white background on the exterior of the 34 TGA create a stunning combination of colors in both the Driftwood and the Bordeaux. It will be a stand-out in any campground.

The Cockpit and Passenger's Accommodations

As you climb into the captain's chair, the immediate difference you will notice is the gear selection lever mounted in the dash. A palm-sized handle with a side thumb-set gives you firm control of gear selection. Standard displays include the speedometer/odometer, rpm, gas, oil pressure, and engine heat. To the left of the steering column, you will find the directional mirror control and mirror heat switch, genset starter, emergency start, and outside lights. Freightliner provides as standard the TRW tilt steering column and electronic cruise control with high idle. Until just recently, tilt steering columns on entry-level gas coaches were unheard of.

Our test coach had the optional driver's door with power window (MSRP: \$980) and the optional power driver's seat (MSRP: \$420). For convenience and comfort, both options are certainly worth the money.

The back-up monitor is conveniently positioned to the right of the gear selector for clear observation. It also serves as the monitor for the optional side view cameras. The automotive heating and air controls are under the monitor within easy reach of the driver, with both of the windshield fan switches to the right of the HVAC.

The radio/CD player is located equidistant between the driver and passenger since it will generally be safer for the passenger to select CDs and tune the radio while traveling. Finally, the Atwood Levelers is mounted in the far-right portion of the dash.

Two 12v outlets on the far left and far right of the dash will



Illustration for paint scheme only.



accommodate useful accessories. As mentioned earlier, the slide-out writing table will make the passenger's job as navigator much easier, whether it be handling maps or using the GPS software on your laptop.

The Living Quarters

The double slide in the forward section of the coach creates the ambience of a much larger and more expensive motorhome. In addition to the beige carpet and faux marble floor coverings, the Mirage interior used in the test coach combines three complementary fabrics in the living-galley area to blend handsomely with the new standard Alderwood cabinets.

The wicker-look fabric covering the barrel chair and sofa combined with the subdued brown-toned leaf material accented with chocolate suede, selected for the dinette, create a relaxing atmosphere. The newly designed valances with standard day-night shades add a remarkable elegance to this very economically priced motorhome.

Entertainment? You bet! The standard 24-inch flat panel television and the optional semi-automatic King Dome satellite system will keep you connected (whenever you choose, of course) to the busy world you left behind. And the optional DVD player will let you continue to enjoy your favorite movies. Don't forget to bring your CDs.

If you decide to invite family or friends on your next trip, you can send them into dreamland on the queen-size sectional air system offered by the optional Flex-Air Hide-A-Bed sofa. And the children (or grandchildren) can come, too. Tiffin's well-designed dinette breaks down in a minute to a 39 x 67-inch bed, just right for a couple of elementary school youngsters with over 11 cu.ft. of storage in the cabinets above for sheets, pillows, and blankets.

When it's social hour, you can flip the driver's and passenger's chairs around and have a conversation pit for six. Or, if you brought along your card table and folding chairs, your expanded living room has the space for a table of bridge. Plus, you've still got the dinette for crafts and board games. When the party needs to come inside, you've got all the room you need in the 34 TGA.

When It's Time for Dinner . . .

The 34 TGA has got you covered with all the galley features a serious chef could possibly need: a three-burner gas cooktop with oven (think roast, biscuits, and pineapple upside-down cake); a convection/microwave (optional); a double bowl sink with single lever chrome sink faucet; lighting above work surface; and an 8 cu.ft. refrigerator-freezer with optional ice maker.

Ever aware of creating maximum storage in the galley and dining areas, kitchen designers provided 11.5 cu.ft. of storage in the hutch by the dinette, which most owners will utilize as a pantry, plus several sq. ft. of serving space over the lower hutch next to diners. Two three-drawer tiers on either end of the galley cabinets will conveniently accommodate cutlery, eating utensils, and the



host of other small items required for a well-furnished kitchen.

The cook will find another 5.5 cu.ft. of storage in the two cabinets above the cooktop. Cooking or cleaning equipment can be housed in the 8.25 cu.ft. of storage under the double bowl sink. An additional 11.5 cu.ft. of storage is available in the two large slide-out drawers under the dinette benches.

Built into the slide-out, the dinette will comfortably seat four by a large window to offer a beautiful view or, with day-night shades, provide privacy in a tighter campground setting.

Moving Toward the Back of the Coach . . .

If offering just an interior design critique of the bathroom, one can say that Tiffin has created a very handsome area with the standard alderwood cabinetry and the complementary colors found in the wallpaper and its borders. However, storage capacity and convenience have also been given consideration. In an entry-level coach, you rarely find two lavatories. But both of Tiffin's 34-ft. floorplans offer this feature, which is really convenient when two people are trying to get ready at the same time. The bathroom enclosure can be separated with sliding doors from both the living quarters and the bedroom to afford complete privacy. The toilet compartment with its own lavatory can

be in service while the other rooms remain accessible. Each lavatory has both a medicine cabinet and large vanity.

The master bedroom is just downright cozy. Its queen-size bed slides out on the passenger side. Each side of the bed has its own end table with drawer and cabinet. You will enjoy evening ventilation through the large window at the head of the bed. Close the other windows and turn on the Fan-Tastic vent in the galley, and you will get a gentle mountain breeze — even if you're not in the mountains.

Wardrobes, large drawers, clothes hamper — bedroom storage abounds. Two wardrobes on the driver's side allow plenty of hanging space, 36 cu.ft. total. Seven large drawers (each over a cu.ft.) and a clothes hamper complete the array. When you're ready to relax, get all tucked in and watch the late show on your 20-inch television powered by a semi-automatic King Dome satellite receiver (both optional).

The Allegro 34 TGA's double front slide-outs offer the spacious feel of luxury when you first walk in. With its many standard features and all of its handsome appointments, your expectations will be satisfied at a price far lower than you would assume. Whether you are dry camping or fully hooked up, Tiffin delivers with the 34 TGA. **RIS**

SPECIFICATIONS: Model tested 2007 Allegro 34 TGA with FRED, Triple Slide

Base MSRP* – \$120,309 MSRP as tested with options – \$127,554

STANDARD FEATURES

Structural

Laminated floor, sidewall and roof
Steel/aluminum reinforced structure
Full one-piece fiberglass roof cap

Automotive

Cruise control
Emergency start switch
Leveling jacks
Tire size – 235/80R 22.5 14 ply
Fuel tank – 80 gallons
Alternator amps – 160

Exterior

Fiberglass front & rear caps
Tinted one-piece windshield
5.5 Kw Onan Quiet Diesel generator
One 13,500 BTU high profile roof
Coleman A/C (high efficiency)
Whisper Cool A/C system
Double electric step
¼-inch thick single pane windows
Horizontal mounted wipers
Heated power mirrors
Gel-coat fiberglass walls
Exterior graphics & paint
Exterior patio light
Exterior patio awning
Slide-out awning
Exterior storage doors with gas
shocks
Ridged long-life storage boxes
Single handle lockable storage door
latches
Heated water and holding tank com-
partments
Two 6v auxiliary batteries
Park telephone ready
TV antenna
Cable ready TV
Black holding tank flush system
Exterior rinse hose/shower
Back-up monitor
110v exterior receptacle
110v/12v converter
Undercoating
Roof ladder
Wheel liners

Driver's Compartment

Entry floor light
Step switch and 12v disconnect
switch
Snack/beverage tray
Non-powered cloth passenger &
driver seats (Flexsteel®)

ABS dash
Lighted instrument panel
Single CD player AM/FM stereo
12v dash receptacle
Tilt steering wheel
Dual dash fans
Windshield privacy curtain
Color TV (front)
Fire extinguisher

Living Area/Dinette

Large pull-out storage drawers in
booth dinette
Booth dinette
Decorative wall hanging
Cloth swivel chair
Cloth sofa bed
Fan-Tastic Fan

Kitchen

Single-lever chrome sink faucet
Double bowl kitchen sink
3-burner cooktop with oven
Microwave
8-cubic foot refrigerator

Bath

Two lavatories in vanities
Two mirrored medicine cabinets
Skylight in shower
Fiberglass molded shower
Separate enclosed toilet
Wall-mounted light switch
6-gal. DSI gas/electric water heater

Bedroom

Double full-length wardrobe with 4
mirrored doors
Innerspring mattress
Bed comforter
Bed pillows
Rear wall mirror (22 x 55 inches)
LPG leak detector
Carbon monoxide detector
Phone jack

General Interior

Raised panel cabinet doors
Vinyl headliner
Medium Alderwood solid cabinet
doors & drawer fronts
Vinyl tile flooring in kitchen & bath
Carpeting in bedroom and driver's
compartment
Scotchgard® treated carpet and
fabrics
Day/night pleated shades in living
room

Power roof vents
Tank level monitor system
Smoke detector
35,000 BTU ducted furnace
Compartment door with single point
latch

OPTIONAL FEATURES ON THIS COACH

Driver's door with power window
Semi-automatic King Dome satellite
2nd 13,500 air conditioner (rear)
Side view cameras activated with turn
signals
CB antenna
DVD player (living room)
Vacuum cleaner system
Power driver's seat
Convection/microwave
Ice maker in refrigerator
Hide-A-Bed
Additional Fan-Tastic Fan (water
closet only)
Bedroom TV
Bedroom day/night shades

OPTIONAL FEATURES AVAILABLE

One 15,000 A/C with heat pump IPO
13,500 (frt only)
Refrigerator inserts – wood panels

MEASUREMENTS

Wheelbase – 228"
Overall length (approx.) – 34' 10"
Overall height w/roof air – 12' 3"
Interior height – 80"
Overall width – 101"
Interior width – 96"
Minimum garage height – 13'

WEIGHTS & CAPACITIES

GVWR – 24,000 lb
GAWR (front) – 9,000 lb.
GAWR (rear) – 15,000 lb.
GCWR – 26,000 lb.
UVW – 20,960 lb.
CCC – 2,300 lb.
Trailer hitch capacity – 5,000 lb.

POWER TRAIN

Engine – 300 hp Cummins ISB turbo
charged, after cooled, 5.9 L elec-
tronic diesel

Torque – 600 lb.ft. @ 1,600 rpm
Transmission – Allison 2200MH five-
speed automatic with lock up

CHASSIS

Frame – XC Series Freightliner
Brakes – Disk brakes front & rear
Suspension – Hendrickson SOTFEK
(front), taperleaf (rear); Sachs
tuned shocks
Turning Radius – 33-ft. with 55°
wheel cut
Front-rear caps – Fiberglass
Exterior side panels – Gel-coat fiber-
glass walls with painted graphics

ACCOMMODATIONS

Sleeps – Six including two children
Fresh water – 53 gallons
Black water – 35 gallons
Grey water – 70 gallons
LPG tank – 24 gallons (max. fill: 80%
of capacity)

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MSRP is manufacturer's suggested
retail price and does not include
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features, optional equipment, and
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Mid-South

Jamestown 1607-2007

400 YEARS: A TIME TO HONOR OUR ENGLISH HERITAGE

by Fred Thompson

On May 13, 1607, a contingent of 144 English commoners and gentry began to establish a foothold on a swampy island over 30 miles up the James River from Chesapeake Bay. Sailing on three small ships, the *Susan Constant*, the *Godspeed*, and the *Discovery* under the leadership of Captain Christopher Newport, the group left London on December 20, 1606, but was stymied for six weeks by storms off the English coast. Finally breaking away from the continent, they made stops in the Canary Islands for water and in Martinique in March for provisions and a much-needed three weeks of rest and provisions. Departing the West Indies on April 10, they encountered severe storms for ten days, but by the skills of Captain Newport, and according to John Smith, “the providence of God,” they sailed into Chesapeake Bay on April 26. The next two and a half weeks were spent selecting a site for Jamestowne (Jay'-mess-towne, as they pronounced it then).

For over a hundred years before Captain Newport selected the site, Spanish, Italian, French, and English explorers roamed the eastern coast of North America and made their countries increasingly aware of the value of their claims and discoveries. During the reign of Queen Elizabeth I (1558-1603), powerful figures in her favor saw the economic benefits of establishing colonies in the New World, not primarily as a place for England's growing population, but more as a supplier of food and products that were currently being imported from Europe. The queen financed three voyages of discovery by Martin Frobisher. Sir Walter Raleigh personally financed two unsuccessful colonization efforts in 1585 and 1587 on Roanoke Island, which eventually became known as the “Lost Colony.” England's war with Spain in 1588 brought a halt to colonization.

Although Elizabeth saw the importance of developing colonized resources in America, she died in March 1603 before she could implement her ideas and was succeeded by James I who was able to negotiate peace with Spain. During the second half of her reign, Richard Hakluyt (hack-loot), a rare mix of cleric,



politician, and economist, began to promote colonization to gain “. . . the soules of millions of those wretched people.” Realizing his religious motivation for colonizing Virginia would not attract investors, mariners, and soldiers, he promoted the economic benefits, thereby gaining the approval of James I. Merchants from Plymouth and London stepped forward. Sir Thomas Smythe, of the East India Company, and Sir John Popham, Lord Chief Justice of the King’s Bench, advocated a chartered company with government backing that would spread the risks among many investors.

Finally, Popham was able to secure a royal charter in April 1606 which created two groups: the Plymouth Company and the Virginia Company. Each was given a specific territory to which they could send colonists to carve out plantations. The colonists, proven by time to be the real risk takers, were staked with provisions and promised land and financial incentives.

The recruiters wanted the gentry to make up a significant part of the group to bring civility, management, and education to the social organization of the new colonies. But they also saw the practical need for skilled craftsmen and artisans as well as common laborers. The Virginia Company of London selected seven men to serve on a ruling council, sealed their identities in a box, and left it to Captain Newport to open the box and appoint the leaders before he returned to England. Dissension that began during the voyage became intense after Newport revealed that all of the ruling council were members of the gentry except Captain John Smith.

Newport returned to England on June 22 leaving 104 men to

establish the colony. Six weeks later the polluted river water created an epidemic that by winter left only 40 survivors. Further dissension and the capture of John Smith by Indians plunged the colonists into deeper despair. On January 2, 1608, Captain Newport returned with 100 men and supplies. Invigorated, the colonists went to work building a store house, a commissary, and a church. Then disaster struck again when a stray spark set one of the buildings on fire, which quickly spread and destroyed the entire settlement.

John Smith’s resourcefulness in dealing with the Indians saved the settlers again and again from starvation. Newport went in search of gold while Smith directed the men in the rebuilding of the fort and buildings. Newport returned to England in April 1608 and was not expected again until late fall. Smith continued to provide the necessary leadership as he surveyed and mapped the coast and bay, found more resources for the colony, and kept the people together despite continued dissension.

In June 1609 a fleet of eight ships organized by Sir Thomas Smythe, including the 250-ton *Sea Venture*, left England for Jamestown. After nearly seven weeks at sea, the flotilla was struck by a hurricane. The *Sea Venture* nearly sank with as much as seven feet of water in its holds. As the weather finally broke, the heavily damaged ship struck a reef as it approached Bermuda. All aboard were saved and the ship was salvaged for life on the island. Four badly damaged ships finally reached Jamestown on August 11, and two more struggled in a week later. Under the command of Sir Thomas Gates and Sir George Somers, the carpenters aboard the wrecked ship labored through the winter and



From left, facing page:
Although very controversial in his style of leadership, Captain John Smith, a professional soldier, kept the colony from disintegrating during times of starvation and disease. After being injured by a gunpowder explosion, he returned to England in October 1609.

- The Old Church Tower and Memorial Church are replicas built on the original footings discovered during excavations. The original brick footings can be viewed through plexiglass from the inside walls of the church. The furnishings are true to descriptions found in early records.



At left and below: This current view of the James River tidewater illustrates the difficulty the early settlers had with brackish water. • The Algonquian Indians were at times friendly and supportive. However, they often turned hostile due to misunderstandings and apprehension of the settlers' expansion into their territory.

At right and below: The Tercentenary Monument was dedicated in 1907. Near its base you can survey brick replicas of the excavated foundations of New Towne. • The inscription at the monument's base commemorates the date of the first permanent English settlement.

Two years later the Virginia Company's charter was revoked by James I and Virginia became a royal colony.

As other settlements began to develop, by 1633 the most important was Middle Plantation which would eventually be rechristened Williamsburg in the 1690s. The 1640s brought civil and political unrest, both in the colony and in England. Sir William Berkeley was appointed governor by Charles I. Pocahontas, the daughter of Chief Powhatan, was kidnapped to force the return of tools and hostages. Treated well during her captivity, she fell in love with John Rolfe, a tobacco planter. After she received a Christian education, they married and returned to England where she died from pneumonia at the age of 22. Her father, Chief Powhatan, died one year later in mourning her loss. Feeling the need for revenge, Powhatan's brother started another war in 1644 and killed most of the colonists on the south bank of the Pamunkey.

Despite the Powhatan wars, somehow the number of colonists was estimated at 15,000 in 1648. An English civil war erupted in 1649 that resulted in Charles I being beheaded, followed by a rule of Parliament and Oliver Cromwell. By 1660 Charles II was declared king and the rightful ruler of the Virginia colony. In 1662, lifetime slavery was sanctioned by the Virginia General Assembly. Ten years later the Royal African Company began importing slaves into Virginia directly from Africa. The English population had grown to 48,000, plus 2,000 slaves.

By now most of the people arriving in Virginia had one purpose: buy land and plant tobacco. Jamestown continued to function as the capital of the colony and most of the new arrivals lived there only until they could buy land and establish farms. In 1662 the General Assembly passed a law mandating the use of brick for all new homes and structures in Jamestown, attempting to reduce the risk of the complete destruction the town had experienced earlier.

In 1676 Nathaniel Bacon led a rebellion against Governor Berkeley after the settlers were angered by the militia's weak response against Indian attacks on their farms. Berkeley raised an army to put down the rebellion, but not before Bacon's men sacked and burned Jamestown. The town never recovered and the Statehouse burned in 1698.

In the meantime Charles II died and was succeeded by James II in 1685. The Glorious Revolution in England overthrew James II and replaced him with Queen Mary and her consort, Prince William of Orange. Yorktown was founded in 1691 and the College of William and Mary was chartered in 1693. Finally, the capital

spring building two pinnaces, the *Deliverance* and the *Patience*. The survivors of the *Sea Venture* reached Jamestown in May 1610 to find Jamestown in a shambles and the colonists starving.

