

Roughing It Smoothly®



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- 36 Years! 1865-1901

SPECIAL

- New for 2011

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



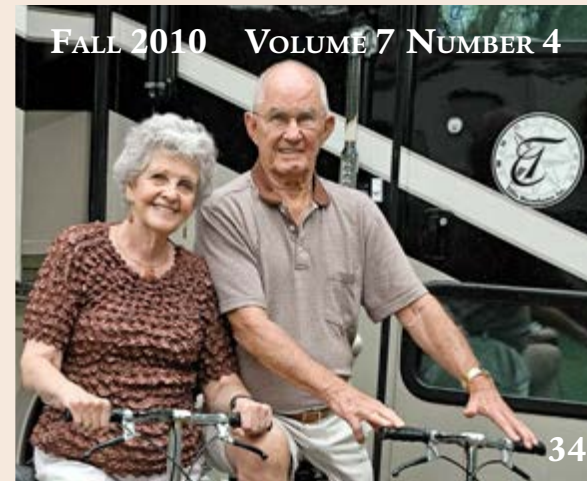
Roughing It Smoothly®

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- Thirty-Six Years: 1865–1901 Following America's Presidential History Across Missouri, Illinois, Indiana, and Ohio. See page 14.
- New for 2011: The Phaeton, Allegro Bus, and Zephyr get an airplane-styled cockpit. See page 59.

Letters, We Get Letters . . . and Postcards and Emails

Thanks for your emails. We continue to enjoy publishing *Roughing It Smoothly* from Monroe, Georgia. In August, we traveled four states to bring you an interesting piece of history about the latter third of the nineteenth century. It was a tumultuous time as the country dealt with the aftermath of a war that took nearly 700,000 lives. At the national level, administrations struggled to stop scandals, deficits, and recessions. The South struggled under reconstruction for nearly two decades while the North worked on rebuilding its economy. In a 36-year span, three presidents died from assassins bullets.

Traveling With Your Pets
Surveys show that over half of you

travel with your pets. So be sure to read "Traveling With Your Pets," by Dr. John P. Pilarczyk, a veterinarian specializing in small animals who practiced for 38 years in Temple Terrace. Dr. and Mrs. Pilarczyk travel in a 2007 Phaeton. If you prefer to use the U.S. Mail, please address your questions to:

"Traveling With Your Pets"
Roughing It Smoothly
1403 Cedar Point Way
Monroe, GA 30656

You can also send your questions via email to fredthompson1941@hotmail.com. Please enter "Traveling With Pets" in the subject line.

From the Road
To tell us about your experiences on

the road, you may use the postcard bound in this issue, send a longer letter to the address at left, but using "From the Road" in the first line, or send an email with "From the Road" in the subject line.

Serious Tech Talk
To address your technical questions to Danny Inman, you may use the postcard bound in this issue, send a longer letter to the address at left (put "Serious Tech Talk" in the first line), or send an email to RISStechtalk@gmail.com

Changes of Address
Please do not call to make a change of address. We are often traveling when your calls come in and it is very difficult to handle the call on a cell

phone. Please use a standard change of address card from USPS or send the change by email. In the subject line, put "RIS Address Change."

First Time Subscribers
Tiffin coach owners may receive a free subscription by **writing** to *Roughing It Smoothly*®, 1403 Cedar Point Way, Monroe, GA 30656 or **emailing** fredthompson1941@hotmail.com. Please include your phone number, the last six characters of your vehicle identification number (VIN), and the year and model of your coach. If you sell your coach, **email** stephanie.umfress@tiffinmotorhomes.com with your VIN, year and model, and the new owner's address. This will allow all service bulletins or recalls to reach the new owner.

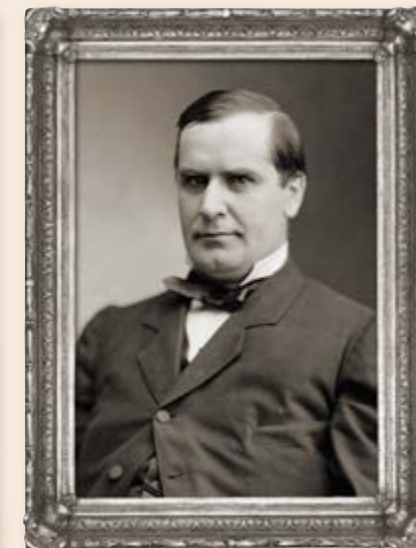
In less than four decades, the United States lost three great presidents to assassins' bullets.



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Our Good Customers Have Made Phaeton Number One!

by Bob Tiffin

We are pleased that for the last four years our customers have made the Phaeton the Number One best-selling diesel pusher in America. The category refers to one specific brand and not the collective sales of all of our diesel pushers (there are now five). I think you will find the story interesting of how the Phaeton name evolved and our brand became so popular.

When we launched the Allegro Bay in 1990 as a specific new brand, it was a front engine gas unit. Two years later Freightliner made an XC chassis with a rear engine, air brakes, and spring suspension. We liked the chassis-rear engine combination and called our new coach the Allegro Bay Pusher. I even trademarked the name "Pusher." The Pusher was a success and we built it for eight years.

Looking for a premier coach to lead our product line, we launched the Allegro Bus in 1995 which was a success from the very beginning. We dropped the name "Pusher" from the Allegro Bay and reintroduced it as a high-end, front engine gas coach. It, too, became another success story.

When you assess your competition, it is necessary to put every manufacturer's brands into "feature-price categories." Then you can determine where you need to develop products to compete successfully when customers make their comparisons. We realized in the late 1990s that we needed to build a rear-engine diesel that fit into a price category that was considerably less than the Allegro Bus. Tiffin's sales and R&D department went to work on the assignment.

As they worked on a new coach, I begin to think about what to call it. I have been an old car collector for many years. At the antique car shows I have visited, it was interesting to me that the nicest automobiles in the 1930s — Cadillac, Ford, Packard, Lincoln, Chrysler, and a few other brands— each had a classic model designated as a Phaeton.

It has always been important to me from a marketing point of view to use names for our products that we could trademark. Since the name "Phaeton" had been used so many times by different manufacturers, I figured that surely someone had trademarked it. So I was a little hesitant to use it.

I called our attorney in Birmingham and asked him to do a search on the Phaeton trademark. Two weeks later he called me to say that the name had never been trademarked. I could hardly believe it.



After closer study, I determined why. All of the early manufacturers who were building vehicles from 1890 to 1906 made a transition from buggies to wagons to automobiles. They referred to the early powered vehicles they were building as phaetons, which meant a fancy four-wheeled carriage. As it turned out, the word "phaeton" had become a generic term to designate the finest car they built in their line-up of models.

Moving forward into the 1930s, owners did not want to ride in an open car and be exposed to the weather. The open carriage design faded and gave way to elegant 4-door convertible sedans. The name

survived for a few more years and then dropped out of sight as World War II totally stifled automobile production. Since the name had been used generically and never applied to a specific vehicle, no one had ever considered trademarking it.

Tiffin Motorhomes secured the trademark and christened its new rear engine diesel coach a "Phaeton" in 2000. Van has updated the Phaeton every year with new features. Looking back over the last decade since its inception, the Phaeton has received over 500 changes which have made it feature rich at a very competitive price.

Following are some of the major features which we have added over the last 10 years. These items are all standard at no additional cost:

- Molded one-piece fiberglass roof and cap.
- Ceramic tile.
- Solid surface countertops.
- Full body paint.
- A heavier chassis with air-ride suspension and air brakes.
- The introduction of full hardwood cabinetry.

During the tenure of the Phaeton, we have introduced:

- Four different kinds of hardwood.
 - The best floorplans, most with four slide-outs. Before the end of this year, two new 40-ft. Phaeton floorplans will be introduced.
 - Raised rails on the chassis to provide more basement storage.
- These are just a few of the amenities.

We are so appreciative of our good customers who have taken the time to help us develop the Phaeton. Our being responsive to the *suggestions you have made* is really the secret for this great success story. And that really goes for all of our product lines. We

Continued on page 46



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FALL COUNTRY FIGURES COURTESY OF ANGLIE LEMAY, CONSIDER THE LILIES, INC.

The Allegro RED 34 QFA

Versatility, Quality, Power, Amenities, Technology, Design

Photography & Text by Fred Thompson

When I first walked through the 34QFA, I thought, “Good floorplan!” After Jerry Williamson, Tiffin’s national sales manager, decided to feature the coach in the Fall 2010 issue, I spent some serious time inside the 34QFA and began to think, “Wow! This coach has the versatility to appeal to so many RVers who will have different ideas for its use.”

You’ve got a budget for an entry level diesel pusher? Better check this one out.

You want to spend Fall weekends tailgating with friends to support your favorite team? The 34QFA has the features that will contribute an extra measure of fun to the weekend.

Full-timing, maybe? This coach’s designers were thinking of



you. Pass-through storage, optional stacked washer and dryer, and over 11 cubic feet of storage under the bed.

Rather camp in our country's beautiful **state parks** or the Corps of Engineers campgrounds? A 34-footer will get you into most of them.

Do you like to **dry camp**? Fresh water (90 gallons), grey (70), and black (50). With a little conservation, you could stay put for a week.

Would you like to **take friends or family** for a weekend outing? Seven seatbelts, sleeping accommodations for five, and plenty of basement storage for the kids' tent and camping equipment.

Can't stand to give up that **king size bed** at home? It's an option in the 34 QFA. And Tiffin's use of high-quality bedding keeps you very comfortable.

It's an entry level diesel pusher, but that sure doesn't mean it's a weakling. TMH engineering and the Cummins-Freightliner engine and chassis made sure that the 34 QFA was not underpowered. It has the cruising power to comfortably push 16 tons down the highway pulling your favorite tow car, and the punch to move in and out of traffic as needed. We'll get back to that in a minute. Let's go back and expand on the highlights.

- **Budget.** The MSRP on this coach is a surprisingly low \$207,550, even after it was spec'd out with nearly every option available. The 34 QFA comes standard with two 13,500 BTU ACs, but this coach has the upgrade—two 15,000 BTU ACs with heat pumps which require an 8.0 Kw genset. Just a quick rundown on the rest of the options: automatic entry door awning (patio awning is standard, of course); a 2000-watt Xantrex inverter; Hadley air horns (I love 'em); surround sound with DVD player; 6-way power driver and passenger seats with Halo leather; a gas oven with the microwave/convection option; vacuum cleaner system; stacked and matched washer and dryer; 4-door Dometic refrigerator-freezer with ice maker and the quality touch of solid wood, raised panel inserts; a tub-shower combination (perfect for when you travel with the grandchildren); the optional upgrades to Halo leather for the 68-inch air coil hide-a-bed sofa and the C-shaped dinette (what a difference); and the upgrade to a king size bed from the standard queen. If you are doing your research on *entry level* diesel pushers, I doubt you would have included this one on your list. It's a real cut above entry level.



- **Fall Weekends Tailgating.** The 34 QFA is definitely an outdoor-indoor coach. The basement storage compartment next to the front door has the options to carry the fun outdoors: exterior hookups for 110v, 12v, and TV along with the standard 11-foot awning. You can bring the excitement inside with the standard mid-section 42-inch HDMI television, surround sound, the four-door fridge/freezer, and buffet-style service from the long, rectangular-shaped dinette table. The living-dining area is 13.5 feet long by 12.5 feet wide—an amazingly large social and living space for a 34-foot coach.

- **Full-Timing.** Most full-timers think “storage.” It is the first word in their RVing vocabulary. How much can we take with us? In large blocks of space, the 34 QFA has over 33 cubic feet down under. You will discover over 11 cubic feet of storage under the bed—a large felt-lined box that is almost 3 × 4 feet and 14 inches deep. In the PS bedroom slide, a chest of five drawers, a clothes hamper, and a 2-door cabinet offer over 7.5 cubic feet of storage space. The cabinet over the window hides away three cubic feet of your belongings. As usual, the storage over the headboard of the bed provides the largest space with a 13 cubic foot cavern. The double wardrobe across the back of the coach is 65 inches wide and 23 inches deep.

If you want to reserve storage space for guests who may join you for a trip, the three cabinets over the hide-a-bed couch will provide them with 10 cubic feet of storage. For greater accommodation, buy a few plastic boxes that fit the space and can be pulled out like drawers when needed.

- **Camping in State Parks.** In many state parks, 34 feet is often the maximum length for RVs which can be accommodated. The 34 QFA may pack more into 34 feet than any of its competitors. It gives you the best of both worlds—it stays within the 34-foot restriction, but it is still able to offer all the amenities that full-timers need.

- **Dry Camping.** It can be the occasional stop at a Wal-Mart parking lot or a long-term stay at a Bureau of Land Management, National Park Service, U.S. National Forest, or Corps of Engineers facility. The 34 QFA offers the essential volumes in its wet tanks to take care of two people for a week if you practice a little conservation: Fresh water (90 gallons), grey (70), and black (50). There are too many wonderful places you can camp for





next to nothing if you have the right motorhome. Lots of space between camping sites, plus trails, lakes, rivers, mountains — you name it and you can find it in the U.S. The 34 QFA will open up new horizons for you. You can take to the back country and still enjoy “roughing it smoothly.”

- **Taking Friends and Family Along.** The 34 QFA was designed for owners who enjoy being with friends. With seven seat belts, you can meet the “click it or ticket” challenge and head for the RV site that has lots of recreational opportunities. This coach was meant for togetherness. There is plenty of storage for personal belongings and pass-through storage in the basement. With the 34 QFA you can plan group outings with confidence.

- **Your King Size Bed.** If it’s just the two of you, and you’re not willing to give up your king size bed at home to go “camping,” this 34-footer offers you the full king option for a mere \$280 upgrade. As noted earlier, the 34 QFA is a versatile motorhome.

The Living Quarters

With a movable table that can be stored, the dining area with its C-shaped dining couch really becomes a part of the living room, affording a much larger area for entertaining with seating for eleven. Both the passenger and driver chairs rotate easily to face into the living room. With their reclining backs and power seats, they are perfect for watching a movie on the coach’s giant 42-

inch mid-section television. On the passenger side, the 68-inch air coil hide-a-bed sofa with the optional Halo leather offers seating for three and seatbelts for two. The living-dining-galley area is 13.5 feet long × 12.5 feet wide.

The optional entertainment center in the 34 QFA is first class. Using the HDMI- LCD Panasonic brand, the designers wall-mounted a standard 42-inch mid-section television and placed cabinets above and below, providing pantry space for the galley. The center is enhanced with the optional Tiffin surround sound technology.

Custom designed by Triple H Electronics in Red Bay, the system uses component audio-video cables and HDMI to distribute input/output data from a central, easily serviced black box (mounted under the floor) that receives HD broadcast *input* from the rooftop receiver which pulls programming from network satellites. Additional *input* comes from a high-definition, enclosed rotating TV antenna (another Triple H invention) receiving local programming broadcast in high definition, HD programming via cable service, and an optional 5-disc DVD-CD player with high quality picture and digital sound technology. The system transmits *output* to the coach’s HD-ready Panasonic televisions and sound equipment.

When either of the two televisions in the coach are turned on, you activate a selection screen which offers TV, DBS [satellite],

and DVD. Clicking on your choice will activate the *input* source for (1) television reception from the hi-def antenna, (2) satellite reception (DIRECTV or DISH, which you purchase separately), or (3) DVD-CD (movies or music) from the Panasonic 5-disc player which is included in the optional surround sound system price.

During daylight hours, the living quarters are light and airy with two large windows (20 × 58 inches) over the dining couch and the 68-inch sofa on the passenger side, plus the 96-inch picture window in the front cap. Add the large windows on either side of the driver and passenger chairs and you could call the living quarters a beautiful sunroom. In winter settings, the windows will bring in the warmth of the midday sun. In summer, the solar shades will turn the heat away while still allowing occupants to view the local scenery on all three sides of the living area. When outside temperatures are favorable, the powered roof vent in the center of the area will create nice breezes in the living quarters.

Each of the side windows in the living area are also equipped with opaque privacy shades with the Roll-Ease beaded chain loops for raising and lowering. The solar and privacy shades over the windshield (our picture window) are electrically powered and controlled by switches on the dash.

The galley features a solid surface countertop with a backsplash created from tiles and solid surface materials. The double stainless steel sink is mounted under the solid surface countertop, allowing the solid surface sink covers to fit perfectly even with the countertops. While the gas oven and 3-burner cooktop along with the microwave oven are standard equipment, this coach also has the optional convection oven, a feature that many RV chefs find very useful. The optional 4-door refrigerator with ice maker is enhanced with optional wood panel inserts, giving it an upgrade that places the quality of the cabinetry on a par with the Phaeton. All of the cabinetry in the coach boasts solid wood facings and raised panel doors.

Storage in the galley includes three overhead cabinets, six drawers, a vertical pantry adjacent to the refrigerator with three fixed shelves and three deep pull-out drawers, and two double-door cabinets above and below the television. Recessed into the

top of the slide-out for the dinette couch, TMH interior designers positioned four overhead cabinets offering over six cubic feet of storage, the perfect place for storing dinnerware and other items related to the galley. Under both sides of the C-shaped dining couch, TMH concealed two large drawers which provide 5.6 cubic feet of storage space.

Adjacent to the galley on the passenger side, the hide-a-bed sofa opens easily into a queen size bed (60 × 75 inches). The air coil mattress with an electric pump inflates in three minutes to a very comfortable bed. Sconce wall fixtures on both sides of the sofa, plus bullet lights built into the bottom of the storage cabinets recessed into the slide-out, provide very adequate lighting for the sofa bed. The three overhead cabinets with side-opening doors offer 10 cubic feet of storage for pillows and bedding.

If you are traveling with a full crew, you can drop the dining table to a point level with the seats, place an insert cushion over the table, and create a third bed that is 35 × 82 inches. This will take care of your basketball center or two children sleeping on opposite ends of the couch. Did I say “versatility” at the beginning of this story?

Although a front over-the-dash television is available, this coach did not have that option. In its absence you gain nearly four cubic feet of handy cabinet storage with shelves, perfect for maps and CDs. A large cabinet directly above the passenger chair houses the optional satellite receiver and the DVD-CD player.

This floorplan efficiently pulls together so many activities and functions: comfortable seating for visiting, reading, and television viewing; a galley-dining service area; and sleeping quarters for four.

The Bedroom and Bath

The best way to describe this area is simply to say, “It has all the amenities that a full-timer will need.” Across the rear of the coach, you will find an optional stacked and matched washer and dryer and the double sliding door wardrobe. I just heard an owner say last week, “We will never buy another coach without the stacked washer and dryer. It is so convenient.”



The 34QFA comes standard with a full queen size bed, but this unit was upgraded to the optional full king size (72 × 80 inches). The bed is topped by a handsome, framed headboard covered with the same fabric used in the comforter. Two wall sconces mounted directly into the headboard provide reading lamps. Two windows are framed into the sidewalls of the slide-out, and that always gives nice ventilation in the bedroom when you have pleasant outside temperatures.

Although it is not obvious when you note how spacious the bedroom appears, this area has an incredible amount of storage space. The wardrobe alone (65 × 61 × 23 inches) has 52 cubic feet of space. With a flick of the wrist, the air struts lift the bed platform and reveal a felt-lined box with over 11 cubic feet of storage. Four cabinets recessed into the slide-out box over the headboard open a small cavern of 12.6 cubic feet. Turn around and you'll find more in the passenger side slide-out. Five drawers, a double-door cabinet, a clothes hamper, and two overhead cabinets offer up another 10.6 cubic feet of storage space. After everything is neatly stored, kick back on your king size bed and watch a movie on your 32-inch HDMI – LCD television. Life is good!

The tub-shower combination is really quite nice, 10 inches deep and just right for a good soak. As a shower, it is huge.

The vanity boasts a solid surface countertop, lavatory, and backsplash, plus generous cabinet storage underneath for towels and linens. Two medicine cabinets provide separate compartments for all your toiletries and personal items.

The Cockpit

The dash and surrounding cockpit in the 34QFA have the efficient arrangement of instrument clusters and switches that you have come to expect in a Tiffin coach.

Using the instrument dials supplied by Freightliner, Tiffin placed them in the hooded center console in easy-to-read positions. The larger two, RPM and MPH, are in the upper center with Fuel and PSI ❶ flanking on either side. Oil Pressure, Amps, Water Temp, and PSI ❷ appear in a row just beneath. A computer with a top-center digital display gives you the basic operational information with an odometer, two trip meters, a timer, and time-date. A very useful pre-trip checklist can be activated with one button to remind you of all the things we are prone to forget. Pilots use a pre-flight checklist, why shouldn't we?

On the right side of the center display Tiffin has positioned the TripleVision camera monitor which, of course, is activated by the turn signal. The TripleVision can also be activated by buttons on the side of the monitor to allow you to make

a security check around the coach at night. The area also has two 12v outlets, the genset switch, automotive HVAC controls, and a JVC stereo radio-CD player.

On the left side of the center display, you will find switches for the exterior lights, the windshield washer/wiper, mirror controls, and mirror heat.

The large console located under your left forearm is the nerve center that runs the coach. In the forward position just under your fingertips, you will find the Allison gearshift plate. Just behind the gearshift are four rows of toggle switches angled at 45 degrees to face you: horn, aux start, ICC flash/two windshield shades (opaque and solar), exhaust brake/left and right windshield fans/radio and map light. The bright yellow air parking brake and the HWH leveling system are at the rear of the console.

The Basement

One of the first things you will notice is that all of the basement compartments are accessed by side-opening doors. Beginning at the entrance door and walking to the rear on the passenger side, we will explore what is behind each door.

1st door. To better distribute the weight of the infrastructure in rear engine diesels, Tiffin has implemented a program to move several items nearer the front of its coaches. In this compartment, the propane tank has been turned to an east-west position with gauges and fill valve mounted on the oval end of the tank. The compartment is divided to allow the HWH controls for the leveling system to share the space.

2nd and 3rd doors. Both doors open into the pass-through storage compartment slightly over five feet wide. On the driver side of the compartment, the enclosed heating systems occupy several cubic feet and make it necessary to have only one door on that side. Measuring from the bottom of the raised rails, the compartment provides over 30 cubic feet of storage. Service points on the passenger side include 110v, 12v, cable, phone, and three compartment lights. The optional vacuum system is located here along with the HDMI splitter



and surround sound distribution cables.

4th door. The tank and fill neck for the Diesel Exhaust Fluid (DEF) is located just inside the door. DEF is the active component used in Selective Catalytic Reduction (SCR) engines to reduce nitrogen oxide emissions by 90 percent to meet EPA standards. Two control panels for the slide-out motors are also positioned in this compartment.

5th door. Service area for chassis relays. Limited storage.

Rear Cap. Entry to the engine compartment is through a 54 × 23-inch rear door supported by air struts. All service points are easily reached from a standing position. They include the filter minder, engine oil fill neck, coolant fill neck and reservoir, and oil dip sticks for transmission and the engine. Starting from the rear of the coach and moving along the driver side, there are six compartment doors.

1st door. Access to the side of the engine and the air filter. Approx. 3 cubic feet of storage space.

2nd door. Chassis batteries. 50-amp cord and rack. Battery Minder Plus.

3rd door. Utility bay (forward of rear wheel). Tiffin's utility bays are neatly designed and labeled for easy use by even first-time RVers. From left-to-right, you will find towel dispenser, soap dispenser and shower clean-up hose, hot water by-pass valve, tank fill/city water valve, water pump and switch, and water filter. Both black and grey tanks

now have 3.5-inch dump pipes.

4th door. Pass-through storage access from the driver side.

5th door. Four house batteries on a slide-out tray. This permits the Allegro RED to offer a residential refrigerator. Also located here is one of two battery disconnect switches.

6th door. Fuse blocks for both 12v and 110v. Windshield wash reservoir, Lippert slide controller, compressed air outlet. Second of two battery disconnect switches.

Front cap. An oblong compartment door is the access point for servicing the coach's optional 8-kw Onan generator. Fluid levels are checked through the door. Major service is done by removing four bolts and dropping the generator while the coach is on a lift rack.


Driving the Allegro RED 34 QFA

This feature completes a full review of the Allegro REDs. With Freightliner chassis, Cummins engines, and Allison transmissions, they are identical except for the wheelbases and the floorplans. Basement storage capacities, weight, and choice of options vary with the length.

