

Roughing It Smoothly®

SPECIAL

The New 2007 42-ft Phaeton QRH

See Page 6



IN THIS ISSUE

- **It's a Silent World . . .**
Snorkeling at Pennekamp State Park
- **Cochise County**
A Sunny Winter Haven in Arizona



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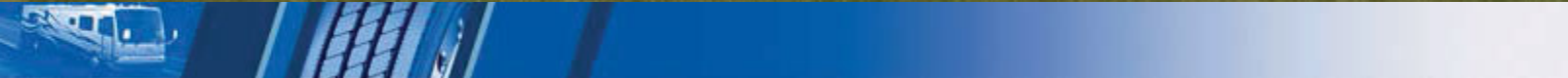
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14



WINTER 2007 VOLUME 4 NUMBER 1

6



28



7

Roughing it Smoothly®

January 2007

Volume 4, Number 1

Roughing It Smoothly® magazine is published four times a year by Book Production Resources for Tiffin Motorhomes, Inc., 105 2nd Street NW, Red Bay, Alabama 35582. BPR offices are located at 9302 Alanbrooke Street, Temple Terrace, Florida 33637. Printed in the United States of America. Postage paid at Birmingham, Alabama 35211. Postmaster: Send all changes of address to Book Production Resources, P.O. Box 292912, Tampa, Florida 33687-2912.

This issue of *Roughing It Smoothly*® has a postal distribution of approximately 37,000 copies and a dealer distribution of 11,000 copies. It was printed by American Printing Company, 428 Industrial Lane, Birmingham, AL 35211.

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

Departments

President's Corner	4
Making Repairs	
In Your Corner	22
Water-Way Makes the Forms and Curves	
News You Can Use	26
Gourmet Quick & Easy	28
Florida Shrimp and Lobster Cakes	
Owner Profile	30
Just Writing a Few Lines to Say Thanks	
On the Road With Harold	39
Interviews from Montana and Wyoming	
Dealer Profile	40
Tom Stinnett: Focusing	
Tiffin Management Team	42
Tim Massey, Production Manager	
Allegro Club News	45
Vermont and San Antonio	
Serious Tech Talk	49
From the Road	52

Features

Another Home Run	6
Tiffin Scores Again with the 42-foot Phaeton QRH	
It's a Silent World . . .	14
Honoring Our English Heritage	
Cochise County	32
A Sunny Winter Haven in Arizona	

Editor's Note

The January 2007 issue marks the beginning of our fourth year of publication. It has been a great experience that we have thoroughly enjoyed. Publishing *Roughing It Smoothly* has given us the opportunity to work for a great company and make many new friends throughout the United States.

This issue offers two interesting travel stories: Snorkeling in the Florida Keys is an exhilarating experience and Cochise County, Arizona, will take you back 130 years when six-shooters still ruled the West.

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

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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Making Repairs

THE DEALER AND THE TIFFIN SERVICE CENTER

by Bob Tiffin

The motorhomes that we build today are complex machines with many electronic and mechanical sub-assemblies. You literally have a home on wheels. You have all the conveniences in your motorhome that you have in your stationary home. In addition, you have a large vehicle with an engine, transmission, axles, suspension, and tires.

You expect occasional repairs in your stationary home: a water heater, a refrigerator, an air conditioner, a furnace, a leak in the roof. Now, put all of your equipment on wheels and bounce it all over the country for months or years. Failures, breakdowns, and repairs should be anticipated and expected. If it's engine and chassis maintenance or repairs, the answer is obvious. If it's exterior or interior coach problems, appliances, HVAC, or infrastructure, then it's a choice between the dealer, an RV service center, or the Tiffin Service Center.

Sometimes it's a slam-dunk: the dealer can fix it—no problem. Sometimes it's a toss-up: there are pros and cons either way, perhaps depending on the dealer's size and number of certified techs. And sometimes there's no question: the unit must be driven to Red Bay to get the needed repair.

With respect to the owner's time, quality of the repair, and the amount spent, it is important to make the right choice. Time often plays a major role in selecting the Tiffin Service Center in Red Bay. Specific time appointments are offered, but they are sometimes three to six months out. If an owner comes to Red Bay without an appointment, service is rendered first come—first served. In our busier seasons (spring and fall), the wait time could be three to four weeks. However, we do have a nice campground with full hookups (no cable), plus showers, a laundry, and a camp store. There is no campground charge if you are having warranty work done and \$10/night if your repairs are out of warranty. There is plenty of recreation in the area, especially if you like to fish or play golf.

With respect to the quality of the work, I think you will find that the repairs our dealers are qualified to make will be handled just as competently as we would have done here at the plant. Some of our dealers are capable of mak-

ing more complex repairs than others, and they will tell you when your request or need exceeds their capabilities.

Since hourly shop rates vary considerably throughout the U.S., it would be impossible for me to speculate whether it would be less expensive to make a repair here in Red Bay or at a particular dealer's facility.

Now, let's look at some categories of work and think about whether you should go to a dealer or come to Red Bay.

When a dealer *perceives* a problem as “serious,” it needs to be addressed at the plant. His perception may signal a lack of confidence in his facility or his technicians to make the repair or solve the problem.

Of course, most owners consider any problem that they have as a “serious” problem. Most of our dealers are equipped to handle all but a few problems and repairs. Occasionally, there are time constraints and other issues dealers face that preclude their handling a problem. Following are a list of repair problems which I think should be handled at the Tiffin Service Center in Red Bay.

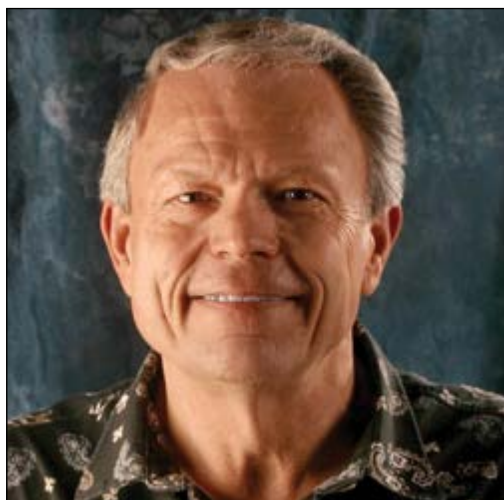
Lamination problems: Lamination means anything that we bond together: floors, roofs, or sidewalls. These jobs take so much time to reconstruct that dealers just absolutely cannot do these jobs in most cases. When delamination problems do occur, the motorhome is usually well beyond three years old and many times the unit has already been sold to a second owner.

Frame problems: As you know, we warrant the frame and anything we weld for 10 years. The frame itself usually can be handled by the dealer because the item that fails is something

you see underneath the coach. Most dealers have the ability to get such items repaired at their shop or a nearby machine shop. This is a very rare occurrence when it happens. But there are cases when the repair is sufficiently difficult to warrant bringing it back to the factory.

Headliner replacements: Occasionally, the headliner will get punched or cut when an owner carries a large item through the coach. We use a soft headliner material made of vinyl and foam. Most of these repairs will have to be made at the factory. In a few cases, dealers can make

Continued on page 48



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Phaeton



ANOTHER HOME RUN

Tiffin Scores Again with the 42-foot Phaeton QRH

Story by Fred Thompson

Photography by Peter Finger

When the popular Phaeton became the best selling diesel pusher in America last summer, Tiffin Motorhomes immediately made plans to take the brand to the next level: a 42-footer offering a feature-packed floorplan at a jaw-dropping price. RV industry-watchers at the annual National Dealers Show in Louisville in late November predicted continued success for the Phaeton.

Here are the immediately apparent features that owners will

appreciate: Tiffin and Spartan engineers worked together to develop the Mountain Master GT Chassis. Offered exclusively by Tiffin and only on the 42-ft. Phaeton QRH, the chassis is mated with the 350 hp Cummins ISL 8.9 liter electronic turbocharged diesel which develops 1050 lb.-ft. of torque at 1,300 rpm. The 32-inch HDTV was relocated at eye level in the rear wall of the dining area. The 4-door refrigerator-freezer was repositioned in the driver side

slide-out, providing more floor space in the galley. The overall length of the living room and galley areas was increased by one foot. When the two forward slides are deployed, the living space is very comfortable. With the captain's and passenger's chairs rotated 180 degrees to face into the living area, eight adults can be seated comfortably (not including the dining chairs).

The 42 Phaeton QRH was designed to serve a lot of people at one time: A family of six with full sleeping accommodations; owners who decide to invite another couple along for the week; an entertainment/reception center for football games next fall; four tables of bridge at the lake (two on board and two under the 20-ft. patio awning) with generous counter space to serve a full buffet. Or, if it's just the two of you—loads of space to make long trips or full-timing a pleasant reality. While you contemplate the possibilities, let's take a walk-around to get an idea of just how thoughtfully this coach is built.

All Phaetons come with full-body paint, an extra-quality feature that Tiffin built into its competitive price. You can choose from Silver Sand, Sunlit Sand, or Titanium Pearl. As you start at the front of the coach, you will notice the large slide-out in the front cap that houses the 10 Kw Quiet Diesel Onan generator. It powers all systems when you are dry camping, including the three 15,000 BTU low profile roof A/C systems with heat pumps, all standard equipment. You can keep warm when it's 50 degrees outside or cool when it's 100°. It's an amazing piece of HVAC engineering. When it really gets cold, you will be toasty inside this coach with two ducted furnaces, one 30,000 BTU and one 35,000 BTU.

From the Outside

As we walk around the passenger side of the coach, notice the Carefree of Colorado patio awning—all 20 feet of it, automatically extendable. To prevent any possible damage from high winds,

design engineers created a wind sensor to automatically retract the awning in your absence or while you're asleep.

To make extra outside living space, Tiffin brought the inside out. In addition to plenty of room for your favorite outdoor furniture and grill, you can open the first side-opening basement door and extend an optional 24-inch color television. The entertainment area also provides a park ready telephone hookup, cable, 12v service, and a 110v outlet powered by the inverter.

The driver is going to notice that fueling can be done from either side of the coach at a location just behind the front wheels. Since we are talking about servicing the coach, let's take a quick look at the rear cap. Right at eye level, you will see the check points for engine and transmission oil, coolant, and the chassis hydraulic system. There's even a "filter minder" to tell you when to replace the fuel filter. There's no intimidation to operating and driving this diesel-powered coach.

Behind the second side-opening door you will find an optional 89" × 38" slide-out tray which extends 68 inches beyond the door for easy access to the entire tray which is capable of transporting a thousand pounds of cargo. The felt-lined tray has a vertical clearance of 13 inches. The adjacent cargo bay offers a floor space of 95" × 50" with a vertical cargo clearance of 16 inches. The fourth side-opening door reveals computer-electrical panel and hydraulic pump for the HWH jacks.

Two additional compartments at the rear of the coach house the batteries (two coach and four house) and electrical panels.

Walking down the driver side, the first compartment just forward of the wheel well contains the fuse panels, a compressed air connection, and the air release line, all conveniently positioned for servicing and replacement. Spending a little time becoming familiar with this panel will provide the owner with a working knowledge of electrical functionality of the coach.

The next basement door conceals the LPG tank. The next two





doors, which are side-hinged, provide port side access to the basement storage area which totals over 69 cubic feet. An additional side-opening door reveals the well-designed water panel. All of the coach's utilities except the power cord are conveniently located here: city water entrance, black tank flushing connection, drain lines, phone jack, cable TV, water filter, sewer hose, outside shower head, water pump, and soap dispenser. Tiffin does a fine job of labeling every item. The engineering and competent construction of the utility panel is a good example of the quality of Tiffin's work throughout the coach. The last two compartments handle the electrical service and access to the engine air cleaner.

Getting Inside

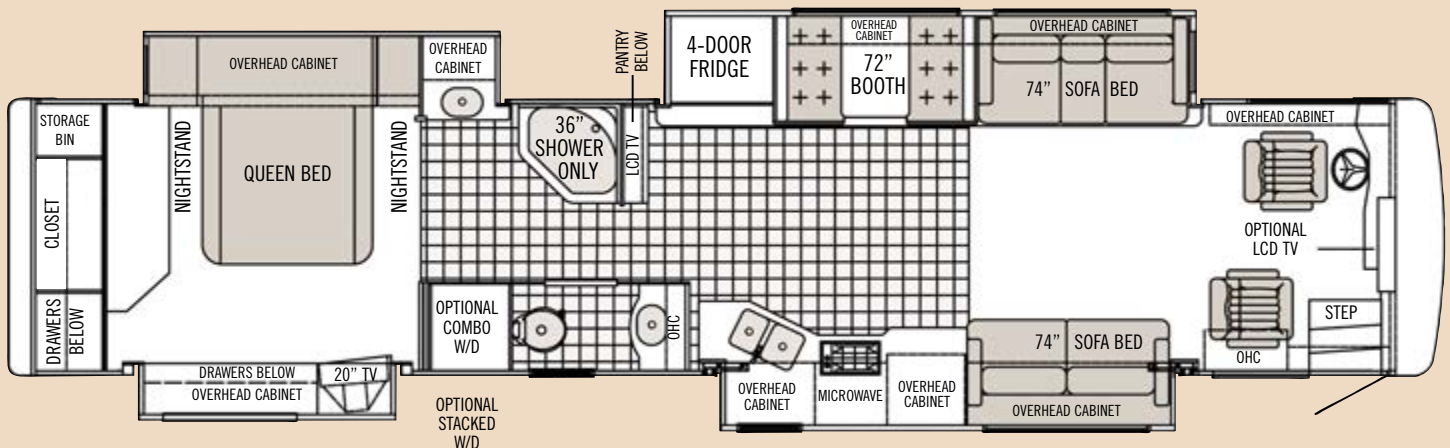
You will notice the coach's light and airy feeling as you come up the stepwell into the living room. Counting the window by the din-

ing table, over 89 square feet of glass bring the scenery inside. After you've found that perfect site in the mountains or at the beach, you may never leave. While you are having breakfast and enjoying the outside world, you won't have to worry about the great expanses of glass affecting your heating or cooling expense. All of the windows in the 42 Phaeton QRH are dual pane, standard equipment. Continue to make your notes about quality in a Tiffin coach.

Two very important features of the Phaeton's infrastructure are its seven foot ceilings and its unique ducted return air cooling system. Tiffin was one of the first Class A coach manufacturers to engineer seven foot ceilings into all of its diesel pushers. It is amazing how much the additional six inches opened up the coach.

In 2007 the company introduced its new A/C cooling system into the Allegro Bus, the Phaeton, the Allegro Bay, and the Allegro. TMH engineers removed the 14-inch square return air intake and

The Phaeton 42QRH



ducted return air primarily through several five-inch circular air intakes on the driver side of the coach. Cooled or heated air (if you have heat pumps) enters through ceiling ducts on the passenger side.

Ceiling light fixtures in the 2007 Phaetons are now 18-inch fluorescents instead of 12-inch, which make an approximate 40 percent improvement in the lumens emitted. Three wall sconces and recessed lighting over the twin sofas provide additional lighting for reading.

Three fabrics with complementary solids and patterns were used by the interior designer to create throw pillows for the sofas, the fabric-covered dining chairs, and the matching valances over all windows throughout the living area.

The coach reviewed for this story had the full ceramic tile floor throughout the living room, an option that many buyers select because it is so easy to clean and allows you to select area rugs to reflect your tastes in complementing the coach's decor. The tile extends all the way through the bath area to the bedroom where full carpet is used.

In keeping with making this a practical coach for the whole family, Tiffin designers chose two sofas with different functionality. On the driver side the optional Flexsteel Cloth Magic Bed offers very comfortable bedding for two children. On the passenger side, the optional Cloth Flex Air® Hide-a-Bed comfortably sleeps two adults on a 66" x 76" sectional air mattress. Both were covered with a very durable sculptured beige fabric. We recently tested the Flex Air® Hide-a-Bed on a one-week trip to the Florida Keys. After an inflation/set-up time of less than five minutes, our guests found it very comfortable. For travel, the sofas are seat belt-equipped to accommodate five passengers.

The 42 QRH presents two notable changes, one generic to all Phaetons and one specific to this floorplan. The backsplashes are made with the same solid surface material as the countertops, but enhanced with handsome routed designs, pewter medallions, and complementary color coordinated border inserts which match the edging of the countertops. Specific to the 42 QRH floorplan is the new location of the refrigerator in the driver side slide-out. Recessing the 4-door unit into the slide-out opened the interior wall for use as a pantry and housing for the thin panel 32-inch HDTV. With both the captain's and passenger's chairs rotated 180 degrees into the living room, the seating in the TV viewing area as well as the conversation pit has been significantly increased. Optionally, a leather Euro-Recliner and computer desk can be ordered in place of the Magic Bed. The standard Home Theater system with hidden speakers makes the living room a super entertainment area.

The galley presents a stainless steel double sink with single-lever faucet and an extendable sprayer. A three-burner gas cooktop is positioned just under the wall-mounted microwave-convection oven. Both the sink and the cooktop on the passenger side have solid surface covers to create an uninterrupted countertop for buffet service. With the four-seat dining table and several TV trays, you can serve a small army.

The handsomely designed galley provides the chef with more





than 20 square feet of solid surface countertop for food preparation. The Expand-an-Island slides out of the primary cabinet system to add 3.5 square feet of solid surface countertop. The slide-out contains three drawers measuring 15" x 26.75", adding over three cubic feet of storage. In the two wall-mounted cabinets above the galley and two cabinets below the countertop, the chef will find 24.5 cubic feet of storage. A bank of three drawers to the right of the sink are designed to store kitchen utensils, tools, potholders, napkins, etc. But it doesn't end there. A pantry above and below the television housing adds 4.7 cubic feet of storage for canned and boxed bulk items.

The optional freestanding solid surface dining table on the driver's side extends to 41 inches from a built-in hutch to accommodate four chairs or retracts to 33 inches for two. Diners enjoy a panoramic view from a 58-inch wide picture window.

The 6' 3" wide hutch is capped with a tri-color solid surface countertop over a six-door cabinet offering shelf-divided storage space. The dining table will quickly convert to an office with outlets for phone, 12v, and 110v (inverter sourced).

The galley-dining area has a standard 3-speed exhaust fan with controls for the cover and fan located on the side of one of the cabinets. With its thermostat for automatic shut off, the device can be used as an attic fan during the evening hours.

As we continue to see in all Tiffin-built coaches, their engineers have utilized every cubic inch of space to create attractive storage areas. The raised-panel doors in the finely crafted cabinets are made with selected hardwoods, including cherry, maple, and alderwood. Crown molding spanning the length of both slide-outs feature handsomely carved wood insets.