John Smith departed Jamestown for England in October 1609 after his powder horn exploded, injuring him badly. Lord de la Warr arrived at Jamestown in June 1610 to assume his appointed role as the resident governor of the colony.

The worst was yet to come, but your visit to Jamestown as it celebrates its 400th anniversary will give you an opportunity to learn the rest of the story and appreciate the hardships suffered at Jamestown. But just a quick overview so we won't leave you wondering about what happened.

Marking the beginning of representative government in the New World, the colony elected its own House of Burgesses in 1619. Although progress was being made, disease and malnutrition had taken all but 1,000 of the colonists who had arrived in the twelve year interval since 1607.

With the exception of two women who came in 1608, the men continued to live without the company of the fairer sex until 1620. Finally, ninety unmarried women arrived to provide family life. In 1622 tragedy struck again when the Powhatans attacked and killed 347 colonists in the James River settlements.



was moved to Williamsburg in 1699, at which time the number of colonists was estimated at 70,000, plus 13,000 slaves.

The state of Virginia, the National Park Service, and the Association for the Preservation of Virginia Antiquities (APVA) have spent several years developing a plan to appropriately celebrate

the 400th anniversary of the founding of historic Jamestown on May 13, 2007.


Already in place in Jamestown is the \$5 million **Archaearium**, a 7,500 sq. ft. exhibit space built directly over the ruins of the Jamestown Statehouse, Virginia's capitol from 1665–1698. Through thick plexiglass floors you can see the actual brick footings of the statehouse at several places throughout the Archaearium. Thorough archaeological research has produced thousands of artifacts that reveal the social conditions, housing, trade, daily living, the use and production of tobacco, agriculture, the presence of women several years after the founding, the practice of medicine and the use of drugs and remedies.

The National Park Service (NPS) has merged its vast archaeological collection with APVA's **Jamestown Rediscovery** dig which will be exhibited in a new \$4.2 million, 7,500 sq. ft. collections building.

The \$7.2 million, 18,000 sq. ft. **NPS Welcome Center** will open in October. Visitors will find a series of virtual viewers that present rolling expanses of the area, enabling them through computer-simulated action, merged with the photography of actual artifacts, to visualize what England's first permanent American colony may have been like 400 years ago.

NPS Admission: \$8.00 per person over 16 (ticket is good for seven days); Golden Age Passport, \$4. Admission includes *Jamestown Rediscovery* archaeological site and laboratory, "Old Towne" and Visitor Center, loop road, and glass house. Entrance gate hours: 8:30 – 4:30 daily, except Christmas and New Year's Day. Once admitted visitors may remain on the grounds until dusk. The historic Jamestown area is located at the end of the Colonial Parkway.

The **Jamestown Settlement**, owned and operated by the state of Virginia, is located at the intersection of Va. 31 and the Colonial Parkway. It is a replica of the original fort and buildings based on archaeological research. A 10-year master plan was adopted in 1997 to prepare the Settlement as a stage for the 2007 four-hundred-year celebration. State appropriations, admissions revenue, and private gifts funded the construction of a 143,000 sq. ft. visitor services and gallery complex, expanded visitor parking, outdoor interpretive areas, an enlarged riverfront discovery area, replacement of two of the museum's three replica 1607 ships, and a re-created colonial fort and Powhatan village. The museum's collections have been expanded to include a wide variety of artifacts and original paintings. The Great Hall adjacent to the museum's exhibition galleries provides a chronological journey from 1600 to 1699 – the founding of Jamestown to the transition of the capital to Williamsburg. The galleries are divided into three major sections: (1) Virginia: The Land and the People; (2) Interacting Cultures; and (3) A New Virginia.

Jamestown Settlement is open every day except Christmas and New Year's Day. Hours: 9–5. Admission: adults, \$11.75; ages 6–12, \$5.75. A combination ticket and annual pass are available to include the Yorktown Victory Center, a museum of the American Revolution. 



Williamsburg

VIRGINIA'S COLONIAL CAPITAL: 1699–1780

By 1633 Virginia was exporting one million pounds of tobacco annually to England, causing farmers to move inland to find more arable land. In that year Royal Virginia Governor John Harvey signed “An Act for the Seating of the Middle Plantation,” as Williamsburg was first known. After the statehouse at Jamestown burned in 1698, the colonists came to regard Middle Plantation as a more suitable location for the seat of their government.

The next year the Virginia assembly passed an act directing the building of the capitol and the city of Williamsburg. The act changed the name of the village to *Williamsburgh* to honor King William. An early survey made in 1699 presents a town of 220 acres with half-acre residential lots. Building ordinances were enacted that required that houses facing the main streets be built six feet from the street line. The base footprint of the houses had to be at least 20 × 30 feet with a minimum roof pitch of 10 feet. Bruton Parish Church, the College of William and Mary, and the residential lots covered 160 acres, while 60 acres were given over to structures used by the government, businesses, and taverns. Until the capitol was completed in November 1705, the state government met in the College of William and Mary’s main building.

Government and commerce assured the new capital’s growth and it became a thriving city noted for “wealth and polite living.” Trade laws that favored the tobacco planters increased prosperity and great houses were built on the tidewater plantations. The administrations of royal governors William Gooch (1727–49) and Francis Fauquier (1758–68) maintained good relations with the colonists, but the relationship with England began to deteriorate in 1765 when Parliament passed the Stamp Act to raise funds for the defense of the colonies.

Patrick Henry gained immediate prominence when he made his famous speech in the House of Burgesses: “Caesar had his Brutus; Charles the First his Cromwell; and George the Third — may he profit by their example. If this be treason, make the most of it.” Henry asserted that the assembly had the sole prerogative to tax Virginians. Parliament repealed the Stamp Act, but tensions mounted.

More taxes were levied on the colony and George III sought to smooth over the controversy by sending Norborne Berkeley, Baron de Botetourt in 1768 to govern. After the Virginia assembly in 1769 passed more resolutions to protest the taxes, Botetourt adjourned the house which reconvened itself at Raleigh Tavern to draw up further protests against duties on imports. Botetourt maintained his popularity with his gracious and sympathetic manner. At his death in 1770, he was honored with interment in a burial vault beneath the college chapel.

In 1771 the crown sent John Murray, fourth Earl of Dunmore, to govern. Proud and unapproachable, he was to become Virginia’s last royal governor. After news of the Boston Tea Party and Parliament’s subsequent closing of the Port of Boston, the House of Burgesses set aside a day for fasting, humiliation, and prayer. Dunsmore adjourned the assembly and they again reconvened in Raleigh Tavern to form protests and propose a general congress of representatives from all of the colonies. The First Continental Congress eventually convened in Carpenters’ Hall in Philadelphia. Peyton Randolph of Williamsburg served as its first president. Conservative in their initial demands, the congress sought to develop a unified voice to deal with the Crown.

Conditions in Williamsburg grew very tense after royal marines from the H.M.S. *Fowey* anchored in the York River raided the Magazine on a spring evening in 1775 and stole most of the local regiment’s gunpowder. Feeling threatened, the Virginia delegates moved their session to St. John’s Church in Richmond where Patrick Henry made his famous speech: “Is life so dear, or peace so sweet, as to be purchased at the price of chains and slavery? Forbid it, almighty God! I know not what course others may take, but as for me, give me liberty or give me death!”

In the wake of pitched battles at Lexington and Concord in April 1775, the Second Continental Congress convened in May and laid plans for war. Many of the colonists who showed reluctance earlier to turn against the mother country were angered by the British decision to shut down American trade and employ the Hessian mercenaries against them. American propagandists such as Thomas Payne fanned the flames. George Washington assumed command of the Continental Army on July 3, 1775.

Tensions increased with more skirmishes. The Fifth Virginia Convention of Delegates met on May 6, 1776, in the capitol at

Colonial Williamsburg today is restored to portray 18th-century Williamsburg during the critical formative years of the country, 1774 to 1781. The restoration has been a long and arduous process that originally was the brainchild of W.A.R. Goodwin, the rector of Bruton Parish Church. In a chance encounter in 1924, Goodwin met John D. Rockefeller, Jr., who attended his lecture at the New York City chapter of Phi Beta Kappa. Goodwin invited him to visit Williamsburg and Rockefeller accepted. The philanthropist brought his wife and three sons to see Williamsburg, and added Jamestown and Yorktown to the trip. In a return visit in 1926, Rockefeller visited the restored Wythe House and Bassett Hall. Intrigued with the opportunity to restore and preserve the integrity of an entire colonial town, Rockefeller directed Goodwin to find an architect who could create sketches of the colonial town’s appearance when it was in its prime, as the thirteen colonies gained their independence from England.



Williamsburg. Nine days later they declared independence from Britain and instructed their delegates to press for independence in the Continental Congress. The Virginia Convention's resolution became the foundation for the Declaration of Independence which in large part was written by Thomas Jefferson at the age of 33. It was adopted by the Second Continental Congress on July 4, 1776, without a negative vote.

The war for independence continued in major and minor battles for five years, largely in Georgia, North and South Carolina, Virginia, Pennsylvania, New Jersey, and New York. A major turning point came on February 6, 1778, when France signed a treaty with the Continental Congress which provided troops, ships, and supplies to America.

As Fall approached in 1781, the British occupied New York City, opposite Washington's Army at Hudson, New York. The French Army marched from Newport, Rhode Island, to join the Continentals. While the British were anticipating an attack on New York City, a combined French and Continental army slipped away on a 250-mile forced march to Virginia. French ships brought the majority of the troops from the top of Chesapeake Bay to Williamsburg by September 24. From Williamsburg the combined American and French armies marched down the Old Williamsburg-Yorktown Road to join Lafayette's forces who were already engaging Cornwallis. The French-American army numbered 17,600 while the British had 8,300.

The siege of Yorktown began on October 9. Eight days later the British asked for terms of surrender. The articles of surrender were signed on October 18 at Moore House. The next day the Army of Cornwallis laid down their weapons in a procession that was more than a mile long.

The French kept garrisons in Yorktown and Williamsburg through the following year. The Treaty of Paris was signed on September 3, 1783, officially ending the war and recognizing the independence of the United States.

Amazingly, Williamsburg escaped unharmed throughout the entire war. When Thomas Jefferson became governor in 1779, he urged the Virginia General Assembly to move the capital to Richmond. The capitol in Williamsburg (actually the second capitol, the first having been destroyed by fire in 1747) was last used on December 24, 1779. In the next 52 years, the



capitol was used for education, a law school, and an admiralty court. Vacant in 1832, it burned. In 1928 Colonial Williamsburg began the reconstruction of the Capitol of 1705 and completed it in February 1934, creating one of the “anchor” buildings for the restoration which was endowed by John D. Rockefeller, Jr., and subsequently by his son, David Rockefeller.


Today the restoration of Williamsburg reflects the village’s most vigorous period, 1727 to 1781, as it evolved from a seat of agricultural commerce to a center of democratic governance with the maturity to furnish statesmen to lead America to independence.

Make the Visitor Center, at the intersection of U.S. 60 and Va. Route 132, your first stop when you arrive. Experienced counselors will help you plan your multi-day visit to Colonial Williamsburg. Plan for at least three days. Pick up a copy of *This Week*, which contains an excellent map of the village and a chart of what is happening in each building throughout the week. Put on your best walking shoes, use the free buses which take you directly to the Palace Shuttle Stop or make a perimeter circuit every few minutes with many convenient stops, and begin your fascinating 230-year jump back into our history.

Actually, you can walk the streets of Williamsburg at no charge. But to enter the restored buildings, you must purchase a multi-day pass. Based on your length of stay and the areas you wish to visit, you have several choices.

I recommend the special Walking Tours led by lecturers who will give you insights to colonial life that you would likely miss otherwise. One particular walking tour you should take is led by Thomas Jefferson himself— or at least the man thinks and looks like Jefferson. We thoroughly enjoyed the concerts at the Kimball Theatre given by Dean Shostak called *Fiddleworks* and *Crystal Concert*. The Colonial Evening Performances are excellent cultural experiences. Attend as many as your endurance permits. Freedom Pass holders receive a 50% discount.

The fall temperatures make October and November perfect times to visit. Christmas is a special time at Williamsburg with fabulous decorations that are true to the period.

We recommend Bethpage Camp-Resort and Grey’s Point Camp about 35 miles away. www.bethpagecamp.com or www.greypointcamp.com. 



Counter-clockwise from top left: Dean Shostak plays the Glass Armonica in an evening performance at Kimball Theatre. • Michael Monaco interprets Williamsburg’s premier musician Peter Pelham with a stunning harpsichord concert at the Capitol. • Artisans at the Geddy foundry replaced an original escutcheon with this reproduction for the front door of George Washington’s Mt. Vernon. • A pork roast slow cooks on a spit over an open fire in Peyton Randolph’s kitchen. • Two ladies carefully craft wigs for Williamsburg’s wealthier residents. • George Suiter, master gunsmith at Colonial Williamsburg for 30 years, presents his finely crafted rifle to an interested buyer. • Charming shops and residences line the Duke of Gloucester Street. • Mack Headley, cabinet shopmaster, carefully crafts a cornice molding for a four-poster bed. A fourth-generation craftsman, he has been at Williamsburg since 1976.





Yorktown

WHERE IT ALL BEGAN
OCTOBER 19, 1781

After costly campaigns in North and South Carolina, the famed British general, Charles Lord Cornwallis, believed that a decisive British victory over Virginia would cause the rest of the colonies to return to British allegiance. He chose the port of Yorktown, moved his army there, and began fortifying the town in August 1781. A large French fleet sailed from the West Indies in concert with the American-French land forces moving south from New York under George Washington. The French blockaded the mouth of the Chesapeake to cut off any sea support for Cornwallis. The Allied Army, now numbering more than 17,000, gathered at Williamsburg, and on September 28, marched to Yorktown. After laying out encampments and preparing siege lines, the Allies began bombarding the British positions on October 9. By the morning of the 17th, it was all over. Two days later Cornwallis formally surrendered his army.

As in Jamestown, there are two venues offering the visitor excellent opportunities to understand the momentous events at Yorktown that changed the course of history for the colonies. First, the **Yorktown Victory Center**, a state-operated museum, chronicles the experiences of ordinary men and women during the American Revolution through a blend of timeline, thematic exhibits, and outdoor living history. The Victory Center is located at the inter-

section of Route 1020 and the Colonial Parkway, and is open from 9 to 5 year round except Christmas and New Year's Day. Begin your visit at the museum's ticket sales and orientation building. Adults, \$8.25; children, \$4.00. For more information on the Yorktown Victory Center, call (888) 593-4682 or (757) 253-4838.

Second, the **National Park Service** administers the **Visitor Center and the Battlefields** as the Colonial National Historical Park. It can be reached by following the Colonial Parkway to its terminus. A seven-day ticket is \$5 per adult, children under 16, free. The Visitor Center offers a film every 30 minutes explaining the battle as it progressed over a 10-day period. Two auto tours with maps and text take you through the actual terrain and siege lines: "The Battlefield Tour" and the "Allied Encampment Tour." Guided tours are also available. For both venues, you will need a half to a full day. For meals, visit the new Yorktown Riverwalk next to the bridge. There is a parking deck adjacent to the area. Call (757) 898-2410 for more information.

Starting at the **Yorktown Victory Center**, visitors embark on the "Road to Revolution," an open-air exhibit walkway that traces events leading to the American colonies' split from Britain. A timeline interspersed with quotes and illustrations borders the walkway, and three exhibit pavilions interpret signifi-

cant events, publications, individuals, and places of the period. Just inside the museum exhibition building, the Declaration of Independence is featured, through dramatic imagery, as a radical document that inspired decisive action.

Ten people who lived during the Revolutionary era tell their stories in the “Witnesses to Revolution Gallery.” Characterized by life-size cast figures, graphics, and artifacts representative of their lives, the witnesses include two African-American slaves who supported opposite sides, a Mohawk chief who struggled to remain neutral, and a Virginia plantation owner loyal to Britain. Two Continental Army soldiers are featured. The war on the frontier is recounted through the words of a woman taken captive and adopted by the Seneca tribe prior to the Revolution. Three more witnesses describe the impact of the war on the home front.


The “Converging on Yorktown Gallery” illustrates the movement of British troops from the south and American and French forces from the north into Virginia in 1781. It describes the three-week siege at Yorktown that resulted in the Redcoats’ defeat and ensured American independence. The witnesses theme continues in an 18-minute film, “A Time of Revolution,” shown every half-hour in the museum’s Richard S. Reynolds Foundation Theater. Set in an encampment at night during the Siege of Yorktown, the film dramatizes the recollections of selected individuals.

The fascinating story of ships lost or scuttled in the York River during the siege is told in “Yorktown’s Sunken Fleet.” A recreation of the bow portion of the excavation site of the British supply ship, *Betsy*, is the centerpiece of the exhibit. Artifacts removed from the ship are exhibited along with a detailed scale model.

“The Legacy of Yorktown: Virginia Beckons” examines how people from many different cultures shaped a new society. This exhibition incorporates the theme of creating a new nation through development of the Constitution and Bill of Rights.

In a re-created Continental Army encampment, historical interpreters describe the daily life of a regiment of soldiers during the last year of the war. A re-created 1780s farm completes the museum visit. In a setting that includes a tobacco barn, dwelling, log kitchen, crop field, and vegetable and herb garden, historical interpreters show how the majority of Virginians lived during the nation’s formative years.

The auto tours administered by the **National Park Service** are a must for the student of colonial history. The “Allied Encampment Tour” takes you on a nine-mile drive through the American and French encampment areas that includes Washington’s headquarters. The “Battlefield Tour” takes you through the essential stages of the battle: the British Inner Defense Line, the Grand French Battery, the Second Allied Siege Line, Redoubt 9 and 10, the Moore House, and Surrender Field.

When you stand in the viewing building at Surrender Field and press the message button, be prepared for a moving presentation. The surrender of the British forces was a very emotional time for both sides. The audio re-enactment will give you goosebumps. And then you realize, “This is where it all began.” 

At left: The viewing building at Surrender Field overlooks over 100 acres where 7,251 British officers and soldiers, 840 seamen, 240 cannons and 24 standards were surrendered to General George Washington on October 19, 1781, after a siege of 19 days. The recording in the viewing area presents an audio re-enactment of the surrender. • In recessed walls around the viewing building, visitors today may see the mortars and cannons that were captured by the allied armies. • The Yorktown Victory Monument was authorized by the Second Continental Congress on October 29, 1781, just after the news of surrender reached Philadelphia. Actual construction began 100 years later and was completed in 1884. The original figure of Liberty atop the monument was severely damaged by lightning. A new work replaced it in 1956. The shaft of Maine granite is 84 feet in height to which Liberty adds another 14 feet.