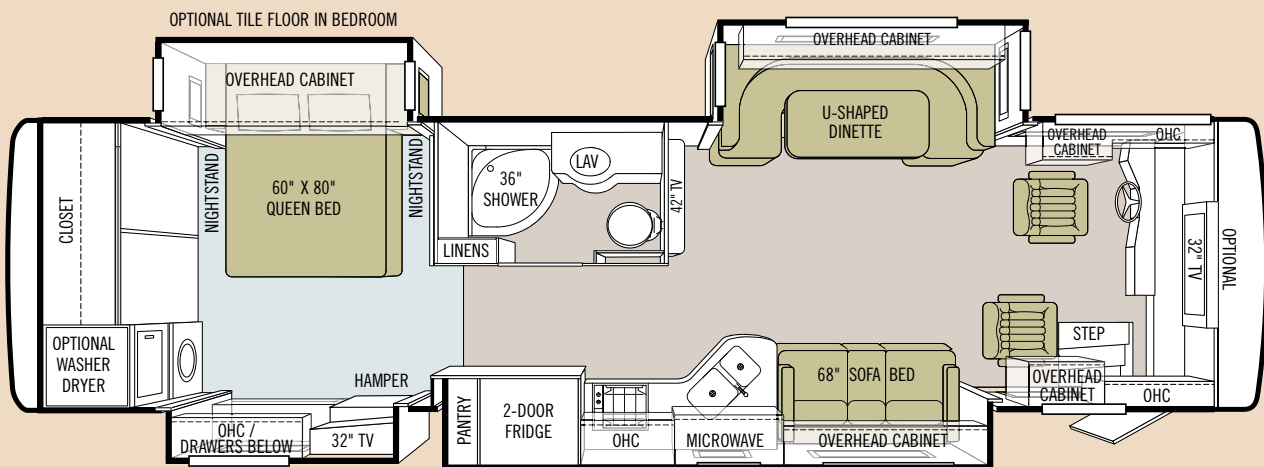
At the wheel, the handling of all three lengths is very similar. There is very little play in the steering, they do not nose-dive with hard braking, and the take-off from a standing stop is smooth and even, giving you a solid powerful feeling. On level ground we reached 60 mph in

33.2 seconds (no cargo and a half tank of diesel). That's what you would expect with a 340-hp engine with 660 lb.-ft. of torque at 1,600 rpm. For performance measurements, check the reports in the earlier issues at www.tiffinmotorhomes.com. Click on "Tiffin Owners" and then "Roughing It Smoothly."

When you leave Red Bay for a test drive and head east or northeast, you will find the remnants of the Appalachian Mountains as they finally taper off into the piedmont of northern Mississippi. But you will find some long five percent grades that stretch for a half to three-quarters of a mile. On long grades, the REDs with their 340 horses pulling a full cargo capacity will lose about 10 percent of their speed (e.g., 65 to 58 mph).

But here is what counts. With the coach's four air bags and tuned shocks, you get a nice smooth ride in a quiet cabin. On our test drive, my first comment was, "Notice how quiet it is. No rattles, no squeaks." That's good value for an entry level rear engine pusher! You can enjoy the music from your favorite CD, a good radio program, or just a good conversation on a serious topic. One couple we know selects several good books they want to read. She reads while he drives, and the time flies. They are sure they reach their destination a lot faster. The Allegro RED 34 QFA is a solid value— regardless of which use fits your needs and interests. 

Allegro RED 34 QFA



SPECIFICATIONS: Model tested 2011 Allegro RED 34 QFA, Quad Slide, Base MSRP* – \$194,040. MSRP as tested with options – \$207,550.

STANDARD FEATURES ON THIS COACH

Structural

Laminated floor, sidewall, and roof
Steel / aluminum reinforced structure
One-piece moisture resistant molded fiberglass roof cap

Automotive

Allison 2500 MH six-speed automatic transmission with lock-up (torque converter)
Cummins ISB turbocharged, aftercooled 6.7 liter electronic diesel
Peak horsepower: 340 @ 2,600 rpm
Peak torque: 660 @ 1,600 rpm
Raised rail chassis frame
Air suspension (4 air bags)
55° wheel cut
Air brakes with automatic slack adjusters and ABS
Exhaust brake
18-inch 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
6.0 Kw Onan Quiet Diesel generator
HWH hydraulic leveling jacks
Heated power mirrors with remote adjustment
Horizontal mounted, single motor intermittent wipers
Gel-coat fiberglass walls
Full body paint
Deadbolt front entrance door
Double electric step
Exterior patio light
Power patio awning with aluminum weather shield
Slide-out awnings
Chrome wheel liners
Exterior side-opening, swing-out storage doors with gas shocks
Single handle lockable storage door latches
Ridged long-life storage boxes
Exterior storage compartment lights
Roof ladder
¼" thick single pane windows
Electric step
Heated water and holding tank compartments
Four 6v auxiliary batteries
50-amp service
Park ready telephone
External tripod satellite hookup
Black holding tank flush system
Exterior rinse hose / shower
Water filter
110v exterior receptacle
110v / 12v converter
Undercoating
Digital / analog high-def TV antenna
Cable ready TV
Two 13,500 BTU low profile roof A/C systems
Quiet A/C roof ducted system
A/C condensation drains
Roof ladder
Triplevision back-up camera
Side view cameras activated by turn signals
Front cap paint protective film
BASf full body paint

Driver's Compartment

Cloth driver and passenger seats by Flexsteel®
Entry floor light
Step switch and 12v disconnect switch
Lighted instrument panel
Single CD player & AM/FM stereo
ICC courtesy lights
Dual 12v dash receptacles
Padded dash
Dual dash fans
Tilt steering wheel
Power windshield full-width solar & privacy shades
Manual driver and passenger solar & privacy shades
Adjustable seatbelt brackets at shoulder level
Fire extinguisher
Center console with snack-beverage tray and 2 drawers

Living Area / Dinette

C-shaped dinette with large pull-out storage drawers
42-inch flat screen HDMI-LCD wall-mounted color television
Custom infrared repeater
68-inch Flexsteel® air coil hide-a-bed sofa, cloth (passenger side)
42-inch LCD mid-section television

Kitchen

Solid surface countertop
Solid surface backsplashes
Double bowl stainless steel kitchen sink
Single lever bronzed sink faucet and sprayer
Solid surface sink covers
Under counter storage receptacles for sink covers
Microwave oven
10 cu.ft. refrigerator
3-burner cooktop with gas oven
Fan-Tastic® power roof vent with 3-speed fan
Two sets of stacked drawers under countertop

Bath

Two medicine cabinets
Skylight in shower
Molded fiberglass one-piece shower
Fan-Tastic® power roof vent with 3-speed fan
Solid surface vanity top and bowl
Bronzed vanity faucet

Bedroom

Wardrobe with automatic light
Four OH storage cabinets in bed slide-out
Stackable washer/dryer-ready closet
Bed comforter with throw pillows
Sleeping pillows
Wall-to-wall carpeting
Queen-size bed
Solar / privacy Roll-Ease shades
Innerspring mattress
Under bed storage
Night stands with 110v outlets
Built-in dresser with 4 drawers
Laundry hamper
26-inch color HDMI-LCD color television
Carbon monoxide detector
LPG leak detector

General Interior

7-ft. ceilings
Soft touch vinyl ceilings

Medium Alderwood solid cabinet doors and drawer fronts
Solid wood cabinet fascias
Raised panel hardwood cabinet doors
Ball bearing drawer slides
Wall-to-wall vinyl tile flooring in kitchen, living area, bath & entry landing
Scotchgard® treated carpet and fabrics
Solar / privacy Roll-Ease shades
Complete HD-ready system (HD satellite receivers required)
Power roof vents
12v disconnect switch
Tank level monitoring system
Smoke detector
Carbon monoxide detector
LPG leak detector
10-gal. DSI gas/electric water heater
Folding step well cover
Two ducted furnaces (one 30,000 BTU & one 35,000 BTU)

OPTIONAL FEATURES ON THIS COACH

2000 watt inverter
Hadley air horns
4-door refrigerator with ice maker
Refrigerator wood panel inserts
Air coil cloth hide-a-bed sofa-sleeper-DS
Halo leather 68" Air coil hide-a-bed sofa
King bed
C-shape dinette, Halo leather
Oven/convection microwave
Automatic entry door awning
Surround sound system with DVD player
Microwave-convection oven
(2) 15,000 BTU A/C with heat pump
8.0 Onan generator (required w/ above)
Halo leather, 6-way power driver-passenger seats,
Vacuum cleaner
Tub IPO shower
Stacked washer-dryer

OTHER OPTIONAL FEATURES AVAILABLE

Cherry bark cabinetry (simulated)
English chestnut cabinetry (simulated)
Bedroom tile
CB antenna
Automatic satellite
Power driver & passenger seats, cloth
Convection/microwave with 3-burner cooktop
Ice maker in 2-door refrigerator
Combo washer-dryer w/overhead storage
Residential refrigerator
LCD front overhead TV
Ice maker with 10 cu.ft. refrigerator

MEASUREMENTS

Wheelbase – 208"
Overall length – 34'10"
Overall height w/roof air – 12'10"
Interior height – 84"
Overall width – 101"
Interior width – 96"

WEIGHTS & CAPACITIES

GVWR – 29,500 lb.
Front GAWR – 12,000 lb.
Rear GAWR – 17,500 lb.
GCWR – 33,000 lb.
UVW – 25,200 lb.

CCC – 4,300 lb.
Trailer hitch capacity – 5,000 lb.

POWER TRAIN

Engine – 340 hp Cummins ISB turbo-charged, aftercooled 6.7 liter electronic diesel
Torque – 660 lb.-ft. at 1,600 rpm
Transmission – Allison 2500MH electronic six speed with lock-up
Tire Size – Michelin XZE 275/80R 22.5 LRG
Alternator – Delco Remy 160 amps

CHASSIS

Frame – Freightliner XCR Series
Frame Design – Raised rail
Anti-locking Braking System – WABCO 4M/4S ABS System
Suspension (front) – Neway Air Suspension (rear) – Neway Air Shock Absorbers – Sachs tuned Automatic Leveling Jacks

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 – 5 adults
(bedroom, 2; sofa sleeper, 2; PS sofa, 1-2)
Fuel tank – 100 gallons
Freshwater – 90 gallons
Black water – 50 gallons
Grey water – 70 gallons
LPG tank – (30 gallons; can be filled to 80% capacity) – 24 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.

UVW

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

DEALERS

To locate a Tiffin dealer near 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 optional equipment are subject to change without notice or obligation.

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FOLLOWING AMERICA'S PRESIDENTIAL HISTORY ACROSS MISSOURI, ILLINOIS, INDIANA, AND OHIO IN LESS THAN FOUR DECADES, THE UNITED STATES LOST THREE GREAT PRESIDENTS TO ASSASSINS' BULLETS. TEXT AND PHOTOGRAPHY BY FRED THOMPSON

THIS 36-STAR U.S. FLAG WAS IN USE IN 1865.

The war was drawing rapidly to a close on April 9, 1865, when General Robert E. Lee surrendered to General Ulysses S. Grant at Appomattox. The terrible loss of life on both sides of the conflict had left President Lincoln a bowed and depressed man. Since his re-election in 1864 Lincoln had begun to focus on reconstructing the country. The task would be enormous—economically, physically, emotionally, and politically. Five days after the surrender, Mary thought her husband seemed more cheerful than he had been in a long time. It was Good Friday, April 14.

With signs of Spring everywhere on a sunny afternoon, the couple decided to take a carriage ride. They talked of their plans for the future and looked forward to when they could return to Springfield. Later that evening they attended a play at Ford's Theater. At 10:30 p.m., a well-known actor and Southern sympathizer, John Wilkes Booth, quietly entered the presidential theater box, pointed a derringer to the back of Lincoln's head and fired. Lincoln slumped. Panic ensued. The assassin fled. The president was moved across the street to a bedroom in a boarding house where he died at 7:22 a.m., April 15th.

The terrible event marked the first time in its brief history that an American president had been assassinated.

Shockingly, two more presidential assassinations were soon to follow.

Fascinated by American presidential history, their personal biographies as well as the history of their administrations, we planned a midwestern trip that included visits to all but three of the presidents' homes who served from 1865 to 1901. The 36-year time frame includes the assassinations of James A. Garfield on July 2, 1881, and William McKinley on September 6, 1901. McKinley was the last of five presidents who had served in the Civil War prior to being elected, another reason for our selection of this turbulent period in our nation's history.

The presidential home sites, museums, and libraries will be featured in geographical order, enscribing a 525-mile radius from St. Louis to an eastern point in Canton, Ohio, which was McKinley's home. All of the men were from Illinois, Indiana, or Ohio. I chose to include William Henry Harrison, a pre-Civil War president whose home was in Vincennes, Indiana, because he was the grandfather of Benjamin Harrison, one of our subjects. We will visit the homes and/or museums of Abraham Lincoln, Ulysses S. Grant, Rutherford B. Hayes, James A. Garfield, Benjamin Harrison, William Henry Harrison, and William McKinley.



Ulysses S. Grant

The *U. S. Grant National Historical Site* is located in south St. Louis, just a short distance south of I-44. Since the parking lot (free) is relatively small, you should try to arrive in your tow car. We camped at the Casino Queen RV Park just across the Mississippi River from the Arch for \$32.65 per night including taxes (full hook-ups and cable). Depending on the time you spend in the museum, you should plan for at least half a day. For hours and days closed, see www.nps.gov/ulsg or call 314-842-3298.

You will see *Grant's Farm* across the road from the national historical site (NHS). Operated by Anheuser-Busch, it offers a delightful zoo with scheduled animal encounters throughout the day, shops, light lunch fare, the Clydesdale Stables, and the cabin that General Grant built in 1856. Charge: \$11 per vehicle. No additional admission. See www.grantsfarm.com or call 314-843-1700.

Right: Ulysses and Julia lived at White Haven from 1854 to 1860. After the war, his presidency, and their world tour, they returned for occasional visits, and always considered White Haven home. Grant dreamed of returning to White Haven to develop the property into a horse breeding farm. His plan was temporarily fueled by the gift of an Arabian stallion from the Sultan of Turkey during his world tour. Grant built a 4,000 square foot horse barn which now houses the museum.

Ulysses S. Grant was the son of Jesse and Hannah, the oldest of six children—three boys and three girls. He was spoken of as “the apple of his father’s eye for the first thirty years of his life, and, after a gap of several years, thereafter.” We will get back to “the gap” in a few minutes. Jesse Grant was a well-to-do tanner in Galena, Ohio, and his wife a devout Methodist who considered slavery a blight upon the nation.

Perhaps because of Ulysses’ small stature (five feet one, 117 pounds at 17 years), Jesse looked for opportunities for his son’s advancement. Several boys from their county had received appointments to the United States Military Academy at West Point over the previous three years. One had failed his coursework and had to resign, creating a vacancy. Jesse appealed to his congressman and secured the appointment just before a recess. Many who knew Ulysses from childhood expected him to fail, too. Accepting his father’s wishes, Ulysses forged ahead with a certain amount of fatalism. A roommate remembered Grant as a quick study, checking his class assignments once or twice before going to class. Except for superior horsemanship and reading voraciously the great fiction writers of the period, some thought he was simply bored with the military curriculum. Graduating 21st in a class of 39, he was assigned in 1843 to the Fourth Infantry stationed at Jefferson Barracks in St. Louis. Although Frederick

Dent, Grant’s roommate his last year at West Point, was not assigned to the St. Louis post, he arranged for several of his classmates to visit his parents’ home and farm at White Haven, just five miles to the south of the Barracks.

“Colonel” Frederick Dent was a Maryland transplant who had several business interests in St. Louis as well as his 850-acre estate called “White Haven.” He owned 19 slaves and vigorously supported secession of the Southern states from the Union. In the Spring of 1844, he discovered that a 21-year-old private from Ohio who was courting his oldest daughter, Julia, was a strong Unionist with parents who were abolitionists. Later in 1844 Grant was transferred to western Louisiana under the command of Gen. Zachary Taylor. Unknown to the Dents, he and Julia were engaged.

The Fourth Infantry was moved into Texas in 1845 and, under Gen. Winfield Scott, marched to Mexico City to capture the city and end the war. The feat has been described as “unparalleled in modern warfare.” A determining battle took place at San Cosme. While the Mexican army dominated their position, the American forces could not advance. Grant and several other soldiers disassembled a howitzer, took control of a church with a high steeple, and reassembled the weapon in the belfry. The position wiped out the Mexican resistance and ended the war. The American forces remained in Mexico



until mid-1848 when they demobilized. Grant returned to White Haven and married Julia on August 22. In protest, Jesse and Hannah Grant refused to attend the wedding because of the Dents' support of the institution of slavery, creating the "gap" in Ulysses' "favored son" status mentioned earlier.

With assignments in New York and Detroit, Grant found his duties as a quartermaster lieutenant to be nothing more than a commissioned clerk. The couple's first child, Fred, was born in May 1850. Julia was pregnant with their second son in early 1852, and remained at White Haven with her parents when the Fourth Infantry Regiment was sent to keep order in California, whose population had tripled since the gold rush began in 1849. Having to cross the rugged Isthmus of Panama in wagons in the midst of a cholera epidemic, the 700 member detachment lost 250 to the disease, plus 17 of 20 children who also succumbed.

Grant became the paymaster for the regiment, the wrong position for a man who had thrived on the challenges of combat. His loneliness for his family led him to find comfort in the evenings by drinking. His commanding officer heard stories of his drinking and warned him that any further offense would bring severe discipline. The offense came on April 11, 1854, when Grant showed up one morning at the pay table under the influence. A superior officer threatened him with discipline or the opportunity to resign immediately. Grant chose the latter and began making his way home to White Haven where he arrived in August 1854 to meet two little boys who did not know him, one whom he had never seen.

When Grant returned from California and rejected his father's first offer to join him in business, the breach between them was deepened, especially after the son began to farm with the help of slaves on his father-in-law's estate. It did not matter that Grant worked alongside Colonel Dent's slaves in the fields. He threw himself into farming the 60 acres Julia's

father had given her as a wedding present, built a cabin in which they lived, and increased his family with the births of Nellie and Jesse, born in 1855 and 1858. He hit his lowest point in 1857 when he had to pawn his gold watch to buy the children Christmas presents. His father's leather business was doing well, and in May, 1860, he offered Grant the opportunity to join his brothers in Galena, Ohio.

"After an absence of over two years, Captain Grant, to my great delight, resigned his commission in the U. S. Army and returned to me, his loving little wife. How very happy this reunion was! one great boy by his knee, one curly-headed, blue-eyed Cupid on his lap, and his happy, proud wife nestled by his side. We cared for no other happiness."

JULIA GRANT

Rumors of Southern secession swirled in the northern states and materialized on December 20, 1860, when South Carolina seceded and was followed by six more states within two months. Towns throughout the northern states began to raise militias. In Galena, former Captain Grant was immediately remembered as a West Point graduate and a veteran of the Mexican War.

On June 16, 1861, Governor Richard Yates appointed Grant colonel of the Twenty-first Regiment of Illinois volunteers. Eight months later Grant became a national hero after a brilliant victory at Fort Donelson. He succeeded repeatedly in his commands at a time when other Union

generals were failing. Two years later Lincoln promoted him to General of the Army, fueling a meteoric rise which made him a hero and household name. His "favored son" status was reinstated with his father.

When Grant met with Lincoln in late March 1865, the president was insistent that the armies of the rebellion be treated with magnanimity following the surrenders which seemed almost certain. He pressed for generous terms which would make the nation whole again as soon as possible. The surrender at Appomattox was Grant's and Lee's finest hour.

After Lincoln succumbed on April 15, Vice President Andrew Johnson was quickly sworn in. Shocked at the reality of his presidency, many sensed a vindictive spirit in Johnson. Grant told Julia that he dreaded the change. Johnson was keenly aware of Grant's popularity and found several opportunities to ride on his coattails.

Over the next three years Grant's popularity increased while Johnson's shrank. Narrowly escaping impeachment in 1867, his name was never mentioned for re-election in 1868.

Grant rode a groundswell of approval as the Republican party's candidate, defeating his Democratic opponent, Horatio Seymour, governor of New York, with an electoral margin of 214 to 80. It has been said many times about Ulysses S. Grant, "If Washington was the father of our country, Grant was the savior of our nation." He was the only president

General Grant brought his family together for a portrait at their New York home soon after his and Julia's return from their world tour.



between Jackson and Theodore Roosevelt, a period of 64 years, to be elected to and serve two complete terms of office. The entire country, northern and southern states, never forgot his humanity and compassion after the end of the war. The states that elected him could reflect and say, "he won us the war, he helped save the plains Indians, he was a guarantor of Reconstruction, . . . he evinced calm bravery in vetoing the inflation bill of 1874." But he turned his back or was strangely unaware of the graft, corruption, and scandals that plagued his administration.

Following his presidency, Grant, his family, and a large entourage toured the world for over two years in 1876 to 1878. Dignitaries and admirers addressed him as "General Grant" throughout the tour, confirming the reason for his notoriety. He and Julia retired to New York upon their return in order to be near their children. But they always thought of White Haven as home, and continued to visit there as often as possible.

Retired presidents in the 19th century were not supported by generous government pensions as they are today. Several attempts in business failed and Grant took the advice of Samuel Clemens to write his memoirs. As he labored on the manuscript, his doctors discovered he had cancer, probably caused by years of heavy smoking. Focused and determined, he completed his task just four days before he died on July 23, 1885. The memoirs sold over 300,000 copies, providing \$450,000 to take care of his beloved Julia. The memoir has been regarded by many critics as one of the finest works of its kind ever written.

"He was a profound puzzle to his own generation," one biographer said. "The character of his gifts resisted and frustrated their powers of analysis; his taciturnity denied them his own views and justifications for what he had done. Grant was rarely an explainer or justifier. . . He addressed his problems, discharged his mission, and moved on.

"Sigmund Freud credited one of his teachers with a degree of simple common sense so great that it must be said to border

on genius; common sense, judgment, intuition—such things cannot always be dissected. Instead, their consequences should be judged," the biographer concluded. Perhaps Freud's analysis also applied to Grant.

Touring Notes: White Haven and its surroundings have been restored to appear much like they were in the 1850s. The house has no original furnishings and very few period pieces. NPS rangers and interns provide an excellent lecture tour of the site. Be sure to see the movie first

in the welcome center. There is no charge for visiting the site.

After his presidency, Grant designed a 4,000 sq.ft. barn for the purpose of converting White Haven into a farm for breeding fine horses. After it was built, he never realized his dream. Today, the magnificent barn with its finely finished beams has been converted into an excellent museum which reflects each of the periods of Grant's life and provides numerous exhibits dealing with his eight years as president.

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Abraham Lincoln

Abraham Lincoln will always be larger than life itself in the history of our country. As young students growing up in north Alabama, we memorized the Gettysburg Address. We knew the lanky teenager was a rail splitter and that at

17 years old he was 6 feet 4 inches tall, compared to the average American male in 1860 who was 5 feet 7 inches tall. We knew that Abraham Lincoln was self-educated, and yet he was a successful attorney and judge. We studied the Lincoln-Douglas debates on slavery.

Lincoln's ancestors in the U.S. preceded him by nearly 200 years, coming from Hingham, Norfolk, England, and settling in a new village they called Hingham, Massachusetts. Some of the family moved to northeastern Virginia where Lincoln's father, Thomas, was born. Thomas' parents moved to the Kentucky frontier when he was a boy. In 1803 Thomas Lincoln was able to buy his own small Kentucky farm. Six years later on February 12, 1809, Abraham was born to Thomas and Nancy Hanks Lincoln. Abraham Lincoln was to become the first American president born outside of the original 13 states. When Abraham was seven, his father realized that his farmland had "played out," and they moved 75 miles to the northwest in

southern Indiana. [To follow a brief history of Lincoln's adolescent and teenage years, see "Lincoln Boyhood National Memorial" on page 22.]

In 1830 the family began a 200-mile journey into Illinois, again looking for virgin soil to farm. After a short time Thomas Lincoln decided to move again. At this point, Abe, as he was now called by his friends, decided at 22 it was time to make his own way in life. He moved to New Salem, Illinois, and convinced the owner of a general store to hire him as a clerk, quickly gaining permission to sleep in a back room to save money.

With a strong interest in politics, he decided to run for the Illinois General Assembly in 1832. He lost the election but ran again in 1834 and won as a member of the Whig Party. He began to read law intensely, was re-elected on August 1, 1836, and passed the Illinois bar a month later. By the middle of 1837 Lincoln moved to Springfield with all of his possessions in two saddlebags.

The primary national historic site honoring Abraham Lincoln is his home in Springfield along with four square blocks of restored homes which recreate the neighborhood Mary and Abraham would have recognized. The *Welcome Center* offers two movies and an excellent bookstore stocked with titles to satisfy any facet of interest you may have in Lincoln memorabilia. At the Welcome Center, pick up a scheduled entrance time for your guided tour of Lincoln's home. With the historical markers in front of each home, a personal walking tour of the area may be enough to satisfy your interest. However, I strongly recommend the Ghost Tour (\$12, seniors \$10) at dusk to learn the inside stories about the people and politics of the era. Tours begin across the street from the Old State Capitol.

The *Old State Capitol* is five blocks northwest of Lincoln's home. In the courtroom, Mary Todd Lincoln several times each day delivers a moving oration about her life after the assassination. Another actor portraying Lincoln delivers impromptu orations, sometimes with his entourage in tow.

The *Lincoln Presidential Library & Museum*

is open daily from 9 to 5. Admission is \$12, seniors \$9. Hours 9 to 5 daily. The museum is divided into two areas that address the major parts of Lincoln's life: The Pre-Presidential Years and The White House Years. You should allow a half to a full day.