The two cabinet systems at ceiling height in the slide-outs provide 14 and 11.7 cubic feet of storage respectively. The cabinets

which now occupy the former television location over the dashboard add another 4.8 cubic feet of storage and the hutch attached to the dining table furnishes yet another 6.7 cubic feet. Does your house have this much storage capacity?

Checking Out the Cockpit

With the Spartan instrumentation package and the Tiffin controls configuration, the operator is well-equipped for a safe and comfortable driving experience. The instrumentation presents white characters and scales on a black field which are easily read during both day and night conditions. The dials include RPM, MPH, volts, fuel, front and rear air, oil PSI, and engine temperature. A warning display cluster positioned just above the instrumentation includes antenna up, jacks down, cruise, auxiliary brake, fuel level, park, seat belts, ABS, and engine temperature. An LED display in the center of the warning panel offers an information array that includes outside temperature, turbo PSI, both average and instantaneous MPG, transmission and engine temps, trip mileage records, fuel remaining in miles, engine hours, and both diagnostics and self-test menus.

The Tiffin Control Panel is positioned along the side wall convenient to the driver's left hand. Those controls include the standard HWH automatic leveling jacks, the Allison push-button transmission, the parking brake, an engine brake, engine preheat, tag dump (to relieve pressure on the tag axle in tight turning situations), L&R fans, L&R shades, docking lights, step cover, ICC flash, auxiliary start for the generator, plus a control to move the fuel and brake pedals for varying leg lengths. The steering column both telescopes and tilts to suit the driver. The 8-way power seat can be positioned to accommodate the height and reach of any driver. This captain's chair is pure comfort.

Full mirror position and heat controls are located in the left dash position along with the windshield wiper controls and lights. The dash to the driver's right holds the optional programmable Sirius-equipped radio, a Denso HVAC control package, a Sony color monitor for the standard back-up camera as well as the optional side cameras activated by the turn signal lever, two 12v outlets, and the genset start/stop switch with operating hours.

The passenger seat is equipped with a standard 8-way control system plus an electrically elevated leg rest. A fingertip panel offers controls for the right sun shade, map light, and the step cover. Immediately behind the panel is a large hardwood rack for maps and magazines. A slide-out letter-writing desk with a solid surface top and storage beneath is neatly tucked into the dash. With 110v, 12v, and phone connections in the firewall, it can also be used as a table for your laptop. A center console has beverage holders and two map drawers. Additional beverage holders are positioned on the sidewalls for both the driver and passenger.

At the entrance door as you enter the step well, an electric panel provides handy switches for the 12-volt disconnect, entrance step, step well lights, assist handle, ceiling light above cockpit, cargo lights, door light, porch light and road light. All of the switches have lighted green labels, making an entrance into the coach at night safe and easy.

A cabinet above the captain's chair is the primary control center for (1) the patio awning system which has multiple wind speed retraction settings; (2) the inverter program panel; (3) the Winegard satellite control; (4) fluid level displays; (5) front slide-out controls; and (6) the water heater ignition switches for both electric and gas.

The Laundry-Bath Compartment

Walking back to mid-ship, the owner will find a well designed laundry-bath that positions a toilet-lavatory compartment (TLC) plus an optional washer-dryer combo on the passenger side, with shower and a second lavatory on the driver's side. A stacked washer-dryer is also optionally available.

Part of the Phaeton's extra two feet of length was used in the TLC, giving it very comfortable dimensions. The solid surface countertop on the vanity is 22" x 30" with a large lavatory which is one-piece with the composite top. A brushed nickel single-lever faucet with matching soft-soap dispenser complements the quality appointments found throughout this coach. The huge vanity in the TLC has nearly five cubic feet of storage under the lavatory plus three drawers for the plethora of items we store in our bathrooms. A panel on the front of the vanity houses an inverter outlet, light switch, water pump, and automatic controls for the optional overhead exhaust fan. The eight-inch deep medicine cabinet with double mirrors measures 30" x 27". Along with a valance and magazine rack, all were built with the handsome alderwood which has become Tiffin's standard hardwood for 2007.

The laundry compartment, positioned just behind the TLC, is accessed by two raised panel doors. The 27" x 71" compartment is 31 inches deep, with the lower 33 inches housing Splendide's 2100 washer-dryer combo, which has become a very popular option in





all of Tiffin's five brands. The top half of the compartment is divided into shelves which provide the optimum location for laundry products, towels, and linens.

On the driver's side, a second vanity with solid surface countertop and one-piece lavatory is located in the slide-out for the king-size bed, providing much more floor space for the bathroom area. The 24" x 34" vanity top is accented with a single-lever faucet and soap dispenser, overhead lighting, art-deco mirror lighting, and two recessed lights. The vanity conceals two very deep drawers (6 inches wide, 3 inches deep, and 27 inches long) plus a recessed storage compartment of equal depth to the drawers. The shower stall is just forward of the vanity, 45 inches wide by 28 inches deep. This coach does not skimp anywhere on spaciousness.

The bathroom and laundry compartment can be closed off from both the bedroom and the galley with thick, sound-deadening doors.

The Master Bedroom

And, indeed, it is a master bedroom! With the slides out, from wall to wall it measures 11' 4" x 11' 2". From the end of the optional king bed to the cabinets in the opposite slide-out, the walk-through space is 3' 6". The bed slide-out box has a window on either side for cross ventilation on pleasant evenings. Two stereo speakers bring the sound system right into the bedroom. Individual reading lights are positioned perfectly for finishing up the evening with a good book. Tiffin designers offer three fabric choices for bed comforters with complementary colors in the valances.

The optional Select Comfort bed on the 42-ft. Phaeton adds a degree of luxury that I have enjoyed for several months on the coach that I am currently using. By specifying in increments of 5 beginning at 10 and going to 100, you can select the degree of

softness-firmness that best suits your back and frame. After three nights of experimenting, I found that 55 was perfect for me.

Since this coach will likely become a favorite for full-timers, Tiffin carefully planned the cabinets and wardrobes. The primary wardrobe is 45" wide and 63" high. An adjacent shirt closet is 31" x 36" x 26" deep. Beneath the shirt closet are two huge drawers (22.5" x 8" x 23" deep) for storing bulky items like sweaters and even blankets. A door at floor level under the drawers hides a small cavern with another five cubic feet of storage space. The usual cabinet space in the slide-out above the bed offers over 12 cubic feet.

The opposing slide-out houses the 21-inch television with built-in VHS and DVD players. What better place to get comfortable and watch a good movie? Adjacent to the TV at eye-level are three cabinets with five cubic feet of storage. The base of the slide-out contains eight drawers with just the right sizes for personal clothes items, plus a clothes hamper. The chest of drawers is finished with a solid surface countertop measuring 87" x 13". It is the natural place for displaying family pictures and favorite knick-knacks and collectibles.

Driving the 42-ft. Phaeton QRH

When I first noticed that this 42,600 GVWR coach was powered with a 350-hp Cummins engine, I wondered if it would be enough. Believe me, it does the job! The 350-mile test drive from Louisville, Kentucky, to Red Bay, Alabama, provided a wide variety of long hills, curves, city driving, and multiple lanes for dealing with 18-wheeler traffic.

From a dead stop to 50 mph on an interstate ramp, the 350 punched out at 28 seconds. Rolling at 30 mph, the coach achieved 60 mph in 20 seconds. Cruising at interstate speeds of 65 and 70 mph was an effortless task, with plenty of power to spare when I had to move quickly around slower moving traffic in my lane. Although my cargo was rather light (~60 gallons of water, an equal amount of fuel, and luggage for one), the coach did not falter or lose speed on long interstate grades. Lateral stability on curves and lane changes was excellent.

I did not have the opportunity to check the miles per gallon in the usual way since I did not start with a full tank. However, engine data read-outs showed approximately 8.5 to 9.5 mpg driving at a steady 65 mph on the interstate — not bad for a coach this size given the fact that the engine had less than 850 miles on it at the end of the trip.

Summary

Prospective buyers will find that both the exterior and interior quality and workmanship in this coach exceed expectations and compete well against coaches priced \$100,000 higher. On top of the Spartan chassis, Tiffin adds about 400 pounds more steel into the base structure than any of its competitors, giving the owner a sturdy, solid, safe coach. Backed with Tiffin's well-known policies for warranty service and determination to please every customer, the 42 Phaeton QRH may be the best bargain available in the 2007 marketplace. **RIS**

SPECIFICATIONS: Model tested 2007 Phaeton 42 QRH, Quad Slide Base MSRP* – \$252,000 MSRP as tested with options – \$263,564

STANDARD FEATURES

Structural

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

Automotive

Allison 3000 MH six-speed automatic transmission with lock-up (torque converter)
Cummins ISL 8.9 liter 350 hp, electronic/turbocharged diesel
1,050 lbs.-ft. torque at 1300 rpm
Raised rail chassis frame
HWH hydraulic automatic leveling system
Air ride (4 air bags)
55° wheel cut
Air brakes with automatic slack adjusters and ABS
Exhaust brake
Adjustable fuel and brake pedals
18" Steering wheel
Cruise control
Fog lights
Daytime running lights
Emergency start switch

Exterior

Fiberglass front & rear caps
Dual fuel fills
Large tinted one-piece windshield
10 Kw Onan manual slide-out generator
Heated power mirrors with remote adjustment
Single motor intermittent wiper
Gel-coat fiberglass walls
Full body paint
Deadbolt front entrance door
Double electric step
Dual pane windows
Exterior patio light
Manual door awning
Automatic patio awning
Slide-out awnings
Wheel liners
Custom mud flap
Exterior swing-out storage doors with gas shocks
Single handle lockable storage door latches
Lighted exterior storage
Docking lights
Heated water and holding tank compartments
Four 6v auxiliary batteries 2000 watt inverter with 100 amp converter & transfer switching
Park telephone ready
Cable ready TV
Black tank flush system
Water filter
110v exterior receptacle
110v/12v converter
Undercoating
TV antenna
Power Fan-tastic® roof vent with 3-speed fan
Three 15,000 BTU low profile roof A/C systems with heat pumps
A/C condensation drains
Roof ladder
Sony® color back-up camera

Driver's Compartment

Flexsteel® Ultraleather™ power driver seat and power passenger seat with foot rest
Windshield privacy curtain
Padded dash
Custom infrared repeater
Dual dash fans
Power sun visors
Side sun shades, driver & passenger
Snack-beverage tray with drawers
Step switch and 12v disconnect switch
Dual 12v dash receptacles
Single CD player AM/FM radio
Sony® color monitor
Fire extinguisher
Computer slide-out tray in dash

Living Area/Dinette

Booth dinette with solid surface table top
12v, 110v, & phone jack receptacles at dinette
32-inch flat screen color television wall-mounted in entertainment center
Ultraleather™ DE sofa bed (passenger side)
Cloth Flexsteel® DE sofa bed (driver's side)

Kitchen

Solid surface counter top with stainless steel sink
Solid surface sink and stove covers
Single lever sink faucet with sprayer
Convention /microwave oven
4-door refrigerator with ice maker and six-panel wood insets
Built-in soap dispenser
3-burner cooktop
Expand-an-Island

Bath

Two medicine cabinets with vanity lights
Skylight in shower
Solid surface vanity tops and bowls
Custom raised panel bath door to water closet
Glass shower surround and door
3-speed Fan-Tastic® Fan Fiberglass molded shower

Bedroom

Wardrobe
Bed comforter with throw pillows
Sleeping pillows
Queen-size bed
Under bed storage
Pillow top mattress
Night stands
Chest of 8 drawers, plus laundry hamper
Two large storage drawers
20-inch color television with VHS & DVD players
Carbon monoxide detector
LPG leak detector

General Interior

7-ft. ceilings
Soft touch vinyl ceilings
Ceramic tile floor in kitchen, bath, and entry landing
Carpeting in bedroom and driver's compartment with Scotchgard®
Raised panel hardwood cabinet doors and drawers

Medium alderwood cabinetry
Day/night shades
18" fluorescent 12v lights
Home Theater Sound System with concealed speakers
Two Fan-Tastic® power roof vents with 3-speed fans
Tank level monitoring system
Smoke detector
10-gal. gas/electric water heater
Air driven step well cover
Two ducted furnaces (30,000 & 35,000 BTUs)

OPTIONAL FEATURES ON THIS COACH

Automatic satellite dish
Automatic door awning
One exterior slide-out tray
Exterior 24-inch television on slide/swivel tray
Window awning package
Chrome mirrors
Side view cameras
Sirius radio (subscription required)
Washer-dryer combo
Vacuum cleaner
Full tile living room
Flexsteel® Cloth FlexAire™ Hide-a-Bed (passenger side)
Free standing dinette with built-in cabinets
Select Comfort king mattress

OPTIONAL FEATURES AVAILABLE

Second exterior slide-out tray
Leather Euro-recliner with computer table
Flexsteel® Ultraleather™ FlexAire™ Hide-a-Bed (passenger side)
Cloth DE sofa bed (passenger side)
Ultraleather™ DE sofa bed (driver side)
Ultraleather™ Magic Bed (driver side)
Cloth Magic Bed (driver side)
Spotlight
Aluminum wheels
Hadley air horns
In-motion satellite dish
Computer navigational system
Gas oven
King bed mattress
Select Comfort queen mattress
Natural maple cabinetry (simulated)
Cherry bark cabinetry (simulated)
Stacked washer/dryer
Dash overhead TV

MEASUREMENTS

Wheelbase – 296"
Overall length – 42'8"
Overall height w/roof air – 12'8"
Interior height – 84"
Overall width – 101"
Interior width – 96"

WEIGHTS & CAPACITIES

GVWR – 42,600 lb.
Front GAWR – 12,600 lb.
Rear GAWR – 20,000 lb.
TAG – 10,000 lb.
GCWR – 52,600 lb.
UVW – 32,142
CCC – 9,263
Trailer hitch capacity – 10,000 lb.

POWER TRAIN

Engine – 350 hp Cummins ISL 8.9 liter, electronic, turbocharged diesel
Torque – 1,050 lb.-ft. at 1,300 rpm
Transmission – Allison 3000MH electronic six speed with two overdrives
Tire Size – 275/80R 22.5 XZA1 Michelin
Alternator – 160 amps

CHASSIS

Frame – Spartan Mountain Master GT custom-built for Tiffin Motorhomes, Inc.
Frame Design – Raised rail
Anti-locking Braking System – WABCO 4M/4S ABS System
Suspension (front) – Hendrickson AirTek
Suspension (rear) – Hendrickson HTB
Shock Absorbers – Bilstein front/rear
Leveling Jacks – HWH hydraulic

CONSTRUCTION

Body – Laminated floor, sidewalls, roof
Roof – One-piece fiberglass
Support – Steel/Aluminum reinforced structure
Front/rear body panels – One-piece fiberglass caps
Exterior side panels – Gel-coat fiberglass walls with full body paint

ACCOMMODATIONS

Sleeps – Four adults
Fuel tank – 100 gallons
Freshwater – 90 gallons
Black water – 45 gallons
Grey water – 70 gallons
LPG tank – (35 gallons; can be filled to 80% capacity) – 28 gallons

MSRP*

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

DEALERS

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

PLEASE NOTE

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



it's a silent world...

An exquisitely beautiful world. Living, evolving, perpetually in motion. My family and I visited the John D. Pennekamp Coral Reef State Park 12 years ago. It is the nation's first coral reef sanctuary. This time, my daughter, Nancy, 26, and I were looking forward to refreshing our memories of the vivid colors and nearly infinite varieties of fish and plant life in the world's third largest reef ecosystem.

As the 38-ft. Endeavor left its mooring at the park, the captain navigated slowly through the mangrove swamps and tropical hammocks toward the Atlantic. Free of the channels, the bow lifted a good 15 degrees as he gave both engines nearly full throttle. The Florida Keys quickly became a thread on the western horizon and then disappeared. Realizing that we were approaching the reefs, we still found it a rather strange experience to look down and see the ocean floor while knowing that we were in open seas.

The beauty below the surface quickly erased any intimidating thoughts of swimming in the Atlantic. The captain and first mate re-introduced us to the "buddy system" which most of us learned years ago when we attended camp. It still works after you've become adults. The Endeavor became our island of assurance as all 28 of us snorkelers began jumping into the Atlantic like penguins off an iceberg.

If you've not snorkeled before, be assured there are two major factors that will keep you from sinking to the bottom. The law requires you to wear a bright yellow vest which you inflate by blowing into a tube just under your chin. A couple of good puffs and you're totally safe. Plus you are far more buoyant in salt water than in fresh. You don't have to be a great swimmer to do this. If you are a confident dog-paddler and practice for an hour putting your head in the water and breathing through the snorkel, then this wonderful experience will be a cinch for you.

The concessionaire rents top quality masks and fins (see sidebar, p. 20). The mask fits over your eyes and nose and adjusts to completely seal out the salt water. If you are near-sighted, as I am, the concessionaire has corrective masks for a

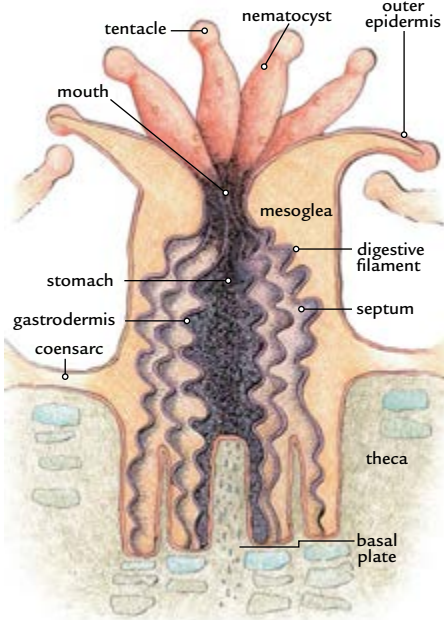
few dollars more. The snorkel attaches to your mask and sticks up into the air approximately 18 inches while you float along face down enjoying the incredible views below. Your lips fit over the snorkel's mouthpiece gripped by your teeth and you breathe normally through your mouth. The three dollar snorkel supplied by the concession is yours to keep. However, it does not have a float seal to prevent salt water from being sucked in if a wave washes over the top of the tube, nor a blow-out trap to allow you to quickly expel any water in the tube. More efficient snorkels can be purchased in the shop for about \$25.

Coral reefs are living ecosystems made up of millions of individual polyps which are a type of soft invertebrate (see illustration, next page). Many stony coral polyps vary in size from one to three millimeters in diameter. Surrounded by a circle of tentacles, each polyp has a tiny stomach that is open only at one end, called the mouth. The tentacles are used for defense and to capture food, usually plankton and other tiny animals. After food is consumed in the stomach, it is expelled as a calcium-carbonate which hardens and becomes the exoskeleton that we call the reef. The dead skeletons provide the foundation for new polyp growth. The reefs in the Pennekamp sanctuary are thought to be five to seven thousand years old, certainly the oldest living animal that we will ever see.