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Festive Pumpkin Cake

by Maureen Callahan

ANY CULINARY HISTORIAN with knowledge of eighteenth century cooking will likely tell you that creating an authentic Colonial dinner is no easy proposition. First, there's the hurdle of translating "receipts" (recipes) from that era which often call for hard-to-find, if not downright strange, ingredients like "double refined sugar" and "grated penny-loaf." Vague cooking directions like "bake in a slack oven" also create problems. Yet, over the years Williamsburg chefs and historians have turned to two notable cookbooks from that era to give them some idea of what might have been served in Colonial homes. *The Art of Cookery Made Plain and Easy* (1760) by Hannah Glasse is one. The other is Eliza Smith's *The Complete Housewife*, published in 1742. Since those books are difficult for the home cook to obtain, we've taken some of the popular ingredients from that time to produce a dessert recipe that could have been served to eighteenth century guests. Research shows that sweets (sugars, maple syrup) were popular among colonists and that nutmeg was a highly favored spice. Let's just say this Old Fashioned Pumpkin Cake combines current American ingenuity with some of those Colonial preferences. And if you really want to be authentic, be sure to remove the tablecloth before serving this dessert to guests. It seems Colonial cooks used white tablecloths for the first and second course, but dessert was served on a bare table.

Old Fashioned Pumpkin Cake

This recipe uses favored Colonial baking ingredients in a modern four-layer cake that is crowned with a delicate maple cream cheese icing and toasted walnuts

Cake

1 cup unsalted butter
2 cups sugar
4 large eggs
2 cups all-purpose flour
2 teaspoons baking powder
1 teaspoon cinnamon
½ teaspoon nutmeg
¼ teaspoon salt
1 (15-ounce) can pureed pumpkin
¼ cup buttermilk

Icing

1 cup unsalted butter, softened to room temperature
¾ cup light brown sugar
3 tablespoons maple syrup
2 teaspoons vanilla extract
2 (8 ounce) packages chilled cream cheese
½ cup powdered sugar
1½ cups chopped walnuts, about 6 ounces, toasted

Preheat oven to 350°.

To make the cake, coat bottom and sides of two (9-inch) round cake pans with butter; dust lightly with flour.

Beat butter and sugar at medium speed of mixer for 4 minutes. Add eggs, 1 at a time; beat well after each addition. Lightly spoon flour into dry measuring cups; level with a knife. Combine flour, baking powder, salt, cinnamon and nutmeg; stir with a whisk. Combine pumpkin and buttermilk. Add flour mixture to sugar mixture alternately with pumpkin mixture, beginning and ending with flour mixture.

Pour batter into prepared pans. Sharply tap pans once on counter to remove air bubbles. Bake at 350° for 25-30 minutes or until a wooden pick inserted in center



of cake comes out clean. Cool in pans 10 minutes on a wire rack; remove from pans and cool completely on wire rack.

To make the icing, combine the butter, brown sugar, syrup and vanilla in a bowl and beat on medium speed of mixer for 2-3 minutes or until well blended and fluffy. Add cream cheese and beat until blended. Add powdered sugar and continue mixing until smooth.

Place 1 cake layer on a cutting board; cut crosswise into two equal layers with a serrated knife. Place 1 cut layer onto a pedestal cake plate or platter; spread with ½ cup Maple Cream Cheese frosting and sprinkle with ⅓ cup nuts. Top with remaining cut cake layer. Repeat procedure cutting remaining cake layer and alternating with icing and nuts. Spread remaining frosting over the top and sides of cake and sprinkle remaining nuts on the outer edges of cake top in a circular fashion. **RIS**

Nutrition Information per serving: Calories 610; Protein 8g; Carbohydrates 57g; Fat 41g; Saturated fat 22g; Monounsaturated fat 10g; Polyunsaturated fat 6g; Sodium 211mg; Cholesterol 145mg; Fiber 2g

My Satisfaction:

Quality Work, Happy Customers, Great Employees

by Fred Thompson

Macky Massey was just 22 years old in 1988 when Bob Tiffin bought the Open Road RV company. Besides the supervisor, Jessie McCarley, Macky was the first man hired to build the steel framing for the new product line. "I cut all the parts and built up the inventory for assembly. We took one chassis per week and built the steel frames that support the whole coach," he said as he recalled his first job.

Later when Tiffin combined the Al-

legro and Open Road welding shops, Macky was promoted to "utility man." At Tiffin, the utility man has to know how to do every job in the shop to cover for an employee who is absent. He also serves as the assistant supervisor. By this time, Macky Massey had learned two things about himself: he loved working with steel and with people.

Eight years ago plant manager Horace Stepp and quality assurance director

Lex Tiffin came to Massey and asked him to take the supervisor's position in the welding shop. Somewhat surprised at the opportunity, he asked for a few days to think about the challenge and whether or not he was up to it. With the support of his wife, Toni, he came back with a "yes."

There were certainly challenges. "My biggest challenge was that half of the men in the welding shop were like 'best friends,'" he said. "I realized immediately

Macky Massey, right, consults with Randy Patterson, utility man, as they review the work on a chassis in production. Patterson has been with TMH for 15 years.



that when you have to supervise your friends, the supervisory relationship takes precedence. Then I wondered how people would feel who had more seniority than I did. But everyone has shown me respect and it has worked out fine," he reflected.

"When we need to hire a new employee for the welding shop, the human resources department does the first interview, then Horace, and then me. The final decision is up to me and management backs their supervisors' decisions," Massey said.

When Massey accepted the supervisor's position, the welding shop had 28 employees. "We worked overtime to get five units per day. With the backing of the shop, we took a fresh approach and within three months we were running eight units per day with the same 28 employees and without overtime. Now that gave us all some satisfaction," he laughed.

Another source of great satisfaction was an innovative modification to the Spartan and Freightliner chassis that Massey and Horace Stepp devised. Because of the sheer weight of the engine, the steel rails of the chassis have a slight bow in them which made a perfectly flat installation of the framing for the steel floor impossible. To solve the problem the chassis is raised until the bow is gone and an anti-camber bracket is welded into place.

Massey explained that the shop's biggest challenge since he became supervisor was changing the manufacturing process from a single production line to two lines. "With the help of Brad Witt in engineering, we planned to make the changeover from one to two lines in one overtime shift after we completed production for that day. After the plan was approved by Tim Tiffin, we began by cross training everyone. Then with new welding jigs and the installation of overhead cranes, we made the changeover after the first shift ended at 3 p.m. When we walked out of here at 11 p.m. with the switch completed, I was really proud of the way everyone worked together to make it happen. It was just a great example of what planning and teamwork can accomplish," Massey said.

With two lines, one for gas and one

for diesel, the welding shop runs 11 units per day. "If we need a prototype, we can plan ahead and run it in regular production," he said, giving credit to the skills and cooperation of everyone in the shop. "I will put my crew up against anybody's when it comes to building a prototype. We have fine people who will do whatever it takes to make it happen and not lose production."


"My satisfaction really comes from two sources," Massey said. "Seeing employees take great pride in the quality of work they produce and knowing that my superiors are pleased with my work." The welding shop has received recognition from Tiffin's customers, too. Many who own coaches have stopped back by the welding shop after a plant tour to tell Massey how much they appreciate the work the shop does. "After all," he said, "if you don't have a quality foundation, you will probably have trouble with a coach later on. We try to make sure that doesn't ever happen."

Quality doesn't depend totally on each individual's determination to do a good job. "In the last six years since Lex put in our quality assurance program, our quality has gone through the roof," he pointed out.

"Everyone here has been taught the 'customer first' philosophy, and that's why we are up in this down market," he smiled.

After hearing so much about the satisfaction that Massey derives from his job, I began to wonder if his bed was in the next room behind his office. Not so! "I'm a family man first and a welding shop supervisor second," he laughed. "Toní and I have been married for 21 years. When I leave the shop, I have a different set of responsibilities."

At 12 years old, their son Tyler is already 5'5" tall and weighs 130 pounds. He loves basketball and deer hunting. "I taught him how to hunt and he got his first deer last year," Macky said proudly. The family lives just over the state line in Golden, Mississippi, where Massey has served the town as alderman for 16 years.

"God has blessed me with a great family, a great job, good employees, and fine people to work for," he said. 

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Rauno and Betty Lampi

MRE-inventor and school teacher are full timers.

by Robert Wilson

There are at least two light years' distance between Rauno A. Lampi's childhood summers spent shoveling chicken poop and picking strawberries on his parents' New England farm and his current standing as a pioneer in the development of scientific processes for food preservation and preparation for the U.S. military.

But that is the way his biography reads. And now, though he says he tries "to keep up with technology for my own satisfaction," his prime activity is tooling around the North American continent in his 2003 Allegro Bus, a 38-footer with three slides.

Rauno (pronounced Ron'-no) and his wife of 5½ decades, Betty, a retired preschool teacher, have been full-time RVers for more than four years, having rolled across some portion of every American state except two. You can sort of understand why the wheels of their Allegro Bus

haven't touched the volcanic rock of Hawaii. But how did they miss Oklahoma, right smack dab in the middle of the country?

"We just haven't happened to go through it," Rauno says in his not-quite-Boston but definitely Massachusetts brogue. "And we've been in most provinces in Canada except Newfoundland and Labrador." So far they have logged about 32,000 miles on their motorhome.

He said he and Betty spend about five months a year in Arizona and five months in his native Massachusetts "and take a month getting from one to the other." That enviable lifestyle reflects freedom, contentment, security and planning. Still doesn't explain how they missed Oklahoma, though.

Rauno Lampi is the son of Finnish immigrant parents who met in Brooklyn, N.Y., and eventually found their way to a 10-acre farm near the north-central Mass-

achusetts town of Gardner. They bought the farm for \$2,700, Rauno said, and his mother made the mortgage payments with the money she made from selling eggs and strawberries. His father worked in a furniture factory.

"I grew up scooping hen manure and picking strawberries in the summer," Rauno said. Both parents spoke heavily accented English and Rauno didn't speak English until he went to grammar school. But there was a Finnish enclave in the area, plus some French Canadians. "The teachers were very understanding."

And Rauno adds that he can actually swear better in Polish and French than Finnish.

The year 1947 saw Rauno heading off to college at the University of Massachusetts, and he had his sights on a major in chemistry and biology. But on a suggestion from a swimming coach at the school, Rauno changed his major to the relatively new field of food technology, graduating in 1951. Out of college, Rauno satisfied his military obligation serving in Saudi Arabia during the Korean War.

That completed, he went back to see the head of the food technology department at UMass about a job. But the educator talked Rauno into starting graduate school on the GI Bill and an instructor's pay. The plan was that in a year he would have his Master's and his Ph.D. in three or four more.

Then came the setback: polio. He came down with it in 1955, "but I was very lucky it was the non-paralytic kind. This was just before the vaccine came out." The illness cost Rauno half a year of his education, but he says he has little residual effect from the disease.

During his career, Rauno said, he



worked on “the application of chemistry and microbiology and engineering” on food processing “from harvest to consumption.” He worked as a civilian for the U.S. Army at the Natick, Mass., research center. It was there that he pioneered the effort to provide American service personnel with a way to have a hot meal, without a fire to heat it, while on the battlefield or away from base.

The technology Rauno was instrumental in developing allowed the Army to move away from canned rations that required a heat source to soft-cover pouches – MREs, meals ready to eat – that can be heated flamelessly using a heat-producing chemical reaction involving a mixture of water, potassium and iron.

“It’s a slow version of an explosion,” Rauno said. The research was the result of an Army directive to “get rid of the can” that rations came in. The cans are difficult to open and carry, and, when emptied, they “become instant shrapnel” if hit by hostile fire.

The soft-pouch technology meals are more easily carried and can be warmed by the soldier in the field without the need for fire. Plus the cans had a shelf life of only four or five years, Rauno said, compared to much longer periods for the pouches, which are stored in warehouses “all over the world.”

The heat-pouch technology also has benefits beyond its military purposes, he said. It has been used on NASA space flights and has “benefited the people of Bosnia and Afghanistan and the victims of Hurricanes Katrina and Rita.” The pouches also can survive air drops better than cans and have been tested in some extreme weather conditions ranging from the Arctic to the blistering deserts of Arizona.

Acknowledging that “I got some patents” on the technology, Rauno said that as a civil service worker he was “paid to invent stuff and come up with new stuff. So even though I got a patent, I didn’t benefit from it.”

He said he “had some good engineers and people” working for him in the devel-

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Vogt and Tiffin

A 30-year Partnership That Works

by Norman Spray

During the first week of October, Vogt RV Center of Fort Worth will celebrate its 30th year as a dealer for Allegro and other Tiffin brands. "That's a relationship that has kept Vogt No. 1 in motorhome sales in Texas for five years in a row and currently ranks our company among Tiffin's top dealers," says President Danny Vogt, the amicable 56-year-old veteran who started selling RVs at 16.

Plans to commemorate that anniversary, not quite complete at press time, were to invite Allegro Club members to "camp" at Vogt's facility at 5301 Airport Freeway on Oct. 5, 6, and 7. Festivities will include entertainment, display of 2007 models, an appearance by Tiffin Motorhomes President Bob Tiffin, food, and a sales event offering "rock bottom" prices

on many Tiffin-built motorhomes.

Though Vogt represents several lines, Danny Vogt says the partnership with Tiffin deserves special notice because "we've grown together sharing a philosophy that keeping motorhome purchasers satisfied is our single most important goal.

"Over the years," he adds, "we've dealt with nearly every motorhome manufacturer. Many have come and gone and we've dropped lines for different reasons. Tiffin has proven to be the one we can depend on to consistently stand behind their vehicles and work with us to keep customers happy.

"That's an absolute necessity since 80 per cent of our sales are to existing 'repeat' customers or people that satisfied owners refer to us. We call this 'free' advertising. Business attracted by paid advertising,

show promotions, and the like is much less profitable."

In any event, Vogt says, competition keeps profit margins low on sale of motorhomes and other RV vehicles. "Because these are big ticket items, people often just assume that dealers enjoy big mark-ups. Truth is, overhead, pricing competition, and other pressures keep profits slim in even the most carefully-managed dealerships. No dealer can afford to guarantee a manufacturer's products.

"Tiffin's demonstrated determination to deliver value and back-up service helps keep customers coming back to us when they are ready for new vehicles. That's why Tiffin is the only line we've represented continuously ever since selling our first Allegro in 1976."

In the past year, Tiffin's Phaeton has become Vogt's best-selling diesel pusher, though the firm also offers Newmar and Monaco models. Sales have been roughly equally divided between the three major lines in the past year but Vogt sees that changing. "I fully expect the Tiffin line to out-sell all others in 2007," he says. "Right now, Tiffin is at the top of the game. Our customers look for three major things: good road handling, fuel efficiency, and affordability. Tiffin's products deliver all that plus the company's well-earned reputation for standing behind its motorhomes."

Vogt's sales, down about 10 percent over the past year, nevertheless were better than industry averages. Fuel costs were a factor in the industry downturn, Danny says, but he sees inflation in the cost of

Continued on page 32



President Danny Vogt discusses his plans for the company's next sales campaign with (left to right) Vice President Randy Vogt, Sales Manager Colby Cannon, and Salesman Aaron Vogt.

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Continued from page 30

motorhome units as an even bigger challenge. “If you compare the \$10,000 cost of motorhomes 25 or 30 years ago to what customers pay today, you’ll find that unit costs have escalated even faster than the cost of fuel.”

Vogt’s management team, which includes Vice President Randy Vogt, Danny’s younger brother, expects to see consolidation among manufacturers as the industry strives to become more efficient and make vehicles affordable. The hope that Tiffin’s front end diesel (FRED) may reach market at a reasonable price and deliver 12 mpg or better could “shake up” the industry, Vogt believes.

Vogt RV traces its history to the leisure boat business operated by Virgil Vogt in the mid-60s, the Vogt brothers’ father. “I started buying a few pickup camper tops and

selling them off the boat lot,” Danny Vogt recalls. Later he bought and sold enough old Brougham converted vans to put himself through college “and buy a new car.”

The energy crisis of 1972-73 shut the fledgling business down temporarily until Danny bought three Allegros in 1976. Since then, there have been ups and downs but Vogt has consistently grown. Today the firm has 41 employees, management included. Over half are service and parts technicians, of which 75 or 80 percent are RVIA-certified. Vogt services coaches and coach systems but leaves chassis work to the chassis manufacturers.

“Our management style is much like that we see at Tiffin Motorhomes,” Danny says. “We learned a long time ago that mortar and stone facilities mean very little. It’s the people that count. The doors

to all our offices are always open. We don’t screen calls. We strive for a family atmosphere among employees and customers and it has worked. Most of our key people have been here for years. Our service techs have had formal training but also have become educated by hands-on experience, which can be even more important.”

Asked the “secret” to Vogt’s success, Danny is quick to answer. “First is luck,” he says, smiling. “More often than not, we’ve been fortunate enough to be in the right place at the right time with the right products. Other than that, we concentrate on the same basics that have built Tiffin’s enviable reputation. You’ve got to sell a good product, do what you say you will do, and be competitive if you are going to last in this business.” **RIS**

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These Gentle Hills

WHEN FALL COMES TO THE MOUNTAINS



PHOTOGRAPHY BY JOHN KOLLOCK

With an Introduction by John Kollock

The hills of Georgia* have a subtle quality not generally evident to the casual visitor. These mountains have none of the dramatic abruptness of the West. Nor do they have the winter splendor of the snow country. They appear low and rolling with a constant blue haze that deepens dramatically at the approach of a storm. At times they seem to vanish into the horizon for days at a time.