Lincoln's Tomb is located about six miles north on Monument Avenue. Dedicated in 1874, the tomb is the final resting place of Abraham Lincoln, his wife Mary, and three of their sons: Edward, William, and Thomas. Their eldest son, Robert, is buried at Arlington National Cemetery. Open daily 9 to 5 May to Labor Day. Closed Sun/Mon from Sept–Nov & Mar–Apr, hours 9 to 5. Closed Sun/Mon from Dec–Feb, hours 9 to 4. Allow at least an hour.

New Salem State Historic Site. Located 20 miles northwest of Springfield, the reconstructed town with 12 log houses, the Rutledge Tavern, ten workshops, stores, mills, a school and a church is where Lincoln spent his early adulthood. He clerked in a store, split rails, enlisted in the Black Hawk War, read law, served as postmaster, and was elected to the Illinois General Assembly for two terms in 1834 and 1836. The six years Lincoln spent here formed a

turning point in his career and preceded his move to Springfield. An indoor 250-seat theater presents programs throughout the year; an outdoor theater offers summer presentations June through August. The site's 700 acres offer hiking trails, picnic areas, and playgrounds. The campground has 80 sites with electric only for RVs up to 40-ft. in length. Water and dump station available. \$15/night.

There are two other important Lincoln sites: the Lincoln Boyhood National Memorial in Lincoln City, Indiana, and the Abraham Lincoln Birthplace National Historic Site near Hodgenville, Kentucky, just south of Louisville. Since the latter was included in a story on Kentucky, this time we visited the site in southern Indiana.

Information: Online www.lookingforlincoln.com At the historic Union Station, pickup copies of "Central Illinois: Official Visitors Guide" and "Springfield." Also be sure to visit www.nps.gov/linc.

Camping: Double J Campground and RV Park just south of Springfield on I-55 (exits 83 or 88). \$35 per night incl. tax for full hook-ups. Free WiFi.

Abraham and Mary purchased for \$1,500 a one-story cottage with two attic rooms at the corner of 8th and Jackson in 1844, and enlarged it to a two-story with 12 rooms. • At the Presidential Museum, the Lincoln family waits to greet guests.

Springfield became the state capital in 1839 which gave Lincoln's career a boost both as a legislator and an attorney. He began traveling nine counties as a lawyer on the 8th Judicial Circuit. Socially his life was on an upswing after he met Mary Todd, 21, at a dance. On December 3rd, he was admitted to practice in the United States Circuit Court. In June 1840 Lincoln argued his first case before the Illinois Supreme Court. In August he was re-elected to the Illinois General Assembly. In the fall, he became engaged to Mary Todd. Her parents opposed the engagement until the day of their wedding, November 4, 1842.

For the first 18 months of their marriage, the couple lived in rented quarters where their first son, Robert Todd, was born on August 1, 1843. In 1844 Lincoln purchased the only home he would ever own for \$1,500. It was originally a one-story cottage with two attic rooms. As the couple had three more boys, they expanded the house into a two-story structure with 12 rooms.

Lincoln did not seek re-election to the Illinois legislature in 1842. Instead, he concentrated on his law practice for three years and then ran for the U.S. House of Representatives in 1846. After spending months away from his family and his practice in 1847, he returned in October with the decision that he would not seek re-election the following fall. Discouraged with politics, he turned again to building his law practice.

When the passage of the Kansas-Nebraska Act in 1854 reopened the whole divisive question on the expansion of slavery into the territories, Lincoln found himself drawn irrevocably into the fray. After an unsuccessful run for a U.S. Senate seat as a Whig in 1855, he decided to join the newly formed Republican Party in 1856. Rising rapidly in the leadership of his party, Lincoln was put forward in



1858 as their candidate for the U.S. Senate. His acceptance speech, often called the "house divided cannot stand" speech, became embedded as one of the great speeches in American political history.

In the great Lincoln-Douglas debates that were held in seven Illinois cities, Lincoln's logic, moral fervor, elegant language, and skillful debating techniques gained him national attention. Douglas won the Senate race, but Lincoln's emerging status won him the Republican nomination for president two years later.

Lincoln conducted his presidential campaign from his residence, leaving the majority of the speech writing and traveling to others. Running against three opponents, he collected a clear majority (180 votes) in the electoral college but only 40 percent of the popular vote. The Southern states split their votes between Bell (Tennessee) and Breckenridge (Kentucky). Six weeks later South Carolina seceded from the Union.

On February 6, 1861, over 700 well-wishers came to a grand reception at the Lincoln home on the corner of Jackson and 8th Streets. On February 11, one day before his 52nd birthday, the

president-elect bid an emotional farewell at the train station and asked the support of his friends and neighbors in the coming crisis. It was to be the last time he would see his beloved hometown.

After his death on April 15, 1865, Mary Todd Lincoln could not bear to return to the home she had shared with her husband and children. In 1882 the Lincoln's only surviving son, Robert Todd Lincoln, inherited the residence after his mother's death on July 16 of that year. Five years later he gave it to the state of Illinois as a public museum.



Tours of the Lincoln home are scheduled from the Welcome Center with entries every 15 minutes. Below is the living room of the home. • At the Old State Capitol five blocks away, Mary Todd Lincoln delivers a moving oration about her life after the assassination. She could not bring herself to return to their Springfield home without Abraham. • The Presidential Museum across from Union Station is a “must” for your visit to Springfield.



William Henry Harrison

William Henry Harrison began his life as a Virginia aristocrat, but he preferred the lifestyle of a rugged frontiersman. Born on February 9, 1773, at Berkeley Plantation a few miles from Jamestown and Williamsburg, he was the son of Benjamin Harrison, a signer of the Declaration of Independence. He studied classics at Hampton-Sydney College and in 1791 began the study of medicine in Richmond. When his father died unexpectedly, William Henry could not afford to continue his medical studies. He resigned his college appointment and obtained a commission as ensign in the First Infantry of the Regular Army.

His first assignment placed him in

The *William Henry Harrison Mansion* is located in Vincennes, Indiana, a short distance off of the US 41-50 by-pass. Take the Business 41 exit (6th Street) to Harrison Street and turn right. If you are in your motorhome, a large public parking lot is within sight of the house and just a short walk away. If you are using your GPS to guide you through Vincennes, the address is 3 West Scott Street, 47591.

Hours: Jan-Feb, daily 11– 4
Mar-Dec, Mon-Sat, 9– 4; Sun, 11– 4
Closed: Thanksgiving, Christmas,
New Year’s Day

Admission: Adults, \$5; seniors, \$4

the Northwest Territory where he would spend much of his life. The Confederation Congress created the territory on July 13, 1787, with the passage of the Northwest Ordinance. It included the land mass that would eventually become Ohio, Indiana, Illinois, Michigan, Wisconsin and the northern part of Minnesota. Of course, the native Americans had no interest in seeing their lands taken by treaty or by force to satisfy the onslaught of white settlers. Within that disparity of purposes, William Henry Harrison found his career.

Serving as aide-de-camp to General Anthony Wayne at the Battle of Fallen Timbers in August 1794, Harrison saw the final battle of the Northwest Indian War, a struggle between the American Indian tribes affiliated with the Western Confederacy and the United States for the control of the Northwest Territory. The battle was a decisive victory for the U.S., and ended the major hostilities in the region.

Harrison resigned from the army in 1798 and served as secretary of the territory and later became its first representative to the U.S. Congress. After the Ohio Territory was established, he was instrumental in further dividing the Northwest Territory to establish the Indiana Territory in 1800. The following year he became the governor of the Indiana Territory and served for 12 years. Vincennes was designated as the capital and Harrison began construction of his fine two-and-a-half story brick Federal house on a 300-acre estate that he named Grouseland.

“He wanted to make a statement of permanency by building such an imposing home,” Daniel Sarell, executive director of Grouseland, said recently while conducting a tour of the home. “The house was built for defense against Indian attacks. The brick walls are 22 to 28 inches thick and the windows were heavily shuttered. In the event of siege, he had an indoor well dug. The massive brick foundation walls and arched passageways concealed a powder magazine and shot storage.”

The Harrisons had ten children, four of whom were born at Grouseland, with John Scott being the first. While he was being held by his father in a room on the

first floor of the mansion, an unexplained shot was fired from the outside. The bullet passed through the shutter and came very close to John Scott. The little boy later became the father of Benjamin Harrison, the 23rd president of the United States. Thus, he was the son of a president and the father of a president, creating the only grandfather-grandson presidents in our history. The bullet hole in the shutter is still visible today.

Governor Harrison saw as his primary responsibility the opening of lands for white settlement that belonged to the Indian tribes. The Treaty of Greenville following the Battle of Fallen Timbers was signed by Chief Buckongahelas of the Delawares, Chief Little Turtle of the Miamis, sometimes called “the chief of all nations,” and Blue Jacket, the war chief of the Shawnees. Tecumseh, one of the most famous leaders of the native resistance, was conspicuously absent when the treaty was signed. He wanted an individual homeland for the Shawnees. With the exception of Tecumseh who would not come inside the home, all of the chiefs had met with Harrison in Grouseland’s expansive living room.

In 1809, Tecumseh, along with his brother known as the Prophet, began to assemble what appeared to be a powerful Indian confederation to prevent further encroachment on their lands. Harrison asked and received permission from the government in 1811 to attack the confederacy. While Tecumseh was away building his forces, Harrison led a thousand men toward the Prophet’s town. Before dawn on November 7, the Indians attacked Harrison’s camp on the Tippecanoe River. Although Harrison’s army repulsed the attack, 190 were killed or wounded. The battle was indecisive and did not stop Indian attacks, but it did disrupt Tecumseh’s confederation. In the American press, Harrison was given generous credit for his leadership.

During the War of 1812, Harrison was given a commission to lead U.S. forces in the Northwest. In 1813 he crossed into Canada to defeat a combined force of British and Indians at the Battle of the Thames. During the battle, Tecumseh was killed. Without his leadership, Indian resistance in the Northwest subsided.

For the next 26 years Harrison took the role of a gentleman farmer, but he continued to dabble in politics. Harrison was appointed by President John Quincy Adams to serve as the ambassador to Columbia from 1828 to 1830. He received as a gift a macaw who outlived Harrison by over 100 years.

When the Whig Party needed a presidential candidate in 1840 to go up against incumbent Martin Van Buren, General Harrison, who had won battles and advanced the settlement of the West, seemed like the right man for the job. With the slogan “Tippecanoe and Tyler Too,” the Whigs promoted the aristo-

With brick walls 22 to 28 inches thick and heavy shutters, Grouseland was a veritable fortress. Harrison met with several powerful Indian chiefs at the mansion to negotiate treaties. • As governor of the Indiana Territory, he gave elaborate dinner parties for Meriwether Lewis and Aaron Burr. • In the master bedroom, the bed on the left, the table and chair, and the chest-of-drawers belonged to the Harrisons. • Note the scaled-down furniture in the nursery. These were sales samples used by traveling furniture salesmen to take orders for full-scale pieces.



cratic Harrison as a rugged frontiersman who could continue to lead the expansion of the U.S. In his campaign for the presidency, Harrison advocated mandatory military service, veterans benefits, and relief funds for families of deceased veterans. His classical education combined with his military background would have brought abilities to the presidency not seen in his predecessors.

Harrison won easily, collecting 234 out of 294 electoral votes. Shortly after his inaugural speech made in the rain, Harrison developed a terrible cold which led to pneumonia. He never recovered and died on April 4, 1841.

Restored recently, Grouseland brings back the history of the time when settlers were breaking through the barriers of the Alleghenies and the Appalachians

to claim the rich, flat farmlands of a territory that would become Ohio, Indiana, Illinois, Michigan, and Wisconsin. While stoutly constructed, the Federal-style home brought refinements in architecture that mid-westerners thought they had left behind in Philadelphia, Boston, and New York: a cantilevered stair; a second-story portico; and fine furniture from the eastern states and Europe.

Abraham Lincoln's Boyhood Home

Abraham Lincoln later described his years in Indiana, "We reached our new home about the time the state came into the Union. It was a wild region, with many bears and other wild animals still

in the woods. There I grew up. There were some schools, so called; but no qualification was ever required of a teacher beyond 'readin, writin, and cipherin' to the Rule of Three."

The family spent the first winter in a temporary shelter. Since the harvest was long since over, they lived off of wild game, plus corn and pork bartered from their neighbors. In the spring, with the help of neighbors, Thomas Lincoln built a log house for the family of four: his wife, Nancy, Sarah, 9, and Abe, 7. Eighteen months later Nancy became ill with milk sickness and died a few days later. The malady was a common and often

fatal illness on the frontier brought on by consuming milk or meat from an animal that had eaten snakeroot, a poisonous plant that thrived in the harsh environment. They buried Nancy on a knoll about a quarter mile from the home.

Dealing with the necessities of frontier life, within a year Thomas married Sarah Bush Johnson, a widow with three children. Sarah Lincoln was a loving mother and stepmother who made two families into one. She brought with her many books, feeding Abe's greatest pleasure.

As a child, the future president's education was sporadic. He walked two miles to a schoolhouse when he was not needed to work on the farm. Despite a lack of formal education which was simply not available, Lincoln read every book he could borrow. The local people were amazed at his strength and ability to split fence rails from logs, a skill that earned him considerable money.

As he reached his upper teen years, he spent many days operating Taylor's Ferry across the Ohio River near Anderson's Creek, giving him the opportunity to visit with travelers from all walks of life who were following the Cumberland Trail west.

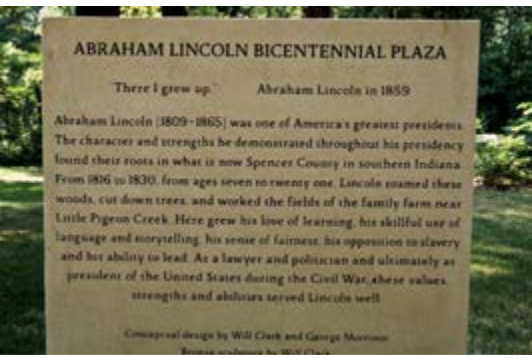
In 1828 Lincoln and Allen Gentry piloted a flatboat loaded with farm produce to New Orleans. On their way the two boys fought off a robbery attack by seven men. It was both of the young men's first venture outside of the rural farmland where they had grown up. In New Orleans, Lincoln at the age of 19 witnessed a slave auction, a horrifying experience that formed his position on slavery as morally wrong. At the other end of that spectrum, Lincoln's time spent in

In the winter of 1816, Thomas Lincoln moved his family from Hodgenville, Kentucky, to land he could homestead along Little Pigeon Creek in southern Indiana, approximately 30 miles north of Owensboro, Kentucky. Indiana became a state on December 11, about the time they moved.

The *Lincoln Boyhood National Memorial* preserves the site of the farm where Abraham Lincoln lived during his adolescence and the traditional gravesite of his mother, Nancy Hanks Lincoln. An impressive memorial building commemorates Lincoln's Indiana years. A recreated living history farm demonstrates what frontier life would have been like 200 years ago.

Lincoln State Park has electric hookups at each campsite but no sewer. Water spigots are sometimes shared between campsites and you may need as much as 100 feet of water hose to connect. There is a state park entrance fee of \$7.00. The campsite charge including tax is \$17.34. If your coach is 40 feet or longer, you may want to check your assigned site before you drive into the camping area, and make sure it is both long enough and level enough. The park is very attractive with many miles of hiking trails and a beautiful lake with boat rentals.





southern Indiana, which had sympathies more akin to slave-holding Kentucky just across the Ohio River, may have given him an understanding of and sympathy for the South that helped him meet the challenges of the Civil War with compassion and insight.

In 1830 Tom and Sarah Lincoln decided to move to Illinois. Abe remained with them for the move and a year later at 22, moved to New Salem, Illinois, to

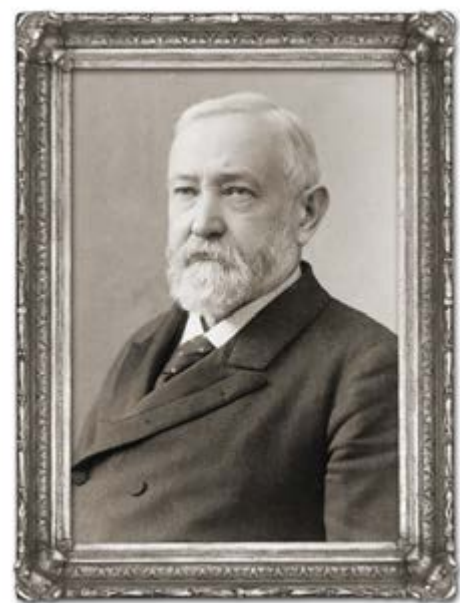
In 2009, the bicentennial of Lincoln's birth was celebrated at all of the national historic sites which honor him. At Lincoln's Boyhood Home, a new plaza was designed featuring quotations from many of his speeches. • The entire Gettysburg Address is engraved on two large tablets flanking a bronze bust of Lincoln. • The Visitor Center, built in the 1940s faces a mall which leads to a flag plaza. • Although a number of cabin sites have been found on Thomas Lincoln's farm, archeological research identified the most likely site where he first lived with Nancy Hanks Lincoln and his two children, Sarah and Abraham. Bronze castings replicating the cabin's sill logs and its fireplace permanently mark the site. • *Opposite page:* On a knoll about a quarter mile from the cabin, visitors may visit Nancy's grave. She died of milk sickness two years after the family moved to southern Indiana.

seek work and make his own way in life.

With the passage of time, the sites in Indiana associated with the Thomas Lincoln family began to disappear. In 1879 Peter Studebaker placed a headstone to mark the probable site of Nancy Hanks Lincoln's grave. The landowners donated the site to the county. In later years the state of Indiana acquired the gravesite and purchased additional acreage which included Thomas Lincoln's original farm. The approximate location of the Lincoln cabin was marked and the state opened the Nancy Hanks Lincoln Memorial to the public.

In the 1930s with the help of the Civilian Conservation Corps, the state developed and opened the Lincoln State Park. In the 1940s a handsome stone memorial building with landscaping by Frederick Law Olmsted, Jr., was built. In the 1960s the state donated 100 acres of the park to the newly created Lincoln Boyhood National Memorial.

Today, the visitor center is in the memorial building. The recreated farm consists of a log cabin, outbuildings, garden, orchard, cultivated fields, and livestock. The staff members of the Lincoln Living Historical Farm dress in period clothing and demonstrate the daily activities of a farm in the early 1800s. Located on the traditional site of one of Tom Lincoln's cabins, the Lincoln Cabin Site Memorial has been created with bronze castings replicating the cabin sill logs and the fireplace.



Benjamin Harrison

Benjamin H. Harrison was born on August 20, 1833, in North Bend, Ohio, preceded by three generations who were integrally involved in the political life of this nation. Some said that he was destined to hold a high office, if not the highest in the land. His father, John Scott Harrison, represented Ohio for two terms in the U.S. House of Representatives. His grandfather, William Henry Harrison, was the first governor of the Indiana Territory and the ninth President of the United States. He was named for his great-grandfather, Benjamin Harrison V, who was a governor of Virginia and a signer of the Declaration of Independence.

Harrison was educated at Farmer's College in Cincinnati, and later graduated with distinction in 1852 from Miami University in Oxford, Ohio. The following year he married Caroline Lavinia Scott, a graduate of Oxford Female Institute and an accomplished artist and musician, whom Harrison met while a student at Miami University. He originally planned to study for the ministry, but his interests turned to law. He read law and prepared for his bar exams under the direction of the Honorable Bellamy Storer in Cincinnati. In 1854 the couple moved to the growing town of Indianapolis where he pursued his career.

His law practice flourished and he and Caroline moved to a series of residences,

Located in what is now a congested area of Indianapolis at 1230 North Delaware Street, Benjamin Harrison's Italianate Victorian house was built in 1874-75 at the height of his prosperous career as an attorney. Except for his four years in the White House, he lived at this residence with his wife Caroline (who died in the White House of tuberculosis in 1892), and later with his second wife, Mary Lord Dimmick. Although his son, Russell, was 20 when the house was completed, both he and his younger sister, Mary, had bedrooms in the home.

Following the tradition of presidential candidates in the 19th century, Harrison campaigned from his front porch, giving 80 speeches to crowds estimated at 300,000 during his six-month race against Grover Cleveland.

Today the house is center of activities that take place throughout the year. Five times a year, the past comes alive with portrayals of President Harrison, his family, and the household staff as they are recreated by actors who carry on the daily routines of life in the home. Two such occasions remain in 2010, November 2 and December 11. *Times*: 10-3. *Admission*: adults, \$9; students (5-17), \$4.

Unusual for presidential homes and libraries, the *Benjamin Harrison Presidential Site* offers at least two plays each year—*Victorian Theatre by Candlelight*. The first play, "Murder and Mystery in the Mansion," ran in April and May. The second play, "Ghost Tales of the Witch and Famous," is running this month (Oct. 15-16, 22-24). Call 317-631-1888 for times.

Current Exhibit Until Nov. 4, 2010. "All Aboard! Making Tracks with the Presidential Train." President Harrison, along with members of his family and cabinet, traveled 10,000 miles by train in April and May 1891 to get in touch with his constituency. The exhibit features artifacts and photography of this notable tour, along with other presidential train journeys made by Lincoln, Garfield, Hayes, McKinley, and Theodore Roosevelt.

A Candlelight Evening on Delaware Street. Wednesday, Dec. 29, 2010. An evening of historic tours and elegant dining. Reservations required. 5:30-9:3. \$75 per person.

The following events happened earlier this year, but similar events will be scheduled in 2011 if you are planning your visit then. Call 317-631-1888 or visit www.pbhh.org for information and schedules.

Benjamin Harrison Day, March 23. Home/museum tours on the half hour from 10 to 3:30. Ceremonies at the State House at 10 and 12:30.

Stroll into Spring, scheduled in May. A progressive dinner at the Harrison Home and the Morris-Butler House museums. \$70 per person.

Repeating Exhibit. Flag Day Month-Long Celebration, June 14-July 14. During President Harrison's administration (1889-1893), three flags were flown over the United States: the 38-star flag (1877-90), the 43-star flag (1890-91), and the 44-star flag (1891-96). Six states came into the Union during his term: North Dakota, South Dakota, Wyoming, Montana, Idaho, and Washington.

Wicket World of Croquet®. Enjoy croquet as it was meant to be played, in the Victorian setting of President Harrison's home. Forty teams of two vie for the coveted trophy in this 17th annual event. Lunch and equipment provided. Reservations required. \$110 per team. Call for date and times.

35th Annual Ice Cream Social. July 4. Ice cream, music, games, crafts, and patriotic spirit abound at the President's Home on Independence Day. 11:30-4. Adults, \$10, students, \$4.

Benjamin Harrison's Birthday. August 20. Enjoy a free tour of the home and museum and complimentary birthday cake. 12-6 (last tour begins at 5:30).

Admission to the Home-Museum: Adults, \$8; seniors (65+), \$6; students 5-17), \$3.

Parking: There is no parking available for motorhomes at the Harrison Mansion. Street parking and nearby parking lots (hourly fees) for automobiles.

Camping: Between Lincoln's Boyhood Home and the Harrison Mansion in Indianapolis, we camped at Brown County State Park. Rates start at \$10 per day. Our next campsite was East Harbor State Park a few miles from Fremont, Ohio. This location placed us close to the Hayes Presidential Center which we visited the next day (\$30/night, elec. only).

each larger and more spacious than the last. They now had two children, Russell, born in 1854, and Mary, born in 1858. In 1861 he was appointed an elder in the First Presbyterian Church in Indianapolis, a position he held until his death. The couple in 1867 selected a double residential lot on North Delaware Street, at that time on the outskirts of the city, but it was not until 1874 that they began construction of their 16-room Italianate Victorian mansion where he would live until his death in 1901.

When the Civil War began, Harrison was 28. He enlisted and formed Indiana's 70th Regiment of Volunteers. As was often the case, governors appointed professional men of status as officers. Harrison was appointed a 2nd lieutenant, and later captain and full colonel. After demonstrating leadership and bravery, he was later commissioned brevet brigadier general near the end of the war.

Returning from the war, he gained fame as a prosecutor in the sensational murder trial of Nancy Clem. With significant name recognition in the state, Harrison ran for governor but lost his bid. He subsequently won two terms to the U.S. Senate. In his presidential campaign against Grover Cleveland in 1888, Harrison lost the popular vote by a narrow margin but became president by winning in the Electoral College. Four years later Cleveland ran again and defeated Harrison.

Harrison was most pleased with his successes in foreign policy, and presided over the first Pan-American Conference in Washington in 1889. He believed in civil service reform and increased the number of positions that were controlled by the Civil Service Commission.

Under his administration, the United States Congress approved the first billion dollar budget. Moving toward a stronger federal government, Harrison oversaw the passage of the Sherman Silver Purchase Act of 1890, the McKinley Tariff, which raised duties on imports as much as 48 percent, and a number of appropriations bills for veterans' pensions, naval expansion, and seacoast fortifications. He also signed the Sherman Anti-Trust Act.