The more common stony corals that you will see are the star and brain corals. The building process of the stony corals forms the massive framework of the reef. Octocorals, such as sea fans and sea plumes, do not form inflexible skeletons. You will notice them swaying gracefully in the currents. They also feed on plankton. By checking out a coral identification book from your library, you will quickly be able to identify staghorn, elkhorn, lettuce, grooved brain, common brain, and several forms of star coral.

Coral reefs have been called the rain forests of the ocean. They have a high biodiversity which provide rich genetic resources for food and medicine. They also protect our coastlines from wave erosion. The diversity of other life in the reef is amazing: eels, lobsters, sponges, shrimp, crabs, turtles, and

Story by Fred Thompson
Photography by Stephen Frink



more than 500 species of fish. Their tropical colors often look like a posterized version of a Disney movie, while others disappear into the background like a chameleon. You will see sergeant majors everywhere and then a school of blue tangs, a spectacular French angelfish (I followed one for 10 minutes), butterfly fish, barracuda, queen angelfish, moray eels, cherub fish, spotfin hogfish, blue hamlets, orangeback bass, and grunts.

Although coral often looks sturdy, it is quite fragile and vulnerable. Reef building corals flourish only in clear, clean, low nutrient waters, usually between 25 degrees north and south of the equator. Coral cannot withstand continued exposure to water temperatures greater than 86° F or less than less than 68° F.

Nutrients from sewage (dumped at sea by ships), agricultural runoff, fertilizers, and stormwater threaten the water quality in the Keys. Declining water quality reduces underwater visibility as well as the health of corals, seagrasses, and marine life.

Coral reefs are home to over 25 percent of all marine life. In

Below: Sea fan on a Civil War wreck. *Right, top to bottom:* Bluestriped grunt near Pickles Reef, Key Largo, Florida Keys. The grunt (with mouth open) is presenting himself to be cleaned of parasites by approaching four eye butterflyfish. • Banded butterfly fish. • French angelfish. • Hawksbill turtle photographed at Molasses Reef, off Key Largo.





the last 30 years, over 35 million acres of coral reefs throughout the world have been obliterated by higher temperatures, ultraviolet light, or other environmental changes which cause them to lose their symbiotic algal cells (zooxanthellae) and the pigments in those algae, a process called bleaching. Depending on the intensity and duration of the stress, the corals may recover or die. Wide-spread coral bleaching in 1997-98 was correlated with one of the strongest El Niño events of the last 100 years. Other damage has been caused by human negligence: touching the coral, collecting samples, dropping anchors into the reefs, and boats striking the reefs at low tide. Hurricanes and storms also have caused great damage to the reefs in Florida's sanctuaries. Unless effective remedies are found, some marine scientists have predicted that our reefs will be lost forever within the next 20 to 30 years.

The reefs off the Florida Keys are some of the most heavily visited in the world because they are so close to large U.S. population centers and one of the world's largest international airports (Miami). The Keys are very popular destinations for Canadians and vacationers from both Eastern and Western Europe. But do not be alarmed. If you arrive prior

to Spring Break for your winter visit, you should have no difficulty reserving a campground site and a snorkeling trip.

The park, combined with the adjacent Florida Keys National Marine Sanctuary, encompasses 178 nautical square miles of coral reefs, seagrass beds, and mangrove swamps. These areas were established to protect and preserve the only living coral reef in the continental United States, and the third largest coral reef system in the world.

Before you make reservations for your reef trip, be sure to check the weather. Optimum conditions include sunny with few clouds and very low wave action. Because the water depths at the reefs are relatively shallow, wave action will stir up the sand and other debris, reducing underwater visibility to 15 or 20 feet. In the winter months, the snorkeling trips at 9 a.m. and noon are the best because of the amount of available light. During January through March, you may find that you need a wet suit in addition to your snorkeling equipment.

For most people, snorkeling is a top of the water activity. A good breast stroke and some leg action with your fins will take you just about anywhere over the reef that you want to go. Snorkelers on our trip often swam as far as 50 yards away from the boat. If you really want to get up close and personal, you need to be a strong swimmer who can surface dive and hold your breath for 45 seconds to a minute.

Underwater photography is a totally different ballgame. Light refraction, water magnification, and focusing the camera make it unlikely that you will get good shots with your first effort. Another disadvantage is shooting down from the



Left, top to bottom: Queen angelfish. • Scrawled filefish. • Goliath grouper on Molasses Reef. Bottom right: Aerial view of Molasses Reef.

Stephen Frink is the world's most frequently published underwater photographer, and maintains a studio at gallery at Mile Marker 102.5, bayside, just across from the entrance to Key Largo's John Pennekamp Coral Reef State Park



surface. Compare it to taking pictures 10 feet up in the air from a horizontal position. Diving usually creates too much commotion to capture the picture that you noticed while you were paddling on the surface. The best underwater photography is done with scuba equipment. With an expensive camera and lights, the diver gets in position, lets everything settle down, and then waits for the opportune time to get the shot.

Well, what if you are not a scuba diver or a snorkeler and swimming five miles offshore is just not your cup of tea? Pennekamp State Park had you in mind when they recently put into service their twin hull glassbottom boat, the *Spirit of Pennekamp*. To get the best views, weather conditions need to be the same that snorkelers and scuba divers look for: low wave action and bright, sunny days.

If you are into scuba diving or salt water fishing, Pennekamp has an excellent dive shop and marina. Two dive trips are scheduled every day at 9:30 and 1:30. Each trip offers a two location dive for \$50. Full equipment including two tanks is available for \$29 (certification required). Campers receive free dockage. Rentals are available for 20-, 22-, and 23-ft. boats. A full-service bait and tackle shop is in the marina. Ample parking is provided for two vehicles and trailers.

Pennekamp's campground has 47 sites with 50-amp and water service. A dump station is located at one end of the campground. A first-class bath house with shower-dressing room combinations was added recently. Since we did not have sewer service, we opted for their showers. The campsites vary considerably in their ability to accommodate a full-size Class A motorhome. Sites 38, 39, and 40 are close to the bath house and have full concrete pads and sidewalks which were built for handicapped campers. If not in use by the handicapped, they are offered to anyone. Sites 1-12 and 41-47 have reasonable separation between neighbors. The other sites are just too close together, especially if you have slide-outs. You can make reservations for specific sites at (www.reserveAmerica.com) or by calling 800-326-3521.

Pennekamp offers a very good educational experience in their Visitor Center which features a 30,000 gallon saltwater aquarium plus several smaller aquariums and natural history exhibits that interpret the park's unique marine environment. A theater presentation offers a thorough ecological history of the reefs. Hours are 8 a.m. to 5 p.m. daily.

Throughout the year, there are many environmental programs offered to park visitors on a wide range of natural and cultural history subjects. Guided nature walks along the Mangrove and Wild Tamarind trails are offered seasonally or upon request by individuals. You will find current program schedules at the Ranger Station.

Is there anything else to do in the Florida Keys? You bet! We left our motorhome at Pennekamp and made two forays down the Overseas Highway, which is a piece of history in itself. Stop at a local bookstore and pick up a copy of Henry Flagler's biography. The railroad tycoon began work in 1905 on the first



overseas railroad to Key West shortly after the Panama Canal project was announced. Key West was already an important port for the U.S. at that time and Flagler believed that a railroad from Miami to Key West would quickly become a lucrative transportation artery. The project at one point employed 4,000 men and was completed in 1912. Flagler died the following year but the railroad became a success until it was destroyed by the great Labor Day Hurricane in 1935. Pushed by 200 mph winds, an 18-foot tidal wave swept across the Upper Keys, killing 800 people. Financially unable to rebuild, the company sold the remaining bridges and right-of-ways to the state who used them to build an overseas highway. US 1 was rebuilt in the 1980s into the modern highway on which you now travel. Many sections of the original bridges are now used as fishing piers.

Also, get a copy of "Great Locations," a guidebook to the Keys with maps of Key West and all the segments of the Overseas Highway (US 1) that we will talk about in the following paragraphs. You can find copies in racks at Publix and other stores in the Key Largo area.

Islamorada is called the "Sport Fishing Capital of the World." US 1 will take you past several marinas where charters take avid fishermen to world-class deep sea fishing. At MM 84 you will see the entrance to Theater of the Sea, a private company which provides opportunities to swim with dolphins and sea lions. Rates run from \$50 to \$150 for 30 minutes in the water with these trained mammals.

In nearby Windley Key Quarry State Park (MM 84.5) you will see coral formations that gave birth to the Keys thousands of years ago. The San Pedro Underwater Archaeological Preserve (MM 78) is the final resting place of the Dutch-built Spanish galleon which was one of 21 ships returning to Spain from Cuba laden with rare jewels, silver, gold, tanned hides, and rare spices. The fleet grounded on the Keys in July 1733 in a hurricane. Only one ship made it back to Havana. Although a thorough salvage operation was conducted by the Spanish admiralty, many artifacts have been found through the years. Snorkelers and scuba divers can visit the San Pedro near Indian Key under the preserve's strict guidelines.

The Lignumvitae Key Botanical State Park (MM 77) can be reached only by private charters from the highway. Stepping ashore will take you 100 years into the past where the Matheson House has changed very little. A windmill supplied power and the owners got their drinking water from a cistern that collected rain water from the roof. The island's most interesting feature is its virgin tropical forest. While the tropical forests on most of the Keys were lost to development, this one was preserved

Left, top to bottom: Snorkelers enter the water from *El Capitan* over Molasses Reef. Note green flotation vests being worn. • This snorkeler, not a member of a Pennekamp expedition, demonstrates the natural buoyancy that we have in saltwater. • The *Spirit of Pennekamp* is a state-of-the-art glass-bottom catamaran. • Note the nurse shark at one of the viewing panels. The boat tours the sanctuary for an hour and a half on each trip with a guide pointing out fish and reef features.

because of its isolation. The guided trails will take you into the shade of trees named strangler fig, poisonwood, gumbo-limbo, mastic and pigeon plum. Visit with the park ranger and interpretive guide to learn how the island was formed.


Curry Hammock State Park is located at MM 56 on Little Crawl Key just before you get into Marathon. The 28 site campground is open from November to May 31 each year. However, at this writing, it was sold out through March. The campground is located immediately on the ocean with 50-amp and water service to each site. Just recently opened, the parks shower-restroom facility is first class. Dump station provided. Kayak landing, swim area, fishing area, nature trails, playground, and picnic shelter make this a great facility. Keep in mind that this is a beach — no trees in the campground. However, the 1000-acre park has the largest concentration of Thatch Palms anywhere in the state. The park advertises itself as "the Florida Keys as they used to be . . . the Real Florida."

After you pass through most of Marathon, you will come to the Turtle Hospital at MM 48.5. This rehabilitation facility allows you to learn valuable information about our world's seaturtles. Programs are offered at 10 a.m. and 1 & 4 p.m. (admission charged). As you leave Marathon, you will come to the Seven Mile Bridge at MM 45. It was here that Flagler's men set out to build a bridge over seven miles of open water with no intersecting small Keys for support. Today a new bridge runs parallel to the original one, connecting travelers to Pigeon Key.

Bahia Honda State Park is located on Bahia Honda Key between Mile Markers 36 and 37. Like Pennekamp, it offers snorkeling tours at 9:30 and 1:30 daily to the reefs in Looe Key National Marine Sanctuary. Bahia's beaches are rated as some of the best in Florida. There are several very nice picnic shelters and restrooms at the beaches. The campground is accommodative but the landscaping is unattractive. As in other Florida parks, electric and water hookups are provided, but not sewer. Because it is Florida's southernmost state park, the campground was booked solid through all of January, February, and most of March.

The end of our trip down the overseas highway is almost in sight: Key West (MM 0). Perhaps comparable to New Orleans before Katrina, there is nothing quite like Key West. First, pack your lunch—and when you are ready for a bite to eat, head for Mallory Square at the northwestern tip of the Key at the end of Duval Street where you'll find a brick paved waterfront and benches. During the afternoon while you are visiting museums and points of interest, scout out a restaurant for dinner and make a reservation. Second, find a parking lot with a day rate and put on your best walking shoes.

If shopping is in your blood, you can probably max out your credit card in a couple of hours. For me, the shops are good for a little entertainment and maybe a couple of T-shirts. The ladies will probably enjoy them much more.

Now, check out the Key West sidebar for interesting things to see and do. But at dusk, be back at Mallory Square for the free talent shows and KW's spectacular sunset. 

John D. Pennekamp (1897–1978)

John Pennekamp was an associate editor with the *Miami Herald*. Serving as the first chairman of the Florida Board of Parks and Historic Memorials, he played a vital role in protecting the natural resources of the state. His interest and great influence paved the way for the establishment of both the Everglades National Park and the John Pennekamp Coral Reef State Park.

The idea to establish an underwater coral reef preserve first surfaced at a biological conference held in 1957. The participants urged that a portion of the Florida reef be protected from further damage by commercial coral and marine life collectors. Pennekamp's persistent editorial support and efforts to acquire land for a park headquarters, coupled with state and federal support, resulted in the establishment of the park in 1960. It was formally dedicated as the John D. Pennekamp Coral Reef State Park on December 10, 1960.

John D. Pennekamp Coral Reef State Park

The park is located in Key Largo at MM 102.5 on the ocean side of US 1. The entrance is marked from both directions with large brown signage.

Camping Fees

\$15/night for motorhome site with 50-amp elec and water (+ tax)

Glassbottom Boat Tours

9:15 a.m., 12:15 p.m., and 3 p.m. daily (2½ hours)
\$22/adult, \$15/under 12

Snorkeling Tours

38-ft. Endeavor

9 a.m., noon, and 3 p.m. daily (2½ hours, 1½ hours water time)

\$28.95/adults, \$23.95/under 18

Sailing & Snorkeling Tours

38-ft. Catamaran

9 a.m. and 1:30 p.m.

\$34.95/adults, \$29.95/under 18

Snorkeling Equipment

Mask, \$3 (corrective mask \$5); snorkel, \$3; fins, \$4; shortie wet suits, \$6; full wet suits, \$11. Deposits required.

Scuba Tours

9:30 a.m. and 1:30 p.m. daily

\$50 for trip; \$29 for all equipment incl. two tanks.

What to See in Key West

- **The Mel Fisher Maritime Heritage Society and Museum**

200 Greene Street

305-294-2633 or visit www.melfisher.org/museum or www.melfisher.org/exhibitions to see what is currently featured.

- **Truman's Little White House**

9 – 4:30 daily. Admission \$11/adult

111 Front Street; parking at the Hilton Hotel Parking Garage 2 blocks away

- **Ernest Hemingway's Home**

9 – 5 daily. Admission \$11/adult

907 Whitehead Street

- **Audubon House & Tropical Gardens**

9:30 – 5 daily. Admission: \$10/adult; \$6.50/students; \$5/ages 6–12.

205 Whitehead Street

Self-guided audio tours. Voted best museum in Key West. 18th century antiques, original Audubon engravings, museum store.

- **Key West Lighthouse & Keeper's Quarters Museum**

9:30 – 4:30 daily except Christmas Day. Admission: \$10/adult; \$5/children & students. 938 Whitehead Street, just across the street

from Hemingway's Home. Climb 88 steps to the top of the lighthouse for a great view. 305-294-0012 or visit www.lighthouse-friends.com and www.kwahs.com/lighthouse for excellent histories. Fee parking on Caroline Street, one block away.

- **Key West Art & Historical Society at the Custom House**

9 – 5 daily except Christmas Day. Admission: \$10/adult; \$5/children & students. 281 Front Street, near the Lighthouse and Hemingway's Home. Fee parking on Caroline Street.

305-295-6616 or visit www.kwahs.com for more information. This outstanding museum features historical and cultural objects and artifacts. The building alone is worth the price of admission.

- **Pirate Soul Museum**

9 – 7 daily. Admission: \$13.95/adult; \$7.95/10 and under.

524 Front Street (corner of Front and Simonton)

305-292-1113 or visit www.piratesoul.com

An entertaining museum with displays of pirate-era artifacts.

- **Turtle Kraals Museum**

11 – 6 daily; turtle feeding at 4 p.m. Admission: free

200 Margaret Street on the Historic Seaport Boardwalk

305-294-0209 for additional information.

<http://www.seaturtle museum.org> Learn all about the care and feeding of sea turtles.

- **Wrecker's Museum**

10 – 4 daily. Admission: \$5/adults; \$1/children 6–12.

322 Duval Street. 305-294-9502 for additional information.

Built in 1829 by a ship's carpenter, this one and a half-story house has survived pirates, hurricanes, fires, wars, and riches-to-rags economies. Architecture enthusiasts will appreciate its well-preserved maritime features including portholes and ship's hatches.



Left to right: Pillar coral. • Bluestriped grunts swimming over brain coral. • Elkhorn coral



FROM *an empty house* TO *my granddaughter's first laugh*



How far will your Tiffin take you?



TIFFIN MOTORHOMES

WHEREVER YOU GO, WE GO.

Water-Way Makes the Forms and Curves

by Fred Thompson

You can't look at a Tiffin motorhome for very long without wondering how all of the curved shapes and forms of the exterior body are created. Water-Way, a fiberglass plant north of Iuka, Mississippi, makes the front and back caps, the wheel wells, and the showers and tubs.

All of the caps begin on CAD-CAM software which are mathematically created as three dimensional displays at the direction of automotive designers. After a front or back cap design has been approved at several levels, the software drives a CNC router whose multi-dimensional blades cut the original form at tolerances measured in thousandths of an inch from which fiberglass molds will be made. A full-size prototype fiberglass cap is manufactured and all of the hardware is attached in order to make a complete evaluation of the new design.