They are old mountains, and being old they contain much of the stored-up wisdom of an evolving nature over the centuries. A person cannot rush up on them and expect to gain

* The story title and the introduction are reprinted by permission of John Kollock, Clarkesville, Georgia, from his 1976 edition of *These Gentle Hills*. I consider it to be one of the true treasures in my personal library. In the few paragraphs of his introduction, he sets the thoughtful mood for your fall visit to these beautiful mountains. Paperback editions of the book are still available in northeast Georgia bookstores. For more than half of his life, John has told the story of the people of the northeast Georgia mountains with his soul-searching prose and delightful watercolors. His limited edition lithographs are owned by thousands who wanted to take home with them happy recollections of their pleasant visits. A large selection of his lithographs are on permanent display and can be purchased in the Lodge at Unicoi State Park, a few miles north of Helen. If you are interested in more recent editions or his originals, you may write Mr. Kollock for an appointment to visit The Saturday Shop at P.O. Box 307, Clarkesville, Georgia 30523. — Editor

anything. One must approach them slowly, sit awhile with them, and learn their ways. Over and over throughout the history of this area, people have stormed these hills, determined to wring forth their treasures and cart them off. Gold miners, timber cutters, real estate speculators, each with the desire to get his part, have come and gone. They have left the scars of progress. But given time, the cycle of nature softens their harshness. The wind and rain move through the coves and valleys, and the green of summer wraps the past in honeysuckle and blackberry tangles. Only traces of past adventures remain to be picked out by the observant eye. On a mountain ridge can be found sections of a wagon trail that led the pioneers west. A streak of red in the mountainside marks the end of a vein of gold that pinched off. A covered bridge attests to the craftsmanship and the manpower of early settlers. A forgotten summerhouse standing in a dense thicket of old field pines and sourwoods marks another season. These are some of the tangible evidences of the past. The continuing present is nature itself.

Man pursues a course of development for as long as it serves his purpose. He will wrest a farm from the wilderness, drive a railroad through the hills, or build a grand hotel and develop its grounds for the diversion of his visitors. But when the profit

has gone or even if he turns his back for a little while, the natural forces begin to creep back over his handiwork. A ghost town in the West will be preserved because the climate permits it, but North Georgia is another story. Here nature will not allow a man to hold his ground without a constant fight.

North Georgia is a wet country given to fitful rains that can go on until a person thinks they will never end. Then suddenly the weather will turn hot and dry. The air pressure will bear down unsuspectingly on the visitor and leave him moody and depressed. The roadside flowers will be parched and dusted with red clay, and the next downpour is eagerly anticipated. The winter storms can be wild, but they are nothing to compare with the fury of the summer thundershower that moves through the white pines with a rushing sound gathering like a great wave until it bursts forth in a Wagnerian fury of thunder, lightning, and blinding rain. Yet when it has passed, the steamy countryside can look as unconcerned and pastoral as a Constable landscape. The secret of discovering North Georgia is to know its constantly changing weather — to live by it and take it as it comes. Only then will it open up and reveal its special beauty. There are wildflowers from April until November and birds in all seasons. The color of the soil changes with the weather, and there is a mood for every season and month

of the year. It might be the twilight mist in an old cornfield in November, a barn riding a golden ridge of broomsedge in September, the hard blue in March, the bare, twisted limbs of an oak tree in the winter winds, a lone screech owl lost in a thicket of pines on a warm July night, the crickets in late August singing their hot summer song across the fields. These are the special treasures that can be found when visitors give up man-made rhythms and fall in with nature's pace.

This combination of man's historic landmarks and nature's seasons is an important part of the joy of exploring the hills. The bend in a trail to some forgotten mill site might expand into a vista of sky and mountains at a perfect moment in the day for experiencing it. Because of the changing weather, a person can never tell when he will come upon a scene which he knows by heart suddenly lit in a golden afternoon light that brings it to life with a new meaning. Then again one can go looking for such moments, and the mountains will gray over and disappear, turning their backs like fitful children refusing to share their secrets.

If this story tends to wander from this to that, the reader will have to put it down as part of the nature of the area. The observer may find himself doing it in time to come. Wandering off the trail is part of the magic of living here. →

These Gentle Hills

ENJOYING THE FALL SEASON IN THE NORTHEAST GEORGIA MOUNTAINS

by Fred Thompson

FOR AN INTIMATE experience with nature and people, you should visit the northeast Georgia mountains this fall. It's a relatively small area — about 80 miles east–west by 40 miles north–south — about the size of Yellowstone, which is just a small corner of Wyoming. But as you “explore” these old mountains, you will find one microcosm after another that will gently remove you from *your* world and take you back to an earlier time, a more peaceful time, a slower-paced time.

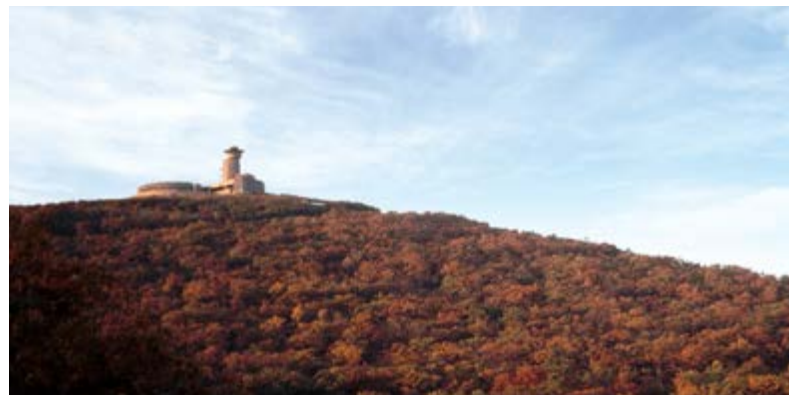
You may find yourself on a tunnel trail through a rhododendron thicket, sitting on a boulder by a waterfall, on a mountain bald watching a sunset while the blue haze fills the valleys below: *quiet moments*. Or you and your family may find yourselves in a restaurant that serves its guests “boarding house” style with a limitless supply of home-grown vegetables, meats, salads, and desserts: *satisfying moments*. And while aimlessly wandering the shops on a courthouse square, you may find the oak chest at an antique store that fits perfectly into the guest bedroom: *happy moments*. And later around the campfire, your neighbor may tell you a wonderful story about what they did that day which will become your plan for tomorrow's outing: *people moments*. Just a few possibilities — the charming small towns, the little stores that emerge out of yesteryear, the incredible number of talented artisans, the roadside stands selling the last vegetables from the garden, and those ubiquitous boiled peanuts.

Having been a resident of Georgia and enjoying its many attractions over the years, I can assure you there are a jillion things to do, so make a plan. First, get the state of Georgia's 2006 standard issue roadmap available at interstate welcome stations. Then buy the Chattahoochee National Forest map at a north Georgia bookstore. Next, review the sidebars and note the dates for the festivals, concerts, and art shows you wish to visit. Also check out the five recommended restaurants and their locations with respect to your planned visits. You will probably need two weekends and the weekdays in between to really enjoy what northeast Georgia offers in the Fall. Weekend campsites in the state parks are already reserved throughout the month of October, but sometimes there are cancellations. Call and check. Otherwise, go for one of the national forest campsites or the **Sugar Mill Creek RV Resort** two miles south of Moccasin Creek State Park on Ga. 197, or possibly the **Enota Mountain Retreat** three miles from Brasstown Bald on Hwy. 180. Of course, for

other private campgrounds, check your Woodalls or Frommers.

So where should your journey begin? After you've selected your campsite for the next few days (remember, Monday through Thursday segments are the least crowded), I suggest a trip to **Brasstown Bald**, the highest point in Georgia at 4,784 feet. No, you won't have to hike to get there. A paved, two-lane road will take you to a parking lot just below the summit (in your car, no motorhomes). You can then elect to hike the remaining distance (moderate to difficult) or take a van. Balds are treeless, grassy areas found on the summits of the southern mountains. Debates have existed for years as to how they were formed: burn-offs following repeated lightning strikes or clearings made by native Americans for summer pastures are two of the most oft-mentioned possibilities. Today, the bald at Brasstown has been covered with a beautiful stone and wood structure that houses a museum with exhibits about the geologic formation of the Appalachians, the life styles of native Americans and early settlers, and the use of the area's natural resources, as well as a theater and a modern fire look-out tower. Since Brasstown is the highest point in the state, you will enjoy a 360-degree view from the upper balcony where you can see four states—Georgia, North and South Carolina, Tennessee. We have made the trek up this wonderful old mountain many times. For us, mid- to late-afternoon visits were the most enjoyable. Go to the top of the tower,

Brasstown Bald Mountain at 4,784 ft. is Georgia's highest peak. It can be seen from four states. The Visitor Center is open year round except during inclement weather.



enjoy the view for 30 minutes, and then head for the west end of the parking lot for a picnic and the sunset. If you are camped at Vogel or Unicoi State Park, you aren't far from home.

Now that you've seen the territory from the highest point, pull out your northeast Georgia map and review your planned itinerary for the next few days. From east to west, here's what happening in October. Visits to the attractions described in the following columns are just a suggested itinerary. Break off at any point and restart wherever you wish.

If you are camped on the eastern side of the area, get up early and start the morning with breakfast at **The Dillard House** (see sidebar). It is fantastic and you may not need further sustenance until dinner time. If you start the day at Dillard, you may want to plan a visit to the **Foxfire Museum** in Mountain City, a few miles south of Dillard. In 1966 a very talented English teacher involved his students in producing the *Foxfire Magazine* to publish photographs and interviews of elderly mountain people who shared their culture and survival skills with the teenagers. Their literary pursuits soon blurred into serious anthropology. The student-authored stories were published by Doubleday in 1972 as *The Foxfire Book*. Ten more volumes were published with total sales of over nine million copies. Royalties from the books led to the purchase of land and the construction of over 20 log structures, including a grist mill, blacksmith's shop, cabins, and a replica church. To visit the museum, turn west on Cross Street on the south side of Mountain City, proceed one-half mile, and turn left on Foxfire Lane. The museum is not accessible by large motorhomes. Open Mon-Fri, 8:30-4:30. Call around holidays to check on hours: 706-746-5828 or www.foxfire.org

Your next stop might be **Tallulah Falls**, a vigorous Victorian village at the turn of the 20th century that provided an escape for the wealthy from the summer heat of the low country. They usually came by train and stayed at the area's hotels or their own summer places. Today Tallulah Falls is still vigorous. You will find the **Tallulah Gorge State Park** (see campground sidebar) with several hiking and biking trails that will take you to spectacular overlooks for the gorge and the waterfall, two fine restaurants, fishing and canoeing on three lakes, two old general stores, plus the **Tallulah Gallery**, the **Georgia Heritage Center for the Arts**, and the **Co-op Craft Store**. For sure, you won't run out of interesting things to do for a full day in Tallulah Falls. But first, stop at the Welcome Center and pick up "Your Guide to Tallulah Falls." Whatever you do, don't miss the settin' and a-rockin' porches at the **Tallulah Falls General Store**, **Isabelle's Restaurant**, and **Glen-Ella Springs Country Inn and Restaurant**.

Moving on south visit **Clarkesville**, a very pleasant mountain town that chooses not to blatantly chase the tourist dollar. Stop at the **Mauldin House**, the Welcome Center on the square, to obtain directions for a walking tour of the beautiful homes in the area—a great leg-stretcher to say the least. If it's time for a late lunch, try the **Baron York Café** (see sidebar) right on the square (second floor under a big sign that says Mountain Gallery).

The **Mark of the Potter**, ten miles north of Clarkesville on Ga. 197, is Georgia's oldest craft shop in the same location (1969). There in Grandpa Watts' old mill on the Soque River you will find the work of 40 local artists including unique crafts in wood, metal and ceramic jewelry, weavings, handblown

Recommended State Parks in the NE Georgia Mountains

Amicalola Falls State Park

Ga. 52 near the intersection of Ga. 136 Dawsonville, GA
Facilities: 24 campsites; water-elec hook-ups (50 amp); most sites can accommodate 40-ft rigs.
Rates: \$25/night plus one-time \$3 park pass; dump station available
Directions: From Dahlonega, take Ga. 52 west for approximately 14 miles.
Reservations: (800) 864-7275 [At publication time, all week-ends in October were sold out. However, most sites were still available Sunday through Thursday.]
Park: (706) 265-4703

One of Georgia's most popular state parks. Amicalola Falls at 729 feet is the tallest cascading waterfall east of the Mississippi River. Amicalola in the Cherokee Indian language means "tumbling waters." Nearby Springer Mountain is the southern terminus of the 2,135-mile Appalachian Trail, which is connected to the park by an 8.5-mile approach trail. The park offers many other trails for shorter hikes. The recently rebuilt campground has been carved out of the top of the mountain. Many of the sites are bordered by large-timbered retaining walls. A beautiful lodge nearby offers full hotel services and a moderately priced buffet in a dining room with spectacular mountain vistas.

Moccasin Creek State Park

3655 Highway 197
Clarkesville, GA 30523
Facilities: 55 campsites; water-elec hook-ups (30 amp); most sites can accommodate 40-ft rigs.
Rates: \$24/night plus one-time \$3 park pass; dump station available
Directions: Located 20 miles north of Clarkesville on Ga. Hwy. 197 or 15 miles west of Clayton via Ga. Hwy. 76 and Ga. Hwy. 197.
Reservations: (800) 864-7275
Park: (706) 947-3194

Moccasin Creek, sometimes called the park "where spring spends the summer," is blessed with a relatively flat campground which simplifies navigation by large RVs. It is tucked neatly into the Blue Ridge Mountains, yet bordered on three sides by 2,800-acre Lake Burton. The park has the very special feature of a fully accessible fishing pier that sits above a trout-filled creek which is open only to physically challenged visitors, senior citizens, and children. You can tour the adjacent trout rearing station, hike on several mountain trails, or launch your boat into Lake Burton at a nearby ramp. The park's location near so many attractions makes it an ideal site from which to launch your Fall visit to the northeast Georgia mountains.

Vogel State Park

7485 Vogel State Park Road
Blairsville, GA 30512
Facilities: 103 campsites; water-elec hook-ups (30 & 50-amp); many sites can accommodate 40-ft. units.
Rates: \$22/night plus one-time \$3 park pass.
Directions: 11 miles south of Blairsville via US 19 & 129.
Reservations: (800) 864-7275 [At pub-

lication time, all week ends in October were sold out. However, several sites were still available Sunday through Thursday.]
Park: (706) 745-2628 [Office hours: 8 a.m. - 5 p.m.]

Vogel is located at the foot of Blood Mountain in the Chattahoochee National Forest. Driving from the south out of Cleveland, visitors pass through Neel Gap, which intersects the Appalachian Trail. Hikers also can choose from a variety of trails, including the popular 4-mile Bear Hair Gap loop, an easy one-mile loop around the lake or the challenging 13-mile Coosa Backcountry Trail.

Unicoi State Park

Ga. 356
Helen, GA
Facilities: 82 campsites; water-elec hook-ups (mostly 30-amp); a few std sites will accommodate big rigs, plus "buddy sites" which can handle 40-footers with no problem.
Rates: \$24/night, std sites; \$44/night, buddy sites; dump station available
Directions: From Helen, take Ga. 76 north of town and turn east on Ga. 356 for approximately 2 miles.
Reservations: (800) 864-7275 [At publication time, all week-ends in October were sold out. However, most sites were still available Sunday through Thursday.]
Park: (706) 878-3982 [Office hours: 8 a.m. - 4:30 p.m.]

Located on a beautiful lake with the Blue Ridge mountains rising on three sides, Unicoi is a favorite with both Georgia residents and out-of-state visitors. Visiting artists and musicians are featured each Saturday at the Lodge: artists and craft-people, 11 a.m. to 7 p.m.; music series, 8-9 p.m. (see sidebar p. 43). Anna Ruby Falls (USFS) offers a short, but moderately difficult hike, on the west side of the lake. Craft lovers should not miss the lodge gift shop specializing in hand-made quilts (\$550-\$1,200), local pottery, and the watercolor lithographs of John Kollock. The lodge restaurant offers a very good breakfast buffet from 7-10 for just \$6.95, plus full service at other meals.

Tallulah Gorge State Park

Tallulah Falls, GA
Facilities: 50 campsites; water-elec hook-ups (mostly 30-amp)
Rates: \$24/night; dump station available
Directions: On the north side of the US 441 bridge in Tallulah Falls, turn right on Jane Hurt Yarn Drive. Terrora Campground will be immediately on your right.
Reservations: (800) 864-7275 [At publication time, all week-ends in October were sold out. However, most sites were still available Sunday through Thursday.]
Park: (706) 754-7970 [8 a.m. - Dark]
One of the most spectacular canyons in the eastern U.S., Tallulah Gorge is two miles long and nearly 1,000 feet deep. You can hike rim trails to several overlooks, or with free permit you can hike down to the gorge floor. A suspension bridge 80 feet above the river provides spectacular views of the river and waterfalls. Larger rigs with four slides may not find a suitable site in the campground, while shorter coaches with slides on one side should have no difficulty.



glass, and contemporary pottery. Four potters practice their art on Saturdays and Sundays. The shop is open every day except Christmas from 10–6, Jan-Mar 10–5. 706-947-3440 or www.markofthepotter.com

Leaving the Mark of the Potter, continue on Ga. 197 to the village of Batesville. To visit a working studio producing decorative, functional stoneware, remain on 197 for two miles north of Batesville to **Hickory Flat Pottery**. A potter for 30 years, Cindy Angliss continues to experiment with new glazes and ideas. Located in a 111 year-old country house, her shop also offers jewelry, copper art, stained glass, and Cobble Mountain hammocks. Hours for Apr–Dec: 10–6 daily, 12–6 Sun, closed Tue. Hours for Jan–Mar: Mon, Fri, Sat, 10–5; Sun, 12–5.



Turning south again for two miles on Ga. 197 from Hickory Flat Pottery, take Ga. 255 south from Batesville to Sautee-Nacoochee, Georgia, the home of the **Sautee Nacoochee Center**, a thriving cultural and community center in a restored rural schoolhouse. The Center offers a theatre, a gallery with changing exhibits, a museum, and other vital facilities focused on nurturing the culture and art of the valley. Through the generous gift of Dean and Kay Swanson, former owners of the Standard Telephone Company, the **Folk Pottery Museum of Northeast Georgia** opened in September to house the Swansons' collection as well as other acquisitions.

With pieces dating back to the 1840s, the museum provides space for the entire collection to be seen at one time, complemented by an audio-visual presentation, programs, and demonstrations by local potters. Dr. John Burrison, Georgia State University folklorist and author of *Brothers in Clay: The Story of Georgia Folk Pottery*, serves as curator of the collection. Burrison points out that Georgia's folk pottery tradition is concentrated in two communities near the Sautee Nacoochee Center: Mossy Creek, south of Cleveland in White County, and Gillsville, just north of Gainesville. Mossy Creek has been home to more than 80 folk potters since the 1820s, including Cheever and Lanier Meaders who carried on the nineteenth-century tradition of ash- and lime-glazed stoneware. The permanent collection includes pieces by Cleater Meaders, Sr., Edwin Meaders, and Lanier Meaders. Museum visitors will find a number of shops and galleries nearby if they wish to purchase pieces similar to those in the museum collection.