Grover Cleveland, riding a wave of populist sentiment, ran against Harrison again in 1892 and defeated him, making Cleveland the only president in our history to serve two terms that were not consecutive. Suffering from tuberculosis, Caroline Harrison died two weeks before the election.

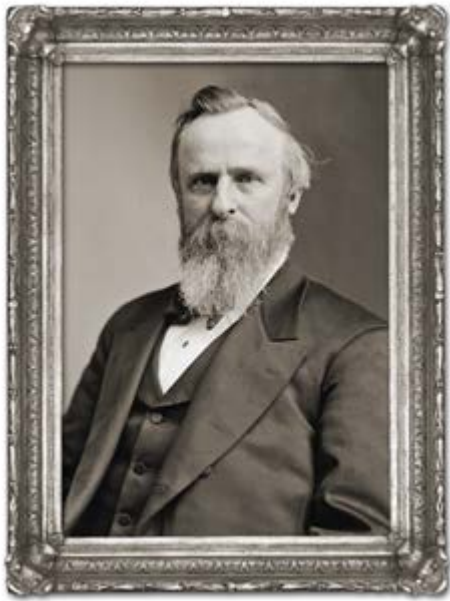


Harrison returned to his successful law practice in Indianapolis and began work renovating his home. He installed electricity, added the present columned front porch, and redecorated the front parlor. In 1896 he married Mary Lord Dimmick, his first wife's niece who was in her mid-thirties. A daughter, Elizabeth, was born to the couple in February 1897. Elizabeth died in 1955, but her daughter Jane Garfield (b. 1923) is still living.



Mary Harrison sold the house and most of its furnishings in 1937 to the Arthur Jordan Foundation. Fourteen years later the foundation opened the home to the public. Today 10 of 16 rooms are restored and furnished with original Harrison items and period pieces.

Benjamin and Caroline Harrison built their Italianate Victorian home in 1874-75. He continued to live there after his White House years and his marriage to Mary Lord Dimmick. • The house is filled with antiques which include his desk and a horn chair from one of his Texas admirers. • Harrison's folding desk was used in his law practice and is now on exhibit in the museum on the mansion's third floor. The desk is on wheels and can be locked and stored in any convenient corner. • *Above:* Detail of the brackets supporting the eaves of the roof are unique to this style of architecture. The stone window treatments add another distinctive feature.



Rutherford B. Hayes

Born in Delaware, Ohio, on Oct. 4, 1822, shortly after his father's death, Rutherford B. Hayes had a mentor from the moment he took his first breath. His mother's younger brother, Sardis Birchard, with no children of his own, all but adopted young Rutherford and his older sister, Fanny.

After graduating from Harvard Law School in 1845, Hayes began his law practice in Fremont and soon became a prominent citizen of the town. Seeing the need for a larger venue for his skills, he moved to Cincinnati in 1849 where both his law practice and his political career began to blossom. While visiting on the campus of Cincinnati Wesleyan Female College, Rutherford first heard the "merry peal" of Lucy's laughter when she was only fifteen. He was nine years her senior. They met again while members of a wedding party. After finding a gold ring, a prize in his piece of wedding cake, he gave it to Lucy. When they were married two years later at her parents' home, Lucy gave Rutherford the same gold ring and he wore it for the rest of his life. They continued living in Cincinnati until the Civil War, by which time they had three little boys. Both their fourth son, Joseph, and their fifth son, George, were born during the war and died before they were two years old.

While practicing law in Cincinnati, Hayes was strongly influenced by Lucy's

thoughtful opinions in both politics and social issues. Her anti-slavery sentiments inspired him to defend runaway slaves who had crossed the Ohio River. Determined to see an end to slavery, Hayes enlisted as a major in the Twenty-third Ohio Volunteer Infantry when he was nearly 40 years old and had three children. He was often in the thick of battles and was wounded five times before the war was over. Whenever his regiment was not in battle, Lucy would visit Rutherford in the field and, along with her brother, Joe, who had joined the Ohio regiment as a surgeon, would also visit and take care of sick and wounded soldiers.

Hayes' battlefield record continued to draw promotions until he achieved the rank of brevet major general. While he was still in service, the Cincinnati Republicans nominated him for the House of Representatives and managed his campaign in his absence. He refused to campaign personally, saying, "an officer fit for duty who at this crisis would abandon his post to electioneer for a seat in

The life and times of the Hayes Family cannot be separated from Sardis Birchard and Spiegel Grove. Born in January 1801 in Wilmington, Vermont, both of Birchard's parents had died by the time he was 12. For the next nine years he lived with his older sister, Sophia, and her husband, Rutherford B. Hayes. In 1817 Hayes moved the family to Delaware, Ohio, just a few miles north of Columbus. Five years later in 1822 when his wife was expecting their second child, Rutherford B. Hayes died. The new baby boy received the name of his father.

Sardis, 21, stepped into a leadership role to manage his brother-in-law's estate. The family now included Sophia, Fanny, and Rutherford B. Hayes, Jr. Sardis began to plan his nephew Rutherford's life and oversaw his education through prep school, Kenyon College, and Harvard Law School. His business acumen led Birchard to success in several businesses: merchandising goods to the Indians, selling livestock, amassing real estate in five Ohio counties, and opening a bank in Fremont, where he eventually established his residence. On his daily trips to his office, Bir-

chard admired a property with great trees and deep woods. Walking over the property after a good rain, he was fascinated with the reflections of the trees in the clear pools of water as if they were mirrors. The woods reminded him of the fairy tales of his youth and the German word for mirror, *spiegel*, came to his mind. After he bought the property, he named it Spiegel Grove.

He envisioned the grove as the future site for a home for Rutherford, now married, and his family, with whom Birchard planned to spend his final years. Birchard began building the brick home in 1859, but military and political obligations prevented Hayes and his family from living there until 1873. Ready for occupancy in 1863, the home was remodeled and enlarged at least three times in 1873, 1880, and 1889 as the family grew.

The *Hayes Museum and Library* was constructed on the grounds of Spiegel Grove in 1916. Two additions were made in 1922 and 1969. The research library contains approximately 70,000 volumes, including the president's personal library. Visits to the museum are self-guided while visits to the home are docent-led. Tours of the home

begin on the half hour, starting at 9:30.

When we visited the home in early August, most of the rooms were undergoing extensive renovation. Completion of the restoration is expected in November, 2011.

The *Hayes Presidential Center* is located at the intersection of Hayes and Buckland avenues in Fremont.

Hours: Tue-Sat, 9-5; Sun & federal holidays, noon-5; closed Mon. Closed on New Year's Day, Easter, Thanksgiving and Christmas.

Admission: Home or Museum — adults, \$7.50; seniors and AAA, \$6.50; children 6-12, \$3.

Both Home & Museum — adults, \$13; seniors and AAA, \$12; children 6-12, \$5.

Parking: No charge. Motorhome parking is available on the north side of the museum.

We continued to camp at East Harbor State Park on Lake Erie northeast of Fremont, Ohio, because of its location near both the Hayes Presidential Center and the James A. Garfield home in Mentor, Ohio.

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Sardis Birchard discovered the property he named Spiegel Grove when he moved his businesses to Fremont, Ohio. He began building the brick home in 1859 for his nephew Rutherford B. Hayes. After Hayes was finally able to occupy the mansion in 1873, he enlarged and remodeled at least three times. • Frequent dinner parties at Spiegel Grove were hosted by Lucy and Rutherford (front right). • The Hayes Museum and Library was constructed on the grounds of Spiegel Grove in 1916. Two additions were made in 1922 and 1969. The library contains over 70,000 volumes including the president’s personal library.

Congress ought to be scalped.” He won the election anyway but did not resign from the Army until May 1865 after the South had surrendered. While Lucy did not move to Washington to live, she visited as often as possible and sat in the gallery to listen to debates, especially those on Reconstruction. The couple’s sixth child, Fanny, was born in September 1867.

After his two-year term in the House, Hayes was elected governor of Ohio in November 1867. His effectiveness in pushing through new legislation in post-war Ohio was negated since both state houses had strong Democratic majorities. With little hope of passing controversial legislation, he focused on overdue reforms needed in state institutions. He and Lucy often visited prisons, correctional institutions for boys and girls, and hospitals for the mentally ill, deaf, and mute.

During her husband’s two terms as governor, Lucy began her role as hostess. Since there was no governor’s mansion, they rented houses near the Capitol to entertain. In 1871 Rutherford opted not to run for a third term, perhaps influenced by the birth of the couple’s seventh child in February. In the Spring of 1873, the family moved to Spiegel Grove, the home that had been waiting for them for over 12 years. In August Lucy gave birth to their eighth and final child, a son whom they named Manning Force Hayes. Four weeks later she turned 42. Sadly, Manning died one year later on Lucy’s 43rd birthday.

In 1875 Republican party leaders convinced Rutherford to run for a third term as governor. He won, and during this term was nominated for President at the Republican National Convention in June 1876. The Democrats nominated Samuel J. Tilden, governor of New York. The election was extremely close and had to be decided by an electoral commission appointed by President Grant. Tilden won the popular vote by 264,000 votes. Hayes’ election depended on getting all of the contested electoral votes from Louisiana, South Carolina, and Florida. If Tilden got one vote, he would win. The 15-member commission consisted of five from each house of Congress and five from the Supreme Court— eight Republicans and seven Democrats. Each member voted strict party lines, and Hayes won, only two days before the scheduled inauguration.

The new president’s dignity and integrity revived the prestige of the presidency, which had been tarnished by the incompetence of Johnson and the scandal-ridden administration of Grant. Lucy and Rutherford moved into the White House with six-year-old Scott, nine-year-old Fanny, and 21-year-old Webb who served as his father’s personal secretary. Lucy brought grace, elegance, and refinement to the White House. She was the first president’s wife to have a college degree, and the first to be called the “First Lady.”

Hayes immediately was confronted with a plethora of problems ranging from withdrawing Federal troops from the statehouses in South Carolina and Louisiana, civil service reforms, labor strife, Chinese immigration issues, and signing a bill to allow women to argue cases before the U.S. Supreme Court. He honored his pledge to serve only one term and retired to Spiegel Grove in 1881.

Rutherford prepared for his retirement by building an addition to the house that nearly doubled its size, adding a library, a drawing room, more bedrooms, and indoor plumbing. The construction of a fourth-floor cupola that Lucy used as a greenhouse for her plants and a four-story walnut and butternut staircase were the two most extravagant features of the last expansion.

Hayes remained active with humanitarian causes such as prison reform, education, aid for black schools, veterans' affairs, and local charities. Lucy devoted herself to the Woman's Relief Corps, teaching a Sunday School class, better prison conditions, and other social causes.

On a summer afternoon in 1889 while watching Scott and Fanny play tennis with their friends, Lucy suffered a severe stroke. She died in her sleep on June 25, two months short of her 58th birthday. Rutherford died three years later. The two are buried together at Spiegel Grove.

The couple's second son, Webb Cook Hayes, born in March 1856, had a most notable career, both in the military and business. He served in the Spanish-American War, the Philippine Insurrection, the Boxer Rebellion, and World War I. He was awarded the Congressional Medal of Honor for heroism during the Philippine Insurrection. In the early 1900s, he was the co-founder of the company that was the forerunner of Union Carbide.

James A. Garfield

James A. Garfield was born on November 19, 1831, in Orange Township, Ohio. He was the fifth child born to Abram and Eliza Ballou Garfield, and the last president to be born in a log cabin. His father died 17 months after he was born, leaving the family in poverty.

A scholar throughout his life, Garfield attended the schools in the township. As a teenager he left home to work on boats towed by draft horses in the Ohio canal system. Never having learned to swim, he nearly drowned more than once and may have contracted malaria from the disease-ridden waterways. Seriously ill, he was forced to return home where his mother nursed him back to health. From 1851 to 1854 he studied law, mathematics, geology, geography, the classics, plus Greek and Latin at Western Reserve Eclectic Institute (later called Hiram College). He completed his college work at Williams College in Williamstown, Massachusetts where he graduated in 1856 with honors. Strong interests in religion and education led him to become a teacher, college president, and minister by the time he was 28. With his knowledge of Greek and Latin, he could translate manuscripts from either language into English.

In 1858 Garfield married Lucretia Rudolph, a childhood friend. They would have five sons and two daughters. That same

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year he won a seat in the Ohio state senate.

Earlier in his life he was a conscientious objector, but the evils of slavery and his desire to see it eradicated in the U.S. caused him to change his position. In 1861 he raised a regiment of soldiers and entered the U.S. Army as a lieutenant colonel of the volunteers. With no military training he advanced to brigadier general by March 1862. He led forces at the Battle of Middle Creek in Kentucky and fought at Chickamauga in Georgia.

Garfield was elected to the U.S. House

of Representatives in November 1862, but opted to stay with his troops until December of the following year. Legend has it that President Lincoln singled him out, urging him to resign his commission to take his seat in Congress. Lincoln is said to have told Garfield that he had enough generals on the battlefields, but needed more support in the halls of Congress.

Garfield served 17 years in the House of Representatives. As a leader of the Radical Republicans, he believed strongly in a stern Reconstruction. As head of the House Appropriations Committee from 1871 to 1875, he managed the nation's finances, reduced government spending, and fought inflation. He pushed for civil service reform to end the abuses of the patronage system which often put incompetent people in critical positions.

At the Republican Convention in June 1880, Garfield won the nomination for the presidency on the 36th ballot. Using the "front porch" campaign method, Garfield drew thousands of reporters and the general populace to Mentor to learn his positions on the issues of the day. The Lake Shore and Michigan Southern Railroad, whose tracks ran across his farm, set up a regular stop at the lane that led to his home. He was elected by a substantial margin in the



After Garfield's death, Lucretia lived in Mentor full-time from 1886 and directed the development of the farm and property. Her new wealth enabled her to transform Lawnfield into a splendid country estate. She remained in mourning for the balance of her life, but actively made Lawnfield the focus of extended family life. She thoroughly enjoyed her children and grandchildren.

Electoral College but won the popular election by fewer than 10,000 votes.

Four months later on July 2, 1881, as President Garfield passed through the train station in Washington, he was shot twice in the back by Charles Guiteau, a Stalwart, who had been turned away from a position he had sought in the new administration. Garfield died on September 19 because of an infection resulting from the inability of his doctors to remove the bullet.

Lucretia Garfield died at her winter home in California on March 13, 1918, at the age of 85. Lawnfield remained in the family until 1936 when it was donated to the Western Reserve Historical Society.



James A. Garfield bought the 160-acre Dickey farm in November 1876. The farm was rundown and badly needed repairs, but its proximity to a major road and a nearby rail line outweighed its state of disrepair. He hoped it would become a place "where I can put my boys at work, and teach them farming" and "where I can touch the earth and get some strength from it." Four years later Garfield had remodeled the one-and-a-half story, nine room house into an impressive two-and-a-half story home with 20 rooms. He and his wife, Lucretia, certainly needed the space because they had five boys and two girls. They named their estate Lawnfield.

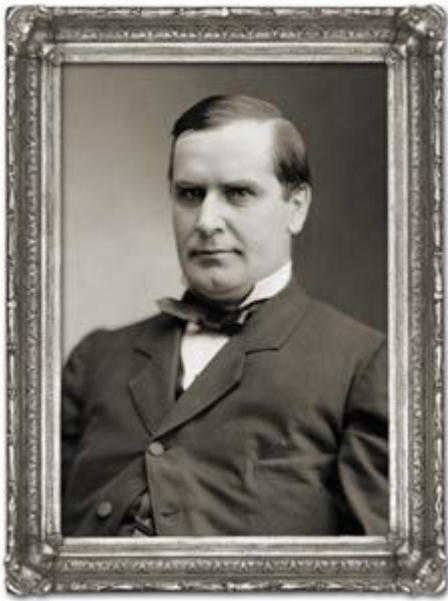
Today the *James A. Garfield National Historic Site* is the center of an eight-acre tract at 8095 Mentor Avenue in Mentor, Ohio, about 20 minutes northeast of Cleveland near the shoreline of

Lake Erie. After Garfield's assassination, Lucretia and the family lived at Lawnfield and made improvements to the property with contributions made by the American public. In the mid-eighties, she added a wing to the main house to serve as a presidential library plus a vault to safeguard her husband's papers and books. She oversaw the construction of a farm overseer's residence; a gasholder to provide fuel for cooking, heating, and lighting; a chicken coop; a carriage house; and a windmill to supply water.

Parking: Free. No marked spaces for motorhomes. A shopping center less than a mile away will allow you to leave your coach and visit the Garfield home in your car.

Admission: Adults, \$5

Hours: May through October, 10-5 Mon through Sat; 12-5 Sun. November through April, 12-5 on Sat & Sun only.



William McKinley

William McKinley, the seventh of nine children, was born in 1843 at Niles, Ohio. Nine years later, his father, an ironmaker, moved to nearby Poland. McKinley attended local schools and in 1860 enrolled at Allegheny College, in Meadville, Pennsylvania. Illness and family financial problems forced him to return home after only one term. He then taught at a rural school and clerked in the post office.

In 1861 McKinley enlisted as a private in an Ohio infantry regiment that was



to be commanded by Col. and future-President Rutherford B. Hayes. McKinley participated in several battles and by war's end had achieved the rank of brevet major. Upon his return to Ohio, he read law with a Youngstown firm, and in the fall of 1866 entered Albany (N.Y.) Law School. Before graduating the following spring, however, he went back to Ohio. Admitted to the bar later that year, he

Constructed in 1905, nine states contributed the materials to build the McKinley tomb.



The home of William and Ida McKinley no longer exists, lost to a declining neighborhood and the Depression of the 1930s. The *William McKinley Tomb* on a high knoll overlooking the city of Canton (at 800 McKinley Monument Dr. NW) is a testament to the gratitude of his hometown and the respect he received from many states who donated both funds and materials to construct the tomb. Designed by architect H. Van Buren Magonigle, the circular, domed, pink granite memorial rises 96 feet above the ground and measures 79 feet in diameter. The double bronze doors of the entrance were the largest in the nation at the time of installation. Originally a long narrow reflecting pool stretched out from the base of the hill in front of the memorial. This feature, together with the 108 stone steps that lead up to the mausoleum, symbolized the President's sword in time

of war. In 1951 a depressed lawn replaced the pool. Midway up the steps is a large bronze statue by Charles Henry Niehaus of President McKinley delivering his last speech in Buffalo. The remains of William and Ida McKinley lie side by side in two polished, dark-green, granite sarcophagi, resting atop a ten-foot-square of polished dark maroon granite in the center of the circular interior. The entablature and frieze extending round the bottom of the tomb contain some of the words from McKinley's last speech.

Museum Hours: 9-4, Mon-Sat; 12-4, Sun.

Museum Admission: Adults, \$8; seniors (60+), \$7; children (3+), \$3

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onto the website www.bearcreek.us *Camping Fee:* Full hookups, \$39.41 – \$51.28.

The Resort boasts a Western flair, with guided horseback rides along wooded trails and pony rides for little buckaroos. Located just 7 miles South of Canton, Ohio, the campground offers hookup options for all types of RVs, including compact van conversions to luxury motorhomes with slide-outs and 50-amp service. The resort also offers twelve cabins and cottages.

Amenities include a large outdoor pool, a five-acre fishing lake (catch 'n' release), paddleboat rentals, miniature golf, hayrides, planned weekend activities (May-Oct), playground, game room and ATV trails nearby. This is the closest KOA to the National Pro Football Hall of Fame, the largest Amish community, the McKinley Presidential Library and Museum, Warther Museum and Knife Factory, and Lehman's Hardware.

established a practice in Canton.

McKinley, a Republican, campaigned for his Army friend Rutherford Hayes in his successful gubernatorial race. In 1871 he married Ida Saxton, daughter of a local banker. Following the early deaths of two daughters, Ida, who suffered from epilepsy after 1873, became a semi-invalid and remained so for the rest of her life.

From 1871 to 1875 McKinley practiced law and aided the Republican cause. He ran for a U.S. House of Representatives

seat in 1877 and won. Serving seven consecutive terms, McKinley won prominence in both state and national party affairs.

Although McKinley was a possible compromise presidential candidate in the 1888 Republican convention, he resolutely backed his close friend Ohio Senator John Sherman, who lost to Benjamin Harrison. During the convention, McKinley caught the attention of Marcus A. Hanna, a wealthy Cleveland businessman who was to become his friend, political

mentor, and manager. In 1889 McKinley failed to win the speakership of the U.S. House of Representatives. But he became chairman of the Ways and Means Committee, where he spearheaded the highly protective McKinley Tariff of 1890.

A Democratic gerrymander in Ohio in 1890 cost McKinley re-election, and nationally the Republicans suffered a landslide defeat in the House elections, largely because of their tariff position. McKinley made a strong comeback and readily won two terms as governor (1892-96). In 1892 he chaired the Republican national convention, at which he received a considerable number of votes though he lost the nomination to incumbent President Harrison.

In 1896 McKinley easily gained nomination. In a fierce contest on the heels of a depression, Democrat William Jennings Bryan advocated inflationary silverite policies while McKinley defended the gold standard in a "front porch" campaign. McKinley addressed select delegations at his home in Canton while Hanna directed the nationwide offensive.

McKinley won the first popular vote majority since 1872, and the Republicans continued the congressional dominance they had gained in 1894 and were not to lose until the elections of 1910.

In 1895 Cuba renewed its sporadic revolt against Spain. About the same time, the U.S. battleship *Maine*, on a courtesy call to Havana, mysteriously exploded and took the lives of 260 men. Blaming Spain, interventionists cried "Remember the Maine." Although Madrid made some concessions on Cuba, McKinley bowed to practically irresistible public and congressional pressure and demanded independence for the island. On April 25, 1898, Congress declared war.

U.S. sea and land invasions of Cuba, Puerto Rico, Guam, and the Philippines quickly brought Spain to her knees. The Treaty of Paris recognized Cuba's independence, and granted Puerto Rico, Guam, and the Philippines to the United States. In 1900 McKinley appointed William Howard Taft as head of a commission that was to set up civil rule for the Philippines.

Continued on page 46

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Hear That Rattle? You Can Snake Proof Your Dog.

by Dr. John P. Pilarczyk

As I was perusing the forum on the tiffinrvnetwork.com web site, I noticed a few questions about snake proofing your dog.

There are various trainers to help you with this process. I highly recommend snake proof training for the safety of your dog and also your safety as many dogs have warned their owners that a snake is present. If you live in the southwest or southeast, it is highly advisable to get this training for your dog.

Dogs, by nature, are very curious and if they come upon a snake, snake proof training should stop that curiosity and prevent the encounter. Dogs are trained to smell the snake, hear the sound the snake makes, and recognize the site of the snake at which point an electrical stimulus is given to the dog from a remote position so as not to associate the stimuli with the owner.

Snakes used in training are usually rattlesnakes since these are the most common bites. Snake proofing will not keep your dog away from other snakes as they smell and behave differently.

So, how does snake proofing work? The canine is first fitted with a shock collar to give him or her electrical stimuli every time the canine approaches the rattlesnake. As the dog hones in on the snake, either by scent or hearing the rattle, the shock collar is tripped and the canine retreats. Continuous exposure should make a lasting impression on the dog and when out in the field, without the collar, the dog should avoid the snake and warn you of its existence.

How successful is snake proofing? If a dog is not using its sense of smell or hearing or visual detection, it may encounter a snake by mistake. In most cases, once the dog smells or sees the snake, it will avoid it, remembering the negative stimuli.

The duration of snake proofing varies. Your dog may need a refresher course periodically. It is recommended to do this in the spring as snake encounters increase in spring and summer.

If you live in an area that has venomous snakes, it is to your benefit and the dog's benefit to have your dog snake proofed. Depending on the location of a snake bite, it can cause severe tissue destruction and possibly cost your dog's life. If your dog is bitten and requires treatment, anti-venom is very expensive. It can cost as much as three to four thousand dollars to treat your dog.

Snake proofing should be left to professional trainers. Using things like rubber snakes will not work as the dog can smell the rubber snake and know it is not real. It is best to have a professional trainer handle your dog so that the dog does not associate any cues you may give him before he is given the aversion stimuli.

Dr. Pilarczyk practiced veterinary medicine for 38 years in Tampa, Florida. He and his wife, Kay, travel most of the year in their 2007 Phaeton.

There are those of you who think using an e-collar on a dog is cruel. This is not true. It is a short stimuli based on the dog's size and lasts only seconds. The e-collar is not at all painful compared to the bite of a rattlesnake.

There are other venomous snakes such as copperheads, water moccasins and coral snakes. These snakes smell differently and do not have a rattle or other warning device.

Continued on page 46

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Full-Timing For 30 Years!

Text and Photography by Fred Thompson



East Chicago, Indiana. May 1944.

Dail Martin, 17, had just finished his eleventh-grade year in high school. In its thirtieth month, World War II was raging in the European and Pacific Theaters. D-Day was two weeks away, unbeknownst to the American public.