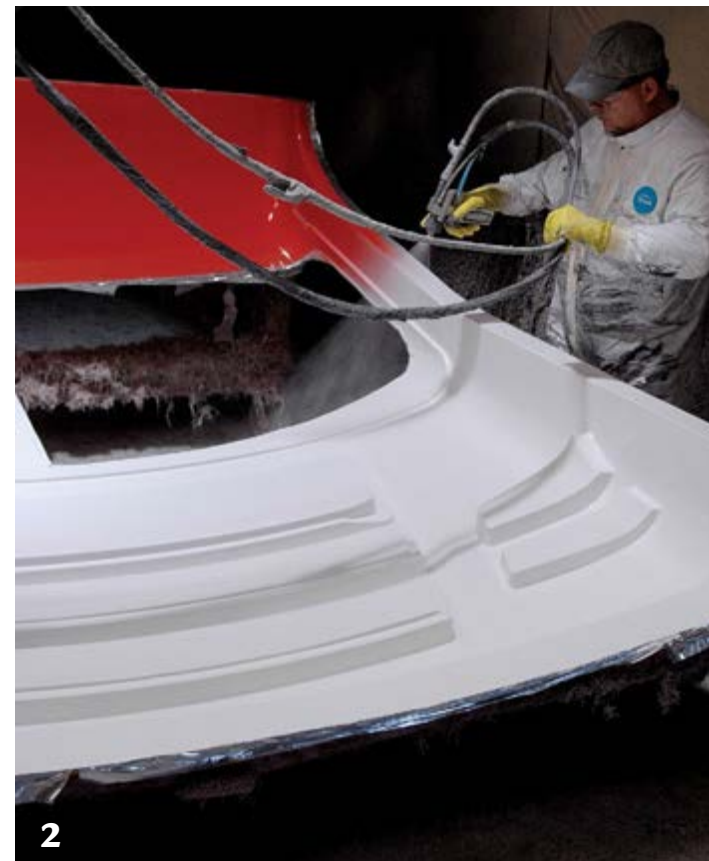
For the 2007 model year, Water-Way added to its repertoire of products the one-piece fiberglass roof for all of the Tiffin brands. While some of the required technology to create the one-piece roof was similar to that used in making existing fiberglass parts, there is considerable proprietary method which top management does not wish to reveal to the competition. A Gel-Coat is the first step in a four-step process that incorporates the vacuum infusion of resin.

Following is a picture story with captions that explains the manufacturing techniques used to create the beautiful forms and shapes of the front and rear caps which give each brand its unique, identifying features. With the full-body paint now offered on all of the brands except the Allegro, motorhome design and painting has been elevated to an art form.



1 This is the mold for the front cap of a 2006 Allegro Bay.

2 A fiberglass technician applies Gel-Coat, an extremely hard paint that influences the finished look of the cap. The full coverage application must have a consistent 24-mil thickness. The Gel-Coat requires a 45-minute drying period.



2



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8



9

3 After the Gel-Coat, technicians spray a shorter fiberglass to make it have a smoother finish. The spraying device chops the fiberglass strands pulled from a nearby barrel as it is applied and combines it with a resin. **4** After the first fiberglass application has dried, a second application with longer fibers is sprayed into the mold. The longer fibers make the finished fiberglass form much stronger. **5** After the second fiberglass spraying, the form is allowed to cure for two hours before it is de-molded. It takes considerable pressure to pop the fiberglass form from its mold. **6** An empty mold for the shower of a quad-slide Phaeton or Bus awaits an application of Gel-Coat. **7** Shower stalls for a 42-ft. Bus and a 40-ft. Bus that have received Gel-Coat are suspended on the assembly line for a 45-minute drying period. **8** Various molds including a side radiator cover and wheel well covers await Gel-Coat spraying. **9** Larry Mellville removes excess fiberglass and finishes the edges for the shower of an Allegro Bus.



10



11



12



13



14

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



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10 A front cap rests on a frame awaiting the addition of running lights, wiring harnesses, and headlights. **11** Jamie Enlow mounts a headlight assembly by driving screws into aluminum bars which were molded into the fiberglass cap. **12** The perfect fit of the automotive headlights into the fiberglass cap illustrate the tolerances to which the caps are manufactured. **13** Matt Hinds installs the backup camera into the rear cap of an Allegro Bay. **14** Front and back caps are staged for shipment to Red Bay, a one-way trip of 38 miles. A specially designed trailer can haul the fiberglass for six motorhomes. Another trailer was designed to haul the fiberglass roof sections which measure up to 45-feet in length.

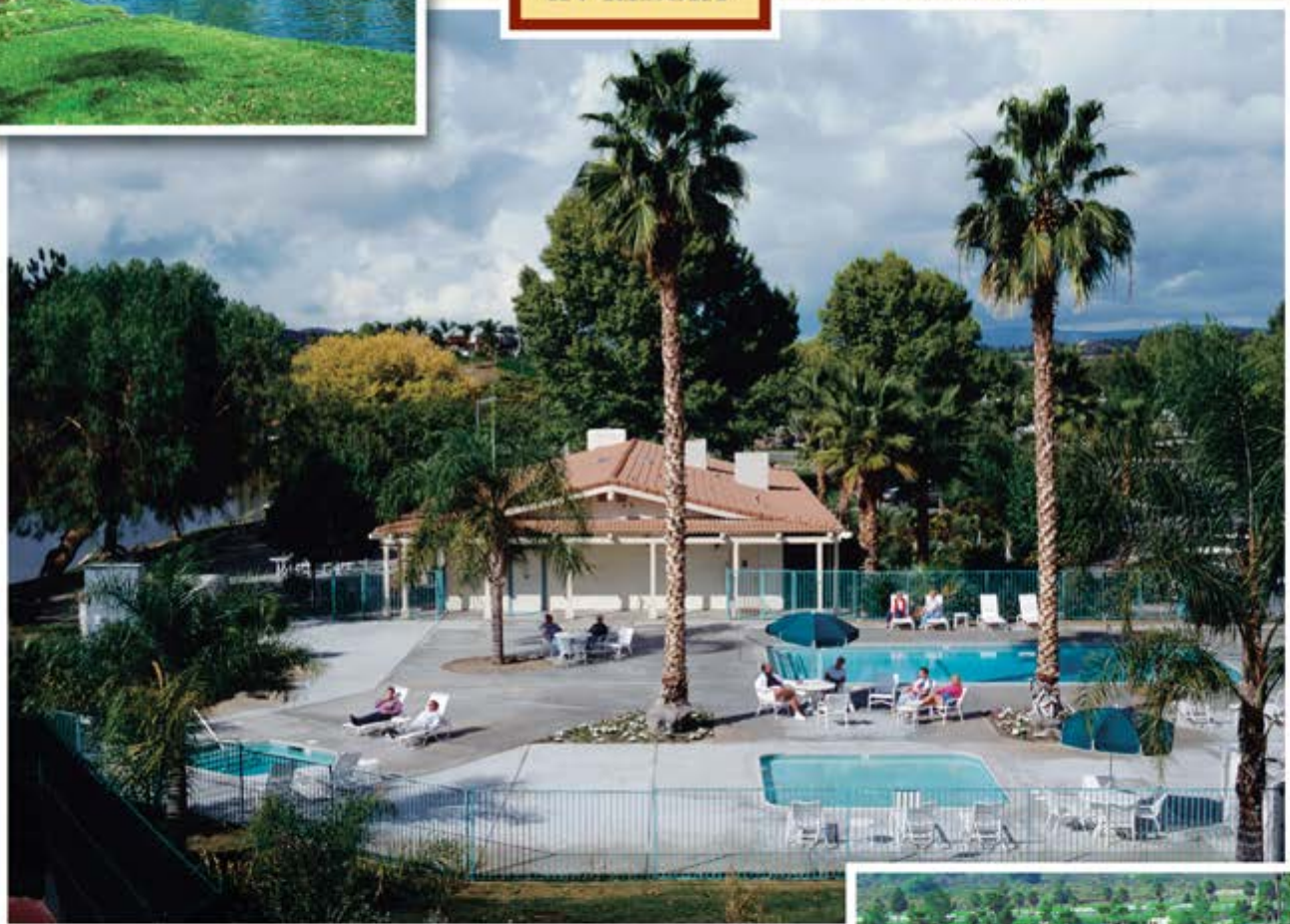
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Tiffin Sweeps RVDA “Quality Circle Awards” . . . Again!

RVDA, the National RV Dealers Association, honored four RV manufacturers with the 2006 Quality Circle Award in Louisville, Kentucky, on November 27, 2006, just prior to the opening of the National RV Trade Show. RVDA presents the award to the top performing manufacturers in the association’s annual Dealer Satisfaction Index (DSI) survey.

Tiffin Motorhomes was awarded first place in 18 out of 24 categories and was the top-rated Class A manufacturer in three additional categories. The DSI survey asks the dealer to list those manufacturers for whom he or she sells product and to rate them in the following categories: Sales, Product, Management, and Service/Warranty/Support.

To receive a Quality Circle Award a manufacturer must have overall ratings of 80 percent or higher. The four companies above the 80 percent mark were Tiffin (90.8), Roadtrek (84.3), Monaco (81.51), and Winnebago (81.45).

The categories in which Tiffin placed first that are of particular interest to

coach owners include:

- Competitive Product Design
- Innovative Product Design
- Competitive Product Quality
- Accessibility of Top Management
- Considers Dealer Input
- Fair Policies and Procedures
- High Quality Field Staff
- Product Support Promotes Customer Satisfaction
- Quality Parts (Ordering-Tracking-Delivery)
- Reasonable and Timely Warranty Policies including Payment
- Retail Labor Rate on Warranty Repairs
- Prompt Service to Managers and Techs

When Bob Tiffin was asked why Tiffin Motorhomes climbed even higher this year over last year, he responded: “We are large enough to do the R&D; employ the best engineers, managers, and production personnel; and use the best technology available. We are small enough to respond quickly and provide the quality service that our dealers and owners deserve.”

RVDA Chairman of the Board Jim Shields presents Bob Tiffin with the 2006 Quality Circle Award. Tim Tiffin, TMH general manager, and Mike Molino, RVDA president, joined Bob and Jim for the presentation.



Bob Tiffin Elected to RVIA Board

Bob Tiffin, president and CEO of Tiffin Motorhomes, Inc., was elected to serve as a member of Recreation Vehicle Industry Association’s Board of Directors in the organization’s September elections. Elected to serve a three-year term that began on October 1, Tiffin will fill a manufacturer’s seat on the board.

Widely known throughout the motorhome industry, Tiffin has been president and CEO of Tiffin Motorhomes since its beginning in December 1972. He also serves as president and CEO of Wynne enterprises.

RVIA is the national association representing more than 550 manufacturers and component suppliers of RVs and conversion vehicles in the U.S. and Canada. The Board of Directors has the highest level of authority in the organizational structure and is responsible for the association’s position on RV affairs and policies.

In running for the office, Tiffin said that he will advocate more comprehensive programs to graduate a larger number of certified RV technicians each year. “Manufacturers develop product quality, but thorough and capable service must be offered at the dealership level. Owners of RV equipment should expect and receive the same dependability and service that they enjoy with a new car,” he said. “I will also advocate product safety through good design and thorough owner training. We must not allow an individual to purchase a motorhome with complicated systems and then fail to train him in its proper use.”

Known throughout his career for answering his own telephone and personally speaking with any motorhome owner who calls, Tiffin said he would welcome input from owners and everyone directly involved in the RV industry.

Jimmy Johnson Elected President of RVMCA

Jimmy Johnson, president of Tiffin Motorhomes’ Allegro club, has been elected

president of the RV Manufacturers' Clubs Association (RVMCA). The RVMCA, formed in the mid-1970s, is an information network with about 20 members. The association meets annually to compare evaluations of campgrounds, discuss club innovations, and hear presentations from vendors. Johnson was elected to a one-year term.

King Controls Introduces Next Generation of King-Dome Satellite TV Systems

With built-in DVB technology for positive satellite identification, the new King-Dome systems offer a simple, one-touch operation with fool-proof satellite identification. An automatic satellite switching feature allows seamless reception of programming broadcast from multiple satellite locations such as DISH 500 and DISH Network. The King-Dome automatically switches satellites by simply selecting the desired channel. With an optional High-Definition converter, the new King-Dome systems provide access to national DIRECT-TV HD channels broadcast from 101, 110, and 119 satellites. Built on a modular platform, the new King-Dome stationary systems are easily upgraded to in-motion with a simple, easy-to-install upgrade kit. For more information, call King Controls at 800-982-9920.

Wintertime Motorhome Maintenance

Well, it's that time of year again. Winter snows have come early to some of the northern and mid-western states, and with the snow comes salt and other chemicals used to get rid of the snow and make driving easier.

What does this mean to you as a customer and an owner of a Tiffin motorhome? IT COULD MEAN TROUBLE if you use your coach in the winter weather and do not take precautions to remove these corrosive chemicals from your vehicle.

If de-icing chemicals are used on roadways, they can contribute to corrosion of many vehicle components if proper care is not taken.

The following procedures will help prevent potential trouble while driving your motorhome during winter months.

Once a new motorhome has been

delivered to a dealership during winter months, we recommend the dealer wash all metal components with mild soap and hot water. We prefer you use a pressure washer if at all possible. These measures will help guard against corrosion and reduce the possibility of damage caused by de-icing chemicals and prevent the eventual replacement of corroded components. And, of course, this preventive treatment will reduce customer downtime and expense.

This past spring, one of our valued customers visited our repair facility with a leaking radiator. The coach was four years old, which meant the warranty period had expired. The customer thought he was covered because he had an extended warranty policy. What he did not expect was, because he lives in Maine and he drove his coach in the wintertime, the policy would not honor his claim because of the salt and chemicals used on the roads. This meant he had to buy a new radiator at his expense.

When cleaning your motorhome, please follow these steps from Freightliner Information Bulletin 00-7:

(1) While cleaning areas containing electrical components and connections, care must be taken to protect these items to prevent water intrusion. If a pressure washer is used to clean these areas, the lowest setting should be used.

(2) With extensive road salt and grime accumulation, rinse the unit with a pressure washer using hot water.

(3) To avoid scratching the paint, do not use a brush, and do not use a rag until the vehicle has been thoroughly rinsed.

(4) Mix 1 cup of ammonia, ¼ cup of mild soap, and approximately 2.5 gallons of water. Add this mixture to the pressure washer in the soap-cleaner compartment.

(5) Pressure wash with hot water and rinse with hot water.

(6) NOTE: If a pressure washer is not available, wash the vehicle with the same solution and a sponge.

(7) WARNING: This is an informational bulletin known as 00-7 from Freightliner Custom Chassis Corporation. Warranties do not apply unless instructions are carefully followed.

—Marlin Saint
Chassis Warranty Manager
Tiffin Motorhomes

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Florida Shrimp & Lobster Cakes



by Maureen Callahan

Surrounded by waters that harbor some of the lushest fishing in the country, Key West is a seafood lover's paradise. Estimates are that more than 200 species of fish inhabit the warm salt waters, everything from tarpon to mahi mahi. But the most prized catch might just be the sweet pink shrimp that live just offshore. On most days you can stand on the beach and see a handful of shrimp boats bobbing along the horizon and working the waters. Be sure to wander into town and make use of some of their catch for steamed shrimp or our Florida Shrimp & Lobster Cakes. They're easy to put together but let you enjoy the tropical flavors that only Key West can offer. And once you've eaten, put your feet up, revert to lazy island time, and just enjoy the view.

Local Foods and Ingredients

Interested in sampling more Key West cuisine? Here are a few local foods and ingredients you won't want to miss.

Conch: Pronounced "konk," this edible marine snail is on most local menus either as conch chowder or fritters. Since it's on the endangered species list in Key West waters, most conch that's sold locally actually hails from warm Caribbean locales. If you're lucky enough to find the shelled mollusk at a market, the basic recipe for conch chowder is simple. Sauté 1/2 cup each of chopped onion and green pepper and 1 clove of minced garlic with fat rendered from salt pork. Add 1 quart of water, 2 chopped potatoes, 2 seeded chopped tomatoes, and two ground conch; simmer until the vegetables are tender.

Key Limes: About one third the size of traditional limes, these small yellow green gems are tarter and more aromatic than their Persian cousins. Locals combine them with sweetened condensed milk to make a custard style Key Lime pie. Variations on the recipe are numerous. The crust can be made from graham crackers or pastry and the filling can be baked with or without meringue. But the best way to spot an authentic version

is by the yellow colored filling. Key lime juice is yellow, not green.

Stone Crab: In season from mid October through mid May, the dense, sweet meat of this sea creature is considered by some to be the best crab on the planet. Traditionally, fisherman harvest one claw from each crab they catch and then throw crabs back to sea where they regrow the lost claw. The arrival of stone crab is highly anticipated in Key West and throughout Florida. Claws are typically served steamed with a creamy mustard sauce.

Florida Lobster: Minus the claws, Florida lobster looks nothing like it's Maine cousin. The sweet meat is all concentrated in one large tail. In season from early August through the end of March, Florida lobster is a rare delicacy since the fishing season is carefully controlled.

Florida Shrimp and Lobster Cakes

To save time, buy the already cooked shrimp and lobster. Look for the delicate panko breadcrumbs in the Asian section of most large supermarkets.

Serves 4

Salsa

1 small mango, peeled and finely chopped, about 1 cup
2 tablespoons fresh Key Lime or lime juice
1 tablespoon finely chopped cilantro
2 teaspoons finely chopped red onion
Dash of salt

Cakes

2 tablespoons butter, divided
3 tablespoons chopped green onion
2 tablespoon finely chopped celery
8 ounces cooked, peeled and deveined small shrimp, chopped
4 ounces cooked Florida lobster, chopped
¼ cup Aged Asiago or Romano cheese, flaked or shredded
¼ cup chopped cilantro
2 eggs, lightly beaten
2 tablespoons chopped green onion (green part only)
½ teaspoon salt
¼ teaspoon freshly ground black pepper
1 cup panko (Japanese breadcrumbs)
2 tablespoons vegetable oil
Cilantro sprigs (optional)

To make salsa, combine mango, lime juice, cilantro, red onion and salt in a small bowl. Toss gently to mix. Set aside.

To make shrimp cakes, heat 1 tablespoon butter in a skillet over medium to medium low heat. Add onion and celery and cook slowly for 3-5 minutes or until soft; do not brown. Remove from heat and let cool.

Place shrimp and lobster in a bowl and toss gently to mix. Add cheese, cilantro, eggs, green onion, salt and pepper and mix well with a fork. Stir in panko and sautéed onion and celery.

Divide mixture into four hamburger style patties, about ⅔ cup of mixture for each cake, pressing lightly to hold together.

Heat oil and remaining 1 tablespoon butter in a large skillet over medium heat. Add shrimp cakes and cook 3-4 minutes or until lightly browned. Flip and cook 2-3 minutes or until browned.

To serve, place cakes on a serving platter and top with mango salsa. Garnish with sprigs of fresh cilantro, if desired.

Note: The crumbly nature of these delicate cakes gives them a rustic eye appeal. But if you'd rather have something more compact, dredge cakes in extra panko before pan frying.

Nutrition Information Per Serving: Calories 354; Protein 25g; Carbohydrates 22g; Fat 19g; Saturated fat 7.1g; Monounsaturated fat 2.6g; Polyunsaturated fat 0.9g; Sodium 845mg; Cholesterol 258mg; Fiber 2g

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

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Jim Triplett

Just writing a few lines to say “Thanks, Bob.”

by Jim Triplett as related to Fred Thompson

The Triplett family of Florence, Alabama, has an Allegro Bus and put it to good use. Jim, his wife Sarah, and their daughters Becky and Susan became recreational vehicle owners in the Panama Canal Zone while Jim was stationed there as an Army captain from 1963 to 1967. A Volkswagen camper with a pop-up top and an add-on tent took them to the beaches and jungles of Panama as well as to horse show competitions.