Two pottery pieces by Dave the Potter will be on special exhibition at the Folk Pottery Museum through August 2007. Dave, who assumed the surname of his first master after emancipation and became David Drake, is judged by folk art experts to be an outstanding artisan of the nineteenth century. In his lifetime, the quality of his work was so recognized and collected that his owners permitted him to sign each piece. Arranged by Dr. Burrison, these two pieces are on special loan from Levon and Elmaise Register, collectors who have been acquiring Dave's work for 15 years.

Museum admission is \$4/adult; \$2/senior or child. Person-



From top left: Mark of the Potter, Georgia's oldest craft store, offers the work of many regional potters, such as this stoneware selection. • The Old Sautee Store has been in continuous operation for 134 years. • Nora Mill Granary produces a wide variety of old-fashioned grain products and the recipes to go with them. • The Red Door in Nacoochee Village, just south of Helen, offers an attractive collection for your home decor.

ally guided tours and demonstrations are available for a nominal charge.

Other programs at the Center this Fall include: *Evening Star Music Series* – Kate Campbell, a great, modern Southern writer composes and performs musically rather than in prose. Oct. 21, 8 p.m. \$20. *Theatre* – “An Evening with Edgar Allen Poe.” The best works of the author performed with a little POetic license! Oct. 27 & 28, 8 p.m. \$15. *Gallery* – Chery Cratty’s Unique “Pulp Paintings.” Artist-made liquid paper fiber on handmade black denim paper. Exhibit through Oct. 28. Hours: Mon-Sat 10-5. Artist demos on Oct. 7, 14, and 21 in the gallery from 1-3. Free.

The **Stovall House** near the Center offers an intimate dining experience with a menu described as an eclectic mix of continental and regional cuisines (see sidebar). Very reasonable prices.

Continue south on 255 through the Sautee Valley to Ga. 17 which brings you into the Nacoochee Valley. **The Old Sautee Store** at this intersection is a “must stop” kind of place. First opened in 1872 on the Unicoi Turnpike, the general store sold seed, feed, fertilizer, and food staples to the residents in the two valleys. It also served as a post office until 1962. Today, a large section of the store has been left as a museum, just as it appeared 75 years ago. Only the fourth family to own the store, Galen and Jean Greene are committed to its preservation, but have added unobtrusively to the back of the building a retail area with products from the area, including an “Old Sautee Store” brand of jams, fruit butters, preserves, and relishes, plus a very good collection of books about the area. Their speciality is Farmers Cheese from Sweden and fresh baked bread every morning. You can also enjoy a boxed breakfast or lunch. Be sure to visit their website and learn the legend of the Sautee-Nacoochee Valleys and the history of the store. www.oldsauteestore.com Mon-Sat, 10-5:30; Sun, 12-5.

On the other side of the intersection is **Sautee Junction**, a collection of stores with interesting and unusual products. Bruce and Kate Rodgers are the proprietors of **Greenstone Soap Company**. They *make* all of their soap and bath care products, including body lotions, scrubs, and salts. They also carry essential oils.

Moving around the semi-circle of individual buildings in Sautee Junction, you will find **Sweetfield Mountain Merchandise**, offering native American wood carvings and jewelry, western natural furs, Pendleton blankets, and Brighton jewelry. Next door is **Riverbend**, with various collections of gifts, home decor, and furniture. Fred and Jodi Tinsley operate **Prairie Trails** and carefully select the handicrafts of western native Americans, primarily the Navajo and Zuni. Large turquoise collections and hand-sculptured clay dolls. **Shapiro’s** presents a contemporary gallery of metal art and wood crafts, leather goods, very unusual clocks, and pottery. You’re sure to find a focal point for any room in your home.

We are only four miles from **Helen**. So let’s go! As you come into Helen from the south, be sure to stop at **Nacoochee Village**. Established in 1876, **Nora Mill Granary** offers a wide variety of grain-based products, including grits, cornmeal, and mixes for pancakes, porridges, and mountain batters. Next door is **Unicoi Outfitters**, a full-service fly shop with classes in fly tying and fishing, plus the services

National Forest Campgrounds in the NE Georgia Mountains

I have always enjoyed camping in our National Forest campgrounds. The campsites are usually a little more private, the forests a little more dense, and usually there is a stream or lake adjacent to the camping area. If you have a Golden Age Passport, you pay half price. One disadvantage is that most cannot accommodate a 40-foot rig.

During the fall color season, sites in the state park campgrounds are reserved on weekends far in advance. But the NF campsites without hookups are usually not as crowded. Following is a list of the NF campgrounds in the northeast Georgia mountains, brief directions to get there, maximum lengths, and closing dates for the campground. A Chattahoochee National Forest map, available in bookstores for \$2.95, will show all of the campgrounds. Many of the campgrounds are near waterfalls and great hiking trails. Check state regulations before you fish.

DeSoto Falls Take US 129 north from Cleveland for 15 miles, or US 19 north from Dahlonega to GA 9 to US 129 for about 18 miles. 24 campsites. Max length 32. 2-mile DeSoto Fall Trail. Fishing in Frogtown Creek. Closes 11-13.

Dockery Lake Take Georgia 60 north from Dahlonega for 12 miles, turn right (east) on Forest Service Road 654 for 1 mile. 11 campsites. Max length 32. 3.4-mile Dockery Lake Trail, which provides access to the Appalachian Trail. Fishing in Dockery Lake. Closes 11-13.

Lake Winfield Scott Take U.S. 19 and 129 south from Blairsville for 10 miles; turn right (west) on Georgia 180 for 7 miles (very steep road with switchbacks); alternate route—take US 19 north from Dahlonega for 9 miles, turn left on GA 60 for 7 miles, and then right on GA 180 for approx. 8 miles. 36 campsites (5 pull-thrus can accommodate 37 ft; two double sites can handle a 40 ft; other sites 30 ft max). Numerous trails near campground, including the Lake Winfield Scott Trail, the Jarrard Gap Trail, the Slaughter Creek Trail, and the Appalachian Trail. Fishing in 18-acre lake. Closes 11-13.

Chattahoochee River Take Georgia 75 north from Helen for approx. 8 miles. Just beyond mile marker 15, turn left onto the gravelled Chattahoochee River Road and follow for 5 miles. 34 campsites. Max length 32. Appalachian Trail, Horse Trough Falls Trail, and the Mark Trail Wilderness Area are nearby. Fishing in Chattahoochee River headwaters. Often used in Fall as campground for hunters. Closes 12-1.

Rabun Beach From Clayton take US 76 west for 7 miles; turn left on Charlie Mtn. Road for 3.5 miles; turn right on Bridge Creek Road for 2 miles; turn left on Burton Dam Road for 5.4 miles. The campground will be on your left. 80 campsites, some with water and 30-amp, hot showers, dump station. Max length 35. 1.3-mile Rabun Beach Trail, which ends at Angel Falls. Fishing in Lake Rabun. Closes 10-29.

Sandy Bottom Take U.S. 76 west from Clayton for 8 miles; turn right (north) on Persimmon Road for 4 miles; turn left (northwest) on Forest Service Road 70 (narrow, crooked, gravel road) for 5 miles. 14 campsites, no hook-ups, drinking water. Max length 35. Rugged mountain scenery and the Tallulah River plunging by make this a beautiful place to camp, fish, or hike. The Coleman River Trail parallels the river for 1 mile through stands of large old-growth timber. Open year round.

Tallulah River Take U.S. 76 west from Clayton for 8 miles; turn right (north) on Persimmon Road for 4 miles; turn left (northwest) on Forest Service Road 70 (narrow, crooked, gravel road) for 1 mile. 17 campsites, no hook-ups, drinking water. Max length 35. Closes 10-29.

Tate Branch Take U.S. 76 west from Clayton for 8 miles; turn right (north) on Persimmon Road for 4 miles; turn left (northwest) on Forest Service Road 70 (narrow, crooked, gravel road) for 4 miles. 19 campsites, no hook-ups, drinking water. Max length 35. Located at the junction of the Tallulah River and Tate Branch, this recreation area offers camping and fishing. Closes 10-29.

Three Private Campgrounds

Creekwood Resort From Helen take Ga. 75 north and turn right on Ga. 356. Resort is approximately 5 miles on your right. New owners Robert and Melissa Sullivan will make you feel right at home. 18 concrete pads with full hookups (50-amp) plus cable and wi-fi. Picnic table & fire ring at each site. \$30 & \$35, depending on site selected. Pay for 6, 7th night free. [At publication time, all week-ends in October were sold out. However, most sites were still available Sunday through Thursday. Call for possible cancellations.] www.creekwoodresort.com 706-878-2164

Sugar Mill Creek RV Resort Two miles

south of Moccasin Creek State Park just off of Ga. 197 on Laurel Lodge Road, or four miles north of the intersection of Ga. 197 and 255. 48 concrete pads with full hookups (50-amp) at \$25/night, \$125/weekly. At publication time, week-ends in October were available. www.sugarmillcreek.com 706-947-0162.

Enota Mountain Retreat Three miles from Brasstown Bald Mountain at 1000 Hwy 180. 33 sites with full hookups. \$30/night for 30-amp, \$33/night for 50-amp. \$10/site per visit conservation impact fee. \$5/night for pets. 4 waterfalls, 5 streams, 2 trout ponds. Country store. www.enota.com 800-990-8869.

Hikes and Waterfalls

DeSoto Falls The DeSoto Falls Scenic Area is located immediately adjacent to US 129 approximately 4 miles north of Turner’s Corner (Ga. 9). The Lower and

Middle Falls are easy walks close to the parking lot. The Upper Falls is 2.5 miles one way, with the last half being much more difficult.

of professional guides to local streams and private waters.

Across Ga. 75 is a collection of interesting stores that should keep you busy for at least two hours. The *Habersham Vineyards* has produced award-winning wines since 1983. Sales, tasting, and tours are available from 10–6 daily, 2:30–6 Sun. The *Willows Pottery* offers handmade functional stoneware made daily in the shop, plus a “Paint Your Own Pottery Studio.” In a connected building, *The Red Door* presents an attractive collection of home decor and comfortable furniture (not antiques), accurately described as “quiet elegance to rustic charm.” Both stores are open 10–6 daily, 12–6 Sun. In a separate building on the same property, the *Nacoochee Grill* serves an excellent menu of regional cuisine at moderate prices. Hours: daily 10:30–9, Sun 11–9 (closed from 3:30 to 4:30 each day). Located in the historic Martin House, *Nacoochee Antiques* has a huge selection of antiques, collectibles, and junkie. Needless to say, your sweet tooth will prevail if you walk into *Doodle’s Coffee and Cream*, an old-fashioned ice cream parlor.

If you are still in the “pottery mode,” you should visit **The Gourd Place**. From Helen, go three miles south on Ga. 75, turn left onto Ga. 384 and go 2.3 miles. Priscilla Wilson has developed a most unusual way of using gourds to mold beautiful, functional stoneware. The outside of each piece has the interesting veins and textures from the inside of the gourd. The insides are glazed with dark green, ultramarine blue, plum, or antique iron. The outsides are highlighted with the corresponding underglaze color to accent the vein patterns. In another process, Wilson has also been very successful in coloring gourds and then carving beautiful designs into the exterior finish.

Beginning in the late 1800s, **Helen, Georgia**, grew as a mill town. By 1917 the area was producing 70,000 board feet of lumber a day. But before mid-century that had changed as the forests were stripped. As the U.S. Forest Service took over to restore the barren mountains and Unicoi State Park was built, local Helen businessmen Pete Hodkinson, Jimmy Wilkins, and Bob Fowler watched as campers, fishermen, and hikers passed through their town to enjoy the restored natural beauty of the area. In 1968 they asked local artist John Kollock for ideas to change the town to attract the tourists. Stationed in Bavaria after World War II, Kollock had fallen in love with the Alpine villages, the culture, and their architecture. He suggested remodeling the old store fronts with Alpine motifs and opening stores with Bavarian themes. The businessmen were sold on the idea and asked Kollock to make sketches for local carpenters to begin the transformation. Kollock himself painted some of the exterior art on the buildings. By 1972 the die was cast—Helen became Georgia’s version of Bavaria. Hodkinson began to organize “events” and by 1976 thousands of tourists were flocking to Helen. Sadly, Pete died in May 1976 in a hot air balloon accident in his Helen-to-the-Atlantic Balloon Race. Today, Helen is in third place in the state of Georgia for the number



From top right: The polishing, dyeing and etching of gourds is an artform perfected by Priscilla Wilson at The Gourd Place on Ga. 384 south of Helen. • Visitors exploring the little alleys off of Helen’s main streets will find some very interesting shops. • The Walasi-Yi Center at Neel’s Gap (elev. 3,108) on US 129 always prepares for the fall season.

of annual tourists (Atlanta and Savannah are first and second).

Kollock participated in the design of the original town on both sides of Main Street north of the Chattahoochee River. It is really the most charming part of Helen. Although city zoning and ordinances quickly required an approved Alpine theme for all new construction, the area south of the river exploded with outlet stores, hotels, and amusement areas. The photographs with this story show the original development. For a map of shops and restaurants, be sure to visit the **Welcome Center** just a half block to the east of Main Street in the old section. While we did not try any of the restaurants within the city of Helen, we can recommend the **Edelweiss German Inn and Restaurant** on Ga. 384 for dinner (see sidebar).

During the warmer months, the Chattahoochee River provides recreation in the form of tubing (pink tubes everywhere), kayaking, and canoeing. For tubing rentals, go north through Helen to the intersection of Ga. 356. For canoeing, kayaking, and rafting, go south out of Helen on Ga. 75 to Ga. 384. Turn left and proceed to **Wildwood Outfitters** at the river. For biking, visit **Woody's Mountain Bike Rentals** on Ga. 356 one quarter mile off of Ga. 75.

Leaving Helen, drive into Cleveland on Ga. 75 for a visit to Babyland General, the birthplace of Xavier Roberts' **Cabbage Patch Kids**. Twenty-three years after their introduction, the Kids are doing pretty good. They were nominated for the Doll of the Year Award from the Toy Industry Association. Adoption fees \$170 to \$375. Hours: daily 9–5 except Sun 10–5. 73 W. Underwood Street. 706-865-2171. www.cabbagepatchkids.com

Traveling north out of Cleveland on US 129, just past the last traffic light (Ga. 75) you will see a little sandwich shop and soda fountain on the right. Good sandwiches, great shakes and sundaes. Old fashioned prices.

Continuing north on US 129 toward Blairsville on US 129 for about two miles, you will see **Knaus Weavers** on the right (watch carefully, it's easy to miss). When we entered, Russell Knaus, 74, was seated between two looms. "Come in," he said cordially. "Just resting." His exquisite handiwork was displayed on racks and tables around the show room. Two four-harness looms were set up for work: one a jack loom (rising shed) and the other a larger loom (sinking shed). As we talked, he explained that he had taken up weaving 15 years ago after farming became too strenuous for him. He bought a loom and a book and taught himself. He tried new patterns found in weaving magazines and eventually started producing tartans in addition to the exquisite colonial coverlet patterns he had been making for standard, queen, and even king-size beds. His prices are very reasonable. In addition, Mr. Knaus sells home-grown vegetables and fruits in season, plus homemade jams and fudge. Open daily. Closed Sunday. 706-865-9192.

As you go north on US 129, for the first nine miles you will be traveling through some scenic countryside on gently winding roads. After you pass Turner's Corner, you are in for 10 miles of some really fun mountain driving, especially if you have a five speed stick. The curves are banked appropriately as if they had been prepared for a rally. Some of the route has been improved with three lanes. But don't push it too much—be safe and enjoy the route. At 4.2 miles north of Turner's Corner, you will see

Hikes and Waterfalls (cont.)

Helton Creek Falls From Neel's Gap on US 129, go 1.6 miles north and turn right on Helton Creek Road (FSR 118). Drive 2.3 miles to the parking area. A short walk to one of northeast Georgia's prettiest waterfalls.

Raven Cliffs From Helen, take Ga. 75 north for 1.5 miles and turn left on Ga. 75 ALT. Go 2.5 miles and turn right on the Richard B. Russell Scenic Highway (Ga. 348). Go 2.2 miles to the Raven Cliffs access road on the left. The trail is 2.5 miles one way, moderate difficulty. Spectacular cliffs.

Dukes Creek Falls The two-mile round-

trip trail to the junction of Dukes and Rosarie Creeks is very strenuous. You can hear the cascading water from Dukes Creek long before you get there, but the waterfall is actually Davis Creek descending over a 250-ft. bluff. Excellent viewing platforms.

Horse Trough Falls From the intersection of Ga. 75 and ALT 75 north of Helen, stay on Ga. 75 for 6.5 miles and turn left on FSR 44 and go 4.8 miles to the Chattahoochee Recreation Area. Turn right and follow the road to the parking area. The trail to the cascade is a short, easy hike.

Festivals and Special Events

Gold Rush Days

Gold Rush Days are held on the third weekend in October to celebrate Dahlonega's 1828 discovery of gold. At 8 a.m., traffic through the town square will be stopped to allow visitors to enjoy the 300+ art and craft exhibitors who set up in the public square and historic district. Scheduled events begin at 10 on Saturday and noon on Sunday and continue until 6 p.m. each day. The old-fashioned fun includes wheelbarrow racing, hog calling, cross-cut saw contest, buck dancing and clogging contests, wrist wrestling, and, of course, gold panning.

Pick up a copy of the color brochure on Dahlonega at the Visitor Center which provides a map of the village and details the shops and restaurants. The lines for The Smith House (see Restaurant Sidebar) will be long and you may want to come back on a weekday.

Location: The Public Square and Historic District in Dahlonega

Dates: October 21–22

Times: Saturday, 10–6; Sunday, noon–6

Admission: Free

The Georgia Apple Festival

Who doesn't love apples? Apples are definitely at the heart of the Georgia Apple Festival. Introduced into the county in the early 1900s, the apple saved Gilmer County from the devastation of the boll weevil. They've got apple fritters, fried pies, plus many other apple treats. But there are many other attractions at The Georgia Apple Festival. Hundreds of booths feature well-known Ellijay artisans along with artists and craftsmen from throughout the Southeastern United States. Antique Car Show on Oct. 14.

Location: Ellijay Lions Club Fairground, Hwy 5 south of Ellijay off the Georgia Mountain Parkway (Ga. 515).