One of eight children, Dail had four brothers and three sisters. Three older brothers were already in the U.S. Navy and Dail wanted to join them. Thousands of young men were joining before completing high school after the U.S. military lowered the age to 17. His parents agreed to let him join and signed the required parental approval.

Dail did his boot camp in Jacksonville, Florida, in the V-6 program for aerial gunners. Within a year he was stationed at the Naval Air base in Panama, assigned as a waist gunner on a Martin patrol bomber which had five crew members. "We were well armed," Dail explained. "The plane had 50-caliber machine guns in the nose, tail, and mid-section plus a pilot and co-pilot. We also carried torpedoes, bombs, and depth charges."

When Japan signed the papers of surrender on August 14, 1945, Dail Martin's naval career was essentially over. Although his enlistment was originally for four years, the Navy, with more personnel than they needed, began to offer "two years and out" deals. Dail accepted in 1946 and went home to finish his senior year in high school. Before he was discharged on July 3, 1946, the youngest brother also joined the Navy, giving the five Martin brothers some notoriety and the Navy some excellent publicity. A large, framed photograph of the five men in their uniforms now hangs in the Veterans Affairs Building in Peoria, Illinois.

Sixty-four years later Dail still marks July 4, 1946, as the most fortuitous day of his life. The day after his discharge from the Navy he met Sue Brite at a church picnic. Still in her early teens, Sue's mother had decreed that she could not go out on a date for at least another year, and certainly not with an ex-sailor. Perish the thought! Both from strong Baptist backgrounds, Dail was accustomed to attending services regularly and made it a point to sit with Sue at Sunday School and church every week. In 1947, the moratorium was lifted and the couple began dating. "We dated for four years," Sue said, as she began to tell her part of this story.

Dail must have impressed his future in-laws with the good job he got at Inland Steel. The couple continued dating and were married on October 21, 1950.

When he began his career, he promised himself that he was

Left: Sue and Dail prefer their bikes for transportation whenever they are in a campground. Sue walks four miles a day, six days a week. • *Above right:* Both very gregarious, the Martins enjoy entertaining in their Allegro Bus 43 QRP. • For 40+ years Dail has collected caps from different businesses and now has over 2,000. But his real hobby is creating stained-glass windows.

going to provide his family with a nice vacation every year. "I had known too many fathers who made their job or business an obsession and I didn't want to let that happen to me," he said.

Dail was born in Bunker, a little town of 300 in the Mark Twain National Forest in the Ozark Mountains of southeast Missouri, known for its logging and lead mines. "My family left Bunker during the depression to find work around Chicago," Dail said. "But my parents always took us back in the summers to visit. So I asked my Mom one day, 'Why did you leave Bunker? We enjoy coming back here every summer.' She answered quickly, 'Because we had seven mouths to feed.' Our eighth sibling, a girl, was born after we moved to East Chicago."

Dail loved the outdoors, and even though she was a city girl, Sue began to enjoy the camping trips they took. Like most of us, the Martins started out in tents. But it wasn't long before children were in the picture. In 1952, Gregory; in 1955, Karen; and in 1957, Connie. A tent camper was the family's next step.

Sue grew up with Tom Jones who married Gerri, another friend Sue had known since junior high school. Along with their growing families, the couples became best friends and often spent camping weekends and vacations together.

"We and the Joneses took our tent trailers to a lake 35 miles from home and spent the summer there," Sue said as she recalled the great times they had. "Tom and Dail would commute 35 miles to work every day, getting back to camp in the late afternoon just in time for supper and some recreation. On Saturdays we went home to do our laundry and then worshiped with our home church on Sunday. Then it was back to the lake."

"We also took the children on long vacation trips throughout the U.S.," Dail said. "Before they finished high school, they had been in every state except those in New England." Inland Steel employees

after 15 years of service were given a 13-week sabbatical. "We tried to make our trips educational, too. On that three-month trip, we spent a lot of time in Virginia visiting all of the Civil War and Revolutionary War battlefields." Although the Martins have been full-timing for 30 years, they have been RVing for nearly 60 years.

Not long after they married, Dail and Sue bought two-and-a-half acres in Highland, Indiana, and began work on their home. "We paid our rent, bought groceries, and spent the rest on lumber," Sue laughed. "Those were great years and you could do so much with so little."

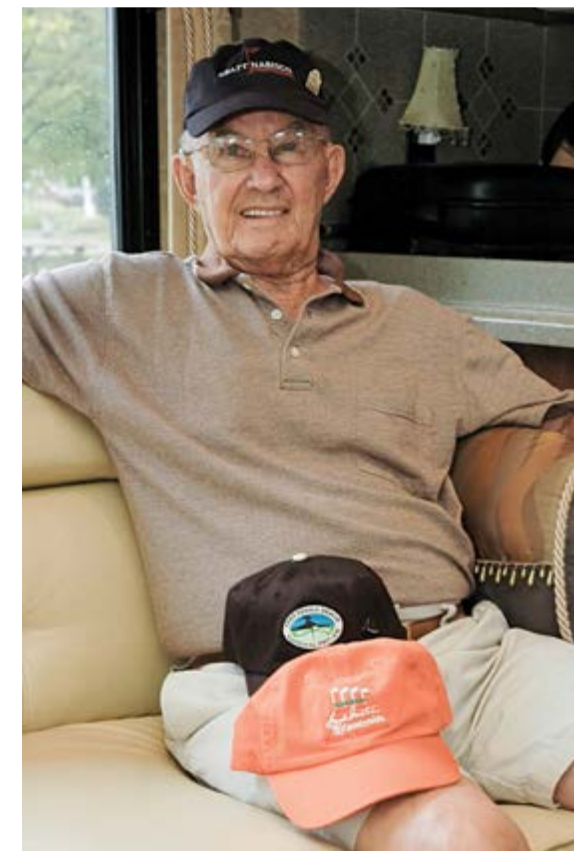
After 22 years with Inland Steel, Dail was recruited by LTV Steel in 1968 to take a position in quality control. The Martins sold their home in Highland and moved about 100 miles due west to Princeton, Illinois, where they rented a four bedroom home and began focusing on an early retirement.

By 1979 Dail had logged 33 consecutive years in the steel industry. His retirement plan formula with LTV was working perfectly. They had talked about a trip to Alaska for several years and now was the time. Dail pulled the trigger and retired at 51 on June 1, 1979.

In making their game plan, the Martins bought two travel trailers: a 13-ft. Georgie Boy and a 27-ft. Terry. "We bought the Georgie Boy just for the trip to Alaska. It was a place to sleep, plus it had a small galley and a toilet," he noted. Their research showed there were not many campgrounds on the Alcan Highway—just a few filling stations.

"At one filling station a sign said 'Free Camping with a Fill-up,'" Dail smiled. "I filled up and asked, 'Where do we camp?' 'Aw, just anywhere out in back there,' the owner said. 'Hook-up now, 'cause we turn the generator off at eight.'"

The Alcan Highway starting at Dawson Creek was 1,400 miles of gravel road and it was either muddy or dusty. Most of the time the camper looked like it had been painted light brown. "That's the way it





Left: Sue's hobby is creating all-occasion cards for her friends and relatives, with several cards going out every week. • *Below right:* Just after the close of World War II, all five of the Martin brothers were serving in the U.S. Navy. Dail is standing center.

was in 1979," Dail said, "but we enjoyed that three-month trip more than any single trip we took over the next 30 years. We went to all of the historical places: Jack London's and Robert Service's log houses in Dawson Creek, the Klondike Gold Rush sites, the 'Top of the World Road,' and a side trip to see the Alaska Pipeline which had been finished a year or two earlier."

Returning from Alaska, the Martins camped at dozens of spots along the Pacific coast from Washington to southern California, which they described as one of the most beautiful trips in North America. "We spent the winter in California and came home the summer of 1980," Sue continued. "That's when we both were sure that full timing was going to be our lifestyle."

"We gave the 13-ft. camper to Connie, put most of our worldly belongings in the 27-ft. Terry, and went to Texas for six weeks," Dail said. "We expected to try Texas as a winter destination, but we soon changed our minds and headed for southern California."

After three years in the Terry travel trailer, they decided larger quarters were a must. "The best bang for the buck in 1982 seemed to be the Royal International fifth wheel," Dail said, "and we owned three of them over the next 16 years. In 1998 we decided to make the jump to a motorhome, and over the next 10 years we owned two Winnebagos and a Holiday Rambler Endeavor."

During that 28-year span, Dail and Sue spent six winters in Florida, four in Arizona, and the rest in California,

usually remaining for five months each time. Continuing to travel throughout the remainder of each year, they visited, and sometimes revisited, all of the 48 contiguous states as well as Mexico and most of the Canadian provinces.

"Traveling was just fun for both of us. We were fortunate to have excellent health, so we just kept going," Dail said. "At first our kids called us 'middle-aged hippies.' Now they are calling us 'old-age hippies,'" he laughed.

With their two daughters, Karen and Connie, in Illinois, and Greg in Wisconsin, plus eight grandchildren (1 boy, 7 girls) and six great-grandchildren (1 boy, 5 girls), there are many reasons to spend a large part of their summer months in Illinois and Wisconsin.

After earning a degree in mechanical engineering at the University of Wisconsin, Greg began a career with Joa Engineering and headed up the team which designed the first disposable diaper manufacturing machine. "The machine is about 200 feet long," Sue explained. "Raw materials are fed into the front of it and boxed diapers come out the other end. Procter and Gamble bought the first machine. Since then, the machine has been sold all over the world."

Justifiably proud of their children, Dail continued, "Karen will retire in October from the Avon Corporation. She began selling Avon door-to-door when she was 21. She soon became a district manager and then a trainer of district managers. She is one of very few Avon employees to receive

the Circle of Excellence Award five times."

"Connie works as a private secretary in the environmental department at St. Francis Hospital in Peoria," Sue said. "She turned out to be our camper. Connie and her three daughters keep their camper and boat at Lake Shelby."

In 1982 Sue discovered the benefits offered by membership campgrounds were perfect for their lifestyle and joined Coast-to-Coast. Several months later at their C-T-C home park in Florida, the sales people who explained the benefits to visitors would often stop at the Martins' site and let them talk to a "real live owner." One afternoon the sales manager stopped by to visit with Sue and told her that she was selling more contracts than any of his regular sales people. Would she like to give it a try? After talking it over with Dail, Sue accepted the offer and for several years was the top salesperson.

"It was a whole new experience for me," Sue said, "and I have thoroughly enjoyed it. I love to talk with people. When you know you have the best product, it is really easy to sell." So, did Karen acquire her sales skills from her mom, or was it vice versa? Perhaps it was just a natural talent for both mother and daughter.

As a result of her success, the Martins opened a new chapter in their lifestyle: cruising. The top sales people are rewarded with cruises and Sue has won her share. The couple have taken cruises in the Hawaiian Islands, several cruises in the Caribbean, and cruises to Panama, Alaska, and Nova Scotia. Sue declares if she and Dail reach a point where they can no longer drive their Allegro Bus, they are going to take up permanent residence on a cruise ship. "You know, people really do that," she assured me.

Oh yes, there's now a 2009 Allegro Bus 43QRP parked on the Martins' site in Peoria. Two years ago they decided it was time to find their dream motorhome. Sue spent

hours researching and making a list of the features she wanted in their new coach. They talked with the owners of nearly every brand as they stopped at campgrounds between California and Illinois. They boiled it down to a general floorplan, features, quality build, and service. Especially on service, dealer support, and making good on warranties, Tiffin Motorhomes kept coming out on top. And they both gave Tiffin's quality very high marks.

With their list in hand, Sue called the sales department in Red Bay. Her ideas and features pointed to an Allegro Bus 43QRP, she was told, and a coach with the exact description and features she listed had just been shipped to the Tiffin dealer in Huntsville, Alabama. Her reaction was, "Yeah, sure." She called the dealer and the sales manager went over the list again with her. Yes, he told Sue, the 43QRP is a perfect match to your list.

With some skepticism, Dail and Sue drove immediately from Peoria to Huntsville to check it out. They could not have been more pleased. Kicking themselves for not driving the Endeavor to Huntsville, they spent three days going back to Peoria and returning to Huntsville to make the trade. "This was the perfect coach for us, and we didn't even order it," Sue said.

The inevitable question for a couple who will celebrate their 60th wedding anniversary on Oct. 21 and have lived half of those years full time in a recreational vehicle: What attracted you to the RV lifestyle in the beginning and then led you to full-time RVing for 30 years?

Dail answered first. "Traveling. RVing was the cheapest way for us as a family to take vacations and see the United States. I never did like winter and shoveling snow. We stay in warm climates year-round. We still do a lot of sightseeing even now. We will park the Bus in a central location and stay for a week or two while we see the places that interest us within a 50 to 100 mile radius. The big redwood trees and Sequoia groves are the main attraction in California for me. I regret so much not taking my Dad to California to see the big trees."

Sue's thoughts were similar. "We both just love to travel. If I had to stay in motels,

I just wouldn't do it. I get to sleep in my own bed every night wherever we go. We can go visit our children, grandchildren, and great-grandchildren no matter where they might live and still stay in our own home. We planned for this lifestyle and we have been blessed to enjoy it for 30 years."

Can you have hobbies and other interests when you are a full timer?

"Of course," Dail responded. "I collect baseball caps. A friend who owned a seed and feed store got me started by collecting seed-corn caps. I've only got 200 of them with me in the motorhome, but I have a thousand more in storage. I also love to read and it's not unusual for me to read for several hours a day."

Dail's creative hobby is stained glass. "I keep all of my materials stored in the basement. Wherever I have a good flat work surface such as a solid picnic table, I bring out my work board and create leaded stained glass. Stained glass frames in a south facing window make a beautiful accent for a home — and a motorhome!"

Sue is the technology person in the family. "I use the computer business center in the dinette sideboard to house my hobby. I use several programs to create

greeting cards. I have a list for birthdays, anniversaries, and special events for the many friends we have met over the last 30 years, as well as our children, grandchildren, and great-grandchildren. It's almost too much, but I love making special cards for each person."

How does a full-timer handle medical care and keeping up with regular doctor visits and check-ups? "Since Dail is a veteran, he can visit a VA hospital anywhere in the country," Sue said. "But we see our family doctor here in Peoria every year for check-ups and any special referrals he recommends. My brother is a pediatrician in California and has referred us to doctors occasionally," she continued. "We are fortunate to have been very healthy through the years. I do not take any prescription drugs and Dail takes very few."

Their good health is at least partly attributable to exercise. Sue walks four miles a day, six days a week, weather permitting. And they both ride bicycles regularly. Their trim appearances and fast-paced lifestyle totally belie their chronological ages. Full-timing thirty years and counting. We must convince Guinness to add another category to their book of world records! **RIS**





From Humble Origins to the Midwest's Largest RV Dealer

Tom Raper's friends were amazed in April 1964 when he quit his top-paying job with International Harvester and opened a small used car lot in his hometown of Richmond, Indiana. Forty-six years later the company has become the largest RV dealer in the Midwest. Now operating with three divisions on a 60-acre location, the company sells recreational vehicles, manufactured housing, and horse and utility trailers. The RV division sells motorhomes, fifth wheels, travel trailers, tent and truck campers, and truck caps.

When Raper lost his co-op job at the National Automatic Tool Company in 1959, he had to terminate his study at the University of Cincinnati and return to Richmond, Indiana, where he had graduated from high school less than two years earlier. Jobs were even more scarce in his hometown. "I was so embarrassed and really quite humbled that I could not get a job," he recalled many years later.

Determined and undaunted, Raper spotted an ad for an encyclopedia salesman in Indianapolis and got the job. In a short time he garnered the company's top sales honors in a three-state area.

With renewed confidence in himself and a sales success story on his resume, he was hired by International Harvester in Indianapolis. In five years with the I-H truck division, Raper became the youngest zone manager in the company's history. But he

was homesick for his home town. "I wanted to go back to Richmond because it was my home," he said.

Going home meant starting over. Raper rented a lot for \$40 a month to sell six used cars and two trucks and fixed up an old chicken coop for his office. He ran a hose to his next door neighbor's water spigot to wash the cars on his lot and in return paid the man's monthly water bill. The sales talent and genuine personality of a young man in his mid-twenties started a career path that eventually created one of the nation's most outstanding RV retailers.

To replenish his automotive inventory, Raper made frequent 80-mile trips to a used car auto auction in Ft. Wayne, Indiana. The route took him past an RV dealer that sold tent campers. Finally, his interest peaked one afternoon and he stopped to talk with the owner.

Soon he was buying campers from the dealer and bringing them back to his car lot. "It wasn't long before I got rid of the used cars and began focusing on the RV market," he recalled.

Today the company represents four manufacturers in the motorized market and five in the towables market. The 60-acre compound includes a 40-bay service center, a full-service body

shop, and the largest parts center in the tri-state area (Indiana, Ohio, and Kentucky). The camping store was completely remodeled in a rustic decor by company employees recently. It carries product lines, variety, and volume which rival the brand name stores.

From the beginning Tom Raper had a knack for sizing up talent when he was looking for someone to fill a particular position in his company. Ed Unger accepted an offer from Tom to leave the banking industry and join his company in 1998. "Tom was my client when I was at Second National Bank here in Richmond," Ed said. "We had a new president and I brought him out to meet Tom. To my astonishment, he told my employer that he was going to hire me." The banker smiled at Raper's brash statement, and the meeting ended amicably after the banker paid his respects to one of his best customers.

Ed kept turning Tom's remark over in his mind and finally picked up his phone and called him. "Tom, if you will do A, B, and C, I'll come to work for you."

Tom thought about it and called Ed back, "I'll do it." It was a handshake agreement, no long written contract. Both men respected the other's integrity. Tom wanted Ed to learn as much as possible about the company he had spent 34 years building. He spent several months each in sales, F&I, and rally planning, and eventually became the director of operations.

Ed Unger has a long background in banking. Just out of college, he taught 10th, 11th, and 12th grades in a Christian school for a short time. Then, his friend and banker, Ken Bane, offered him a job in banking that changed the course of his career. "I went through several positions to become a commercial banker," Ed explained. "After I had been with Tom Raper RV for a year, we needed to find the right person to be the company's controller. I decided to ask Ken to suggest some possible candidates," Ed continued. "Somewhat to my surprise, Ken said, 'My son, David, might be looking for a job. He has a business degree and an MBA.'"

David Bane turned out to be the right fit for the job, and Tom Raper soon made him the company's general manager. The timing turned out to be very fortunate for all concerned.

In 2002 Tom became concerned about his health after an

annual physical exam. He was diagnosed with lung cancer and had one lobe removed from his left lung. Being a very spiritually minded person who had given generously to colleges, churches, missionaries, and other charities, Tom decided to sell his company, fund the Tom Raper Foundation, and spend his remaining time on this earth working for the Lord. Fortunately, his surgery was a success and he continues to work with the foundation today from his home in Fort Lauderdale, Florida.

Tom and his wife, Suzanne, did not have children of their own and in many ways considered their employees as their family. They were concerned about each individual and their personal well-being and health. Tom knew the names of their spouses and children. He was personally concerned about their income, the company's health insurance and benefits, and their personal growth as individuals. "Tom was definitely a father figure in this company," Ed explained. "But he knew that the success of the company meant individual success to each employee. When we discussed business, he would tell me his fresh ideas for making the company profitable. He never stopped thinking about how to make everything work more smoothly and be more profitable."

The new owner for Tom Raper RV was "just down the hall," so to speak. David Bane was ready to take the helm. Over the last 38 years, Raper had established patterns for business operation and marketing that Bane recognized as the basis for the company's success.

Tom had been a leader in the Midwest, and later the U.S., for the use of creative newspaper advertising to reach RVing customers. Located less than a mile from I-70, one of the nation's busiest east-west interstates, Tom quickly realized that hundreds, maybe thousands, of RVers were passing his doorstep every day. Using big billboards with yellow backgrounds and

Above left: Tom Raper RV was one of the first dealers in the country to offer a large indoor showroom, increasing its sales in winter to those who were ready to make a fast escape to southern climes. • The parts and accessories store at Tom Raper RV was remodeled by its employees recently and offers the largest selections in the Midwest. • In its combined locations the company offers 50 service bays plus an additional 12 bays in its body shop located in Richmond.



Text and photography by Fred Thompson

large black and red type, he got their attention. If they did not stop the first time, they could not forget “that RV company” at Richmond, Indiana! They would stop later, and many made Tom Raper RV a destination.

Raper was also a pioneer in the use of television advertising to reach his market. He believed a large enough percentage of the TV-viewing public was interested in RVing to make that media a good investment for his advertising dollars. He was right.

While his competitors built facilities to put only their offices and service facilities under a roof, Tom built a large indoor showroom and increased his winter sales as customers motivated by the cold weather made purchases to head south for the rest of the winter.

After taking over, Bane realized that RV dealers in nearby cities from which they had been drawing customers in the past might be making inroads into their business. After research and planning, he opened stores in Columbus and Cincinnati, Ohio, and put Jim Leep and Joe Finch, respectively, in charge of the new locations.

Bane asked Unger to become director of operations over the three stores, freeing himself to do long-range planning for Tom Raper RV and consider other acquisitions. “I wanted to continue my career here because David had the vision of maintaining Tom Raper RV as a family business,” Unger said. “That concept is responsible for a major part of this company’s success. Tom, and now David and I, try to make every employee feel like he or she is a part of a larger entity—a family.”

Tom Raper RV Service

The Raper family continues to be involved in the company through Tom’s sister, Nancy. When the business was in its infancy, Nancy brought her son, Mike, with her to work and did the bookkeeping. Mike began working for his uncle part time in 1973 and full time in 1979.

“Today Mike Brookbank oversees parts purchasing and inventory for all three stores,” Unger said. “Mike is probably the smartest guy in this company. His encyclopedic knowledge of

parts and development of centralized computer purchasing for all three stores has made this segment of the business very profitable. Mike’s nephew, Jason, has also developed a thorough knowledge of our parts and is a key player, and two of Mike’s sons work in parts.”

To maintain Tom Raper RV’s reputation as a full parts service operation for both towables and motorized, Mike makes sure that the inventory in stock is what is called for and needed by the three service departments and customers. Tracking current demand for parts and keeping those items in stock is critical.

“Some manufacturers went out of business during the recession, making it difficult to get parts fast enough,” Mike noted. “But parts are now readily available in most cases. During the summer months we keep 20 people in parts in our three stores. In the winter months we do a lot of sales for people who are going to warmer climates.”

“When we are making repairs, we get two digital pictures of every part needed and take them to the person who will be ordering it,” Mike said. “We deal with parts manufacturers only by email with digital image attachments, which gives us a record of when they respond.”

As director of operations, Unger’s folksy assessments of the company’s managers are sometimes amusing. Jennifer Hayes oversees service in all three stores. “She’s as sweet as they come and as tough as nails,” he begins. “She reminds me of the storied frontier woman who could take care of everything.”

Hayes joined the company 10 years ago in the warranty department. Prior to that she was in the medical field, working in terminal patient care. “I had to find a position in a more pos-

Below left: Knowledgeable sales associates assist customers in making the right selection from the large inventory of parts and accessories. • *Technicians in the company’s body shop can take care of almost any problems resulting from accidents, as well as providing full body paint jobs.* • *Above right:* A top management inspection of a newly arrived Tiffin motor home included, from left, Dave Robinson, David Bane, Ed Unger, Eddie Unger, and David Unger.



itive environment and was very impressed with the company when Ed Unger interviewed me,” she said. “I like the family atmosphere, which is what everyone notices about this company.” Jennifer got into the service department by taking classes on service management, first doing the extensive paperwork for each job. The next stop was service writing. “You must be familiar with the component manufacturers,” she said. “The service writer has to be able to dig in and figure out what is wrong with an RV.”

Eventually the job she wanted became available and Unger promoted her to service manager. “We have 25 to 30 technicians currently working at Tom Raper RV, which requires me to make frequent visits to all three locations,” she explained. The company has four master technicians and 12 technicians with RVIA certifications. Ten technicians have attended manufacturers’ schools on specific components, including RV-automotive painting. “We have three service writers in Richmond,



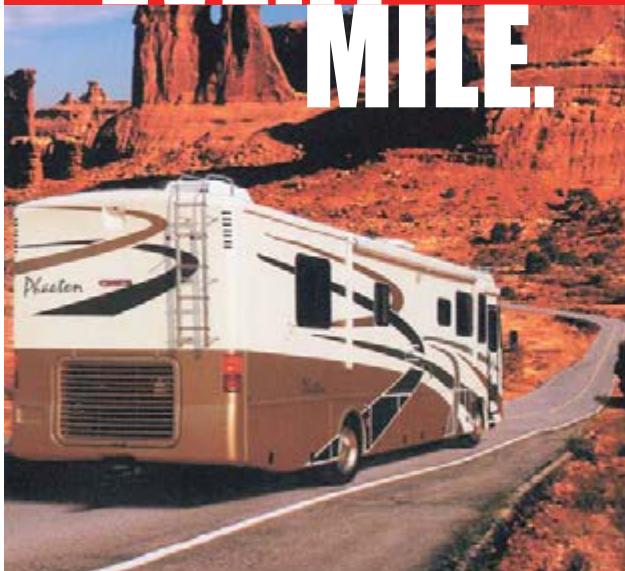
two in Cincinnati (Fairfield), and one in Columbus,” she said.