After Jim was reassigned to the Pentagon, they drove their camper through six Central American countries and Mexico on their way to Washington. It was a great experience for the whole family and furthered their love of camping. When the move to Washington was completed, they bought a 19-foot travel trailer and found new favorite camping destinations that included Gettysburg, the Chesapeake Bay, the Outer Banks of North Carolina, Virginia Beach, and Skyline Drive in the Shenandoah National Park. When Jim retired in 1971, the family moved to Florence, bought a motorhome, and really got serious about camping.

Years passed, the girls grew up, married and started families of their own. Becky has three boys, and Susan two boys and a girl. They both wanted their children to have the same wonderful memories of traveling and camping as they had. The Triplett family bought a 28-ft. Allegro and the extended family of ten began a nine-year tradition of taking long summer trips. Each year the two husbands would meet the family at a destination for a few days.

Needing more space, Jim ordered a new 37-ft. Allegro Bay.

Wonderful! But still not big enough! Jim then decided to visit Bob Tiffin at Tiffin Motorhomes in Red Bay and enlist his help in designing the perfect motorhome for their family.

Bob built the Triplett family an Allegro Bus that really did the trick. The bus has the typical queen island bed in the bedroom, modified to extend from wall-to-wall to sleep four with room left over. A big dinette was built to sleep two comfortably, and two queen-sized Flexsteel Magic Beds were installed in the living room to sleep four. A large buddy seat was ordered so that two passengers could ride up front. And there are seatbelts for all ten passengers. A driver's door was installed and an extra ice-maker was put in an outside storage compartment under the awning. The three TVs, DVD-VCR players, satellite TV, and two PlayStation 2 systems keep the children happy.

The Triplett family has put the Allegro Bus to good use. Over the past nine years, they have visited most of the 48 contiguous states and Canada. The family enjoys local events and tourist attractions everywhere they go. Their favorite trips include visits to Yellowstone, the Grand Canyon, Frontier Days in Wyoming, the New England states, and the four military academies. The family also loves baseball and tries to attend several major league games each year.

Below left, from left to right: Susan Anderson, Michael Jones, Mark Jones, Keaton Anderson, Bentley Anderson, Rebecca Jones, Sarah Triplett, Jim Triplett. Below right, from left to right: Matthew Jones, Michael Jones, Mark Jones, Keaton Anderson, Carson Anderson, Bentley Anderson




Jim has always been the primary chauffeur and youngest daughter, Susan, has been the relief driver. Becky is the navigation expert who finds the best destinations and makes the reservations. Sarah (Mom) is the stewardess.

This year Jim just enjoyed the trip while Susan drove to Canada, nine states, and several attractions in the Washington, D.C., area. "You should have seen the way everyone looked at the petite blond driving the big bus," Jim laughed as he related the experience.

Every trip is designed to be very educational for the grandchildren and create memories for as long as they live, Jim says. "Our trips would not have been nearly as enjoyable without our comfortable, dependable Allegros," he added.

Jim is a one-man PR team for Tiffin Motorhomes. "All Allegro owners know that the Tiffins are outstanding, friendly people who are willing to help at any time. They are 'family' to all of their coach owners," Jim tells anyone who will listen. "I just wish the Tiffins could hear all of the fine things that owners have told me about the company. Everybody at Tiffin Motorhomes goes out of their way to please their customers," he said.

"Thanks, Bob, for making a happy, traveling family of ten even happier!" 

Tiffin Plant Tours

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

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COCHISE COUNTY



A sunny winter haven in Arizona where Old West legends come alive

Story and Photography by Norman Spray

Think wintering in Arizona means camping in a flat, arid desert environment? It can — but only if that’s what you want. If you’d prefer instead a scenic, history-rich mountainous locale where a warm sun keeps golfers, hikers, birders, horseback riders and bikers comfortable in shirtsleeves, there’s a wild, wild West spread not yet crowded by snowbirds that could make this your winter to remember.

That would be Cochise County, in the oft-overlooked South-eastern corner of the state below Tucson. It’s a wide-open area where mountain views and river valleys turn any drive into an event, RV facilities are adequate and sometimes outstanding, and there’s enough to do to keep you occupied all winter.

Here in “Tombstone Territory,” many of the more exciting chapters in the history of the fabled Old West were lived and much of that history is preserved. It is here that Wyatt Earp, his brothers and Doc Holliday squared off against the Clantons and the McLaurys in the famed shootout at the still-standing

O.K. Corral. And here that Ed Schieffelin discovered a silver lode that ushered in some of the west’s richest mining along with a rough and tumble era of lawless mining camps, gun-toting gamblers, and shady ladies.

Now the gunfighting days are gone, excepting fake staging, but many of the old saloons like the notorious Bird Cage Theatre remain in near-1880s condition including over 100 bullet holes you can still see in the walls and ceiling. Most of the county’s great mines that yielded silver worth billions in today’s dollars, some three million ounces of gold and over eight billion tons of copper have petered out but guided tours through them contribute to a resurging economy.

Gone, too, are the Apache Indian wars and famed Indian Chiefs Cochise and Geronimo who outwitted the U.S. cavalry for years. But 73,000-acre Fort Huachuca, established in 1877 for soldiers fighting the Indians, now welcomes visitors where the U.S. Army trains intelligence officers, develops advanced

communications technology, and helps government agencies with other missions, including border surveillance.

In Cochise County, the Whetstone, Mule, Huachuca, Dragoon and Chiricahua mountain ranges rise above the floor of the Sonora Desert. Bordered by or nestled within them are historic towns, golf courses, the country's largest "living" cavern complex, challenging and/or leisurely hiking, bike, and horseback riding trails, nature and bird preserves, and metropolitan-like shopping and entertainment. Over 350 bird species and more than 80 kinds of mammals are catalogued along the San Pedro River.

Cochise County "must" destinations include Tombstone, where the O.K. Corral gunfight is re-enacted every day, most of the town looks like an Old West movie set and much of it is a registered National Historic District; Bisbee, now a charming mile-high Mule Mountain artsy community that grew into the biggest town between St. Louis and San Francisco during its copper mining boom; Sierra Vista, largest city in the county with some 43,000 residents which borders Fort Huachuca and is known as "hummingbird capital of the U.S."; Benson, gateway to the Kartchner Caverns State Park where the largest cavern in North America has been opened to tourists only since 1999; and Southern-most Douglas, which shares the U. S.-Mexico border with Agua Prieta, a popular shopping and dining city on the Mexican side and home of the Gadsden, one of the last of the still-operating turn-of-the-century's grand hotels.

Good RV campgrounds are available in all these places (as well as some in between). You can hook up in one and make easy day trips to visit other points of interest or move from place to place.

Benson and Kartchner Caverns

An easy place to start a Cochise tour would be Benson, originally a stopping point for the Butterfield Overland Stage, which lies just off Interstate Hwy.10 some 45 miles southeast of Tucson. The cottonwood-lined San Pedro River flows through the edge of town and the entrance to Kartchner Caverns State Park is only a few miles to the west.

Though Cave Explorers Gary Tenen and the late Randy Tufts discovered these caverns in the Whetstone Mountains in 1974, the cave's existence was kept secret until the Arizona Parks Department opened much of it for safe viewing in 1999. Guided tours are available daily (excepting Christmas Day). Two huge rooms, the Rotunda and the Throne Room, are open year-round but The Big Room closes in late April when migrating myotis bats return to have their young. The Big Room is re-opened in the fall when baby bats are ready to fly. Hiking trails both easy and difficult are available in the park. The park itself has 60 RV campsites with water and electric hookup. In all, 16 RV parks provide over 1700 spaces in the Benson area.

Other Benson attractions include the 7,313-yard, par-73 San Pedro Golf Course and the Turquoise Hills Family Golf Center, a par-58 executive course; a walking tour; and the San Pedro Valley Arts and Historical Museum.



PHOTOGRAPH COURTESY OF THE O.K. CORRAL, TOMBSTONE, AZ © 2016



PHOTOGRAPH COURTESY OF THE O.K. CORRAL, TOMBSTONE, AZ © 2016

Opposite page: Stage coach tours are popular in Tombstone. Guides deliver commentary, describing historical significance of sights passed. Most of Tombstone is on the national historic register. • *Above:* Actors demonstrate the firepower of law enforcement in the Old West. • Wyatt Earp, his brothers, and Doc Holliday killed Billy Clanton and Tom and Frank McLaury in the shootout at the O.K. Corral. Only Wyatt emerged unscathed. Wounds sustained by Doc Holliday, Virgil and Morgan Earp were not life threatening. In the re-enactment, gunsmoke fills the air as six men fall.

Tombstone

Travel 26 miles South from Benson on State Hwy. 80 and you arrive in Tombstone, the "town too tough to die," that still lives in the past and takes you back with it. Walk along Allen Street's slatted board sidewalks, wind gusts peppering your face with dust from the unpaved roadway where motorized vehicles are prohibited, and you wonder whether you are seeing history or maybe have wandered onto a Hollywood movie set.

The O.K. Corral stands, just as it did when the Earps killed



Above: Looking across the gate to Boot Hill Graveyard on the outskirts of Tombstone. • Here lie Billy Clanton and Tom and Frank McLaury, killed in the October 26, 1881, shootout. They and some 250 others are buried here.

Tom and Frank McLaury and Billy Clanton on Oct. 26, 1881. Life-sized figures now stand, guns in hand, on the exact spots these men occupied for this most famous of the Old West duels. Every day at 2 p.m., actors re-enact the dramatic 30-seconds that left three men dead and two wounded. Little more than a mile uphill from the Corral, the bodies of Clanton and the McLaury's lie side by side under a pile of rocks in the Boot Hill Graveyard. They share this final resting place with some 250 others who left this earth during Tombstone's brief 10 year reign as one of the wildest, toughest mining camps in the West. An astounding percentage of these were either murdered, hanged, or victims of violence.

From the O.K. Corral, a short two-block stroll down Allen Street takes you past some of the most famous of the 110 places

Below: Tombstone's Bird Cage Theatre never closed for nine years, then was locked tight for 50 years after the mines were flooded and Tombstone dried up. • A visitor examines the original piano in the orchestra pit at the Bird Cage Theatre in Tombstone. Fourteen "cages" above the main floor are suspended from the ceiling. They were used by "ladies of the night" to entertain their gentlemen friends.

licensed to sell liquor during the heyday years between 1879 and 1890. Among them: Big Nose Kate's Saloon, once the famous Grand Hotel; Crystal Palace Saloon, restored to its 1880's look when people like Wyatt Earp, Doc Holliday, Bat Masterson and Johnny Ringo often met in this luxurious watering hole; and the Oriental Saloon where the Earp brothers had a gambling interest. As you walk, you'll see visitors enjoying a tour of the town in horse-drawn stagecoaches and perhaps others leaving in Jeeps or even on horseback to tour mine sites and nearby ghost towns.

Near the end of the street, at 6th and Allen, you come to the Bird Cage Theatre, the town's best preserved and most authentic attraction. In the nine years it operated, this lusty den of iniquity never closed its doors. It hosted 16 gunfights, resulting in 26 deaths and 140 bullet holes in the walls and ceilings. "Ladies of the night" entertained their "guests" in 14 "Bird Cage" cribs suspended from the ceiling overhanging the gambling casino, dance hall and stage. These remain today, complete with red velvet tapestry. Still in place on the dirt floor in a "high roller" room beneath the stage is the poker table where the west's longest-running poker game lasted for eight years, five months, and three days. Some business tycoons, including brewer Adolph Busch and George Randolph Hearst, father of newspaper magnate William Randolph Hearst, visited this place the *New York*



Times in 1882 called “the roughest, bawdiest, and most wicked night spot between Basin Street and the Barbary Coast.”

All the fun ended when flooding closed the mines. The town, which had exploded to 18,000 in 10 years, was virtually deserted by 1890. The Bird Cage was sealed with its fixtures in place and remained untouched for almost 50 years. It was opened to the public again in 1934 after its registration as a historic landmark of the American West. Lighting fixtures, chandeliers, drapes, and a custom-made cherrywood bar and backbar are original as is the grand piano in the orchestra pit.

Just as authentic and certainly astonishing is an attraction at 4th and Toughnut Streets that’s not violent but genteel in nature, a Lady Banksia Rose plant that has been certified by Guinness as “the world’s largest rose tree” and featured in Ripley’s “Believe it or Not.” This “bush,” sent as a rooted shoot from Scotland and planted in a courtyard in the spring of 1885, has grown a trunk over two feet in diameter. Profuse foliage spreading over an unbelievable 9,000 square feet is supported by a trellis system of pipes and poles that has been expanded over the years. The Lady Banksia produces millions of white blossoms every April. A rose festival celebrates the occasion each spring.

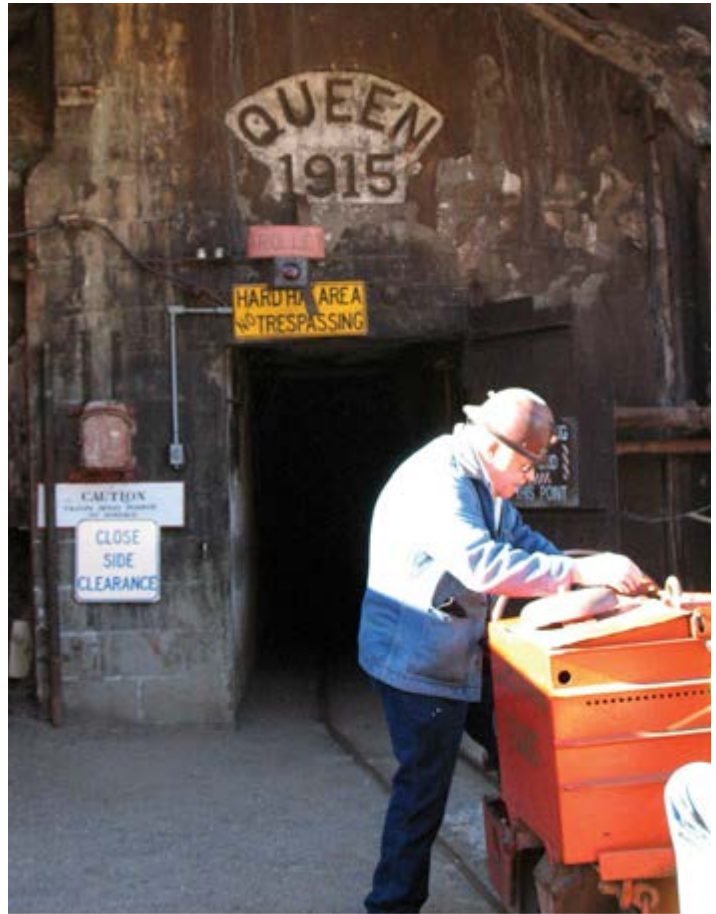
Now a town of approximately 1,600 permanent residents, Tombstone offers campers a choice of three RV parks.

Bisbee

Follow Hwy. 80 another 24 miles south and you come to Bisbee, where 20,000 miners once worked in tunnels beneath the town by day and explored Brewer’s Gulch looking for a good time at night. Formed in 1880, Bisbee was by 1910 the largest city between St. Louis and San Francisco. Miners flocked in from over the world, building on mountainsides and in the canyons, leaving today a town of some 6,000 where gingerbread Victorian architecture, including the stately Copper Queen Hotel, contributes to a charming Old World feel.

After years of copper mining prosperity, Bisbee’s doom seemed sealed with the exodus that began when Phelps Dodge closed the last of the mines in 1975. The town reputedly was saved by a sudden influx of hippies attracted by inexpensive housing and an easy-going lifestyle not always condoned in cities. Bisbee rapidly became a tourist, service, and retirement-oriented community populated by a cosmopolitan mix of ex-miners, artists, writers, jewelers, musicians, world travelers and others. The town was named one of America’s Dozen Distinctive Destinations in 2005 by the National Trust for Historic Preservation. It also has been voted one of the Ten Best Quirky Towns to Retire To in the U.S.

One of the best ways to get a feel for Bisbee, both as it was and is, is to sign up for the Queen Mine tours run by the city. There’s



Right: Guide Pete Oller climbs aboard to drive the ore train carrying tourists into the now-abandoned copper mine. He worked underground for 23 years as a miner. • Visitors on the Queen Mine tour learn how miners did their work.

an underground tour of an actual now-inactive mine and a Historic District and Surface Mine van tour, both of which depart from the Queen Mine Tour Building just south of Old Bisbee's business district. For the underground tour, visitors are fitted with hard hat and slicker and strap on a mining lantern before riding an "ore train" driven by an ex-miner and guide. The train rumbles 700 feet into tunnels inside a mountain where year-round temperature is 47 degrees. How copper was mined and working conditions, good and bad, are demonstrated and come to life in the words of veteran miners who were there and now guide the tours.

The van tour follows the winding, hillside streets of Old Bisbee, passing one place where residents climbed and descended a 1,000-step stairway to and from housing. One stop lets visitors peer into the Lavender Pit surface mine, where digging began in the 1950s. Now there's a gigantic 900-foot deep hole left by ex-

cavation of millions of tons of copper and other minerals. Earth taken from the hole was dumped some two miles away, literally creating a new mountain.

World class golfing is available at Turquoise Valley Golf, Restaurant & RV just south of Bisbee near the border towns of Naco, Arizona, and Naco, Sonora, Mexico. The 18-hole course is a par-72 facility. There are 100 full hookup sites in the RV park (520-432-3091, www.turquoisevalley.com). Nearby Naco, Sonora, is a small town rich in Mexican culture. Dining and shopping are popular there.

One of the most popular and educational among Bisbee's many other attractions is the Bisbee Mining & Historical Museum, a Smithsonian Institute affiliate. There's also the Restoration Museum, Lavender Jeep Tours, the Southern Arizona Bird Observatory, and many private galleries, restaurants, and lodging facilities.

Douglas/Agua Prieta

From Bisbee, it's another 24 miles southeasterly on Hwy. 80 to Douglas, Az and the U.S.-Mexico border. Founded in 1900 to support new copper smelting plants, Douglas enjoys an excellent climate. A popular destination here is the Gadsden Hotel, built in 1907, now listed in the National Register of Historic Places and often referred to as one of the last of the grand hotels. Its spacious lobby boasts a wide Italian marble staircase that Panhco Villa is reported to have negotiated on horseback. A 42-foot long Tiffany stained glass desert scene covers much of one wall on the mezzanine level. The Gadsden remains a popular meeting and dining place.