Dates: October 14–15, 21–22

Times: Saturday, 9–6; Sunday, 9–5

Admission: \$5, adults. Children 10 and under, free. Sat. 9–6, Sun. 9–5.

Orchards: Most of the apple orchards are east of Ellijay on Ga. 52.

Georgia Mountain Fall Festival

With its mild temperatures and beautiful scenery there is no better place to be than the North Georgia Mountains in the fall. Each October, the 10-day festival in Hiawassee offers a major featured event each day including musical performances, educational demonstrations, a flower show, and the ever-popular Georgia's Official State Fiddler's Convention. In addition, you can visit Authentic Mountain

Demonstrations, the Pioneer Village, and Rosarie's Lions and Tigers Show (three shows daily).

Location: The Georgia Mountain Fairgrounds in Hiawassee, 30 miles west of Clayton via US 76 on Lake Chatuge, and only 3 or 4 miles south of the North Carolina border.

Dates: October 6–15

Times: Daily crafts and exhibits: Weekdays and Saturday, 10–8; Sunday, 10–6. See daily venues for times of music shows.

Admission: \$8 (Children 10 and under, free); 3-day pass, \$20; Wednesday, all admissions, \$7. Music shows included in the ticket price. Sorry, no pets allowed

Parking: \$2

37th Annual Sorghum Festival

Blairsville claims to produce the best sorghum syrup in the world. If you have a hankerin' to taste that fresh cane syrup just off the cooker, then head for the Sorghum Festival in Blairsville scheduled on three successive three-day weekends beginning with Friday, Oct. 13. In addition to watching how that beautiful brown syrup is made, you can enjoy an antique car show (10–21), a Biskit Eatin' Contest, square dancing every Friday and Saturday night, pole climbin', log sawin', rock throwin', 'baccur spittin', and horse-shoe throwin'. It's a fall harvest celebration in a true country town.

Location: Blairsville

Dates: Oct. 13–15, 20–22, and 27–29.

Times: 9 a.m.–5 p.m.

Admission: Adults, \$4; 65+, \$2; children, \$2; under 6, free.

Oktoberfest at Helen

Oktoberfest in Helen began in the 1970s as a rather small celebration of the Fall season that was supposedly linked to the town's pseudo-roots in Alpine Austria. But the city fathers and the merchants discovered quickly that Georgians liked the German music and cuisine. As the Fall's deep blue skies and color splashed mountains surround this picturesque "alpine" village, the weekends turn into a massive Festhalle. The Festhalle is the spot for authentic German bands, food, and celebration. You can spend the evening dancing the Polka or enjoying the crisp night. Be sure to sample the fresh-cooked wursts. Oktoberfest runs from Sept. 14 to Nov. 5. Festhalle Oktoberfest

Admission (in & out privileges): Weekdays, \$7; Saturdays, \$9; Sundays, free.

Hours: Mon–Thu, 6–10:30; Fri, 6–11:30; Sat, 1–11:30; Sun, 1–7.



DeSoto Falls NF campground on the left. A 5-mile round-trip hike. [See Hikes and Waterfalls sidebar.](#)

At Neel's Gap (elev. 3,108), you can pull into the parking area for the **Walasi-Yi Center**, a sturdy stone building built by the CCC in 1925 where the Appalachian Trail crosses US 129. The Center offers a broad array of camping equipment, clothing, and books. From the stone patio on the south side, you can enjoy the beautiful fall color in the valley you just traversed. From the Center, it is downhill a few miles to **Vogel State Park** (one of the recommended campgrounds). Just 1.6 miles north of the Gap, you can turn right onto Helton Creek Road (FS 118) and drive 2.3 miles to the pull-off for **Helton Creek Falls**. [See Hikes and Waterfalls sidebar.](#)



For one of the most scenic byway loops in America, turn right on Ga.180 about a mile past Vogel, and then right again on Ga. 348, which is the **Richard B. Russell Scenic Highway**. You will wind, climb, and descend through some of the most beautiful forests in the Appalachian mountains. At the peak of this stretch, you will cross the Appalachian Trail. A nearby parking lot will give you a chance to hike a few yards on the AT.

As you continue southeast through Hogpen Gap on Ga. 348, you will be on the watershed for the Chattahoochee River. In about five miles you will come to the **Raven Cliffs** access road on the right. In another quarter mile, you will see the **Dukes Creek Falls Recreation Area**. [See Hikes and Waterfalls sidebar.](#) In another two miles, you will come to Alt. 75 where you will turn left and travel two miles to Ga. 75. Turn left again after you cross the Chattahoochee River. If you are in the mood for a magnificent cascade, go approximately seven miles and turn left on FS 44 to visit **Horse Trough Falls**. [See Hikes and Waterfalls sidebar.](#)



Continue on Ga. 75 for approximately four miles and turn left on Ga. 180. In five miles you will come to the Ga. 180-Spur which is the route up to the highest point in Georgia – Brasstown Bald Mountain. If you missed Brasstown earlier in your vacation, now is the time. Brasstown has a unique ecosystem for its latitude here in the south. At 4,000 feet, its weather and plant life mimics that of northern Pennsylvania. When October skies turn to azure blue, the temperatures on Brasstown often drop to the mid-fifties during the day and down to freezing at night. So don't forget your windbreakers and sweaters. It can be warm down along Ga. 180 and very cool at the top.

Blairsville has a little known attraction, almost a well-kept secret, in Charles Griffin's **Misty Mountain Model Railroad**,



From top left: Named after one of Georgia's most illustrious U.S. senators, the Richard B. Russell Scenic Highway has been named one of America's most beautiful byways. • The well-maintained one-mile trail into a beautiful ravine to reach Dukes Creek Falls is an easy hike going in, but very strenuous coming out. The reward is a beautiful waterfall and the deafening noise of a raging creek. The scenery can be safely viewed from a new platform, recently built by the U.S. Forest Service • The old courthouse on the square in Dahlonega now houses the Gold Rush Museum. Gold mining was so productive that the U.S. Treasury built a branch mint in Dahlonega where more than \$6 million in gold was mined between 1838 and 1861. • The city of Dahlonega has restored and preserved nearly all of the buildings on its historic courthouse square, many more than 100 years old. You will find bookstores, antique shops, ice cream and fudge emporiums, fine crafts and art stores.

a 55 × 72 foot layout filled with 140-gauge trains and over 400 lighted miniature buildings, representing in scale north Georgia from the capitol in Atlanta to Brasstown Bald. With the help of Don Morris, Ken Kluth, and many others, Griffin built the huge model in five years. He estimates the display required seven tons of lumber, 6,000 pounds of hydrocal and plaster, and over 7,000 miniature trees, cars, and people. Many professional model builders consider it to be one of the top train layouts in the U.S. The display is open May through December on Wednesday, Friday, and Saturday. Only one tour begins promptly at 2 p.m. Donations of \$5 for over 12 and \$2 for 12 and under are given to a charity. *Directions:* From the Blairsville Square, take US 129/19 south for three miles to Town Creek School Road and turn left for three miles to Misty Mountain Lane. From Cleveland coming north on US 129/19, turn right on Ga. 180 East at the sign for Brasstown Bald. Go 2.5 miles to Town Creek School Road and turn left at signs for Alexander's and Trackrock Stable. The entrance is on the left by Misty Mountain Inn. Call 706-745-9819 for more information.

If you like model trains, you will really like the real thing. The **Blue Ridge Scenic Railway** operates leisurely one-hour trips daily through the mountains along the Toccoa River during the October-November leaf season. Boarding begins 20 minutes before departures from the 100-year-old depot in downtown Blue Ridge. In October, the fare is \$33 for adults, \$28 for seniors, and \$16 for children. Sundays, 1:30; weekdays, 11; Fri-Sat, 10 & 2:30. On Sunday, Oct. 29, Pumpkin Pickin' Special, 1 & 2:30.

From Blue Ridge, take the Parkway (Ga. 515) to Ellijay for the **Apple Festival** on the weekends of Oct. 14-15 and 21-22 (see sidebar). After the boll weevil wrecked Gilmer county's cotton crop 83 years ago, local farmers began to rely more on their apple orchards introduced in the early 1900s as a cash crop. Today over 500,000 bushels of apples are harvested each year, including the popular Winesap, Rome Beauty, Red Delicious, and Granny Smith.

Now to complete your tour of the northeast Georgia mountains, a 30-minute drive on Ga. 52 will take you right by **Amicalola Falls** on the way to Dahlonega and the **Gold Rush Days** on Oct. 21-22 (see sidebar). Be sure to remember Amicalola Falls as not only one of your campsite options, but also as a beautiful side-trip to the falls and the lodge. As you enter the park, stop at the visitor's center and pick up a map. The best view of the falls is from a trail half way up the mountain to the lodge and campground. The lodge offers a good buffet for each meal and has a great rocking chair porch for those fall sunsets. If you were lucky enough to get a site in the Amicalola campground, you will be perfectly positioned between the Ellijay Apple Festival and Dahlonega's Gold Rush Days.

Two decades before California's 1949 gold rush, thousands of men poured into the Cherokee territory to begin the nation's first gold rush in **Dahlonega, Georgia**. Between 1838 and 1861, more than \$6 million in gold was coined by the U.S. Branch Mint in Dahlonega. **The Gold Museum** in the old County Courthouse on the Square takes you back 150 years to learn how they did it. Coins minted in Dahlonega as well as gold nuggets are on display. A 23-minute film describes the mining techniques and lifestyles of the prospectors.

Live Entertainment

Bluegrass in the Park

Sit back near the shores of Lake Burton and enjoy some of the finest Bluegrass music in the South. A hat will be passed to collect donations for the performers. *Directions:* Moccasin Creek State Park, located 20 miles north of Clarksville on Ga. Hwy. 197 or 15 miles west of Clayton via Ga. Hwy. 76 and Ga. Hwy. 197. Park: (706) 947-3194

Visiting Artists and Musicians Series at Unicoi State Park

Visiting Artists: Talented artists and craftspeople from Georgia and surrounding states will demonstrate their art or craft and have samples for sale. Artists will be set up on the third floor of Unicoi Lodge between 11 a.m. and 7 p.m. on Saturdays through November 11. Most artists will also be available Sunday between 10 a.m. and 2 p.m. Parking, \$3. Call 800-573-9659, ext. 305, for more information about a specific artist or the type of art or craft to be presented. *Saturday Evening Music Concerts:* Some of the best musicians in the area will perform Appalachian Mountain

Bluegrass, and Southern Gospel music during this series which runs through November 11. Performances at 8 p.m. "Pass-the-hat" donations to the musicians are welcome. Parking, \$3. Call 800-573-9659, ext. 305, for more information about the program for any Saturday.

Visiting Artists Series and Water Release Program at Tallulah Gorge State Park

Water Release Program: During the Fall Water Release Program from the lake, the falls are much more spectacular. Those dates are Oct. 28-29 and Nov. 11-12 from 8 a.m. to 5 p.m. *Visiting Artist:* Alan Young, Georgia's premier wild bird artist, will show his creations and provide demonstrations of some of his techniques. Jane Hurt Yarn Interpretive Center. Oct. 28-29 from 8 a.m. to 5 p.m. \$4 parking. *Visiting Artist:* John Nichols will demonstrate his woodburning techniques, with examples of his work on exhibit. Jane Hurt Yarn Interpretive Center. Nov. 11-12 from 8 a.m. to 5 p.m. \$4 parking.

Restaurants

First, here's a couple of restaurants with long histories of good food — boarding house style.

In Dillard, on US 441 about two miles south of the North Carolina line, you'll find a two-century tradition of southern hospitality and home-grown vegetables and meats. Now a four-season resort, **The Dillard House** serves three sumptuous meals each day. Breakfast (7:30-10:30), \$11.95-14.95; Lunch (11:30-5), \$16.95-18.95; Dinner (5-8), \$18.95-21.95. Motorhome parking by the tennis courts. 800-541-0671. www.dillardhouse.com

In Dahlonega, you will find **The Smith House** just off the Courthouse Square. The house was unknowingly built over a rich vein of gold ore by Captain Hall in 1884. In 1922 Henry and Bessie Smith bought the property and turned it into an inn, charging only \$1.50 per day for a room with meals. Owned since 1946 by the Welch family, the third generation continues the tradition of good food at a big table which may have originated the term "boarding house reach." Lunch (Mon-Fri, 11-3), \$13.35; Dinner (Mon-Thu, 4-7:30, Fri 8), \$15.99; Sat & Sun hours: 11-8, 11-7:30; closed Mondays except during October. 800-852-9577. www.smithhouse.com

In Clarksville, try the **Baron York Café**. Gourmet sandwiches plus premium

entrees such as Miller's Stew and a Mesquite Roast. Gourmet coffees and teas. Fall hours: Tea and Lunch, 11:30-3, Mon-Sat; Dessert Night, 8-11, Sat. 706-754-3044. www.baronyorkcafe.com

At the **Stovall House** in Sauttee, Hamilton Schwartz offers an intimate dining experience with an eclectic mix of continental and regional cuisine. The menu often includes two trout entrees, baked chicken breasts stuffed with cream cheese and herbs, pork, and lamb chops. Desserts. Although we did not have a chance to partake, we received strong recommendations from local friends. Thu-Fri-Sat evenings from 5:30-8:30. ~\$20/person inclusive. No alcohol. Reservations recommended. Located at 1526 Hwy 255 N. near the Sauttee Nacoochee Center. 706-878-3355. www.stovallhouse.com

We dined at the **Edelweiss German Inn and Restaurant** and were very pleased. Known for authentic German cuisine including homemade sausages, sauerbraten, and assorted schnitzels, the restaurant serves lunch everyday from 11-3:30, an early evening menu from 3:30-5, and a dinner menu from 5-9 Mon-Sat and 5-8 Sun. We congratulate Edelweiss for having a dress code (business casual) in a recreational area. 706-865-7371. www.edelweisgermaninn.com

Well, we've covered the major events, leaf-peeping roads, and highlights. But the many roadside stands are one of the nicest things about the northeast Georgia mountains in the Fall. The fields of pumpkins; the home-canned pint jars of fruit butters, jams, preserves, relishes; the fires under steel drums with boiled peanuts inside; the stacked bales of hay; dried Indian corn; gourds, and the many varieties of apples. October! — it's a very special time in northeast Georgia. **RIS**

65 and Counting

Retirement is not in their vocabulary!



Red Davis

If you take the plant tour at Tiffin Motorhomes, you won't forget Floyd "Red" Davis. As tour leader, Red, 79, has accumulated a wealth of information about the construction of Tiffin motorhomes which he enjoys imparting to his guests. Perhaps with the exception of Bob Tiffin himself, no one in Red Bay could give you a better understanding from beginning to end of how motorhomes are built. With a little dry southern wit and an obvious desire to answer your every question, you can't help but have fun and learn a lot on Red's tours.

Almost a native of Red Bay, he moved with his family to this rural town in 1938 at the age of 12. "We were farmers and knew how to work," he explained. "So when I got to Red Bay, it didn't take me long to find a job. First, a paper route, and then running the popcorn-candy concession and taking up tickets at the local theater."

After graduating from high school, Red soon bought his first business, a gas and service station. A few years later, he and J.M. Page formed a partnership and obtained a Western Auto franchise where he continued until retirement.

Not content to rock on the front porch, Red started →



Wendell Puckett

Like so many from the rural South after World War II, Wendell Puckett in 1950 headed north to find work. Reared on a farm near Belmont, Mississippi, just 11 miles from Red Bay, Wendell and several others from the area resettled in Zion, Illinois, where they worked in the American Motors plant building the Nash Ambassador and the Rambler.

"When I came home to visit," he recalled recently, "I met my future wife, Jearldean Hutcheson, whose family was living in Steele, Missouri, but they were originally from Red Bay." The couple was married a short time later in July 1951.

Wendell and Jearldean spent 12 more years in Illinois where their daughter Brenda Gail was born in 1953 and son Gary in 1959. In 1963 they returned to Red Bay where Wendell accepted a position with Blue Bell Manufacturing for five years and then settled into a full-time career with Mueller Brass in Fulton, Mississippi, where he remained until he retired in 1998.

"I knew pretty soon that retirement was not for me. I'm not one to sit around the house. I've got to be out doing something, so I went to work for Tiffin Motor- →



Flavis Puckett

Today at 66, Flavis Puckett has found a nice balance in his life that some would think unusual. Working under his older brother Wendell, he serves as a security guard at Tiffin Motorhomes on the 2-10 p.m. shift. In his second career, he serves the as a minister in the Baptist Church.

Like his older brother, Flavis grew up on the family farm just across the Alabama state line in Mississippi. He remembers well when the family moved north to Chicago and Zion, Illinois, where the men worked in the American Motors plant.

"Dad came home and bought a place between Belmont and Fairview. In 1970 I married Glenda Horton and we built a home in the Burnout community," he related.

Four years later Puckett went to work for Tiffin Motorhomes and now continues his 32-year career with the company. "I started in the plant doing plumbing and water lines. Then we used copper. When I got here we were only building one motorhome a day. Then it was two to three, and soon 13 per day. Then the oil embargo hit us and we had to cut back to one unit per day," he continued.

"We started getting →



Bob Payne

Tiffin Motorhomes newest plant is the full-body paint facility in Belmont, Mississippi. Opened only 16 months ago, the plant now employs 150 as the demand continues to grow for state-of-the-art paint jobs which TMH offers on its coaches. The plant is also the location for assembling unitized finished floors and making the complex wiring harnesses required for today's sophisticated motorhomes.

In recent months, the company has taken advantage of the plant's huge parking facility and made it the staging area for shipping the motorhomes to dealers. The multi-million dollar plant with 50-60 motorhomes ready for shipment at any given time has created a need for first-class security which is overseen and provided by Bob Payne and the company for whom he works, Securitas.

Starting in 1980, Payne spent 17 years of his career with law enforcement in Tishomingo County, Mississippi, including a five-year stint as the county's sheriff. During that time, he furthered his education with numerous courses in criminal justice. His responsibilities as the county's chief law →

Red Davis (cont.)

delivering motorhomes for Tiffin. Fascinated by the assembly line and construction of the motorhomes, he began to learn everything he could about how the coaches were built.

Unexpectedly, Tim Tiffin called Red one day and asked him to lead a tour of 26 insurance adjusters through the plant. The tour was a success. Ten days later Tim asked Red to do the tours on a regular basis.