Hayes noted that the company assigns certified technicians who have been with the company for ten years to train customers who have purchased a motorhome. “We take an owner through an exterior tour and then an interior tour of the coach as if we were doing a PDI (post de-

livery inspection),” she continued. “Then the tech goes over every component and functional operation of the motorhome. For a previous motorhome owner, we find it usually takes two hours. For a new first-time owner, we plan on spending the entire day. Then we have them do a full hook-up here on our lot and spend the night in the coach—two nights if they

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prefer. Each morning the tech stops by to take questions and go over previous instructions.”

As director of operations, Ed Unger strongly emphasized the company’s service philosophy. It extends far beyond owners who have purchased RVs from Tom Raper RV. “We will work on anybody’s unit,” he said. “We do not have a policy that says, ‘We will get to you after we first take care of those who purchased their RVs here.’ Our service is first come, first served. We will also help an owner who calls for help. It is not unusual for one of our techs to be on the phone for 15 to 20 minutes helping an owner who is stranded somewhere. If I was broke down somewhere, I would want to talk to someone who could help me. That’s the way we do it.”

The company has 25 service bays in Richmond plus 12 in their body shop. In addition, they have 15 bays in Columbus and 10 in Cincinnati. The company has two Hunter Alignment Systems including the 2010 upgrades. You will find key people like Phil Boomershine, the tech supervisor and shop foreman in Richmond, who handles phone inquiries. Phil retired from the Air Force with 16 years in large vehicle maintenance. And then you’ve got Allen Hill who has been with Tom Raper RV for 24 years. He does PDIs. You might meet Dale Hassel who has been a service writer for 16 years, or Jim Isaac who is a service advisor on the second shift. Jim wrote tech manuals for 10 years in the military. If you have just bought a motorhome, you will meet John Isaacs, a PDI technician who has trained customers for 14 years.

“The parts and RV supplies store is David Bane’s vision,” Unger said. “It is easily the most comprehensive store within a 200-mile radius of Richmond. Our customers love the place, plus we have associates there to help them find whatever they need.”

Tom Raper RV Sales

Of course, RV dealers could not survive without a good sales organization. Tom Raper was a master salesman who realized it was the salesman’s responsibility to find the right product to meet the customer’s need and financial ability. Today Scott Miller oversees the work of three sales managers who work in the company’s three stores.

In Richmond, Eddie Unger (Ed’s oldest son) is the general sales manager who manages a team of 16 salespeople, two women and 14 men. Eddie also serves as the inventory manager for all three stores and in collaboration with Scott decides what each store will maintain in its inventory. He spent two-and-a-half years as sales manager and four years prior to that as director of finance. He earned a bachelor’s degree in business from the University of the Columbians and an MBA from Ball State University.

In Columbus, Jim Leep is the sales manager and oversees a team of six salespeople.

Joe Finch serves as sales manager in Cincinnati, managing eight salespeople. Monthly sales meetings honor the leading salesperson for each store.

Dave Robinson, who began his career in sales with Monaco 15

years ago, joined Tom Raper RV last year. He orders the stock for the company, selecting the floorplans and the interiors. “TMH has the best looking product in the industry for the money,” he declared. “Other manufacturers are trying to figure out how Tiffin does it. Every Allegro RED we get is gone in 30 days or less. You’ve got to give the customer credit. They are savvy and know quality when they see it. Right now, demand is exceeding supply.”

“When we took on Tiffin, we had people rolling in the door saying, ‘Hey, I heard you are a Tiffin dealer now.’ That’s brand loyalty! When I went to a dealers’ meeting in Chicago several weeks ago, I found everyone wanted all of the Tiffin units they could get,” Dave continued. “I decided that ‘I’m going to show TMH we can sell their motorhomes even without inventory on our lot.’”

The company’s total inventory and selection is impressive.

- \$4 million in new towables (200+ units)
- \$2 million in used towables (200+ units)
- \$3.7 million in new motorized (25-30 units)
- \$4 million in used motorized (60+ units)

When asked about the success of salespersons at Tom Raper RV, Eddie’s formula was straightforward: hard work, product knowledge, willing to listen and take direction from sales manager, and consistent follow-up with customers.

As general sales manager and inventory manager, Unger offered the plan which has made Tom Raper RV successful for over 45 years.

“Everything begins with inventory management. You have to have the right products and the right floorplan, and the right inventory at the right time of year. That plan should produce the appropriate turnover of inventory.

“Our salespeople have to turn in a 100 percent effort every day and know that they can come to me at any time for help. It’s my job to get good people to begin with. They make me look good.”

Scott Miller plans the company’s “Super Sales,” events that use all of the advertising methods which they have found successful over the years. Tom Raper’s influence still shows as Miller plans a sale. The company uses a four-pronged approach.

TV ads are used to address the general public. They are not designed for the viewer to watch a commercial and then rush to the phone and call. They are designed to say, “When you think about RVs, think about Tom Raper RV.”

The company uses direct mail to motivate the recipient “Today!” Scott Miller does the design and the printer provides focused mailing lists.

Billboards reach the potential RVer traveling on I-70. “They can see us and start making a decision 10 miles away,” Eddie said. The billboards get them thinking, “Let’s stop and see this place.” The company has 27 billboards on I-70.

The company uses their website to keep current inventory and price leaders in front of electronic shoppers.

Rallies are big events during which the company expects to draw several thousand shoppers. Free food, free camping with 100 hook-ups, and free concerts. On October 21–24 the company will host their Motorhome-a-rama to show all of Tiffin’s

2011 products. **Bob Tiffin** plans to attend on October 22 along with Mike Andes, Tiffin's regional sales representative.

Tom Raper RV F&I

David Unger (Ed's second son) works in the company's finance and insurance department. David also attended the University of the Cumberland in Kentucky and graduated with a degree in finance and management in 2002. "I started out by working the hot dog stand on Saturdays," he said. "I guess all four of us* are destined to work here." The Food Bar at Tom Raper RV is a fixture that Tom installed many years ago with the theory that people would come to shop on their lunch hour if they could pick up a quick lunch here. It seemed to work and was especially popular on Saturdays.

"We have 15 different lenders we go to for our customers," David explains. "We must have a good idea of the customer's financial profile to match him with the right bank. Four banks have dropped out of RV lending altogether. We have made our operation much more efficient. Before the recession we had four employees who did applications, three who printed documents, one full-time insurance person, and two loan closers. Now we


*Brother number three, Kenneth, 25, joined the company recently after spending three tours in Iraq. He heads up security for the 60-acre complex. Brother number four, Mark, 22, completed one tour in Iraq and is now in Afghanistan.

have two full-time staff members: Jim Lakes and I do it all."

Tom Raper RV Today

Under the guidance of David Bane, Ed Unger, and Scott Miller, the company is thriving. Tom Raper RV is a full service RV dealer that offers it all: sales with a large inventory, service which covers every type of repair including full body paint, an extensive parts department managed with up-to-date technology, and an F&I department fully qualified to meet the buyer's needs.

Tom Raper is surely pleased with the continued progress his company has made in his absence. Selling the company brought new opportunities for the Tom Raper Foundation. Last year Indiana University East in Richmond benefitted from a \$2.17 million gift from Tom and Suzanne Raper, the largest gift in IU East's history. Regarding the gift, he said, "Suzanne and I believe in the power of people investing in themselves and their future through education. This gift to IU East is special for us because it is an opportunity to say 'thank you' to the Richmond community. With IU East's new mission and overall growth, we are confident that graduates will provide strong leadership to the Richmond area."

Tom Raper's generosity to his company, his community, and to education is a credit to him and his wife and an example to the RV industry of what one couple can accomplish who care deeply about others. What an impressive company history! What a future! 



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An All-American Family

Text and photography by Fred Thompson

Red Bay, Alabama, in the 1950s was the epitome of “Small Town, America.” Two grocery stores on Main Street (supermarkets hadn’t arrived yet), the post office, two dry goods stores (Shermans and Feldmans), two gas stations (where they still pumped your gas for you, checked the oil, and washed your windshield), the Yellow Front general merchandise store, the drugstore, the dry cleaners, White’s 5 & 10, the Dairy Bar, the Chevrolet place (that’s what you called a dealership 55 years ago), the Bay Theater, and Tiffin Supply (everything you needed to build a house and run a farm). It was a thriving town. Every-



body came to town on Saturday to shop and on Sunday most folks worshiped at one of the seven or eight churches.

Dorothy Shewbart was born in nearby Russellville in 1950 because Red Bay did not have a hospital, only offices where Dr. Underwood and Dr. Weatherford practiced. They sometimes delivered babies at home when expectant mothers could not get to the hospital in time. Dorothy’s family lived in the Burnout Community six miles east of Red Bay on the way to Russellville. The school in the community burned in the 1940s and was not rebuilt, so children in grades one through eight were bused to Red Bay along with the kids in high school. Soon afterward the Little Bear Creek Baptist Church burned and was rebuilt on a knoll that would eventually overlook Highway 24 that connects Russellville and Red Bay. The community earned the name Burnout and the church now has a sign on its front gable that reads “Burnout Baptist Church.”

Red Bay High School competed in sports against the high schools in neighboring towns, and fielded teams in football, basketball, and baseball. Red Bay became quite a powerhouse in all three sports over the years, often being “the team to beat.” The teams were strongly supported at all the home games by the townspeople, and it was not unusual for several hundred people to drive to away games. At gathering places in town, conversations nearly always turned to how well the Tigers were doing.

Donald Gober was a talented athlete who played all three sports, and back in the sixties it was the accepted norm to have a “steady” girlfriend. Of course, the social term for high school relationships back in the 1960s was “going steady.” Donald was in the same class with Dorothy. She wouldn’t speculate on when Donald first began to pay attention to her. “We started dating in high school,” she allowed, “and we never dated anyone else – just each other.”

Always at the top of her class, Dorothy graduated number three in 1968. Donald found work locally and in 1971 took a position in maintenance with Diamond Shamrock in Muscle Shoals, about an hour’s drive away. Dorothy headed off to Hamilton Technical College and earned an A.A. degree in just

Dorothy will complete 23 years with TMH in November. She enjoys working with the dealers and their banks to arrange floorplanning of the coaches each day as they ship. · Dorothy often shops at the Tradition of Charm in Red Bay. Shop owner Crystal Page informs Dorothy about a new title by a Red Bay author which was just released.

over a year by taking six courses per term. There was a reason for the accelerated study plan—wedding bells the summer of 1969.

Dorothy accepted a position with Blue Bell in nearby Belmont, a denim clothing manufacturer. One year later she was recruited by the Bank of Red Bay, first taking a teller’s position and later becoming the secretary for the bank’s loan department, a tenure that lasted for seven years.

The Gobers started their family in 1972 when Daryl was born. Then Dorinda was born in 1975 and Derek in 1982. They built a home in the Burnout Community near where Dorothy grew up and with their children worshiped at the Burnout Baptist Church where Dorothy has played the organ for 35 years.

“About the time Derek started to kindergarten, Phyllis Williams at Tiffin called to see if I would be interested in typing price sheets for the motorhomes,” Dorothy recalled. “It was all done on electric typewriters then. No word processing to make corrections easily.”

Bob Tiffin asked Dorothy if she would like to work part time in September 1987 and she accepted. By November she was working full time. Working first as the company’s receptionist, Dorothy learned accounts payable while Phyllis was on maternity leave. She later added payroll processing to her

skills when she filled in for Barbara McDowell.

In 1995 Dorothy was transferred to the sales department. “I handle and process incoming dealers’ orders and work with their banks to set up their floorplans (a dealer’s agreement with his bank to finance a certain amount of inventory),” she said. “When a stocking order comes in from a dealer, I enter the job into the TMH production order software and then send it back to the dealer for verification on the specifications and especially the options. Then, I go to his bank to get an approval number for the amount to be paid after Tiffin delivers the coach. It is an interesting job and I enjoy working with the dealers and their banks. Sylvia Massey sends the invoice to the dealer’s bank and they pay TMH in the agreed upon number of days. Obviously, when you are building 10 or more coaches per day, cash flow is an important matter.” Stock orders are for dealers’ inventories and sold orders represent a buyer’s order confirmed by a deposit.

While both Dorothy and Donald had busy careers, they found time to stay very involved with their children’s school and sports activities. “All three of our children played on sports teams throughout their school careers,” Dorothy said. “Dorinda played basketball, softball, and tennis, and then received college basketball



scholarships to Northwest Community College and later to the University of North Alabama in Florence.”

Dorinda and her team garnered several top honors during her basketball career. They won the state championship during her senior year in high school. During her sophomore year at Northwest, her team won the state championship in Alabama’s junior college conference in which Dorinda was honored as MVP.

“We had a child playing basketball, as well as other sports, for 17 years,” Dorothy continued. “We only missed one of Dorinda’s games in her senior year at UNA. While she was playing at UNA, Derek was playing basketball here in Red Bay.”

Daryl, Dorinda, and Derek now have very successful careers in transportation and education. Daryl originally studied at the University of Alabama for a degree in secondary education. “After he did his practice teaching, he decided he was in the wrong field,” Dorothy said, “and began looking for something else.” He now is a site manager for AAA Cooper trucking in Columbus, Georgia, and does route management for 20 drivers.

Dorinda earned her bachelor’s and master’s degrees from UNA in elementary education and now serves as an elementary guidance counselor in the Lauderdale County school system in Rogersville. She and her husband Kenneth Edwards live in Killen, Alabama. They have two children, Makenzie, 6, and Miles, 4.

Derek and his wife, Bethany, live in Florence, Alabama. Derek, who also has a degree in education from UNA, teaches and coaches in the Russellville Middle School. Derek will complete his master’s work in December. He and Bethany are expecting their first child in February.

With no more basketball games to support since their children’s high school and college careers are completed, Dorothy and Donald look forward to attending most of the Alabama Crimson Tide’s football games each Fall. Donald plans to retire next year from Occidental Chemical Corporation and looks forward to traveling and playing more golf. The couple enjoys trips to the mountains in eastern

Tennessee, western North Carolina, and especially to Gatlinburg.

“But wait,” Dorothy says. “We’re not through attending games and supporting children playing in their various sports. Makenzie will be playing T-ball soon and Miles is already playing golf in a pre-school group.”

36 YEARS *Continued from page 4*

As the major powers intensified their scramble for influence in China, in 1899 Secretary of State John M. Hay achieved recognition of an “Open Door” policy in that nation. This granted equal trading rights to all countries. During China’s Boxer Rebellion (1900), which sought to expel foreigners, McKinley assigned 5,000 U.S. troops to an international expeditionary force that lifted the siege on the Peking Legation Quarter.

In the Caribbean, McKinley established civil government in Puerto Rico under the provisions of the Foraker Act (1900). He encouraged Cuba’s beginnings in self-rule while restricting her sovereignty by imposing U.S. rights of intervention.

At home, McKinley’s approval of the fiscally conservative Gold Standard Act of 1900 briefly revived the monetary debate. In the presidential campaign that year,

PRESIDENT’S CORNER

Continued from page 4

know if we do not listen to our customers, we will not be in business very long.

We receive sales statistics for our industry every month. I think you will be pleased to know that year-to-date (through July), the Phaeton is the No. 1 Diesel Pusher in America for the fourth year in a row. Just a step behind is the Allegro Bus at No. 2. Fleetwood placed its Discovery in the No. 3 position. And Tiffin scored again with the Allegro RED in the No. 4 slot.

We at Tiffin Motorhomes will strive to deserve the confidence that you, our customers, place in us every day. Until next time, drive safely and keep on “roughing it smoothly.” **RIS**

An All-American family? The Gobers can offer strong evidence for how sports participation can bring a family together as it helps children develop socially, mentally, and physically. At least two children this fall in northwest Alabama are going to find their grandparents cheering for them from the sidelines. **RIS**

Democrat Bryan spoke out again for free silver and railed against imperialism. But the majority of voters opted for McKinley’s “full dinner pail” and a major role in world affairs. He defeated Bryan even more decisively than in 1896.

During his second term, McKinley seemed likely to continue strong overseas involvement. He encouraged Secretary of State Hay’s negotiations with Great Britain to terminate restrictions on Central American canal construction set by the Clayton-Bulwer Treaty (1850). In domestic affairs, he hinted at changes in tariff and trust policy. But on September 6, 1901, during a speech at the Pan-American Exposition in Buffalo, N.Y., an anarchist shot him. He died 8 days later.

Ida Saxton McKinley died in 1907 shortly before the McKinley tomb was completed. She was interred next to her beloved husband. **RIS**

TRAVELING WITH YOUR PETS

Continued from page 33

Nothing is 100% in this type of training, but it is very effective in most cases. Another method of protection is to vaccinate the dog for snakebite. Dogs should be vaccinated at 4 months of age or older and can be snake proofed at 5 months of age or older. Vaccination helps reduce the damage of snakebite, and increases your dog’s chances of surviving if bitten. Even though your dog is vaccinated, it should be treated as a life-threatening emergency should a bite occur.

So for those of you travelers to Arizona or the southwest in general, please have your dog snake proofed. Also, as mentioned in previous articles, this is a good reason to have that pet insurance.

Interviews from Alabama and Texas



Gary & Ann Mulgrew

Hometown: East Dubuque, Illinois
Interviewed in Foley, Alabama

- Gary & Ann own a 40 ft. 2005 Phaeton.
- Have been married 21 years.
- Their daughter, 1 granddaughter & 2 grandsons live in East Dubuque, Illinois
- Gary does 100% of the driving. Lucky, their 1 yr old dog, travels with them.
- Began motorhoming full time in 1988, have driven well over 100,000 miles in 48 states & are looking forward to traveling to Alaska!
- They've owned 6 RVs & their favorite is this Phaeton.
- Texas, Alabama and Florida are their usual winter destinations.
- All summer, every year, they return to Minnesota to fish for striper & catfish.
- Were motivated to start motorhoming by their desire to travel & to go fishing.
- Gary enjoys "food" - oysters in Alabama, stone crab in Florida, Mexican food in Texas & clams in San Francisco.
- Ann enjoys meeting new people and many soon become good friends.
- Gary owned a bar in San Francisco, was a volunteer fireman & is now retired.
- Ann was a high school teacher for 25 yrs - retired in 1995 - and taught both parents and their children.
- Fishing is definitely their favorite hobby!



Mike & Mary Lynn McDermott

Hometown: Hot Springs, Arkansas
Interviewed in Foley, Alabama

- Mike & Mary Lynn own a 2007 Allegro Bus 40 QSP.
- Have been married 38 years and their 2 daughters live in Springfield, Missouri & St. Augustine, Florida.
- They travel full time and enjoy the ability to see their 2 granddaughters.
- Have owned 2 RVs - appreciate the freedom, sleeping in their own bed & all the comforts of home, as do their 2 dogs.
- Mike does 99% of the driving & they often visit Gulf Shores, Alabama.
- Traveled approx. 11,000 miles in 2009.
- Began motorhoming because of Mike's career which requires a great deal of travel.
- They enjoy the convenience of RVing while traveling - as Mike works in sheet metal sales in 5 states: Arkansas, Tennessee, Louisiana, Mississippi & Alabama - & Mary Lynn works in interior floral design.
- When traveling they seek every opportunity to go ballroom dancing & to spend more time together.
- Mike's hobbies include golf and fishing.
- Mary Lynn's favorite hobby is crafts.
- When asked for an RVing tip that would be of interest - they responded "We learn by sharing information with other RVers."



Dwayne & Marcia Ballew

Hometown: Hot Springs Village, Arkansas
Interviewed in San Benito, Texas

- Dwayne & Marcia own a 36QSH 2008 Phaeton.
- Have been married 43 years.
- In 1975 friends motivated them to try RVing because of their love of traveling, the outdoors & independence.
- They have owned 5 RV's since 1975. This Phaeton is their favorite & since June 2009 have driven 6,000+ miles.
- Dwayne drives 98% of the time.
- Hot Springs Village is the largest gated community (approx. 26,000 acres) in the United States & has a unique travel club of approx. 100 members with rigs.
- They occasionally join the Hot Springs Travel Club on one of their 15 or 16 annual trips. Recently, with 15+ other rigs, they visited an Amish community & the RV museum in Elkhart, Indiana.
- Dwayne retired in 1999 from a career in the electronic & telecom industries.
- Marcia retired in 2001 after 36 yrs with American Airlines as a flight attendant.
- Dwayne's hobbies include duplicate bridge, golf & travel.
- Marcia's hobbies include duplicate bridge & new travel adventures.
- They both enjoy cruising & taught duplicate bridge on cruise ships.

Editor's Note: Elaine and Mike Austin retired in 2007 at the urging of their children who wanted them to realize their dream: buy a luxury motorhome, go full time, and spend several years just enjoying themselves and seeing the country. After a career turning around failing steel companies, Mike connected with the University of South Alabama as a guest lecturer in their Business Institute. Elaine discovered a whole new career in real estate, selling 105 houses in her best year. They bailed out, bought a new Allegro Bus in March 2008, and "hit the road." Elaine's enthusiasm about RVing is infectious and I found myself asking her to replace Rita Warren who retired earlier this year from "On the Road with Rita." Bon voyage, Elaine! [See Owner Profile, 7:1, and "From the Road," page 50, this issue.]

More Simple Solutions

by Mary Findley

The spirit of adventure and call of the open road tug at your heart until you find yourself winding through the majestic Colorado Rockies. Suddenly an unmistakable loud “boom” throws your coach out of control and you into a sweat as you bring your rig to a stop.

After inspecting the tire, you realize the closest town was 30 miles back and is so small that when someone on one end of town sneezes, someone on the other end responds with “God bless you.” The town’s only sign was not in front of a gas station and the next whistle-stop is 50 miles down the road.

A quick glance at your records indicates the tires have traveled less than 15,000 miles and the tire that blew showed no sign of a puncture. What caused the blowout? Let’s take a look at the proper care of tires, awnings, and a few annoying nuisances.

Tread Lightly

Outside of an unexpected nail puncture, proper tire maintenance assures safe arrival without the worry of being left stranded on a dusty, dirty trail. Tire manufacturers recommend the following care:

1. Drive a minimum of 50 to 100 miles a month. As wheels turn, oil within the rubber is pulled to the surface where it lubricates and

protects tires against drying and cracking.

2. Clean tires three to four times a year using an aggressive scrub pad.* Tires must be scrubbed to remove the naturally occurring oxidation. If you are full timing or your coach is out in the elements all year, scrub them four times a year, otherwise three times a year is sufficient.

3. Never clean tires with degreasing agents, cleaners made to remove heavy soils, orange-based cleaners, or liquid dish soaps. These cleaners are formulated to break down grease and oil. Over time and continued use, they break down the tire’s rubber, weakening its structure. Use either baby shampoo or powdered laundry detergent. However, powdered laundry detergent should never be used to wash your coach. It contains fillers, often sawdust, that will scratch the paint. If regular cleaning does not remove the oxidation, the tire may be defective and should be inspected.

Tire Treatments: Watching a storm develop over the Kansas plains gives an insight into what happens when treatments are used on tires. It takes time for the storm to brew into a tornado but trouble is building on the horizon. Most tire treatments contain petroleum distillates that slowly over time deteriorate the rubber. Only tires don’t come with an alert system that warns you of oncoming problems and you end up stranded on a Rocky Mountain

*Scrub pad notes: Scrub pads come in various colors. White is a gentle non-scratching pad, which is not vigorous enough for tires. The darker the color of the scrub pad the more aggressive it scrubs. Yellow is the next step up from white, followed by bright red, green, gray, dark red, brown, and finally black. Look for a bright red or green scrub pad or try an SOS pad.

pass. Combine tire treatments with the use of heavy duty cleaners and you have the makings of a Class 4 storm.

Wheels Just Keep on Spinning

Your wheels are either aluminum or sealed. Sealed wheels have a shiny appearance. Consult your owner’s manual to determine your wheel type. Never use a metal polish on sealed wheels. The abrasive action of metal polishes will remove the sealant.

Before cleaning sealed wheels, spray them with a cleaner or Mary Moppins’ CleanEz. Wait five minutes and wipe clean. Shine, clean and polish aluminum wheels by using a metal polish like AlumiBrite, carried by Mary Moppins. Flitz and Met-All are excellent alternatives.

Mary’s Simple Solutions: Head to the hardware store for some sponge paint brushes. The end is thin enough to clean under the lip of the wheel and around wheel nuts. A cotton toilet bowl brush found in some grocery stores does a quick job cleaning around the brake holes.

Awnings

For an afternoon of entertainment, watch the body-bending tricks people use to clean awnings. Always remove dust and grit before rolling up awnings. Awnings shift during travel so any grit caught in their folds will break down the fabric as you travel.