Also listed on the National Register of Historic Places is the Slaughter Ranch Museum, 16 miles east of Douglas in the San Bernardino Valley. The authentically-restored ranch house headquartered the cattle empire built by John Slaughter, a former Texas Ranger and sheriff of Cochise County. In the 1890s Slaughter dammed several natural springs to create a House Pond which is today stocked with native fish and attracts birds. Tourists often picnic along its quiet banks.

The Douglas Golf Club, a par-71 (6,779 yards) course, offers full hookup RV accommodations. Good birdwatching spots near Douglas are in the Chiricahua mountains, the 23-mile-long San Pedro National Riparian Conservation Area along the San Pedro river, and the San Bernardino National Wildlife Refuge.

An easy walk takes you into Douglas' neighboring Mexican city of Agua Prieta, a town noted for its friendly service to those who come to shop in its colorful curio stores and plazas, to sightsee, and to dine. However, border crossings being what they are these days, be sure that every member of your party carries photo identification and proof of citizenship. Prolonged stays (over 72 hours) or travel more than 21 kilometers into the interior complicate the issue. For that, each person in the party must have a permit, Mexican insurance and a permit for the automobile. That is acquired by submitting evidence of citizenship, title for the car, car registration certificate, and a driver's

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Sierra Vista/Fort Huachuca

The largest, fastest-growing and perhaps the most progressive city in Cochise County is Sierra Vista, a community of 43,000 that has grown up beside Fort Huachuca, some 70 miles south-east of Tucson. Noted for its near-perfect climate and majestic scenery, including views of the Huachuca Mountains and brilliant star-studded night skies, Sierra Vista offers both big-city shopping and cultural events and outdoor activities to match one's own fitness level and interests. The Huachuca Mountains overshadowing the city are covered with trails for hikers, walkers, and biking enthusiasts. Trails along 42 routes span over 150 miles in and around Sierra Vista. Ramsey Canyon Preserve, just south of the city off Hwy. 92, is a popular starting point for bikers and hikers alike. There's a choice of paths, any of which can be rewarding for birders.

Fourteen species of hummingbirds have been identified in the canyon during the migratory season of April through September. Less known but also home to many species are the Carr, Ash, and Miller canyons in the Huachuclas.

Professional symphony, amateur theater, arts and crafts groups, dance, and professional theater are among cultural activities prized in Sierra Vista. The Arizona Folklore Preserve performing arts center deep in Ramsey Canyon features live performances by the state's folk musicians, including Dolan Ellis, Arizona's official state balladeer and an original member of the New Christy Minstrels. Winter "residents" can order tickets now for another venue, the 15th annual Cochise Cowboy Poetry & Music Gathering at the Buena Performing Arts Center next Feb. 2, 3, and 4. (520-249-2511, www.cowboypoets.com).

Any visit in the Sierra Vista area should include Fort Huachuca, first established as a temporary camp in 1877 and designated Fort Huachuca in 1882. Soldiers here first campaigned against the legendary Geronimo in the 1880s. Then Brig. Gen. John M. "Black Jack" Pershing led missions into Mexico against Francisco "Pancho" Villa after the turn of the century. His forces included the 10th U.S. Cavalry made up of black soldiers and Fort Huachuca is recognized as "Home of the Buffalo Soldiers."

Two museums on the Fort bring military history alive. The Fort Huachuca Museum and its Annex display extraordinary manuscripts, clothing, weapons and rarities dating from the Civil War through the Korean war. The U. S. Army Military Intelligence Museum displays surveillance and espionage tools from the Civil War through the cold war. It puts the science of military intelligence into perspective.

Visitors to the Fort can enjoy a bowling center, restaurants, and a sportsman's center with ranges for skeet, trap, and sporting clays. Buffalo Corral Riding Stables rents horses to groups or individuals with guides conducting day, sunset, moonlight and overnight trail rides. The 18-hole Mountain View Golf




Above: Inside the famed old Gadsden Hotel in Douglas, Arizona, pillars are adorned with gold trim. Italian marble steps connect lobby and mezzanine. Douglas, situated on the Mexican border, has a colorful history. Pancho Villa is said to have ridden a horse up the Gadsden's marble stair steps. • Fort Huachuca is known as "home of the Buffalo soldier," a name given the black soldiers who served in the 10th cavalry. This monument honors their contributions.



Above: This RV park on Fort Huachuca is open to active and retired military personnel. Janet Johnson, Wheelersburg, Ohio, chats with Angela Moncur, public affairs officer at the fort. Mr. and Mrs. Johnson come to Fort Huachuca every fall for a few weeks before moving on to Florida in their 1998 Allegro Bus which, she says, “we just love.”

Course has a practice putting green and driving range. The well-equipped and carefully-managed RV Park is available only to active and retired military personnel.

People who live here promote Cochise as a “land of legends,” a promise justified by the western history made and preserved here. Visit this unique and varied land and you make legends of your own. 

WHERE TO GET COCHISE COUNTY TOURIST INFORMATION

Getting information on where to find Cochise County places and activities that interest you is easy. Most destination cities have well-organized visitor centers or Chambers of Commerce that are pleased to load you with information and point you in the right direction. They include:

- | | |
|---|--|
| Benson Visitor’s Center
520-586-4293,
www.cityofbenson.com | Sierra Vista Convention and Visitors Bureau
800-288-3861 or
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Interviews from Montana and Wyoming

by Harold Breuninger



Harry & Sandy Jones

Home: Indialantic, Florida

Interviewed at Yogi Bear's Jellystone RV Park, Missoula, Montana

- They very much enjoy their 1999 Allegro Bus.
- It is their third rig following a Winnebago & a Sports Coach
- It is their first Tiffin product.
- Harry is a tax and trust attorney.
- Sandy is a 2nd grade school teacher.
- They travel with their two pets, a Standard Poodle named Tina and a Goldendoodle (a Golden Retriever & Poodle mix) named Maggie.
- Harry & Sandy have been married 39 years.
- They have three sons, two reside in Florida and one in Costa Rica.
- They have been motorhoming for 30 years.
- When at home their favorite pastime is gardening.
- Both drive the rig with Harry doing the majority of the miles.
- They've not been to Red Bay but plan to visit.
- They are undecided between buying another Tiffin product or keeping their present coach because it continues to run so well.
- Harry & Sandy avoid traveling the interstates preferring the county or state roads.
- They take off each summer for eight to ten weeks, usually heading west and covering some nine to ten thousand miles.
- From Missoula they are planning to head north into British Columbia and then east to Vancouver and Vancouver Island, crossing by ferry to Anacortes, Washington, and then down the Oregon Coast before heading home.
- One of their favorite places to travel is the Canadian Rockies.

Mark and Leann Quasius

Home: Sheboygan, Wisconsin

Interviewed at Indian Campground, Buffalo, Wyoming

- Mark and Leann are thoroughly enjoying their 2004 Allegro Bus.
- They travel with their 6-year-old German Shepard, Sundance.
- Mark is a diesel mechanic who owns a tool and equipment sales and rental company.
- Leann is a homemaker who home-schooled their two children.
- Denny is 19 and lives at home, and their married daughter, Jaclyn, is an RN.
- They have one grandson, Preston, age 3.
- Prior to acquiring their Allegro Bus, they had a 2002 Itasca Suncruiser.
- Mark calls himself a "gear head." He has personally installed roof solar panels, two supplemental freezer chests, and a sophisticated holding tank and electrical monitoring system.
- Mark is a "moderator" of and a frequent technical contributor to www.TiffinRVNetwork.com. *
- They have been motorhoming since 2002 and usually travel 4 to 6 weeks per year averaging about 5,000 miles per trip.
- In two years they already have logged over 25,000 miles on their spotless coach.
- Mark does the driving, usually averaging 300 to 400 miles per day. However, he says the coach is such a pleasure to drive that sometimes they travel much farther.
- They have not yet been to Red Bay but are looking forward to the experience.

* This network is not affiliated with Tiffin Motor Homes, Inc. or the Allegro Club.

Robert (Bob) Barfield and Buddy

Home: Tuscaloosa, Alabama

Interviewed at Yogi Bear's Jellystone RV Park, Missoula, Montana

- Bob was so impressed with the Tiffin product line and the factory tour that he had his 2001 Allegro Bus specially built to his specifications.
- Its roof has solar panels installed for extended "boondocking."
- His previous units included an Airstream and a Georgie Boy.
- Bob is a retired Dean of the College of Engineering, University of Alabama at Tuscaloosa.
- He has traveled extensively in the lower 48 states.
- In earlier years he lived and traveled in a rented camper in Saudi Arabia, Iran, Iraq, and Afghanistan.
- Being a very outgoing man himself, Bob finds his fellow campers also friendly and cordial.
- Bob presently spends about 7 to 8 months each year in Missoula.
- He is an ardent fly fisherman and the Missoula area provides some of the best streams for his sport.
- Bob has two children: a daughter living in Spain, and a son who is a chef in his own restaurant in Mobile, Alabama.
- He always travels with his best friend, Buddy, a Boston Terrier.
- In addition to fly fishing his hobbies include photography, reading, and travel.
- He finds the entire staff at Red Bay some of the most friendly and helpful people he has ever met.

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.

Tom Stinnett

Focusing on Marketing

by Fred Thompson

Tom Stinnett spent the first 10 years of his career selling automobiles. At 28, he decided it was time to refocus. Half a lifetime later, his decisions to continually re-examine his options and make mid-course adjustments have paid off time and time again.

Leaving the car business behind, Stinnett bought a mobile home dealership in 1978. He saw the trend of Americans enjoying the freedom of being outdoors in the relative comfort of recreational vehicles and quickly changed his inventory from mobile homes to RVs. With the skills acquired in car sales, Stinnett sold benefits and service. Education soon became a major factor in his equation for success: educating sales people to demonstrate a caring attitude toward their clients; educating the company's technicians to make repairs competently; and educating customers to use their new acquisitions

and assuring them that good service was always close at hand.

Stinnett saw the necessity to maintain a good sales mix between towables and motorhomes and developed the ability to forecast the category that would do the best in a given economy. He chose carefully the manufacturers he wanted to represent based on their performance in each of the following categories: product design, construction quality, warranty service, and manufacturers' response to dealers' and customers' needs.

Tom Stinnett built a solid foundation and the demand from RV buyers in southern Indiana and northern Kentucky soon made it possible to open a second location. As his business grew locally, his focus changed again to analyze what was happening in the RV market at a national level.

"I think that any dealer who wants to succeed in this business should be in-

involved at a national level — and that means being a part of RVDA and taking a leadership role when the opportunity presents itself." Over the years he has held nearly every office in the Recreational Vehicle Dealers Association, including serving as chairman. "I am currently the chairman of the market expansion program and chairman of ARVAC, the for-profit arm of RVDA," he said. Since its founding in 1994, Tom, the current co-chairman, has supported and taken a leadership role in the "Go RVing Coalition," which consists of RV manufacturers, component suppliers, dealers, and campgrounds. Formed by the Recreational Vehicle Industry Association (RVIA), the Recreational Vehicle Dealers Association (RVDA), the National Association of Parks and Campgrounds, and leading state RV and campground associations, the coalition distributes information about the benefits of RV travel and ensures the quality of RV products and services. In addition to doing customer research, Go RVing runs a national advertising campaign that is widely regarded as an influential factor in the increasing popularity of RV travel.

For his growing company, 1997 became a pivotal year. The Kentuckiana Sports Complex, an 8-acre property with 2.5 acres under roof, came up for sale and Stinnett was able to buy it for a huge discount over its relative real estate value. The complex's location on I-65 just across the river from Louisville made it the perfect place to merge both of his dealerships.

After spending over six months remodeling it for use as an RV sales and service center, he refocused again and saw a grand opportunity beckoning. With the additional space available, Stinnett



realized that complementary partnerships would benefit both his company, his customer base, and new businesses which he invited to join in a broad-based marketing approach to provide full-service for the regions RVers.

In 2003 Camping World leased 17,400 sq. ft. in his facility to provide RV customers with a full line of camping products for both towables and motorhomes. Soon after when Stinnett learned that Cummins/Onan was interested in finding a location in the greater Louisville area for one of its Coach Care facilities, he offered them an excellent location in existing space. Now Coach Care handles his company's engine, chassis, and genset service, while Camping World focuses on servicing RV appliances and providing parts, supplies, and accessories. Coach Care provides service for Cummins and Onan engines and Workhorse, Spartan, Roadmaster, and Magnum chassis. With 23 service bays, Stinnett RV uses 14, Coach Care takes 4, and Camping World takes 5. It's a great combination.

Having certified technicians in this industry is a major factor in a company's being able to take care of its customers. Tom Stinnett practices what he preaches to the industry through his involvement in RVDA. "We have 14 technicians total," he said for this interview, "with the highest ratio of certified technicians and master certified technicians of any dealership in the country."

Partnerships have paid off big for Tom Stinnett RV. He estimates that Camping World and Coach Care have increased the

foot traffic into his business by at least 40 to 50 percent and transformed his dealership into an all-inclusive one-stop-shop for the consumer. "Because the information age has created an almost infinite number of avenues into the buyer's consciousness, the average dealer does not have enough advertising dollars to even begin to penetrate all of those markets. Our answer was to bring them into our store whenever they had needs for RV products.

"Our prime location and our 114,000 SF facility allows us to move 1,200 units annually with gross sales of \$35 million," Stinnett said.

"Exposure is just unbelievable! That has really been the key to our success physically," he continued. With two indoor showrooms displaying from 70 to 90 units at a time, Stinnett sees customers spending a whole day comparing which RV best suits their needs. "In the summer, a coach can be 130 degrees inside if it's parked outside. In the winter, it's just too cold to get out," he pointed out. "I calculate 33 to 38 percent more opportunities for our clients to visit and make a decision."

While making no claims to being a prophet, Stinnett relies on history and industry forecasting to make his plans. "I think there is significant potential for increased sales in 2007, but we will have controlled growth. The aging baby boomers will certainly continue to have their effect on the RV industry. Fuel

Continued on page 48

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Tim Massey, Production Manager

Twenty-One Years of Watching Tiffin Motorhomes Grow and His Own Career Right Along With It

by Fred Thompson

Tim Massey grew up and went to school in Vina, a small community about eight miles southeast of Red Bay. He enjoyed carpentry and got into home building soon after finishing high school—first, framing houses, then building cabinets. Now, just 24 years later, Massey oversees the work of 18 supervisors in a manufacturing plant that employs over 1,100 and produces 12 Class A motorcoaches each day. When you listen to him talk about motorhomes and start connecting all the dots, you get the history of a great company and a fascinating career all woven into one story.

Tim went to work for Mickey Collum in Tiffin's cabinet shop in March 1985 and stayed there for nearly seven years. Bob Tiffin saw major changes coming in the way RVs would be built. A new motorhome manufacturing plant went up across the street from the original location and TMH acquired a company called Open Road.

An experiment was just beginning and Tim Massey was on the ground floor. Roy Gober became the supervisor of the new plant and Tim headed up the cabinet shop. "We were producing only one motorhome per day. The experiment was to use the Open Road brand to make the change-over from aluminum sidewalls to fiberglass sidewalls," he explained.

Tim Massey, left, discusses a new strategy with Dan Watts, supervisor of final finish.



As production increased in the new plant over the next three years, Massey became the "utility man" and Wade Humphres joined Roy as a supervisor. At Tiffin, the utility man is the key person who learns to do everyone's job and can jump in quickly when more help is needed at any given workstation or to fill in for someone who has to take sick leave.

"When production increased to five or six units per day in 1996, Roy and Wade couldn't handle the growth and asked for two more supervisors," Tim recalled, "and that's when I was offered my first supervisory position. Roy put me over flooring, LPG, and plumbing. Before I came to Tiffin, I had built Roy's home, so he knew pretty much what I could do."

This was a period in the development of Tiffin's product when enormous change was taking place. Massey was now an 11-year veteran. "When I came here we were building pretty good cracker boxes. Now we are building luxury condominiums on wheels. We used to cover the entire floor with carpet. Now we use ceramic tile, laminates, and hardwood floors. In 1985, I was building cabinets out of 1×2s and stapling on the paneling. Today we build 'em out of hardwoods and have a separate plant that makes raised panel doors.

"In 1992 we probably had 75 feet of plumbing in our motorhomes. Today it's several hundred feet and most of it gets routed back to the service panel that the owner can easily understand.

"Fifteen years ago our sidewalls were aluminum framed. On the inside of the frame you had the interior paneling followed with the sprayed-on insulation. Then on the outside, we attached the formed aluminum siding to the frame with screws. It was sturdy and it worked well. A lot of people are still enjoying those motorhomes," Massey said.

"Now, with today's technology, we fabricate the aluminum frames with greater precision; we laser cut 1½-inch styrofoam insulation with a higher R-value to perfectly fit each segment of the aluminum frame; then we glue a wide variety of wall panelings and apply them to the frames in a stack press that vacuum seals the walls into one solid unit ready to be mounted to the floor structure. We have the best delamination warranty of anybody in the industry," he smiled.

As I continued to interview Tim, I was thinking, "This man should be in sales!" When you take the plant tour at Tiffin Motorhomes, you will find a tremendous pride in the quality of the product being produced whenever you stop to talk to anyone on the production line. Yes, that's right! You can stop and direct questions to production employees who will gladly explain what they are doing.

"This year the company developed the one-piece fiberglass roof for all five of our brands. It makes a huge reduction in the possibility of leaks and is so much better than the rubber roof," he continued.

"Over the last 15 years, improved manufacturing methods and hi-tech materials have increased the skill requirements significantly for those on the production line," Massey said. "We are building a very sophisticated product. The electricians and plumbers must have critical skills to build our motorhomes. Depending on the floorplan and the optional equipment ordered, the wiring harness will be different for each unit in the production line, and the same is true with the plumbing."

Tim Massey doesn't have to worry about not getting enough exercise. He is constantly on the move throughout the plant relying on his 21 years of experience to answer questions, offer the right advice, and troubleshoot problems in his low-key, friendly manner.

"I really enjoy working and dealing with all of the people here at TMH. I like to set production goals and see them realized. It gives a sense of accomplishment," he said. "Just a few weeks ago, we had the goal of increasing production from 11 to 12 units per day. The transition was done with very little overtime. We built 11 on Wednesday and 12 on Thursday."

There are 22 workstations on the production line. The amount of time that each coach remains at a station is called the "roll time" – the interval when an employee cranks the engine and rolls the coach to the next station. "We added people at key points in the line which allowed us to reduce our roll time from 90 to 75 minutes," he said as he complimented the great cooperative effort that everyone gave to reach the goal.