One of the most interesting tours he has led was a group of engineers from Redstone Arsenal in Huntsville. "None of the engineers could speak English, but they had an interpreter and everything turned out just fine," he related.

"I really enjoy the people who take our tours. People who own motorhomes are some of the finest people I have ever met in my life. When we finish a tour, I stay as long as anyone has a question. This is a great job," he said.

Red and his wife Jo have been married 57 years. They have two married daughters, Sandy Johnston and Sherrie Humphries, two granddaughters, two grandsons, and one great-grandson. Red will be 80 on Dec. 5.

Wendell Puckett (cont.)

homes in security," he explained.

Today, the security department is subcontracted to an agency and Puckett serves as the supervisor over a guard staff. He schedules the shifts for 11 employees and works the 6 a.m. to 2 p.m. shift which gives him the opportunity to meet a lot of new people who are coming into the plant.

As with others in the area, working at Tiffin Motorhomes is a family affair. Wendell's daughter, Brenda Gail, is married to Norris Lewey who coordinates service needs for owners arriving at the Allegro campground, and his son Gary has worked in final finish for 25 years. Gary is also the pastor for the Church of God on Hwy. 24.

The Pucketts have two grandsons, two granddaughters, and four great-grandsons, with two

of the grandchildren working at Tiffin. While Tiffin management thinks of their customers as family, their first family are the company's many loyal employees. It is not unusual today to find the third generation working at TMH.

Flavis Puckett (cont.)

behind on our farm," he explained, "so I quit for two years in 1990 to help my wife with the chicken houses. We would get the chicks at one-day old, and in eight weeks we would sell an 8-lb. chicken. We had 18,500 chickens in each house," he said. Flavis and Glenda decided to terminate their poultry business about six months ago.

He returned to Tiffin in 1992 and went to work in security. At the primary entrance to the plant, the security guards work in the Allegro Welcome Center.

Glenda and Flavis are now looking forward to traveling in an Allegro and seeing some of this great country, just as Tiffin's customers have been doing.

Bob Payne (cont.)

enforcement officer included solving many crimes that were hair-raising and stressful.

In 1989 Payne left the department and accepted a position as head of security for Belmont Homes, a mobile home manufacturer. After the plant closed in 2003, he continued to provide security as Tiffin acquired the property and redeveloped it for use as its paint plant. Today he supervises the staff responsible for the plant's security, which includes three full-time and three part-time officers. The security team checks in and out every motorhome that enters the compound, as well as every supplier.

Bob Payne grew up only four miles from the plant and graduated from high school in Belmont. He and his wife, Mary, love the area. Mary operated a successful beauty shop for 44 years but retired recently to pursue her recreational hobby—fishing.

The Paynes have three chil-

dren: a daughter, Judy, and two sons, Bobby, Jr. and David, plus two granddaughters and two grandsons. Their granddaughters and one grandson graduated from Mississippi State in chemical engineering. Their son-in-law is a teacher.

"We often go to our granddaughter's camp on the Tennessee River on Friday afternoon and come back home Saturday. She has a pontoon boat that we enjoy using to find the best fishing holes," he smiled. "On Sundays we attend church services morning and evening at New Bethel Baptist Church," he said. "Our life is pretty quiet now and we like it that way."

Tiffin Plant Tours

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Interviews from Idaho and Washington

by Harold Breuninger



Clarence and Shirley Palmer

Home was: Spokane, WA

Interviewed at Coeur d' Alene RV Resort, Post Falls, ID

- The Palmers very much enjoy their 2005 Allegro Bus.
- They have been camping for 25 years and became full-time motorhomers 16 months ago
- Clarence and Shirley had a lot of RV experience before they selected their Allegro Bus, including Frolic and Terry travel trailers, Country Aire and Avion fifth wheels, and an Endeavor motorhome.
- They both drive their Allegro Bus.
- The Palmers have been to Red Bay twice and are very impressed with Bob Tiffin and with the service they received.
- They have three daughters and three grandchildren.
- Clarence has a degree in computer science, but is now retired.
- Shirley retired from purchasing and inventory control and presently assists her daughter in a retail store, the Olive Branch Home Décor, in Spokane Valley, Idaho.
- They previously averaged 500 miles per day when they first started full-timing, but now it's more like 300 depending upon the road and the conditions.
- They enjoy the quiet and the isolation of boondocking in the back country.
- Their travels have taken them to Yellowstone National Park, Quartzite, Arizona, the Smoky Mountains, and many points in the southeast. They have been to Disney World several times.
- At Quartzite, Shirley took up playing Desert Golf which she enjoys very much.



Russ & Joan Anderson

Home is: Spokane, WA

Interviewed at Jake's Café, Ritzville, WA on May 29, 2006

- The Anderson's enjoy their 1997 Allegro Bay.
- They have three daughters and are blessed with four grandchildren and six great-grandchildren.
- They are active members of the Inland Northwest Allegro Club #59.
- The Andersons have attended several rallies, including the Allegro Club's, and thoroughly enjoy the people they have met.
- Russ and Pat are both retired insurance agents.
- They currently travel somewhere at least once every week or two and frequently visit friends in Yuma and Mesa, Arizona, and California.
- They started motorhoming in 1974.
- Prior to the Allegro Bay, they owned a 1974 Beaver Minnie, a 1978 Dreamer, and a 1990 Gulfstream.
- Their average driving day is 200 to 250 miles.
- Both Russ and Joan drive their coach with the primary driver being Russ.
- Occasionally, they enjoy "boondocking."
- Their travels have taken them to Alaska twice, Branson, and a Northeast tour.
- The Andersons recently celebrated their 55th wedding anniversary.
- They both enjoy snowmobiling, 4-wheeling, fishing, and camping.
- When interviewed, they were returning from attending a fund raiser in Cashmere, Washington, for the Grange Camper Association.
- They were accompanied in their travels by George and Judy O'Malley in their Mountaineer Travel Trailer and by Jean and Pat Patterson in their Country Coach.



Glenn & Pat Umberger

Home was: Yorktown, Virginia

Interviewed at Gig Harbor RV Resort, Gig Harbor, WA, May 11, 2006

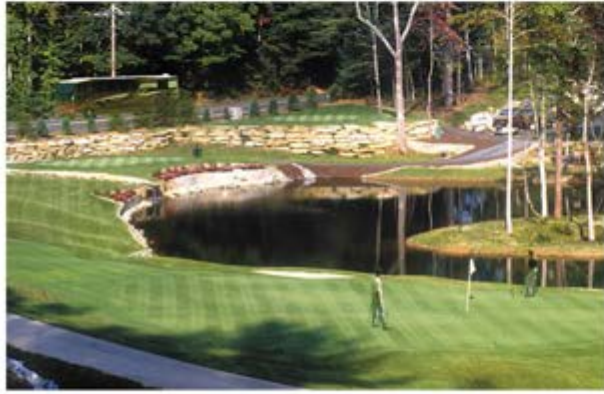
- The Umbergers are enjoying a 2005 Allegro Bay.
- It is their second rig, but their first Tiffin product.
- They tried a 29-ft. Class C. But they decided to go "full time" after acquiring their Allegro Bay in Tucson.
- After buying their Allegro Bay, they hurried back to Yorktown to sell their house and get rid of their furnishings (which went mostly to the kids) so they could become unencumbered full-timers.
- They have already covered most of the Lower 48 states and will be heading to Alaska next.
- Pat is a retired bookkeeper.
- Glenn is a retired sales manager for a bakery company.
- Their average driving day varies depending upon what there is to see, but usually does not exceed six hours
- They have several grown children spread around the country.
- The Umbergers have been to Red Bay for "little things" and found it a very pleasant experience.
- Pat and Glenn understand why so many RVers remain with Tiffin.
- They have attended several rallies, including the Allegro Club, and thoroughly enjoy the people they have met there and at Red Bay.
- They are very pleased with their coach and definitely would buy another Tiffin product.
- They receive *Roughing It Smoothly*, have read the previous interviews, and were "pleased" to now be included in them.

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.

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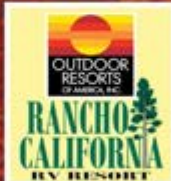
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F R O M T H E R O A D

The Life and Times of Tiffin Motorhome Owners

Stop to Walk on Long Trips

We visited your plant in December 2005. We stayed a week and it was a nice experience. Our work was done in a timely manner, even though we did not have an appointment. We love our 2003 Allegro Bay 37DB. After we left Red Bay, we traveled over 7,000 miles in a little over four months on our Dream Trip from Sea to Shining Sea. We spent our first week on the beach in Jacksonville, Florida, and a month later we were on the beach at San Clemente, California. We spent time in Yuma, Arizona, and got to visit our children along the way.

The main reason I felt the need to write to you occurred when we got back home to Minnesota. I was taken to the hospital with difficulty breathing. The doctor ordered an MRI and discovered pulmonary emboli in both lungs. Needless to say, I was very blessed to even be alive. I am doing much better now, but I feel I should warn all RV owners (and all travelers) to make sure they stop and walk around every two hours when they are on long trips.

My doctor thinks I had a blood clot (deep vein thrombosis) in my leg that traveled to the upper chambers of my heart and then into my lungs. I had heard about how important it is to get up on long overseas plane flights and move around, but I hadn't really thought about it with regard to long travel stretches in our motorhome. Please try to get this message out to the whole industry.

In the meantime, we'll be *roughing it smoothly* and counting our blessings every day. Thanks for making us a wonderful, quality motorhome.

Carol Scheuer, Blaine, Minnesota

From left: Carol and Dick Scheuer with Bob Tiffin during their recent trip to Red Bay. • Unexpected guests! • The Heavners finally got to meet their twins.



Birds Love Phaetons, Too

We had been home about six weeks and were getting the itch to travel again in our 2003 38GH Phaeton. We had noticed some straw on the RV barn floor but did not think too much about it as we live in horse and cattle country.

What a surprise when we went into the motorhome to start getting it ready for the next trip. A bluebird flew out of the wiper shield cover and we looked at each other and said, "Oh, boy!" As anticipated, we had a bluebird nest with four beautiful eggs waiting to hatch. We love all of God's creatures, so we quickly constructed a bluebird nesting box and mounted it two feet away on the barn wall. When we left home, parents and eggs were doing fine.

So this will not happen again, we bought a pool noodle and placed pieces of the noodle inside the shield cover next to the wiper base. The bluebirds will not be *roughing it smoothly* in our Phaeton again!

Lambert and Sandi Elboeck, Brooksville, Florida

What a Sight!

Our vacation destination this summer in our Allegro bus was Prince Edward Island, with planned stops through New England. At a campground in Ellsworth, Maine, a bus *just like ours* came in and parked near us. We did not have the opportunity to get acquainted with the occupants of the other motorhome since we were busy touring the area in Acadia National Park and Bar Harbor.

Later, on Monday night, June 26, we stopped at a campground in Sussex, New Brunswick. We noticed that the Allegro Bus that had been in the Maine campground was in our campground again. As it turned out, we were the only two "over-





From left: Successful partners in more ways than one! • You never know who'll be your next guest when you're RVing.

nighters" in the campground that evening. This time we talked and compared notes on our rigs. They were happy Allegro Bus owners from Augusta, Georgia, on their way to Newfoundland. It was a beautiful sight to see—two couples in identical buses enjoying Rving.

Dick & Gerry Heavner, Cumberland, Maryland

It Started with a Factory Tour

On our way home to California, we stopped in Red Bay in the fall of 1997 and took a tour of the Allegro plant. After listening to so many satisfied owners, we decided then that our next motorhome would be an Allegro because of the great service provided by Bob Tiffin and his staff.

In March 1998 at the FMCA rally in Los Cruces, New Mexico, we had made up our minds to look only at the new Allegros but not purchase until next year. One hour after the motorhome display was opened, we became the proud owners of our 37-ft. Allegro Bay Pusher. It was the 25th Anniversary Model and we met Bob Tiffin on his 56th birthday.

As vendors for Odorcon and Purogene, we have logged 94,000 miles on our motorhome while traveling to 44 of the 50 states and four of the Canadian provinces.

On our most recent trip to the Oregon State Good Sam Rally, we renewed our marriage vows in the rally-sponsored Golden Wedding Anniversary Celebration. We continue to enjoy *roughing it smoothly* in our Allegro Bay motorhome.

Dot and Mel Bolton, Pacifica, California



A Big Buck Almost at Our Door

We have just returned from camping in southern Colorado, having traveled there from hot Arizona in our 2004 Allegro Bay 34XB. We camped at 9,200 ft. in Big Meadow, just outside of South Fork. Each evening we were visited by a big buck deer. It was so cool at night (44°) that we had to run our furnace.

Rob and Linda Marshall, Broken Arrow, Oklahoma

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Tiffin Hosts Dealers in Denver

Tiffin Motorhomes selected the mile-high city of Denver for their Annual Dealers Meeting in mid-July to reveal their new models and innovative changes, especially those made on the Allegro Bay. For the meeting slogan, sales manager Jerry Williamson adopted "Where attitude meets altitude."

The Bay stole the show with its front-end diesel option, totally redesigned front and rear caps, three exterior paint designs,

three interior decors, and a brand new four-slide floorplan. The FRED option has experienced wonderful success, with 220 units built since production started in the fall of 2005. The 300-hp Cummins engine has met all of the federal emissions standards in advance of the deadline.

With over 70 percent of the company's dealers in attendance, Tim Tiffin offered exciting news on several fronts that have fueled TMH's growth spurt at a time

when RV manufacturers in general saw sales drop as much as 32 percent.

Tiffin reported that the company's market share over the last four years had grown from 4.7 to 8 percent, as TMH climbed into fifth place among Class A manufacturers. In the last 12 months, the company's production has increased 10 percent despite the Iraq War, rising interest rates, hurricanes, major material price increases, and problems with fiberglass resin supply.

Production efficiency has been improved by (1) the installation of double-gantry systems used in handling full one-piece living room-galley tile floors, (2) organizational and shipping methods in the new parts and service facility, (3) the new cabinet shop, and (4) a new 30,000 SF warehouse for the handling of "just-in-time" parts and assemblies scheduled for the production line.

To meet the increase in sales, Tiffin cited employment growth in all major divisions, currently 34 in engineering, 136 in service/parts, 876 in production, and 90 in staff and support.

Probably the biggest surprise at the meeting was Tim's announcement that the Allegro will now be offered on the Freightliner chassis with the front-end diesel, except for the shorter 28- and 30-ft. versions.

Van Tiffin, director of product engineering, explained two new innovations in all brands that buyers will appreciate. First, the company's R&D department in concert with its fiberglass plant designed a one-piece roof with side overlap which significantly reduces caulking and seam joints. The roof's design also includes two non-skid walkways the full length of the coach. Second, the new Whisper Cool air conditioning system deals with static pressure and improves efficiency. Owners will be pleased with the elimination of the noise (to a "whisper") that formerly was caused by the 14-inch square return air

Continued on page 56

Tiffin Announces Top 10 Dealers Awards

- | | |
|------------------------------|------------------------------|
| 1 La Mesa RV | California |
| 2 Lazy Days RV Center | Seffner, Florida |
| 3 Bankston Motor Homes, Inc. | Huntsville, Alabama |
| 4 Marlin Ingram's RV Center | Montgomery, Alabama |
| 4 J.C.'s RV, Inc. | Livermore, California |
| 6 Horizon Lussier LTEE | Ste-Marie de Monnoir, Quebec |
| 7 Dandy RV Sales | Birmingham, Alabama |
| 7 Shorewood RV | Anoka, Minnesota |
| 9 King's Campers, Inc. | Wausau, Wisconsin |
| 10 Dickey-Stout Motor Ranch | Amarillo, Texas |

Seated, left to right: Sharon Padly (Lazydays), Chris Yarbrough (Dickey-Stout), Bob Tiffin, Tammi Cooley (Dandy RV), Mary Lou Gajewski (King's Campers).

Standing, left to right: Tim Paulson (Shorewood RV), Royal Yarbrough, Sr., and Royal Yarbrough, Jr. (Dickey-Stout), Greg Gerding (Shorewood RV), Jim Walters (La Mesa RV), Harrison Bankston (Bankston Motorhomes), Jim Kimbrell (La Mesa RV), Marlin Ingram (Marlin Ingram's RV Center), Jim Cooley (Dandy RV), Jean-Francois Lussier (Horizon-Lussier), Ron Gajewski (King's Campers), Dan Lassetter (Lazydays), Phil Freschette (Horizon-Lussier).



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Inman's Answers

As the editor of "Serious Tech Talk," Danny Inman, 32-year veteran with Tiffin Motorhomes, invites your questions.

Please use the postcard 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:

Danny Inman
 Roughing It Smoothly
 PO Box 292912
 Tampa, FL 33637-2912

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 1985 27-ft Allegro. The 75-gal. gas tank, mounted at the left front of the coach, hangs very low. If the left front tire were to go flat, then the tank would hit the pavement or come very close. I bought the motorhome in 1985 and it has 65,000 miles on it.

Would Tiffin consider making a tank that did not hang so low? New shocks did not lift the tank any higher. I cannot find any heavy duty coil springs. Do you have any suggestions?

Verlin Hanson
 Hilliard, Florida

Dear Verlin,
 Although the fuel tanks hang a bit low, we have no record of problems from blowouts or other conditions concerning these units. A smaller size tank could be installed in place of the 75-gal. tank, but it would be costly to do this.

I have a 2002 Allegro on a Workhorse chassis. If you should lose the battery voltage or connection while driving down the road, what would happen to functionality of the parking brake?

Richard A. Rawson
 Thompson, Connecticut

Dear Richard,
 If you were to lose complete 12-volt power while traveling, this would mean your alternator had quit charging. Your warning light would tell you before you lost all 12-volt power. Even after losing 12-volt power, you would still be able to engage your parking brake. But you would not be able to release the parking brake until 12-volt power on the unit was restored

I have a 1995 Allegro. When climbing a hill, the fan in the AC cuts off, but resumes going down hill or on level ground. I assume there is a switch which detects low vacuum. I cannot find any vacuum leaks. On the rear of the Chevy engine, there are two vacuum lines that join at an electric switch. Could this be the culprit? Is it a low vacuum detector that cuts off the fan?