To wash awnings, first brush off the debris then throw a bucket of water with baby shampoo or Mary’s CleanEz on the awning. Spread the mixture around using her Lambswool Wash and roll the awning up for 30 minutes. Remember Mary’s number one rule: give your product time to work. Rolling the awning up for 30

minutes cleans the top and bottom at the same time. Unroll, scrub, rinse and thoroughly air dry.

Add two to three cups of hydrogen peroxide (purchase a fresh bottle as old peroxide has lost its effectiveness) in your bucket of water to remove mold or mildew. Test a spot for color fastness then follow the above directions. Rinse with one half cup of food grade distilled white vinegar per gallon of water. The heat from the sun also kills mold spores so leave awnings open for a few days in the hot sun.

Tree sap is difficult to bust off awnings. It always lands in the middle of the awning where it’s hard to reach—so good luck. The only safe way I know to remove sap is to freeze water in a zip lock bag. Haul out the ladder and scoot the ice across the awning using Mary’s Lambswool pad and extension handle until it lands on top of the sap. Let it set 30 minutes. Now tape a plastic scraper to your handle and scrape off the sap. Go easy as to not puncture the awning. Mary Moppins will not be responsible for damaged awnings so put out the “caution children playing” sign and slow down.

I Can See Clearly Now

Glass is porous. When bugs muck up your windshield they immediately soak into the pores of the glass. Then along comes the sun and bakes them for a few hours during afternoon travel. Busting them off the windshields used to require excessive elbow grease until the invention of microfiber. Microfiber is made from 80% polyester or plastic, which scratches. It scratches the bugs off windshields with minimal effort. Never use it on sealed, painted, or finished surfaces.

Glass is the only surface where microfiber can be safely used. Mary’s microfiber pads come as a pair, one to wash and the other to dry and they attach to the same pad holder as the Lambswool Wash. If you have microfiber pads, use the coarse pad

to wash and the softer pad to dry. Mary’s concentrated window cleaner, Benya, leaves windows sparkling and streak free.

A word of caution about applying a treatment like RainEx to your windshield: don’t. The chemicals in products like RainEx can block the chemicals used to repair a rock chip. There are chip repair companies who can circumvent this issue, although success is not guaranteed.

Wiper Blades: When traveling, clean your windshield wiper blades monthly to remove road grime. Cover them when parked longer than a day. Heat coming off glass is 10 to 15 degrees hotter than the outdoor temperature. Reflected heat quickly dries the rubber resulting in frequent replacement. Extend their life by covering them with wiper blade covers or pipe insulation.

Decals and Stripes

You have been faithfully washing and waxing your coach, yet the decals and striping are pulling away from the surface or oxidizing. There are two culprits charged with the crime of inflicting unnecessary wear and tear on decals and striping. One is the use of harsh degreasing cleaners and the other is petroleum distillates found in most waxes.

Heavy duty cleaners dissolve adhesive including the ones used to bind decals and stripes to the side of your coach, boat, motorcycle or other people transporters. Then wax is applied, which usually contains petroleum distillates. When you need to remove a sticker from a surface what do you use? Sure, good ole WD40, which contains petroleum distillates. The distillates dissolve the adhesive on the back of the sticker. Those same distillates found in waxes dissolve the adhesive on the stripes and decals. Mary Moppins’ Advantage is specifically formulated without petroleum distillates, making it safe for use on decals and striping.

Decals and striping also oxidize and lose their color due to the use of heavy

duty cleaners and exposure to the elements. Now that you know what causes the problems you can avoid them. Now, let’s find solutions.


If your decals or striping are pulling loose they must be removed since they cannot be re-attached. First grab a concentrated all purpose cleaner like Mary’s CleanEz or a heavy duty cleaner. Then snag two non-terry cotton cloths like old tee-shirts and dampen one with water. Next grab a hair dryer and a can of WD40 with the red tube attached to the nozzle.

Work on dry pavement. Plug the hair dryer into an extension cord and set it to the highest heat. Begin by heating one end of the decal until the adhesive loosens allowing you to pull it away from the surface. Roll the decal up with the adhesive side facing inward to prevent it from sticking to other surfaces.

When the entire decal has been removed, work in small sections spraying any remaining adhesive with WD40. Immediately remove over-spray and drips. Wait a few minutes, then pour CleanEz onto the damp cloth and wipe the surface to remove the remaining adhesive and WD40. Rinse with ¼ cup food-grade distilled white vinegar per quart of water.

Word of Warning to the not-so-wise: Use of a heat gun to speed up this process will only result in damaged paint, a bruised ego, and an expensive paint job.

If the decals or striping are oxidizing but are not peeling, remove the oxidation by pouring concentrated CleanEz on a damp cloth. Wipe over the stripe or decal. Wait a few minutes and rinse with the vinegar and water solution above. Alternately you can use a can of foaming tub and tile cleaner like Lysol or Dow. As much as my green side dislikes the use of aerosol cans, the spray bottles do not work so use the can.

Finish by applying Mary’s Advantage, which is distillate free. The polymers in Advantage protect paint from UV-ray damage and help prevent further oxidation. 



Mary Findley is a veteran cleaning expert, author of *The Complete Idiot’s Guide to Green Cleaning* and owner of Mary Moppins. Mary’s cleaning tips appear in magazines such as *This Old House*, *Real Simple*, *Woman’s World*, and *Woman’s Day*. Her dedication to all things green has led her to presenting sustainable living seminars to help organizations, businesses, and individuals rid their lives of toxic chemicals and engage sustainable living practices. Reach Mary through her website www.goclean.com or call 800-345-3934.



The Life and Times of Tiffin Motorhome Owners

It Really Is Better to Give Than to Receive

As some of you know, Elaine Austin has a new endeavor as a nomadic journalist interviewing other Tiffin RVers and writing for *Roughing It Smoothly* under the title of “On the Road with Elaine.” It all started with the notion that Mom and Dad (a.k.a. Mike and Elaine Austin) should retire and “Hit the road” as they had been threatening to do for so long. However, there was one minor obstacle to overcome: they would not quit working. Mike was deeply entrenched at the University of South Alabama in Mobile, teaching graduate school, mentoring his students, and consulting throughout the U.S. on his finely honed craft of professional management. Meanwhile, Elaine had a flourishing real estate career, working 60 hours a week while setting new sales records and thriving on the challenges of the industry. Neither displayed any signs of slowing down.

When were they ever going to find time for this RV thing they kept talking about? “What if one of you gets sick or hurt in some way that prohibits you from fulfilling your dreams of traveling the country together in your motorhome?” I asked. It took a few years of near constant encour-

aging; however, we finally got the message through and convinced them it was time. It should be noted that when we convinced our parents to “sell-all” and “hit the road,” that actually resulted in them giving the kids all their stuff. Without hesitation, my parents gave us *everything!* With the exception of their clothes, some dishes, a few towels, and a box of tools, Mom and Dad passed on their entire collection of worldly possessions to their offspring. Even now, I sit and write this story relaxing in a beautiful overstuffed leather recliner as evidence of their generosity. After months of research, untold hours online, and numerous dealership visits, Mike and Elaine finally knew what they had to have. They set a course for Lazy Days RV in Seffner, Florida, to pick up their new 2008 Tiffin Allegro Bus.

After a year on the road, they came up with the grand idea of a full-scale family reunion half way across the country. My parents really do think big. During the summer of 2009, Mike and Elaine invited the Austin clan and all the relatives to Cape Cod for a big 2010 family reunion. “It has been too long since we have all gathered in one place,” they declared. Invitations were

extended to family members in a dozen cities in six different states including Alabama, Illinois, Indiana, Massachusetts, New Hampshire, and Virginia.

To their astonishment every RSVP came back with a confirmation. There would be 28 in attendance! What our two “prime conspirators” didn’t know is that we had plans for them as well. I said to my siblings, “OK, let them plan this week on the Cape. Let them *think* they are in charge of making all the arrangements, setting up daily excursions, and planning menus. That will keep them off the scent while we plan the real purpose for this rendezvous.”

A family reunion, well yeah, but that was not the *real reason* we were all headed east. We wanted to celebrate two very special people who have touched the lives of so many. In 1960 two kids from the east coast got married and started off on an adventure with no idea of what was to come. Fifty years, five kids, nine grandkids, numerous cousins, several in-laws, and seven RVs later, they were headed back to the very same place where it all started: Cape Cod, Massachusetts.

OK, fast forward. Now it’s July 2010. The morning of Day One arrives: planes

are landing at Logan International Airport in Boston, arriving from Birmingham and Chicago; rental cars are speeding down the Mass Turnpike; and here comes another RV loaded with Hoosiers from Indiana. Within hours, all have arrived and the predictable hugs and tears ensue.

“Wow, look how the kids have grown!”

“How long has it been?”

“Last time I saw you was at the wedding!”

“When did you get paroled?” (Just kidding about that one.)

Comments like these were heard amidst the laughter and joy. Mike and Elaine’s earnest desire to have a family reunion on the Cape was now a reality. As spacious as their 40QSP is, it would be hard pressed to sleep 28 people, so a large Victorian house had been rented in nearby Hyannis and would play host to the majority of the week’s meals and events.

On Day Two, Mike and Elaine had planned some downtime for all to recuperate from their travels and just allow everyone to reconnect. While they were unaware of the behind-the-scenes plotting, we were ready to spring the trap on them. After months of scheming through phone calls and e-mails, as well as input from all corners of the family, we were ready! Someone called out, “Mom and Dad, come on inside the house. It’s time to eat.” As they entered the living room, more than two dozen voices rang out, “SURPRISE!!” “HAPPY ANNIVERSARY!!” “WE LOVE YOU!!” Startled and wide eyed, “What’s going on here?” they exclaimed. Well, I am sure you can just imagine the tears of joy in a room filled with those you love—all gathered to celebrate two amazing people and 50 years of marriage. It was a Hallmark moment

that we will cherish for years to come. The Austin family reunion was an unparalleled success and the 50th Anniversary Celebration surprise, even better. We could not have asked for more.

For many years now, Mike has been telling people, “We have been married for 48 years, 17 happily.” Of course he spins this yarn with a crooked grin and a wink. Well, the story does not end there. Along this 50-year journey, Mike and Elaine raised five wonderful children, made many precious and lasting friendships, and have taught us all how to love and that *it really is better to give than to receive*. Mike and Elaine have a beautiful saying that sums up their life story: *Live, Love, and Leave a Legacy*. From your loving family, God bless you!

Kevin Austin
Kokomo, Indiana

The Photo Says It All

We’ve had our Phaeton now for three years. We were convinced by our fellow rodeo friends that a motorhome was the best way to travel for a family going to junior, high school and college rodeos. We looked at all of the motorhomes out there and felt the Phaeton was best for our family. It was big enough to pull our four horse trailer and to live very comfortably in, but not so big it would be over-length in other states. In fact, a selling point for us was that the length was acceptable in all state parks.

The other selling point was the fact it was a family run business named “Tiffin.” Just like our family business at Madonna Inn in San Luis Obispo, we felt the quality would be superior to the corporate competitors. We know this is true after three years in our “Second Home” because we are still “Roughing It Smoothly” after three years on the road.

Our daughter is a senior in high school

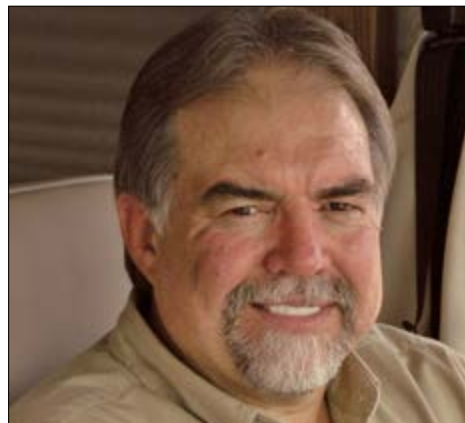
and our son a freshman. We have been rodeoing together for a number of years, but the last three years in our Phaeton have been the best.

I’m including a photo of our children and their father walking back to the motor-

home after the awards ceremony at the last rodeo in Parkfield, California. I think the photo says it all. Thanks for helping us create great memories.

Connie Madonna Pearce
San Luis Obispo, California





Inman's Answers

As the editor of "Serious Tech Talk," Danny Inman, 36-year veteran with Tiffin Motorhomes, invites your questions.

Please use the attached postcard and send Danny your questions about your motorhome and its operation, especially those questions that may be useful to all of our readers. If you need more space, address your letter to:

Danny Inman
Roughing It Smoothly
PO Box 1738
Monroe, GA 30656-1738

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 . . .

Wow! What a beauty the 2011 Zephyr turned out to be. We are seriously thinking about trading in our 2006 Zephyr. However, there are two items we are concerned about. (1) The sink in the water closet is too close to the outside wall and the window frame. (2) The passenger seat armrest rubs against the control panel when you try to bring it down, no matter

how I tried to position the chair for travel.

Lambert & Sandi Elboeck
Brooksville, Florida

Dear Lambert & Sandi,

The passenger seat position has already been corrected in production. Because of the size of the vanity countertop and the necessity to leave the position of the sink where it is, we will have to change the depth and width of the valance to correct the problem you describe. Making these adjustments is something we plan to work on in the near future.

We are having a problem with the slide-out on our 2003 Allegro Bus 32 IP. We only have the one slide in the living area. When we extend the slide, just before it almost reaches the full extension where it drops down to be even with the floor, it makes a loud noise, clunks down, and then continues to extend. It never used to make this loud noise before and we are wondering what is going on and what can I do to fix it.

Also, since the coach was new (it only has 10,000 miles on it), the slide-out has been very, very slow to move in or out. Is this normal? It makes no difference if the generator is running or if it is operating on battery power. When I bring the slide in, it is extremely slow as it first starts to lift and come up the ramp. Then it moves a little bit faster, but still slow.

Another problem we are having involves the Thermo Break-Dual Pane windows. The gaskets that seal four of the windows are starting to slip down between the window panes, making them look really bad. There is some condensation on the inside of the larger windows. Is there a fix other than replacing the windows? We really enjoy reading your column and have used many of your solutions to fix some problems and defer others. Keep up the good work and God bless.

Larry & Teri Poindexter
Santa Clarita, California

Dear Larry & Teri,

The loud clunking noise could be caused by one of the rollers dropping off the edge of the flooring due to a filler block having come out of position. Also there is a neoprene ramp that allows it to drop down smoothly and come back up. The ramp could be cracked or broken. The best way to check is for a person with a flashlight to watch the operation underneath while another activates the slide-out switch inside the coach.

With regard to the slide-out being deployed too slowly, it is difficult to know how to compare your unit's speed without seeing it operate. Slide-outs are normally quite slow going in and out.

The only true fix for the window problem is to replace the window.

We are happy owners of a 2005 Allegro Bus 38TGP. There are a couple of items that we are considering and need input from you:

(1) We would like to install a slide-out pantry system in the existing cabinet that houses adjustable shelves. The storage we are referring to is to the left side of the hallway that enters the split bathroom. The dimensions of the storage area where we would like to install the slide-out pantry system is approximately 8" wide x 22" deep x 45.5" high. Please let us know if this is a product that can be ordered from Tiffin and owner installed, or if we need to custom build a slide-out shelf system ourselves.

(2) We are also thinking about replacing the carpet in the front part of our coach with the same Italian tile that is in the rest of the kitchen. Is this possible, and if so, what would be the cost for this modification?

(3) The other option we were considering was to remove the carpet and install a floating resilient plank flooring by Traffic Master called Allure. Home Depot carries this product and we have spoken

to a few people who have done this in their coaches and fifth wheels. What is your opinion on this option?

Thanks so much for providing a forum to discuss these ideas and for building a wonderful product.

Fred & Linda Hunter
Goodyear, Arizona

Dear Fred & Linda,

(1) If you were here at the factory, the modification is something that the TMH cabinet department could do. It would be difficult to get perfect measurements for your coach, build it here, and then ship it for you to install. To get the fit and finish you want, it would be more practical for you to build and install it on site yourself.

(2) Two things to keep in mind regarding replacing the carpet: First, the added weight of the tile is a concern, and second, finding an exact match for the Italian tile may be a problem. The TMH service department does not recommend or make this modification, and you will have to find an outside source to do the job.

(3) If you decide to do the plank flooring, keep in mind that the thickness of the wood will require adjusting the floor of the slide-out box. It will also be necessary to change the slide-out rollers to hard rubber to prevent damaging the wood.

We have a 1992 Allegro 23-ft. class C motorhome that we bought new in 1992. We rarely use the AC because we live in Montana and use the motorhome only a few months of the year and it is usually cool in this area, especially at night. Anyway, the roof top AC has a stale odor when we first start it up (smells moldy). It diminishes somewhat when it is run for a while, but never really goes away. I cleaned the filters and removed the cowling and vacuumed the area on the roof but it did not help. Do you have any ideas about what is causing this? Thanks for your help.

John Murphy
Bozeman, Montana

Dear John,

You will need to remove the cover on the AC and spray with a solution made up of one-quarter bleach and three-quarters water. Add one cup of distilled vinegar. Spray the AC's catch pan with the solution and rinse it off. Clean the rest of the AC equipment with the solution. Spray the solution on the intake vents and rinse thoroughly with the water hose. Be careful to keep the solution and the rinse from getting into the motorhome. The solution will make the roof of the motorhome slick, so be very careful as you move around.

I have a 1988 Allegro Class C motorhome on a Ford 350 chassis. I have been having problems with the fuel pump (I believe) and cannot locate a fuse for this circuit. Do you have an electrical wiring diagram for my RV?

Joe Barchman
Las Vegas, Nevada

Dear Joe,

We do not have a diagram that will show the fuel pump and the circuitry that includes the fuse. That is on Ford's wiring schematics which they do not furnish when we purchase a chassis. However, the Ford chassis owner's manual should give the location and size of the fuse.

Problems with fueling in California

I was in California in May. All of the fuel stations have new fuel nozzles and all the stations use them, no matter what brand. It was a fight every time I fueled up. I have a 2006 Allegro 30DA with a Ford engine. I talked to your rep in California and he told me to change the position of the filler tube on the coach. How do I do that? Any help that you can give to me will be welcomed. Or do I stay out of California? Another owner who wrote to "Tech Talk" (7:2, page 58) had the same problem.

Larry Kennedy
Flint, Michigan

Dear Larry,

Owners operating the Allegro Open Road with the filler point in the rear cap have encountered this problem several times recently while operating in California. It is easily corrected by loosening the screws that connect the filler hose assembly to the rear cap. The hose assembly needs to be raised and restrapped so that it is in a slightly less than horizontal position when it attaches to the rear cap. Then retighten the screws and recaulk the connection to the rear cap.

We are out enjoying our wonderful 2010 Phaeton, but we have a little problem. The step cover will not retract when I press the toggle switch. I have to open the door, climb over the extended step cover, and then push it in so my wife can get out. We found a solution--- just don't close the cover. Can you tell us how to solve this problem? Love our coach. It is great.

Otis P. Lutz
Palm Bay, Florida

Dear Otis,

This problem should be repairable with an adjustment to the air valve located in the front compartment where the generator release handle is located. It will be a small block about two inches square, blue in color. It has a small screw in/out adjustment that modifies the amount of air required.

I have a 2010 Allegro Bus 43QRP with a PowerGlide chassis which was purchased in November 2009. I understand it has a Spartan/Granning IFS system. I am concerned about front tire blowouts and am looking at steering stabilizers. First, do I need one in the event of a blowout? Second, I recently had my dealer try to install a Safe-T-Plus system, but he found that it could not be done without major changes in the front-end.

If such an installation would improve

safety, do you have any thoughts with regard to selecting Safe-T-Plus, SteerSafe, Blue Ox TruCenter Steering Control, or others you have knowledge of? Thank you for your thoughts on this matter.

Dave Rollert
Traverse City, Michigan

Dear Dave,
We do not recommend an after-market steering control for our diesel chassis because steering boxes and front suspensions have become stronger and safer over the last decade. The after-market systems can now cause more problems than they solve because they interfere with the functioning of the air bags.

Our 2004 Allegro Bay has full body paint with clearcoat. There is a clear urethane film on the front cap. The only part of the RV that will not clean up is this film. There appears to be dirt and mildew growing under the film in hundreds of spots. Is there any technique to clean this film or does it have to be replaced at the factory? If only it cleaned up like the rest of the paint job, it would be great.

Lyndon Perkins
Tupelo, Mississippi

Dear Lyndon,
The only solution for this type of mildew is to remove the 3M clear shield. The likelihood of paint coming off in spots is very high when you remove the 3M clear shield. Once you get the 3M off, the clean-up is pretty easy. You will probably want to put another rock protector on the front cap. We currently use Diamond Shield. You can contact them at 888-806-5862 and arrange for them to install a new rock protector.

We own a 2003 Phaeton with one slide. We have a problem with the slide working intermittently. We have taken the coach to La Mesa for service, but each time we take it in the slide will work. The last time

we went camping we could not get it to go out, so we took it out manually. And we had to bring it in manually. Today we are getting ready for a trip to California and the slide works in and out. If you could give us a suggestion as to where we should start trouble shooting this problem, we would sure appreciate it.

Joyce & Jerry Kvaall
Sahuarita, Arizona

Dear Joyce and Jerry,
There is a safety solenoid which is located in the rear compartment on the passenger side that allows the power to go to the slide-out motor. Most likely, this solenoid is sticking occasionally and needs to be replaced. The solenoid should be labeled "slide-out solenoid." One way to check to see if the problem is the solenoid is to take a screwdriver and jump the power across the points on the top of the solenoid. If the slide-out starts to move when another person activates the slide-out toggle switch, then you have solved your problem.

I own a 2006 37-ft. Allegro Bay on a Workhorse chassis. I have taken it to service four times to fix the high beam bright lights, as they shine into the tree tops on the right-hand side. I have to use the low or dim beam when I drive at night. I have no bright lights that hit the highway ahead. It is a dangerous situation. I am trying to get to the Red Bay service center, but they have no appointments through the rest of this year. The unit was purchased new in January 2009. With the problems I have had, everyone suggests that I bring it to Red Bay. Any suggestions for getting it fixed here at home?

Jim Kern
Tulsa, Oklahoma

Dear Jim,
With this unit being in for service four times, I feel sure your service center has been in touch with our technical support. If they have been unable to get the headlights aimed properly, I think you will

have to bring it to Red Bay to allow us to identify and correct the problem.

I have a 2007 Allegro Open Road 34TGA purchased in January 2007 from La Mesa RV in Quartzsite, California. We had not driven the motorhome at night until the evening of May 17, 2010. After 9 p.m. on a rainy and fog-filled night, the headlights on low beam were aimed so low that the light was focused on the ground just in front of the bumper. The high beams were focusing light about where the low beams should have been, but were aimed at uneven distances.

The next morning I was unable to find any adjustment controls like you would have on an automobile. On June 1, 2010, Phil Hollingsworth, TMH west coast service technician, checked out the headlights and could not find any way to make adjustments.

Have you experienced this problem on other coaches? Can you provide a fix? Phil is also looking into the problem for us. Your answers in "Tech Talk" inspired me to write to you for a solution. Thanks for any tips you can provide.

Kenneth & Marylee Plitt
Chiloquin, Oregon

Dear Kenneth & Marylee,
On the 2007 Allegro the headlights are adjustable left and right. To repair the problem you have, the headlight housing has to be removed and shimmed above and below to achieve a vertical adjustment. We know this is an inconvenience to you. We used this particular headlight bezel for two years.

I have a 2008 Phaeton. When I set the windshield wiper to the slowest intermittent position, it still cuts on about every 10 seconds. A lot of times I would like to turn it on/off just when I need it. Instead, I have to frequently reach for the dash and turn it on and then off.

Can I mount a button switch on the steering column that I could push once and get one swipe? Which two wires would I tie into from the back of the dash switch and carry them up the steering column to a new switch?

Glenn Larue
Lovelady, Texas

Dear Glenn,
The wiring, controls, and wiper relays come from Freightliner. You would not want to put the button on the steering column because the wiring could interfere with the steering. You will have to get Freightliner's wiring schematics and approval to tie into their system to avoid a backfeed or other electrical problem that could result in a safety issue.

I have a 2005 Allegro 32BA on a Workhorse chassis. There is a very annoying squeak in the floor at the foot of the bed, one half way between the extended bed and the cabinet wall, near the mid-point of the bed. Not knowing the thickness of the floor, or what is underneath, I am afraid to use screws or nails for fear of damaging something just below the floor. Thanks for any suggestions on how

I can stop the squeak.

B. N. Hollingsworth
Fosters, Alabama

Dear B. N.,
There is steel framing in the floor that hopefully could be hit by using no longer than a 1.5-inch metal countersink screw. You will have to drill a 1/8-inch pilot hole first. If that doesn't work, you will probably have to cut the carpet squarely and pull it back to see if the squeak is related to a seam in the floor. You should also check underneath to see if the squeak is coming from somewhere that would be accessible from under the floor. Have someone walk on the floor while you are immediately underneath checking the area.