"One of our greatest challenges is to coordinate all of the assemblies which are built off-line in other plants or other areas of this facility," Massey explained. "You've got wiring harnesses, flooring assemblies, cabinet frames, cabinet doors, entry doors, slide-outs, roof caps, front and back caps, just to name a few. Each assembly must be ready to join up with a particular coach at a given workstation at the right time."

Massey regards the switchover from one to two production lines as one of the company's major accomplishments. "The biggest hurdle was getting everybody to believe in two lines. Brad Witt in our engineering department was instrumental in making this happen. He got me to believe in it and then we started getting others on board. We could never have gotten to 12 units per day with one line," he said. "But it is still flexible enough that we can put a diesel unit in the gas production line."

Excellence in product quality is always the target at Tiffin.

Continued on page 48

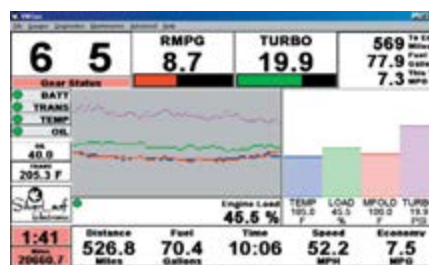


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Norcold Inc. Big Bear Hug Sweepstakes ("Sweepstakes"). This Sweepstakes is a sales promotion however, no purchase or payment of any kind necessary to enter or win this sweepstakes. A purchase will not increase your chance of winning. BUYING WILL NOT HELP YOU WIN. Your chances of winning without making a purchase are the same as the chances of someone who purchases something. It is illegal to give any advantage to buyers in a sweepstakes. The Sweepstakes starts 12:01 AM ET, 5/15/06 and ends (and all entries must be received by) 11:59 PM, ET, 12/31/06. The Sweepstakes is open to all legal residents of the 50 U.S. States and the District of Columbia, 18 years and older, who own a recreational vehicle with a Norcold refrigerator between model years 1989 and 2005 ("Eligible Contestants"). Eligible Contestants can obtain complete rules and enter www.norcold.com/sweepstakes, or by sending self-addressed-stamped envelope to Sweepstakes Norcold, Inc., 600 Kuther Road, Sidney, Ohio 45365 (Vermont residents need not include postage). There are Five Thousand (5,000) available Instant Prizes of a Set of Theford Premium RV Care Wipes (Approximate Verifiable Retail Value: \$26.00). Odds of winning a Prize are approximately 1 out of 420. The instant winners will be from a list of 5,000 Norcold refrigerator serial numbers randomly pre-selected by Norcold, Inc. from the serial numbers of all Norcold refrigerators manufactured between 1989 and 2005. All Instant Prizes may not be awarded in the event that entries with the preselected serial are not received by the end date of the Sweepstakes. One (1) Eligible Contestant who enters the Sweepstakes will receive a \$10,000.00 cash prize. Odds of winning are dependent upon the number of entries. Prize are not transferable or substitutable except by Sponsor with a prize of equal or greater value. On 1/31/07, Norcold will randomly select which Winners will receive which Prize. Only one Prize will be awarded per person or household. To obtain the names of the Winners without charge, go to: www.norcold.com/sweepstakes/winnerslist between 2/12/07 and 3/12/07 or send a self-addressed, stamped envelope to Sweepstakes Winners, Norcold Inc., 600 Kuther Road, Sidney, Ohio 45365. Vermont residents need not include postage. All federal, state and local taxes are the sole responsibility of the Winner. If you receive a rain check in lieu of the Prize, you are entitled by law to receive the Prize, an item of equal or greater value, or the cash equivalent of the offered Prize within thirty days of the date on which you claimed the prize. Sponsor: Norcold Inc., 600 Kuther Road, Sidney, Ohio 45365, Ph No. 937-497-3080. Sweepstakes void where prohibited or OTHERWISE restricted by Law. Subject to all federal, state, and local laws.



Deep in the Heart of Texas!

by Gail Johnson

That is where an enthusiastic group of Allegro Club members spent the first week in November enjoying unseasonably warm weather (even by Texas standards!) at the beautiful Blazing Star RV Resort near San Antonio. Daytime highs hovering in the low eighties, bright blue November skies, and a gentle Texas breeze made folks just want to be outside. President Jimmy Johnson had people interacting with one another on the first evening before dinner with the Mad Hatter game.

Tuesday morning after a delicious catered breakfast, seminars were provided for those interested in learning more about various aspects of their Tiffin-built motor home. Several ladies (and a few gents, as well) participated in an interactive convection-microwave cooking seminar conducted by Gail Johnson. Gail provided cooking advice, recipes, and samples to taste. David Humphries from Triple-H Electronics was on hand to field the technical questions. Other seminar participants included Harold Kimbrough from Onan Generators, Tom Webber of Tiffin Motorhomes, and representatives from ShurFlo, Caterpillar, Dometic, and Sharp. And, as always, the Tiffin tech crew of Robert Gober and David Sparks worked steadily for the entire rally tending to minor repair jobs for rally attendees.

After another delicious meal on Tuesday night, everyone was treated to toe-tapping favorites played by an Oldies Band from Austin. Couples made their way to the make-shift dance floor to sway to the tunes "My Girl", "Johnny Be Good", and other memorable songs.

After breakfast Wednesday, folks scattered in different directions, as that was the only "free day" on the schedule. Many went into San Antonio to enjoy the many shops and restaurants along the delightful River Walk. With all manner of Texas and Mexican-themed eateries, most featuring outdoor dining right by the river, beautiful gardens and tinkling waterfalls, historic landmarks and theatres, delightful shops, guided boat tours, and dinner tours up and down the river, there is more than enough to see and do on the River Walk for one day's visit!

On Thursday, after an early breakfast, our group boarded four motor coaches for an all-day tour of the Texas hill country. As we climbed to higher elevations we enjoyed some very nice views of rolling pasture land and tree-covered hills—not typical of what we often think of as Texas. Our first stop was Lyndon B. Johnson's boyhood home and museum. Next, we drove past the LBJ ranch, where our guide pointed out the famous lawn where so many world leaders and dignitaries were entertained with Texas-style barbecues. From this point, we traveled on to the little town of Fredericksburg. We spent two or three hours



Boat tours on the San Antonio River, following the famed River Walk, were popular with club members.

strolling its main street, enjoying shops filled with antiques, garden art, high-end housewares, and of course souvenirs and gifts. Settled by German immigrants, this charming hill country town boasts many German restaurants and shops. Another point of interest in Fredericksburg is the Admiral Nimitz Museum and Historical Center.

After enjoying lunch and shopping, we boarded our buses to head back to Blazing Star. As we rolled along, we began to hear the strains of Merle Haggard singing about "Willie and Waylon and the boys. . . ." The country music fans among us knew, of course, that we must be headed to Luckenbach, Texas, where, in the words of the song, ". . . ain't nobody feelin' no pain. . . ." After a quick stop, we arrived back at the campground just in time for another great catered dinner.

Thursday's after-dinner entertainment was a fantastic country-western band playing many Texas-themed songs. Their leader seemed to know just about every country music artist one could name, and shared interesting little tidbits tying many of them to Texas and the San Antonio area.

It would seem that the real country music artists are all from Texas—forget Nashville!

Our farewell dinner was Friday night, at which time the winners of various games and contests were recognized. We had a scavenger hunt winner, a "back your wagon" winner (a couple), a team of horseshoe throwers who won the regular horseshoe tournament, and a team who won the Texas horseshoe tournament (toilet seats for horseshoes!). Everyone enjoyed one more evening together, exchanging e-mail addresses, and making plans to attend the next Allegro rally. Three chapters were recognized and awarded checks for having at least four from their chapter in attendance at the rally, and two new chapters were chartered at the rally—one for the Albuquerque, New Mexico area and another for the Denver, Colorado area!!

What a great time we had in Texas! If you haven't yet experienced an Allegro Club rally, we urge you to consider attending one soon. Check the rally schedule and come and join us, as always, "roughing it smoothly"! RIS

2007 RALLY SCHEDULE

ALLEGRO CLUB DISNEY DAYS

Fort Wilderness Campground, Orlando, FL
February 5-9, 2007 (Checkout Feb. 10)

ALLEGRO CLUB GEORGIA FMCA PRE-RALLY

Stone Mountain Park Campground, Atlanta
March 15-17, 2007 (Checkout Mar. 18)

ALLEGRO CLUB WESTERN ROUNDUP

Wine Country RV Resort, Paso Robles, CA
May 7-9, 2007 (Checkout May 10)

ALLEGRO CLUB NORTHWEST RALLY

Maple Grove RV Resort, Randle, WA
June 5-8, 2007 (Checkout June 9)

ALLEGRO CLUB RALLY AT THE FALLS

Four Mile Creek State Park, Youngstown, NY
August 8-11, 2007 (Checkout Aug. 12)

ALLEGRO CLUB JELLYSTONE JUBILEE

Yogi Bear's Jellystone Park Camp Resort,
Warrens, WI
August 20-24, 2007 (Checkout Aug. 25)

ALLEGRO CLUB FALL GULF GETAWAY

TBA

BEGIN PLANNING NOW FOR 2007!

CALL, FAX, EMAIL, OR WRITE

FOR MORE INFORMATION

256-356-8522 Office 256-356-9746 Fax
allegroclub@tiffinmotorhomes.com

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

Club Members From West Coast to East Coast, Canada to Florida Came to Enjoy a Colorful Vermont Fall

by Fred Thompson

We're not sure what Allegro Club members were getting away from the week of October 9-13, but one thing is for sure — they came to have a good time. Mother Nature provided spectacular Fall color, temperatures were brisk to remind us it was mid-October, the entertainment and food were terrific, and the tours arranged by Jimmy Johnson and his staff were first class.

Sited at the Champlain Valley Exposition Center in Essex Junction, Vermont, the rally hosted 120 coaches and more than 250 club members. The first two days provided free time for members to see the area's attractions and do some early Christmas shopping. The arts and crafts that flourish in this north-west corner of Vermont presented buyers with unique items for gifts and collectibles.



John Walker and Maxine Jones showed the crowd some new moves.



Nancy Martin and Bob Poiry got more energetic as the music got faster.



Karl and Diane Pfahl, from Millsboro, Delaware, headed up the East Coast cheering section.



The Black Swamp Allegros, from Toledo, Ohio, had the highest club representation with 10 of 12 coaches at the rally. Bill and Nancy Brock, from West, Mississippi (at left) snuck into the picture.

Drives through Vermont's colorful villages and rural backroads generated great photo opps and lasting memories. Visits to Stowe and ferry rides across Lake Champlain were favorite destinations for Fall afternoons.

The first two evenings were filled with banquet quality dinners and followed with the dance music of two very good bands. Whether slow or fast tunes, couples vacated the tables to enjoy dancing as if they were at a high school prom. If those of you who missed this rally should ever think the 55+ crowd can't cut a rug, you would be very mistaken. We took the pictures to prove it.

While this writer never had the chance to serve on the judges panel for "Dancing with the Stars," it would be a safe bet to award first

prize to John Walker and Nancy Martin for the most vigorous male and female dancers on Tuesday evening. John, 67, retired in 1998 from a job with USPS. He drives a 2005 Allegro Bay. Nancy, a member of the Black Swamp Allegros, probably hasn't given a thought to retiring.

The Black Swamp Allegros from Ohio won the prize for the largest percentage of their club attending the rally — 10 of 12 coaches.

On Thursday afternoon and evening, Allegro RVers enjoyed a beautiful dinner cruise on Lake Champlain aboard the *Spirit of Ethan Allen*, with the Vermont shore to our east and New York to the west. As the evening passed, the lake brewed up a pretty good rain storm, but it failed to dampen the festivities and camaraderie of the fellow travelers.

Vermont gave us beautiful weather for our last day which was spent touring Shelburne Farms and the Vermont Teddy Bear Factory. Shelburne Farms was, and is, one of America's great country estates. Dr. W. Seward Webb, president of the Wagner Palace Car Company, a Vanderbilt railroad enterprise, had the good fortune to win the hand of Lila Vanderbilt in marriage. Lila was a daughter of William Henry Vanderbilt, who died at age 65, and left his daughter \$10 million. Dr. Webb engaged the services of Frederick Law Olmstead as his landscape architect, whose natural style was favored by the estate builders of the Victorian era.


The 100-room mansion called Oakledge was completed in the mid-1880s. It took 30 servants to operate the largest home in

Vermont, from which Dr. Webb managed his 4,000-acre estate. The Farm Barn, a five-storied structure with an enclosed courtyard of two acres, housed shops for blacksmiths, carpenters, painters, and managerial staff, as well as stalls for 80 teams of mules and horses. Three acres of steam-heated greenhouses provided flowers, vegetables, and fruits year round.

After three generations, the estate was no longer profitable: increasing taxes and dwindling revenues nearly forced the family to liquidate the estate. In 1972 Shelburne Farms Resources, a non-profit company with cultural and educational divisions, was formed. In 1984 Derick Webb died and left the remaining property and building to the non-profit. Work

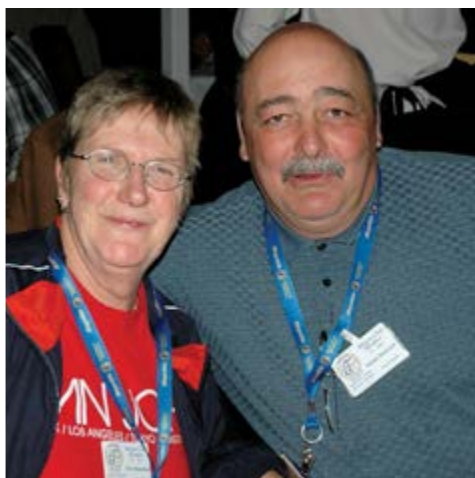
began on the restoration of Oakledge which in 1987 became the Inn at Shelburne Farms.

Later in the day we visited the Vermont Teddy Bear Factory. Claiming to sell the only teddy bears made in America, we were enchanted by the factory tour and incredible variety of bear personalities that VTBF offers. Pocket books and wallets popped open as RVers tried to decide which bear and which costume were the best choices for their lucky grandchildren.

Friday evening was our good-bye dinner as the "getaways" made their plans for breaking camp Saturday morning and heading for home. By noon the campground was empty with little evidence that 250 RVers had spent a wonderful week in Vermont. 



The *Spirit of Ethan Allen* plies Lake Champlain providing sunset dinner cruises.



Terri Bouchard and Gianni Zanardelli kept the conversation lively at their table.



Rick and Gloria Thrash recently sold their Hoover, Alabama, home and are full-timing while looking for a new home.



The Inn at Shelburne Farms, a 100-room mansion on Lake Champlain, began its life in the 1880s as the home of Lila Vanderbilt Webb and her husband Dr. Seward Webb. The 4,000-acre estate is now a non-profit serving the public with a broad range of educational programs.



The Vermont Teddy Bear Factory was everybody's favorite stop on the tour. A lot of grandchildren got teddy bears for Christmas.

PRESIDENT'S CORNER

Continued from page 4

the repair. However, it is a delicate job to perform and most dealers do not have the technicians or skill. Headliners are covered by our 5-year lamination warranty.

Electrical repairs: Our wiring harnesses are rather complicated and in most cases it is difficult for dealers to make electrical repairs. But abilities vary widely from dealership to dealership, and in some cases dealers do make electrical repairs. We evaluate this on a case by case basis.

Carpet changes: In most cases, owners should return to the factory for this. If done locally, it depends on whether the dealer can handle detaching the slide-out to reinstall the carpet.

Removal and reinstallation of slide-outs: In most cases, dealers cannot remove the slide-out and reinstall it. Taking a slide-out apart and reassembling it to make a repair requires “factory only” work.

Roof replacement: In some rare in-

stances, a roof may have to be completely replaced. This is a factory only job because of the wiring and the unique way that we seal the roof for waterproofing.

Front and rear cap replacements: Caps are usually damaged in minor accidents. A few dealers have the ability to replace caps, but this work is usually done at the factory.

Full body paint: Full body paint has become a very popular feature in the last three years to the point that we make it standard on all of our diesel pushers. We built a special plant two years ago to take our painting technology to the maximum level in our industry. While dealers can do some “touch-up” work, they do not have the equipment to fully repaint a coach that has sustained significant damage.

One common repair that most of our dealers can handle is windshield and window replacement including a good resealing job. They also do a good job of resealing the roof and roof-mounted

equipment as well as outside body seams.

In the final analysis, if an owner has numerous issues that need to be resolved, it is better for him to call the factory and decide on a course of action to handle these problems. In most cases, the dealer can make repairs to the unit so that the customer can use his motorhome while an appointment is being made for him to have the major work done at the factory.

RVIA and RVDA are working hand-in-hand with Tiffin Motorhomes to increase the number of certified technicians in each of our dealerships. We are now in the process of regularly training dealers' service technicians at their locations.

From the very beginning of this company in December 1972, it has been our mission to build a quality product and offer the best customer service in the motorhome industry. We try to carry out our mission with every motorhome we build.

Until next time, keep on roughing it smoothly. **RIS**

DEALER PROFILE

Continued from page 1

costs are stabilizing and coach owners have assimilated those prices into their perception of what is reasonable and practical for them to spend. For new buyers, interest rates may take a downturn in 2007,” he predicted.

“For our dealership, we must have a willingness to focus on and achieve our goals. That takes persistence. Collectively, we must have the right vision of how we

present our company to our clients. We must manage our business to spend time visiting with our customers and really getting to know them – what they need and how we can help them fulfill those needs. All 55 of our staff will continue to focus on quality education and customer satisfaction,” he said.

With Tom Stinnett's involvement in industry associations and directing a \$35 million a year company, one could legitimately wonder if his living quarters are

attached to his office. Not so. This CEO has also mastered time management. Just 15 minutes away from the office, he and his wife, Carolyn, have restored an old home in the Audubon Park historical area, Louisville's first suburb. The couple have three sons and three grandchildren. He and Carolyn enjoy scuba diving, underwater photography, and flying. Both have private pilot licenses. “But RV travel is our favorite sport!” he said, flashing a quick smile. **RIS**

TIFFIN MANAGEMENT TEAM

Continued from page 43

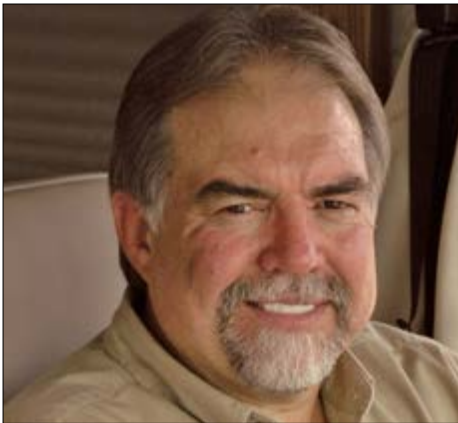
“When we reach a goal, then we set the bar a little higher. We all have the vision of the quality of a motorhome being equal to the overall product quality of a fine car. It is an achievable goal,” he emphasized.