David Martin
 Amarillo, Texas

Dear David,
 The blower motor is probably not cutting off, but instead is converting to the defrost position due to the loss of vacuum. There are four possibilities other than a hole in a vacuum line. (1) The control panel has a vacuum converter valve that could leak. (2) There is a vacuum canister that is located under the dash that is about the size of a softball which stores vacuum for times when the engine is not producing high vacuum such as climbing hills or fast take-offs. (3) The canister also has a one way check valve to prevent vacuum from escaping back into the engine block. (4) There are two vacuum motors on the plenum box which control air direction for floor, defrost, and dash vents.

A small vacuum leak in any of the above locations would cause this problem. The

best way to track down the problem is with a vacuum gauge starting at the vacuum canister and going to the motor at the plenum box to see if there is a loss of vacuum when the engine is not running.

I have a 1989 30-ft Allegro with a 454 Chevy engine. Having been a truck driver for 30 years, I feel that the steering and handling on this chassis is somewhat erratic. Sway and top-heavy rocking seem to be usual. I replaced all of the shocks and air bag sets and I relentlessly check the tire pressure. The rocking seems to be better when the fresh water tank is full. Any suggestions will be appreciated, or perhaps recommendations from your shop production or engineers.

John Dubrawski
 Harrison Twp, Michigan

Dear John,
 There are heavier duty coil springs and air bags available for the front of the Chevy chassis which should help. Heavy duty 4-way shock absorbers should alleviate the swaying. The Blue Ox Tru-Center steering control will probably stabilize the overall steering of your unit.

We own a 2006 Allegro Bay and absolutely love it. It has performed even better than we expected. Could you please offer us an opinion on the Banks System? We are thinking it would improve the power but not sure we would get more fuel efficiency to make it worthwhile. They claim 10% but that's only 0.7 miles per gallon more.

Ralph Dagostini
 Elk Grove, California

Dear Ralph,
 The Banks System is a great system. It works really well on older units. But over the last few years, engine manufacturers have incorporated a lot of the features that the Banks System uses. It will not enhance the overall performance of your new engine enough to justify the cost.

We own a 2000 Allegro Bus with three slides. We are the second owner of this RV and we want to install an awning on the passenger side. However, we have been advised that we need special hardware that attaches to the roof of the RV because the awning that covers

the slide-out is housed inside the aluminum slide along the top rail. Please advise how or what I can do to purchase the hardware to secure the awning.

Lebron (Cooter) Shields
 Vero Beach, Florida

Dear Lebron,
 Installing a full length awning on this unit will be costly. In addition to the expense of the new awning, you will need to run electrical wiring to get power for easier operation. You will also have to install a plate on the roof to allow the awning to clear the slide-out room. There are several problems that could occur with this installation such as water leaks, electrical shorts, and roof damage. I recommend this installation be done by an RV professional who is familiar with your coach.

I have a 1999 34-ft Allegro Bay. I would like to buy a new Tiffin motorhome but my metal garage only has a 12-ft clearance. Does Tiffin make a motorhome with less than 12-ft height?

James S. Hebert
 New Iberia, Louisiana

Dear James,
 Sorry, over the last few years our motorhomes have grown in height. Even with low profile air conditioners, the minimum height for our Allegro units is 12 ft. 3 in.

I own a 1998 Allegro Bus. Is it OK to have the inverter on when I start the generator? Also, is it okay to be plugged into land power and then start the generator?

William Anderson
 Ranger, Georgia

Dear William,
 Yes, it is okay to start your generator with the inverter in the "on" position, and also with it plugged in to shore power. There is a time delay built into the automatic change-over box to allow the generator to build to the proper rpm and power output before transferring to generator power. The delay is approximately 25 seconds.

Although most RV parks and campgrounds have very good voltage, not all do. What is the acceptable minimum and maximum voltage coming into an RV before long-term damage

is done to electrical appliances, such as the refrigerator or the air conditioner. I have a voltmeter installed.

Ed Krejci
 Livingston, Texas

Dear Ed,
 Under perfect circumstances, 110 to 120 volts is ideal. To be on the safe side, 108 volts would be as low as I would go and on the high side is 126 volts.

I have a 1994 31-ft. Allegro. My generator will start and run for approximately 3 to 4 minutes and then stop. It will start again right away. It acts like it is low on oil, but it actually is full. What could be causing this problem?

R. H. Tucker
 Aberdeen, Mississippi

Dear R. H.,
 The problem seems to be fuel starvation. More than likely, this is not a problem caused by a defective fuel pump or it would not start back up that easily. Starting at the generator, check the in-line fuel filter and also the fuel lines from generator to fuel tank for collapsed and kinked fuel lines.

Reader Response

Dear Danny,
 I just want to thank you for all the assistance you've given to my wife and me over the years with our 2002 Allegro. It was so far above the call of duty (or the warranty) that it boggles the mind when I compare Tiffin's commitment to service and quality with other motorhome manufacturers (or any other product, for that matter). I will always be a fan of Tiffin Motorhomes and I will continue to spread the word that American business needs to follow your lead.

Alan Mangiaratti
 Feeding Hills, MA

Continued from page 6

It was time for our trip to come to an end and we delivered the Phaeton to Quality RV in Draper, Utah. Troy took us back to Salt Lake City where we caught the next flight back to Alabama. On this trip, we did not find any modifications that we felt the Phaeton needed. We continue to hand out questionnaires at the Allegro Campground in Red Bay, asking our owners to make suggestions for improving all of our brands.

We will continue to use our motorhomes at the executive level to stay in touch with how "fail safe" our motorhomes really are. But I want all of our customers to know that I, Tim, Van, and Lex regularly take our motorhomes on overnight trips to test their quality, construction, stamina under stress, and component reliability. The problems that crop up that are really "show stoppers" are fewer every year.

But rest assured that we will always value your testing and feedback first because we can never be on the road as much as you are. Until next time, keep on *roughing it smoothly!*

Dear Danny,
 We were in Arizona for the winter and left to come home to Modesto, California. We were involved in an accident near Parker, Arizona. After stopping at a stop sign and moving into the left lane, CAPOW! We were hit by an 18-wheeler—man, what a jolt! The whole left side of the truck had little damage, but the two trailers were really damaged—totaled. The right side of the motorhome had really bad damage, but we were able to secure the door and drive all the way to Modesto! It goes to show, Tiffin motorhomes (we have an Allegro 2003) are really, really built really TUFF. Nobody was hurt.

Margaret Ford, Modesto, CA

Coeur d'Alene and Cherokee Club Rallies Are Sellouts



Coeur d'Alene



Coeur d'Alene



Cherokee

June Allegro Club Rally in Coeur d'Alene

Sandwiched between a week of cold rain and another of oppressive heat, the Allegro Club found perfect weather for the Northwest Rally at the Blackwell Island RV Resort in Coeur d'Alene, Idaho. The group began the rally with a horseshoe tournament at the river's edge. The beach venue hosted a washers tournament the next day. The competition really got keen for the "Back Your Wagon" contest held at the Tiffin Motorhome display provided by RVs Northwest, rally co-sponsor. Winning teams in each activity received "Championship Belts" in acknowledgement of their superior performances. A large group participated in several rounds of "Penny Bingo" without having to expend much physical effort.

Bob and Judy Tiffin were among the rally attendees. Their 2007 Phaeton drew quite a lot of attention. Everyone appreciated the opportunity to visit with Bob and Judy.

We all enjoyed the lunch cruise on Lake Coeur d'Alene. Great food, beautiful weather, calm water and spectacular mountain scenery combined to provide a most memorable outing.

Red Lion BBQ of Spokane provided delicious meals at the resort. By rally's end we were all beginning to feel the effects of too much excellent food served too frequently.

After-dinner entertainment was exceptional. A local group, "Men in the Making", delighted us all with their brilliant impersonations of favorites from the 50's through the 80's. Dazzling costume changes and familiar sounds from the past took us all back through time. Elvis, Sonny & Cher, Johnny Cash, Elton John, The Supremes, Roy Orbison, Neil Diamond, The Everly Brothers, Ike & Tina Turner, Buddy Holley and a host of others kept us

tapping, clapping and singing.

We reluctantly said our "good-byes" to friends whom we hope to see again soon - making tentative plans for next year.

Please check the Allegro Club rally schedule and make plans now to join us for an upcoming rally. I know you will enjoy it as much we all did in Coeur d'Alene.

Cherokee, North Carolina August Rally

Imagine pulling your rig into a spacious campsite on the banks of a singing mountain stream or within view of a tranquil lake; such was the setting in Cherokee, North Carolina, for the Allegro Club late summer pre-rally before the FMCA rally in mid-August this year. Cherokee's Happy Holidays Campground hosted our event, with lots of activities, entertainment, and, of course, delicious food to keep us happily busy for three days.

Nothing whets the appetite like the cool morning mountain air, so each day began with a hearty mountain-style breakfast buffet. After breakfast on the first day, the ladies (and some of the men folk, as well) participated in an interactive microwave convection oven cooking seminar, while others gathered on the bank of the lake for fly-fishing instructions. Games were scheduled for two afternoons, including a horseshoe tournament, back your wagon, hillbilly horseshoes, penny bingo, etc. A heavy shower one afternoon cancelled that day's events, but it sure did make for comfortable relaxing, reading, visiting, or napping.

Our evening meals were catered by the campground and received high compliments. We heard many comments about the prime rib meal, with several declaring it was the best they had ever tasted. Two evenings we enjoyed entertainment under the stars. The bandstand by the lake was a perfect setting for the popular group that performed

a variety of toe-tapping favorites. On Saturday night a special treat was in store: Elvis was in the house! What fun to see the "King" in person, singing all of those old favorites. It almost made me believe he was still with us!

While there were many activities crammed into this short rally, we did have some free time with which to explore the area. With so many attractions from which to choose, it was difficult to decide what to do. Some stayed close, exploring the Indian lore sur-

rounding the village of Cherokee, which is located on the Qualla Indian Reservation. Among activities related to the Native American theme were visits to the Cherokee Indian Museum and Craft Shop, shopping the many gift shops along the streets of Cherokee, touring the Oconoluftee Indian Village, which is a model of a typical Indian village before the Cherokee were removed on the "Trail of Tears," and attending the outdoor drama, "Unto These Hills," which has been performed in this com-

munity for years and depicts the story of the Cherokee.

Other rally participants ventured further, with Maggie Valley, the Blue Ridge Parkway, the Great Smoky Mountain National Park, the Smoky Mountain Railroad, and various little mountain communities such as Sylva, Bryson City, Dillsboro, Highlands, Cashiers, etc. within easy driving distance from our campground.

As we broke camp early Sunday morning and said our good-byes, some headed on over

to Charlotte to the FMCA rally, while others had various other destinations in mind. However, we all agreed that our time together in Cherokee had been well-spent, with fun and fellowship and new relationships formed, and we look forward to the next time we can get together "Roughing it Smoothly"!

—Gail Johnson
Allegro Club

2006 RALLY SCHEDULE

ALLEGRO CLUB NEW ENGLAND GETAWAY
Champlain Valley Exposition, Essex Junction, Vermont
October 9-13, 2006 (break camp 14th)

ALLEGRO CLUB FALL FIESTA
Blazing Star RV Resort, San Antonio, Texas
November 6-10, 2006 (break camp 11th)

2007 RALLY SCHEDULE

ALLEGRO CLUB DISNEY DAYS
Fort Wilderness Campground, Orlando, Florida
February 5-9, 2007

ALLEGRO CLUB GEORGIA FMCA PRE-RALLY
Stone Mountain Park Campground, Atlanta, Georgia
March 15-18, 2007

ALLEGRO CLUB WESTERN ROUNDUP
Wine Country RV Resort, Paso Robles, California
May 7-10, 2007

ALLEGRO CLUB NORTHWEST RALLY
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June 2007

ALLEGRO CLUB JELLYSTONE JUBILEE
Yogi Bear's Jellystone Park Camp Resort, Warrens, Wisconsin
August 20-24, 2007

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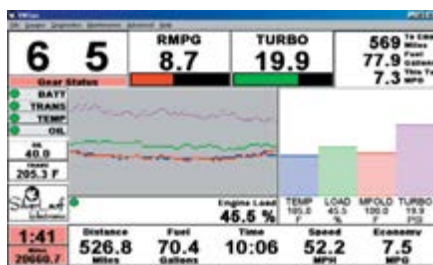


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We also hear that our customers get more power from their engines, and that they enjoy peace-of-mind from knowing what's going on "under the covers". Often they tell us stories about how the VMS™ diagnostics saved them a lot of money, or got them back on the road a lot faster after a breakdown. Drivers seem to enjoy having the detailed trip information at their fingertips - and being able to anticipate whether their engine might overheat long before the situation becomes critical.

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Continued from page 50

duct immediately below the roof air unit.

Van cited many significant new features on all of the brands, including the Zephyr which now incorporates nearly all of the features offered by the company.

Two industry executives, Mike Molino, director of RVDA, and Richard Coon, director of RVIA, attended the meeting and addressed the dealers. The association in conjunction with RVIA is working with Ohio State University to develop better training standards (tasks and duties) for each job title in a RV dealership.

Today there are 2,780 RV dealerships in the U.S. Only 25% have certified technicians. Among RVDA members, 51% have certified technicians.

Richard Coon explained that RVIA's purpose is to provide proactive leadership and assist in assuring the health and future growth of the recreational vehicle industry in this country.

In a comparison with the automobile industry, Coon pointed out that only 15% of new vehicle owners expressed dissatisfaction with their acquisitions. He pointed out that RV owners will always measure their satisfaction against their experiences with automotive products, and that manufacturers and dealers must collectively address those expectations. "Dealers are the key to customer satisfaction," Coon emphasized. "But manufacturers and suppliers are critical to backing up the dealers."

In closing he said, "What gets measured, gets done. There is a gap between expectations and reality. Bob Tiffin probably has a lower gap than any manufacturer in the Class A industry." **RIS**

OWNER PROFILE

Continued from page 29

opment effort, and he takes pride in having done it. He misses the people he worked with.

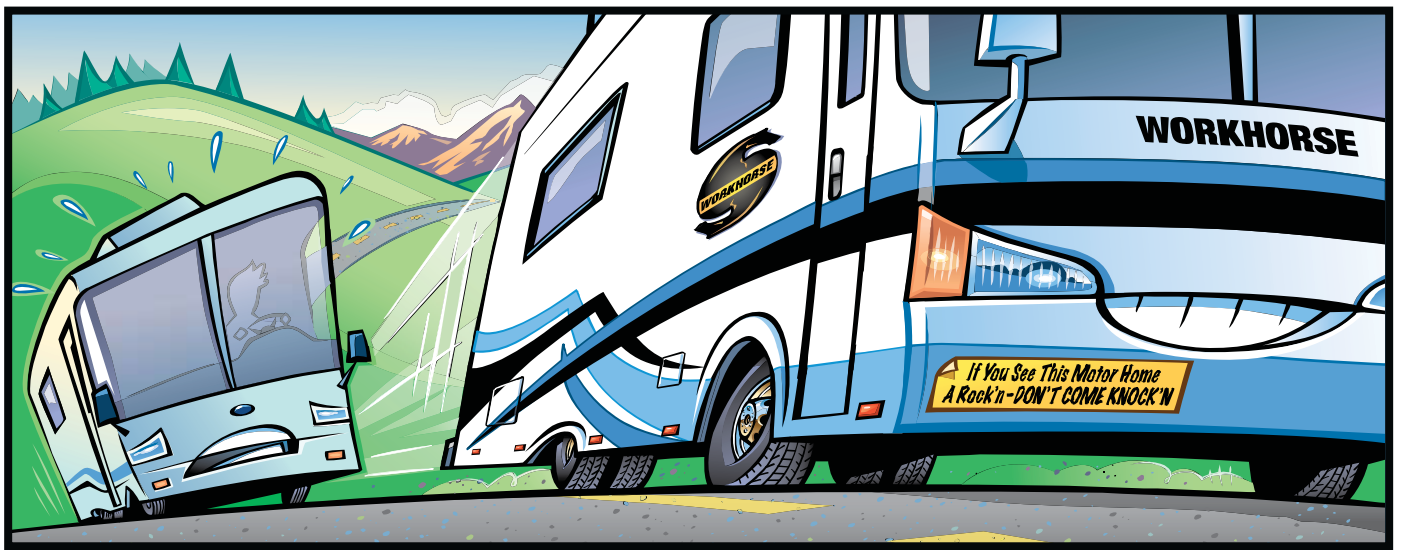
Since his retirement in 1990, Rauno has participated in many industry-related forums and in 1996 was named a fellow of the Institute of Food Technologists, which recognizes "outstanding and extraordinary contributions in the field of food science and technology."

Rauno said he and Betty have been campers for most of their lives together.

"We have moved all the way up from tents to pop-ups to Class C to Class A," he said. "We are very satisfied with our Allegro," particularly its cargo capacity. "A lot of makes are almost overloaded when empty."

He said they did a lot of reading about motorhomes before buying, and "We looked at a lot of rigs of all kinds. We saw a lot of old Allegros on the road and concluded that "Well, they last for a while."

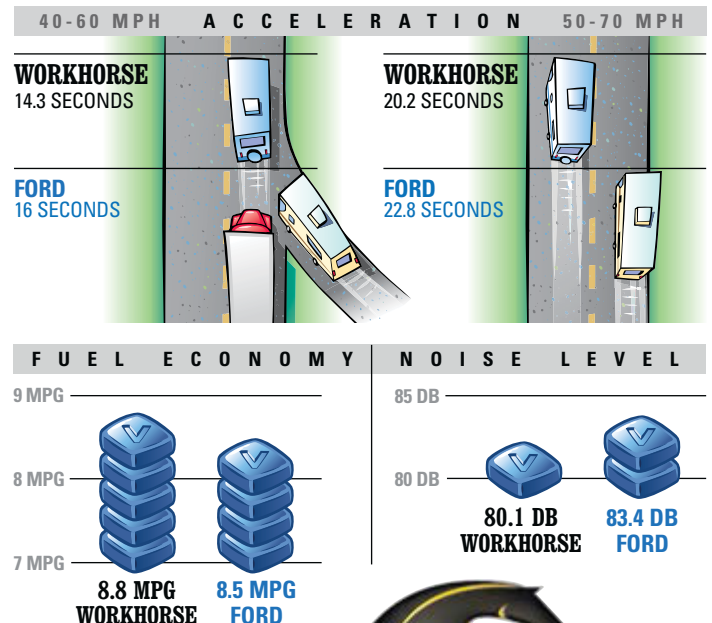
The Lampis sold their house in Massachusetts to the youngest of their three sons, and they use it as "a mail drop and permanent address." They also have a daughter and seven grandchildren. **RIS**



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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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