I own a 2009 Allegro Open Road. The odometer/trip meter/mpg digital display does not light up. When I turn on lights and put the dimmer switch on bright, you can see it faintly as long as you are in the dark. Is this normal for the display or can it be made brighter for easier viewing?

John LeClair
Kingsland, Georgia

Dear John,
This is a warranty item which needs to be

corrected by a Ford or Workhorse service center. The instrument panel and headlight assembly is furnished by the chassis supplier. We believe the problem is with the wiring or the instrument itself. To locate your nearest Ford or Workhorse service center, call 877-946-7731 (Workhorse) or 800-444-3311 (Ford).

We have a 2004 Allegro 32BA which is equipped with HWH jacks. The jacks often drop just enough to turn on the alarm. The Tiffin dealer where I purchased it (La Mesa RV) has not been able to fix it. They said if the alarm comes on, just hit the "Store" button and it will stop. Sometimes that works. However, when I drove from Arizona to Washington, it was on about half the time. I took it to Russ Dean RV in Pasco, Washington, and had them put in a switch to turn it off — but only the light goes off, not the alarm. The tech finally said, "Just pull the fuse!" Is there a fix?

B. L. Fisher
Kennewick, Washington

Dear B. L.,
First of all, "just pull the fuse" is not the correct answer, at least not as a long term

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fix. The buzzer is an important warning device and should not be disabled. To give a totally accurate diagnosis, I would have to know which HWH leveling system is on the vehicle. With the given information, I would suspect a jack issue or a jack return spring issue. Also there may be some operator error going on. Some systems of that year were supposed to have the STORE light on while traveling. If the operator is pushing the STORE button to retract the jacks, that could be the problem. The underlying issue is “thermal expansion” of hydraulic fluid. There is no “fix” for this. Thermal expansion is a physical property of fluid. Also, when I know which system we are dealing with, I will be able to direct you to a repair manual on our web site.

This response was written by Fred Grunder
Service and Training Director
HWH Corporation
800-321-3494

I have a 2008 Allegro Bay 37QDB with the stove-oven combination. From the beginning the oven would not light—apparently not getting any gas. I have had it “fixed” four times now, twice in Red Bay. The last time they changed the whole knob and its connections. It will work until we drive it for a while, then nothing. Granted I don’t use the oven all that much, but there are times when I really need it. So what do I do next?

Jackie Morris
Livingston, Texas

Dear Jackie,
There is a thermocoupler in the oven which allows the gas to flow to the burner. The thermocoupler probably needs to be changed.

Our 2003 Allegro Bus with 36,000 miles has started skipping badly. It has been serviced at the recommended intervals by Bay Diesel and Performance RV. Unable to find the problem, Cummins rec-

ommended a new fuel pump at a cost of \$4,700 plus installation with no guarantee of correcting the problem. We can’t afford this repair and do not understand why the engine would need a new fuel pump with only 36,000 miles. The cost of a new fuel pump for my diesel truck was only \$300. Is Cummins taking advantage of motorhome owners?

Jack Windsor
Scottsboro, Alabama

Dear Jack,
Probably instead of a fuel pump they are pricing a fuel injection system, which is very expensive on a diesel engine. However, it does sound very high and I recommend that you shop the cost of the repair elsewhere.

We have a 2008 Allegro Bus 43QRP. (1) Please suggest a glass cleaner to remove spots from the shower glass enclosure. (2) Please recommend a water hose that does not stink and won’t burst in hot weather. (3) Please suggest the best way to keep the toilet from smelling bad in hot weather when we are away from the coach for a few days. Thanks!

Dave & Pam Umstead
Somerset, Texas

Dear Dave & Pam,
(1) Per our expert Mary Moppins, try the following. Bring to a boil a quart of food grade distilled vinegar. Wipe it on the glass shower enclosure while hot. Do a second and third application, keeping it wet for 30 minutes. Then take a white non-scratch pad, dampen it with the hot vinegar and cover the work surface of the pad with baking soda and scrub. Rinse with fresh water.

If this does not do the job, go to www.marymoppins.com and order Tera Plus. Follow the instructions and scrub with the same non-scratch pad.

(2) For your water hose, buy a CAMCO Drinking Water Hose, 1/2-inch in diameter. The hose material is made es-

pecially for this purpose. When you use the hose, make special effort to keep the ends of the hose from touching any areas that might contaminate it (the sewer line in some campgrounds is too close to the water line, for example). If you think there is any possibility your hose has been contaminated, throw it away and buy a new one. No point in risking your health when the price of a new hose is negligible.

(3) In a 50-gallon black tank, use one 8 oz. bottle of Thetford Aqua Kem during Fall, Winter, and Spring. When the weather gets hot, try using two bottles.

I have a 2006 Allegro Open Road with the Workhorse chassis. My motorhome has 18,324 miles on the odometer. On my last trip, I started to leave the campground and the dash display showed “Reduced Power.” The engine had a very bad, rough idle. Pressing the accelerator did nothing. I shut the engine down and waited five minutes and started up again. No luck! After waiting several more minutes, I started it again and it was OK. I have not had any trouble since. What could have been wrong? What can I do to check out the engine to be sure that does not happen again? —and I can’t get it restarted.

Dwight Caler
Colebrook, New Hampshire

Dear Dwight,
We have had that happen on units we are delivering. By turning the engine off, you allow the ECM to reset the electronic data that controls all of the engine and transmission functionality. If the problem persists, you will need to have an engine service center put your engine on computer and see if any history shows up that will identify the problem.

We have a 2010 Phaeton 36QGH with four slides. The front slide on the driver’s side will come in all the way. However, as soon as we start driving, the bottom of

the slide moves out approximately one inch. Is there a simple adjustment that I can do at home?

Dan & Karen Jackman
French Lick, Indiana

Dear Dan & Karen,
This may be a problem that could be fixed with adjustments to the slide-out mechanism, but it is a repair that needs to be made at a service center. The motor for the slide-out is supposed to hold the slide in while you are traveling. Another possibility is that the motor is a little weak and is allowing the slide to creep out.

I have a 2010 Allegro 32BA. The wallpaper border behind the cooktop has wrinkled due to steam and heat from cooking. I am considering removing the border and installing ceramic tile as a backsplash. I am wondering about the practicality of that considering the vibration and jarring a motorhome gets. I have installed ceramic tile, both wall and floor, in our home and feel competent to do the job. Do you have any recommendations about the kind of adhesives to use for this application?

Danny Shive
Greenville, NC

Dear Danny,
Most people making this modification first mount the tile on a thin backerboard with Thinset. Remove the remaining wallpaper border. Before grouting, mount the backerboard to the wall with screws and Liquid Nails (or similar adhesive).

We recently purchased a 2010 Allegro Red 38QBA. We love the coach and are very happy with it. We do have a problem that occurred on our first couple of trips. The overhead cabinets in the slide-out are heating up inside to the point of melting all chocolate and anything else that is subject to that level of heat. The sensor for the air conditioner is mounted on the cabinet, and it registered 86 degrees even though

the coach was cool. I believe the interior cabinet heat may be caused by infrared energy coming in from the top. Please advise.

Joseph Kuhn
Hastings, Minnesota

Dear Joe,
The slide-out is insulated, but it is not as thick as the primary roof on the motorhome. We are aware of this and it is something we do not have an answer for right now. We are looking for a solution to keep that area cooler during the heat of summer.

I have a 2003 Phaeton which I purchased new. The lower front cap is covered with a plastic-like film which has cracked and peeled to the point of looking very bad. It makes the whole coach look awful. How can this be repaired or fixed? Is there a product I can use to remove the plastic film? I have kept the coach waxed, apparently to no avail.

Jonathon Medlock
Arab, Alabama

Dear Jonathon,
Buy a can of De-Solv-It, which you can usually find at Walmart. It does not have petroleum distillates in it which will destroy the paint. Using a hair dryer on medium heat, hold it 3 to 4 inches away and keep it moving. As the adhesives holding the film to the cap begin to release, spray De-Solv-It into the crease as you continue applying the heat. Roll up the film as it releases. When you have a square foot or more, cut it away and clean the area with a detergent such as Dawn and rinse with water. Sometimes the paint may come off with the plastic and you will have to make a decision which is the lesser desired of two results.

I have a 2003 Allegro Bus 40TGP with the 400 ISL Cummins engine. It has approximately 51,000 miles on it. I have several problems to mention.

(1) Even with plenty of fuel in the tank and filters that have been recently changed

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(in-line and the Onan filter), my generator will not start. The generator will run with the tank line disconnected and an auxiliary fuel line placed in a can of diesel fuel, but it will not draw from the main tank. I blew air back through the tank, heard bubbling there but seemed to be slightly restricted. Any ideas on this? I did have a problem with algae growing in the fuel tank, but have since treated the fuel.

(2) I have had some intermittent problems with starting. On occasions when the engine has been inactive for some time, upon trying to start the coach, it is totally dead. After trying several times, it will suddenly start. The dash info center does not light either. If I use the auxiliary battery start, it will normally start. If I turn the ignition off and try to restart, it will start fine. Is this a relay problem or possibly a bad ignition switch? The batteries are the

ones that came with the coach.

(3) I replaced the coach water pump with a Shurflo 5.7 in Spring 2007. Since then I have replaced four more water pumps. They have not been run dry or abused in any way. Shurflo has been great about replacing them, but their unreliability has caused me to purchase a back-up pump. Any idea what is causing five pumps to go bad? Are they voltage sensitive? Shurflo offers no answers to my questions. They just send a new pump.

(4) I have several broken cords on my day-night shades. Can they be restrung? If so, how do I remove them from the wall of the coach? Do you have instructions about how to restring them? Is the cord available? Your help is greatly appreciated. Thanks in advance.

William H. Pauly
Crosslake, Minnesota

Dear William,

(1) This seems to be a problem with the pick-up tube in the fuel tank. The main fuel tank will have to be dropped and the pick-up tube in the tank checked.

(2) The problem may be the solenoid on the starter itself. This is a common problem on some of the diesel engines.

(3) Check the water flow into the pump and make sure there are no restrictions. Check voltage to be sure you are getting an even 12v power supply.

(4) To remove the shades, first remove the valance from the cabinetry. You will need a long bit on a power drill to remove the valance. The shades are attached to the valance and are easily removed once you get the valance down. Call Tiffin Service at 256-356-0261 and order the replacement cords. Put the shades on a flat surface, collapse the folds tightly together and hold them with rubber bands. Note how the first cords were attached before you remove them. Then replace them with the new cords.

The Allegro Breeze described in the latest issue of *Roughing It Smoothly* looks great. I noted that one thing is missing, which is also missing on my Open Road: a 12-volt receptacle by the bed. Those of us that use a sleep machine (BiPap, etc.) and boondock, need the 12V to operate the machine. I don't like to run the generator all night just to have power to operate it. It does not appear to be an overwhelming job to install a 12-volt receptacle by the bed. How about it?

Ed Krejci
Livingston, Texas

Dear Ed,

We hear this request occasionally, but not frequently enough to warrant installing a 12v outlet in every unit that we manufacture. Our service department can install a 12v outlet at a modest expense.

Thank you!

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Allegro Breeze



Tiffin Motorhomes is now accepting orders and delivering the 2011 Allegro Breeze. Although a prototype was first exhibited at the National Dealers Show in Louisville in late November 2010 where the Breeze received "Best of Show" honors, TMH kept the Breeze in R&D while they continued to refine and perfect the downsized Class A coach. The 2011 model year represents its formal introduction into the RVing market.

Three New Interior Decors

Maui, Summer, Fossil

Three Cabinet Wood Choices

Medium Alderwood, English Chestnut, Ivory Cream

Five Full-Body-Paint Color Combinations

Gold Coral, Maroon Coral, Silver Sand, Sunlit Sand, and Rocky Mountain Brown

Interior Features

- Solid surface countertop in galley
- Stainless steel sink with single lever faucet
- Solid surface backsplash in galley
- Microwave-convection oven
- 6-shelf enclosed pantry
- Refrigerator inserts – wood panels
- Additional FanTastic Fan in bath area

- 80-inch C-shaped sofa/lounge/dinette with Halo leather
- 66-inch cloth jack knife sofa
- 26-inch mid-section HDMI TV
- Power driver & passenger seats – cloth
- Fresh contemporary cockpit styling
- Solid surface countertop and backsplash in vanity with single lever brushed stainless steel faucet.
- Optional bedroom and front OH televisions

Optional Interior Features

- Bedroom tile
- Surround sound system (includes DVD player)
- DVD Player – living room

- Front overhead TV
- LCD bedroom TV
- Power driver & passenger seats with Halo leather
- Vacuum cleaner system
- Ice maker in refrigerator

Optional Exterior Features

- Automatic satellite
- 2nd 13,500 BTU low profile AC
- 15,000 BTU low profile AC w/ heat pump

Standard Exterior Features

- Paint protective film
- Side view cameras
- Level Air System (jacks not necessary)
- Door awning
- Pass-through storage



NEW FOR 2011

ALLEGRO

OPEN ROAD



Three New Interiors

Marble, Pecan, Flint

Three Cabinet Wood Choices

Medium Alder, Cherry Bark, English Chestnut (new)

Five Full-Body-Paint

Color Combinations

Gold Coral, Maroon Coral, Silver Sand, Sunlit Sand, and Rocky Mountain Brown

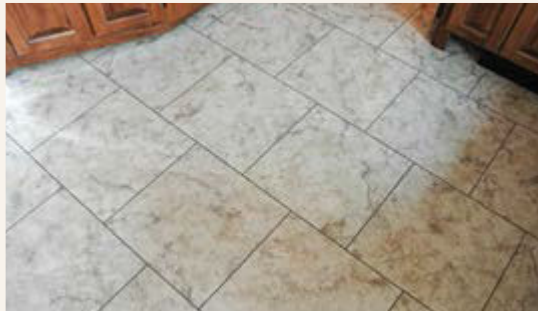
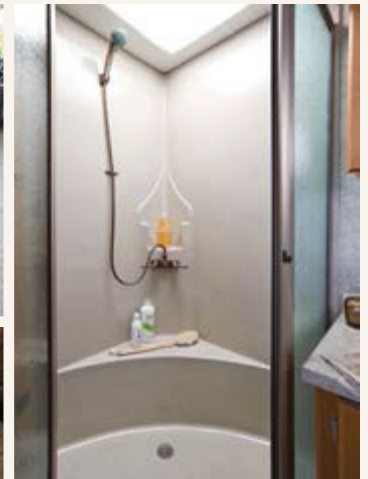
New graphic paint designs for 2011

Interior Features

- Solid surface countertop in galley
- New backsplashes featuring solid surface and tile for galley and bath vanity
- Redesigned countertop edges for bath vanity
- Stainless steel double sink utilizes an under-counter mount which permits sink covers to fit flush with the solid surface countertop
- Bronze cabinet hardware matches bronze faucets in galley and bath
- Color coordinated shower enclosure with bronze fixtures
- Bungalow-style dinette lighting fixture and wall sconces in LR and BR
- New style 16×16-inch floor tiles in living area and bath, optional in bedroom
- Redesigned freestanding dinette chairs
- Valances feature a solid wood inlay with contrasting fabrics and rope borders
- New slide-out fascias with inlays and beveled inserts
- 37-inch mid-section LCD television (was 32")
- 32-inch front OH television (was 26")
- Dark brown fabric-patterned wallpaper used in slide-out walls to add an elegant contrast to interior decor
- Cabinet doors above mid-section TV now have raised panel solid wood inserts (instead of rattan)
- New rocker/glider/swivel chair designed by Magnolia Bay
- Flexsteel sofa bed with 60 × 80 air-coil mattress (same as Phaeton)
- Easy-to-clean black acrylic material used on entry-step risers instead of carpet
- Matching, stained wooden heat registers (instead of metal or plastic used earlier)

Exterior Features (next page)

- Dometic patio awnings with aluminum weather shield
- Opposing basement storage compartments (on passenger and driver sides) are connected with a pass-through storage channel, with the entire system molded from heavy, ribbed thermoplastic into one piece.
- Using a newly-designed slide-out hardware which does not require as much vertical space, the compartments are taller and deeper and permit the use of one-inch taller side-opening doors. Available now on 34TGA and 35QBA floorplans, with other floorplans to be converted soon.



NEW FOR 2011

ALLEGRO

OPEN ROAD



Three New Interiors
Marble, Pecan, Flint

Three Cabinet Wood Choices
Medium Alder, Cherry Bark, English Chestnut (new)

Five Full-Body-Paint Color Combinations
Gold Coral, Maroon Coral, Silver Sand, Sunlit Sand, and Rocky Mountain Brown
New graphic paint designs for 2011

Interior Features
Most of the new features for the 2011 Allegro Open Road are also found in the 2011 Allegro Red. The new rocker/glider/swivel chair and the optional driver's door with power window are not available on the RED.

Standard New Features on the Allegro RED, But Not Available on the Allegro Open Road

- Adjustable brackets at shoulder level for the driver and passenger seat belts
- A stylish new fabric headboard that matches the pillow shams and comforter

Optional Features Available on the Allegro RED, But Not Available on the Allegro Open Road

- 2000 watt inverter
- Hadley air horns
- Combo washer/dryer
- Stacked washer/dryer
- 4-door refrigerator w/ice maker
- Dinette/computer work station

Note

- LCD bedroom TV is standard on the Allegro Red



NEW FOR 2011

Phaeton



Three New Interior Decors

Tiffany, Caviar, and White Diamonds

Three Cabinet Wood Choices

Medium Alder, Cherry Bark, English Chestnut

Six Full-Body-Paint Color Combinations

Gold Coral, Maroon Coral, Nasa, Silver Sand, Sunlit Sand, and Rocky Mountain Brown
New graphic paint designs for 2011

Interior Features

- New wrap-around dash design
- Left console under side window houses HWH leveling system, gear shift, and 3 engine-related switches, plus a cup holder and 2 map pockets

- The center dash contains 8-dial instrument cluster & travel computer
- Right of center is camera monitor, 9 function switches, HVAC controls
- Radio/navigation, DVD console; touch screen activated; bluetooth and voice activation optional
- Two drawers: 2 cup holders; misc. storage
- Pull-out desk for passenger w/ elec hook-ups
- Black matte finish between windshield and dash minimizes day/night glare and light reflection
- Assist entry/exit bar recessed into lower dash over entry steps
- 37-inch front OH television (was 32")
- Adjustable brackets at shoulder level for the driver and passenger seat belts

- Polished porcelain floors, 16 x 16-inch tiles
- Valances with wrought iron accents over polished wood centers
- Radius corners on base cabinetry
- Dining chairs feature a higher, more comfortable back
- Designer Expo wallpaper in slide-outs creates elegant contrasts
- Folding solid surface cooktop cover with permanent mount
- New galley backsplash featuring solid surface components and decorative scroll insets
- Galley splash guards with decorative scrolling
- Color coordinated shower enclosure featuring solid surface materials

- Reflective prism headlights
- Side compartment storage doors one-inch higher for easier access
- Fuel fill position moved higher on the driver's side for quicker filling
- Color coordinated shower enclosure featuring solid surface materials
- Smaller and sleeker-styled clearance lights
- Side mounted doors to storage compartments are one-inch taller for easier access to exterior storage
- Longer side-view mirror arms with 20-inch mirror heads

Exterior Features

- New front cap with sculpturing
- New rear cap with air intake incorporated in the design

New Options for 2011

- Tankless gas instant water heater
- New lift recliners



Allegro Bus



Three New Interiors

Creme Brulée, Latte, Nocturne, and Triple Crown (Fabrics by Ralph Lauren)

Six Cabinet Finish Choices (all cherry wood)

Glazed Cordovan (new), Cherry Wood, Natural Cherry, Glazed Cherry, Glazed Honey, White Chocolate (bath only)

Six Full-Body-Paint Color Combinations

Gold Coral, Maroon Coral, Nasa, Silver Sand, Sunlit Sand, and Rocky Mountain Brown New graphic paint designs for 2011

Interior Features

- New wrap-around dash design
- Left console under side window houses HWH leveling system, gear shift, and 3 engine-related switches, plus a cup holder and 2 map pockets

- The center dash contains 8-dial instrument cluster & travel computer
- Right of center is camera monitor, 9 function switches, HVAC controls
- Radio/navigation,DVD console; touch screen activated; bluetooth and voice activation optional
- Two drawers: 2 cup holders; misc. storage < Pull-out desk for passenger w/elec hook-ups
- Black matte finish between windshield and dash minimizes day/night glare and light reflection
- Assist entry/exit bar recessed into lower dash over entry steps
- 37-inch mid-section and front OH televisions (was 32")
- Adjustable brackets at shoulder level for the driver and passenger seat belts

- New lighting features
- Contemporary styled wall sconces
- Many light switch panels in coach feature multiplex wiring enabling dimming feature.
- Multiplex wiring: less chance of scuffing a wire during manufacture; facilitates use of fewer wires, thus fewer problems and less maintenance in future.
- Silver coated hardware for cabinets and drawers
- New galley backsplash: full tile using decorative inserts with horizontal border design
- Solid surface galley splash rail featuring etched scrolling
- Ceramic deco wall art on side wall to galley
- VacPan™ – Slot installed in baseboard vacuums away quick sweep-up jobs
- New 4.5-inch crown molding over bath vanity with recessed lighting

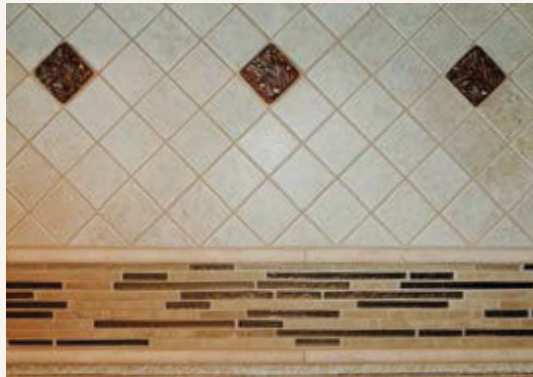
- New vanity backsplash
- His-hers glass vessels mounted on solid surface countertop in rear bath
- Electric panel at eye level behind cabinet doors in rear bath

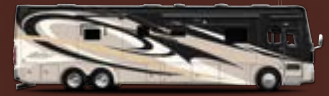
New Standard Features

- Four televisions
- Residential refrigerator
- In-motion low-profile satellite
- Power shades in living room and cockpit

New Options for 2011

- Glazed cordovan wood interior cabinets
- Gas/electric refrigerator with (4) batteries
- Security safe concealed in BR closet
- Tankless gas instant water heater
- Matched Splendide brand stacked washer/dryer





Three New Interior Decors

Chinchilla, Noche, and Triple Crown (Fabrics by Ralph Lauren)

Six Cabinet Finish Choices (all cherry wood)

Glazed Cordovan (new), Cherry Wood, Natural Cherry, Glazed Cherry, Glazed Honey, White Chocolate (bath only)

Six Full-Body-Paint Color Combinations

Gold Coral, Maroon Coral, Nasa, Silver Sand, Sunlit Sand, and Rocky Mountain Brown
New graphic paint designs for 2011

Interior Features

- New wrap-around dash design
- Left console under side window houses Hadley air leveling system, HWH leveling system, gear shift, and 6 engine-related switches, triple mirror controls, plus a cup holder and 2 map pockets

- The center dash contains segmented 3-dial instrument cluster & travel computer
- Right of center is camera monitor, 9 function switches, HVAC controls
- Radio/navigation, DVD console; touch screen activated; bluetooth and voice activation optional
- Two drawers: 2 cup holders; misc. storage
- Pull-out desk for passenger w/ elec hook-ups
- Black matte finish between windshield and dash minimizes day/night glare and light reflection
- Assist entry/exit bar recessed into lower dash over entry steps
- Solid surface stepwell enhanced with recessed rope lighting
- 37-inch front OH television (was 32")
- Adjustable brackets at shoulder level for the driver and passenger seat belts

- New galley backsplash design. Full tile using decorative inserts and a horizontal border on lower section
- VacPan™ — Slot installed in baseboard vacuums away quick sweep-up jobs
- Stacked washer and dryer are matching Splendide brand
- The Quiet A/C system now includes a dehumidifier to remove excess moisture from coach interior, creating a more comfortable atmosphere.
- New 4.5-inch crown molding over bath vanity with recessed lighting
- Inverted pyramid-shaped lavatories with free flowing faucets
- Shower pan and walls created with solid surface material are handsomely complemented with decorative tile work.
- The electrical load center (breakers and fuses) for easier access now repositioned to

upper center location in wardrobe

Exterior Features

- Decorative entry door with amber porch light
- Painted window frames now part of full body graphic designs
- Fuel fill on driver side now integrated into coach's side-wall, which enables higher wall position for faster fueling

New Standard Features

- Full floor tile throughout the coach
- Winegard in-motion satellite system

New Options for 2011

- Glazed cordovan wood interior cabinets
- Combo washer/dryer which provides more shelf storage above
- Security safe concealed in BR closet





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HEARING THE WORDS 'GOLDEN ARCHES'
and not automatically thinking hamburgers.

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