Everyone is willing to deal with the obstacles, not the least of which is component parts supplied by outside vendors. “We are doing more component testing and requiring our outside vendors to do their own testing. So it is very likely that many

components are tested twice,” Massey said.

Although he loves his job and thrives on problem solving in production, Tim has learned to leave it at the plant when he goes home. Last summer Tim and Lisa celebrated their 24th wedding anniversary. They have two children: Stephanie, a freshman in college, and Jordan, an eighth grader. Lisa has a professional career with the Gates Corporation. Tim says, “We love to camp—we've done it all from tents to motorhomes. But now I would have to say my greatest relaxation is bass fishing.”

At the end of the day, Tim Massey will tell you that the bottom line for building the best motorhomes in America is *relationships*. “On a good day, I try to get a chance to speak to everyone. We have some of the finest people in the world working here in Red Bay, Alabama. It's just a great place to work. I have risen from an entry level job to top management. That says a lot about this company. I'm honored that they have given me the opportunity to do this.” **RIS**



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 purchased my 1992 Allegro Bay Pusher new in 1992. From Day One until now, I still have the same problem. When it rains, my outside compartments all get wet inside. Many times they sprayed foam underneath. They changed the rubber seals around the doors to the storage compartments. But the problem is still not solved. The leakage takes place when I am driving in the rain. It makes my storage compartments useless. Thank you for your help.

Paul A Sahaydak
 Mackinaw City, Michigan

Dear Paul,
 We think your solution at this point is to cut back the carpet liners and reseal the metal seams with black silicone caulking. The same caulking should also be used to seal where the door touches the frame of the motorhome.

In June 2005 my wife and I took delivery of a 40-ft. Allegro Bus, which had been special ordered at the Macon Rally, and which has served us well. Since my wife is still working and spends considerable time on her computer when we are on the road, we ordered the optional computer desk. Although the computer desk serves her purposes well, the recliner that came with the desk option is not a good solution. It is too low to serve as a computer chair, and because of the limited space at the desk it does not function well as a recliner. Could you supply another option that would be more suitable as a desk chair? We have an appointment for service work at the factory on February 17, 2007, and would like to take care of this problem at that time.

Bill Beck
 Middlebury, Vermont

Dear Bill,
 We do not have any alternative office-style chair in stock to offer as a replacement for the recliner. Our designer tried to select a multi-purpose chair but we understand that it may not suit everyone's personal application. Our suggestion is for your wife to select an office chair that will be comfortable for her work. When you come for your February appointment, we will be glad for you to look at our current 2007 stock to see if we have anything more suitable.

I have owned a 1988 21-ft Allegro for about 10 years. It has over 100,000 miles on it, but it still looks almost new and the V6 is still purring and getting about 16 mpg.

During the time we have owned this Allegro, we have seen only three or four other units like it. I am hoping you can tell me over what span of years this length and floorplan was built and how many were sold. Any other information about it would be appreciated. Our VIN number is 1GBDM15ZXJB127481. We probably never will own one of your big units, but we enjoy the magazine very much. Thank you.

Walter Draime
 East Sparta, Ohio

Dear Walter,
 This unit was built on a Chevy Astro Van conversion from 1985 to 1989. We built 1,000 units of this model. Thanks for your interest in its history.

We have a 34-ft 2001 Allegro Bay. We cannot get cold water to the kitchen sink. Our local Allegro dealer said it was plugged up somewhere between the toilet and the kitchen. They said it would require pulling up the floor. I called Red Bay and they did not believe the floor had to come up. What's your opinion on it? Should the local dealer be able to fix it? Due to health problems, I cannot go to Red Bay at this time.

Warren McUmber
 Montgomery, Alabama

Dear Warren,
 It is not necessary to remove the floor to make this repair. Most of the time the problem is found in the mixing head. To eliminate this possibility, remove the supply line from the mixing head and see if water comes through. In the unlikely event that the supply line has been mashed or kinked, it may be necessary to run a new line. Since the water line runs under the furnace, we have found in a few cases that the line was mashed under the furnace. This may require removing the furnace to check this possibility. A local RV service center should be able to resolve your problem.

We own a 39-ft 2000 Allegro Bus. We really like the Bus and have made several improvements to the inside of the coach. However, I am having a problem with the doors to the outside storage compartments on the driver's side. The hinge seems to be slipping down almost a 1/4-inch and exposing unpainted fiberglass. Can you tell me how to fix this? We are planning a trip to Red Bay in March.

Lloyd Moore
 Ronald, Washington

Dear Lloyd,
 Since this is not a common problem, we can best resolve the difficulty after we make an on-site evaluation at our service center in Red Bay. We look forward to serving you at that time.

Our Allegro Bus has been garage kept. Soon we will be looking for a new Tiffin bus. But our garage door is 12 feet high. See our problem? We are also looking for a larger diesel engine

because we pull a 16-ft. enclosed car trailer. Will there ever be a Tiffin Rally in our area?

Gene & Jo Meister
Fort Mohave, Arizona

Dear Gene and Jo,
Tiffin does not have any motorhomes in production today that are under 12'6". To check on current and planned Tiffin Rallies, please call the Allegro Club at 256-356-8522.

We have a 1985 Allegro Class A motorhome with generator and air. Corrosion has developed around the bottom of the sides. I heard that there was a warranty against this for the life of the motorhome. Is this true and, if so, how do I get this taken care of?

Jerry Wayne Price
Flint, Michigan

Dear Jerry,
This problem comes under our structure warranty which is 10 years. It is repairable but at your expense.

I have two suggestions:

(1) It would be nice if the foot window could be opened for ventilation. Could you make a conversion kit to do that?

(2) To have extra help for engine cooling on the clutch fan, wire it with a switch so that you can turn it on before the fan comes on. When you see a hill ahead, turn it on.

Robert George
Sunland, California

Dear Robert,
These are both good ideas. However, on your first suggestion, we have not offered a ventilation opening for this window because it is difficult to build one that small without creating water leakage issues. On the second suggestion, cooling systems on new chassis are designed and warrantied by the chassis manufacturer. If Tiffin makes modifications, we run into the liability of voiding the warranty. After the warranty has expired, you can make modifications as you wish.

We own a 2003 Allegro 34-ft. with a Ford engine. It seems too underpowered when going up hills. I am almost afraid to take it west to the Rockies. Would the Banks Power Pack be helpful? Would Tiffin install and service it?

Ralph Subbiondo
Metuchen, New Jersey

Dear Ralph,
On older engines built in the 1990s, we received positive feedback that the Banks system increased the power. Many of the Banks modifications were actually made by the manufacturer on engines built after 2000. We do not have feedback that deals with Banks modifications made to those built after 2000. Tiffin Motorhomes does not install or service the Banks Power Pack.

We have a 2003 29-ft Allegro with two slides. I have wondered why Tiffin could not design a track where the couch could slide to view the television head-on and not have to sit sideways to watch it. I have done this with rollers and clamps to anchor it during travel.

William H. Sherwood
Trail, Oregon

Dear William,
You have a great idea. Because of seat belt issues, we cannot design a couch that can be easily rotated 90 degrees. We will keep your suggestion in mind as we design new floor plans for 2009.

I am having an odor problem from the black tank after dry camping for 5 days. You can't smell anything as long as you are parked, but only after you take off. I have a 2005 Allegro Bay 34-ft. When I bought it, the vent had not been cut through the roof. The vent cap was added and supposedly that should have taken care of the problem. After the vent addition, I had not dry camped, but had been staying in campgrounds. Then we dry camped for 5 days. After we took off to go back home, we could not stand the odor in the coach. I have a friend with a 2006 like mine and he is having the same problem.

Irvin T. Bruce
Cut Off, Louisiana

Dear Irvin,
The cause of the problem varies from floorplan to floorplan. We recommend a visit to the Red Bay service center to allow our technicians to attempt to resolve your problem. The service center operates on a first-come, first-served basis. Fixed date appointments are sometimes three to six months out.

We have a 2002 Phaeton. Recently, I started the genset in the cold a.m. hours. We were plugged into a 15-amp shore line. As soon as

the generator started running, I noticed a smell (burning?). My husband yelled to turn off the generator which I did. We lost all power. I unplugged the shore line and restarted the generator, but we got no power. I turned off the generator and waited to "think it through." After a while, we restarted the generator and power was restored. Later, we used only the shore line and it worked. What happened?

P.S. All our repairs have been done in Red Bay.
Roy & Johanna Stowers
Livingston, Texas

Dear Roy & Johanna,
We are not certain what exactly happened in your case. However, the generator and shore power lines both go to an automatic change-over box. Apparently, a malfunction in this box caused this issue. More than likely, this will not happen again. If it does, check for loose wiring in the changeover box which is located in the bay where the shore power cord is stored. Before you check for loose connections, be certain that the generator is off and shore power is disconnected. If you do not feel comfortable making this check, please have the work done by a certified technician.

We enjoy reading *Roughing It Smoothly* and the article about Northern Idaho was right on. I seemed to be riding right along with every detail.

We do all our maintenance on our 2002 32-ft Allegro Bus. There has to be an easier way to change the air filter. The compartment was designed so that the muffler has to be lowered to get to the air filter. We have checked in the last storage compartment to see if we could build an access door, but there is not adequate room. Any suggestions?

Chuck & Marse Shobe
Sandpoint, Indiana

Dear Chuck & Marse,
This is a drastic measure to install the air filter. But fortunately, you only have to do it every 20,000 miles --- probably in most cases not more than once every three years.

I have a 2004 Allegro 32BA that developed a leak around the shower drain which subsequently saturated the compartment below. The leak was due to the caulking around the drain becoming dry and brittle during non-use when the motorhome was in storage, and then losing the seal when in use due to the shower base flexing.

I have since stopped the leaking problem by resealing the drain with a more flexible type of caulking. I would like to suggest that this type of caulking (flexible silicone) be used during construction to eliminate the problem.

Lee & Shari Roberts
Nevada City, California

Dear Lee & Shari,
Thank you for your suggestion. We will pass it on to our engineering department and request that R&D run tests.

I am the third owner of what may be one of Tiffin's first "FRED" units. I own a 1994 Allegro Bay, 29-ft. with a Cummins 5.9L front engine diesel. It is built on an Oshkosh chassis and is a very well-built coach. No slides. Your new FRED will be a big winner!

The 5.9L Cummins on my coach delivers about 10.5 mpg, but the ponies are a little on the low side at 190 hp rating. Is there an easy fix to up the horsepower without rupting the bank? Basically, something an RV Pro can do

or install and still have money left to travel.

Mitch Hazelbaker
Dekalb, Texas

Dear Mitch,
This is not a trivial upgrade. The expense and the skill required are the major deterrents from attempting this modification. Other factors come into play including the transmission, the rear-end, the axles, and the drive shaft.

LET US HEAR FROM YOU

"Serious Tech Talk" is a very important section of *Roughing It Smoothly* in which information sharing flows in both directions. Please continue to send your questions to Danny Inman on the enclosed postcard. A separate postcard is enclosed for "From the Road," a fun part of the magazine for readers to share their motorhoming experiences. If you choose to email us at: fred@bookproduction.com, be sure to put "Roughing It Smoothly" in the subject line of your email. If your communication requires an entire letter, mail it to us at: PO Box 292912, Tampa, FL 33687-2912. Tell us about the interesting places you've been, an unusual experience, a great destination, or just a good place to camp and hang out.

Please share. —Fred Thompson, editor

Reader Response

Plastic Handles May Weaken If Motorhome Stored in Hot Climate

My fourth Allegro over 20 years is a 2001 pusher. This is regarding the two "helper" handles by the driver's door and the passenger's door. In July 2006 as I exited from the driver's door, the "helper" handle on the side of the rig broke in two and I fell 4 feet onto the pavement. I figured it was a one-time defect and had it replaced with a regular assist handle and did not write Tiffin about the incident.

Then on Sept. 20, 2006, while making a normal entry up the two retractable entrance steps, the handle on the passenger door side broke completely in two. I was probably putting 20 lbs. of pressure on it.

Maybe it would be a good idea to print an item in *Roughing It Smoothly* to have owners do an annual "stress test" on each handle. Fortunately, I was not injured. Maybe such an item would help prevent an injury to someone else.

My rig is stored outdoors in the Texas sun, so it may be that heat fatigue weakened the handles.

Forest L. Little
San Antonio, TX

Dear Forest,
Thank you for alerting us to this potential problem. It might help to prevent deterioration to your replacement handles if you taped

a cover over them that would block out the infrared rays of the sun.

Steer-Safe Solved His Problem

I would like to recommend a possible solution for John Dubrawski (see Inman's Answers, Fall 2006). I had the same problem with steering and handling on my previous motorhome (another brand) and was literally talked into putting on the Steer-Safe system. It already had a "steering help" on it so I was very reluctant to install the Steer-Safe, but I did.

When I had new shocks put on sometime later at an RV repair shop, they convinced me to remove the Steer-Safe because they were sure the new shocks would solve the problem. Fortunately, I kept the Steer-Safe equipment and continued on our trip to Arizona, only to find out that I was back with the same steering and rocking problem. Needless to say, on our next trip I stopped at the home of Steer-Safe in Deming, New Mexico, told my story, and they gladly reinstalled my Steer-Safe system and also took off the other "steering help." Guess what—no more problem! So when I traded for my 1999 39-ft. Allegro Bus, I insisted they transfer the Steer-Safe. I experience no sway or top heavy feeling. In fact, I hardly notice when

CORRECT ADDRESSES

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meeting 18-wheelers on two-lane road or when we are in strong side winds.

Stan Osenga
Litchfield Park, Arizona

Dear Stan,
Thank you very much for offering your solution. We hope this will be of help to other owners with the same equipment.

Fuel Pump Solves Generator Problem

When reading about R. H. Tucker's (Aberdeen, MS) generator problem in the last issue of *Roughing It Smoothly* (3:4), I was reminded of my own generator problem. My friend and I both have 1995 Allegros and both have had the same generator problem. When the coach was parked, the generator would run fine. Once the coach had any kind of movement, the generator would shut off. The problem was in the fuel pump which would short out with any kind of coach movement. New fuel pumps solved our problems.

Lynn Weger
Durango, Colorado

Dear Lynn,
Thank you for your suggestion. We will publish your letter in our "Response Column" for the benefit of other owners.



The Life and Times of Tiffin Motorhome Owners

Traveling the Natchez Trace

Last April we traveled the Natchez Trace Parkway from Natchez to Nashville. What a beautiful trip! We took three weeks to travel the 445 miles, making nearly every turnout along the way. The highlight of the trip was our second visit to Red Bay and taking our friends on the factory tour of Tiffin Motorhomes. They were very impressed and may be new Tiffin owners soon.

William H. Pauly, Crosslake, Minnesota

Our “Ole Girl” Never Skips a Beat

Helen and I just got back from Niagara Falls, Canada/New York. Our “ole girl,” an '89½ Allegro 31 Basement Model, never skipped a beat. We camped at 4-Mile Creek State Park, which is on Lake Ontario. The “Maid of the Mist” is the way to see the falls. The campground is about ten minutes north of the falls and it’s four stars. We left Niagara and drove to Gettysburg, Pennsylvania, and spent the day touring the battleground. We hired a tour guide who rode in the RV and told us all about the battles. The KOA park at Gettysburg was very, very nice. The “ole girl” is getting ready for Las Vegas now.

Marvin & Helen Ballard, Belmont, North Carolina

Alligator Clips Saved the Day

It was late on a Friday afternoon. My wife and I were on the second day of our dream trip from Oklahoma to Glacier National Park in Montana in our Phaeton we purchased in November 2005. We had just entered Montana when my wife started her turn to drive. It started to rain and the wipers would not come on. We also noticed the air conditioner was not working. She carefully made it to the next exit off I-80.

From a parking lot, I called Tiffin on my cell phone. I was promptly routed to the service department and spoke to Jerry. He asked me several questions relative to which functions were out of service. Within a minute or two he determined the problem was the solenoid ignition switch which he said would have to be replaced. He talked me through locating the switch in the outside panel below the driver’s window.

Since it was a Friday afternoon and there were no dealers in the area, he described how I could make a jumper wire with two alligator clips and a short piece of automotive wire. I gave Jerry the address of our destination campground and he managed to have the switch shipped out that afternoon. At the next Wal-Mart, I bought the materials and made the jumper connector. When we started the engine, both the wipers and the air came on.

When we arrived at the West Glacier KOA, they had the part but were wondering who in the world was Jay Updike. The trip turned out to be the trip we had dreamed about – thanks to Tiffin and their helpful service department. Motorhoming is always an adventure!

Jay Updike, Muskogee, Oklahoma

Deserving of a Crystal Cake Plate

After reading the history of the “Old Fashioned Pumpkin Cake” recipe in *Roughing It Smoothly* (Vol. 3, No. 4), I immediately knew I needed to make this for my Young Ladies Institute card party. Since we just had felt our first chill in the air after an extremely hot summer, I was sure Fall had finally arrived. It only made sense that it was pumpkin time and this cake really caught my attention.

It was a complete success! The cake was sliced thin and served with pumpkin ice cream. It brought a smile to my face when I heard someone ask, “Who made this cake?” and then again as each lady was served her dessert. I finally raised my hand and was immediately asked to share the recipe with everyone.

Now I know why this recipe has such a history and why it will be around for another 100 years. Thank you, Maureen, for sharing it with us. It’s beautiful!

Jeannine Ford, Antioch, California

Mississippi Governor Haley Barbour Tours State in Allegro Bus

Dear Bob,

I just spent an entire day (August 5, 2006) driving Governor Haley Barbour to several plants across the northern half of Mississippi on his “Jobs Tour.” We had a huge banner stretched across the front of my Allegro Bus to advertise the tour. He liked the Bus very much, but was really impressed with Tiffin’s new Belmont paint plant.

Best regards, Kelly

Editor’s Note: Dr. Kelly S. Segars, Sr., is a medical doctor in Iuka, Mississippi. Dr. Segars is also a very successful business man. He is the founder, president, and CEO of First American National Bank in Iuka. An accomplished airplane pilot, Dr. Segars has been a fan of Tiffin-built motorhomes for many years.

Dr. Kelly Segars put his Allegro Bus to good use earlier this year when he drove Gov. Haley Barbour throughout Northeast Mississippi to promote the governor’s Jobs Tour.



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