

Roughing It Smoothly[®]



IN THIS ISSUE

- The 2013 Allegro Bus 45LP
- The Oregon Trail PART 3
- Destination: Petoskey
- Riding the Rails

Premium is...

Proven.

"I see the Freightliner name all over the highways and I know these trucks go millions of miles, so that says they are pretty dependable. That's why I can rely on my motorhome on a Freightliner chassis."

— D. Crowell
Freightliner Custom Chassis Owner

Freightliner Custom Chassis is Proven.

For more than 70 years, Freightliner has carried the load from coast to coast. And we provide our valued customers with the most advanced products by applying everything we've learned along the way—the innovations, engineering and expertise—to our RV chassis. When you ride with Freightliner Custom Chassis, you ride with the strength of Freightliner's heritage. Let us become part of your family tradition. Learn more at www.freightlinerchassis.com or call (800) FTL-HELP.



INDUSTRY'S BEST WARRANTY • LARGEST SERVICE NETWORK



Driven By You

The Right RV Tire Changes Everything.



The MICHELIN® 305/70R22.5 XRV®, with its expanded load capacity*, is ready to take on more weight than ever. Our all-position tire designed for exceptional performance on recreational vehicles and motorhomes will prove that The Right Tire Changes Everything.™

To learn more about the MICHELIN® 305/70R22.5 XRV®, visit www.michelinrvtires.com.

*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®

April 2013

Volume 10, Number 2

Roughing It Smoothly® magazine is published four times a year by Book Production Resources for Tiffin Motorhomes, Inc., 105 2nd Street NW, Red Bay, Alabama 35582. BPR offices are located at 1403 Cedar Point Way, Monroe, GA 30656. Printed in the United States of America. Postage paid at Bolingbrook, Illinois 60440.

**Postmaster: Send all changes of address to Book Production Resources
1403 Cedar Point Way
Monroe, GA 30656.**

This issue of *Roughing It Smoothly*® has a postal distribution of approximately 46,500 copies and a dealer distribution of 12,000 copies. It was printed by Quad Graphics, Inc., N63 W23075 State Hwy. 74, Sussex, WI 53089. Copyright © 2013 by Book Production Resources. All rights reserved. *Roughing It Smoothly*® is a registered trademark of Tiffin Motorhomes, Inc. No part of this magazine may be reproduced in any form without the written permission of the publisher.
Publisher, Book Production Resources
Editor, Fred Thompson; **Typesetting and Page Makeup**, Andy Cargile; **Copy Editor**, Carolyn Thompson. **Contributing Writers**: Bob Tiffin, Fred Thompson, Norman Spray, Danny Inman, Elaine Austin, Dave McClellan, Dr. John P. Pilarczyk, and Sylvia Tarnuzzer. **Contributing Photographers**: Fred Thompson; Elaine Austin; Elaine Butler; Columbia Gorge Discovery Center; Philip Foster Farm; The City of Oregon City, Oregon; and Constellation Imageworks.



Departments

President's Corner	4	Dealer Profile	52
Vacations That We Enjoyed		Carpenter's Campers of Pensacola	
From the Road	6	Traveling With Your Pets	57
RV Healthy	18	Tiffin Management Team	58
On the Road with Elaine	46	Candace Petree: The Voice of Tiffin Motorhomes	
News You Can Use	47	Serious Tech Talk	64
Allegro Club News	50		

Cover: Hearthside Grove, a luxury motorcoach resort, Petoskey, Michigan
www.hearthsidegrove.com

If "This is your last issue." is printed on the front cover, read the next paragraph below . . .

As you know, *Roughing It Smoothly* is mailed at no charge to RVers who own Tiffin motorhomes. However, because of the expense of producing and mailing the magazine, it is necessary to remove from our mailing list those who no longer need the magazine.

In the past year we have included three return cards printed on the back cover that gave you the opportunity to continue your subscription to *Roughing It Smoothly*. Because we have not heard from you, this is the last issue you will receive and your name will be removed from the mailing list.

However, if you do want to continue to receive *Roughing It Smoothly*, please find the loose postcard in the magazine that says "PLEASE DO NOT CANCEL MY SUBSCRIPTION." Then cut your name/address label from the back cover and tape it securely to the card. Check the box indicating you want to receive *RIS* and sign the card. If the post-

card has fallen out of your magazine, please buy a standard USPS or Canadian postcard, tape your name/address label to the card, and mail it to: Fred Thompson, Tiffin Motorhomes, Inc., P.O. Box 1150, Monroe, GA 30656-1150.

Serious Tech Talk

To address your technical questions to Danny Inman, use the postcard bound in this issue, send a longer letter to the address on the postcard, or send an email to RIStechtalk@gmail.com **If you need an immediate answer to a service problem, you should call 256-356-0261.**

Change of Address

Please use a standard change of address card from USPS and send to *Roughing It Smoothly*, PO Box 1738, Monroe, GA 30655-1738. You may also change your address online by

sending your email to risncoa@hotmail.com First, enter your old address as it appears on your magazine label (we must remove your old address before we can add a new one). Second, please enter your new three-line address including the zip code. **We do not accept phone calls for changes of address.**

New Subscribers

If you have just purchased a new Tiffin motor-home, be assured that your name/address will be added to our mailing list automatically. We receive a new sales report every quarter. If you purchased a pre-owned Tiffin motorhome, send the year, brand, length & floorplan, your name and address, and VIN to *Roughing It Smoothly*, PO Box 1738, Monroe, GA 30655-1738. Owners who request the magazine receive *Roughing It Smoothly* at no charge.

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



Features

- **Think Residential!**
The New Allegro Bus 45 LP *See page 8*
- **The Great Westward Migration**
The Oregon Trail – PART III *See page 22*
- **Destination: Petoskey**
See page 34
- **Riding the Rails**
Sumpter Valley Railroad's Steam Trains Revisit Historic Past *See page 60*

Hearthside Grove in Petoskey, Michigan

When we made our visit to Petoskey in October to produce a story on Northern Michigan and the Upper Peninsula, Craig and Kirk Rose at Hearthside Grove were our gracious hosts.

Craig and Kirk grew up under the entrepreneurial tutelage of their parents, Wayne and Lorene Rose, who developed Kilwin's Chocolate Kitchen into a successful franchised operation and later opened Petoskey RV & Cabin Resort, which claimed KOA's #1 franchise award.

Craig and Kirk continued the family business tradition with the creation of Hearthside Grove. Thinking completely "outside the box," they developed the property into large lots for motorcoaches with guidelines for building auxiliary bungalows and creative landscaping with pergolas, gas fireplaces, and lavish outdoor kitchens.

Just completed in time for the 2013 season, Hearthside's 18,300 sq. ft. clubhouse introduces a "town center concept" to the resort. Its Craftman's style architecture creates a warm character that draws visitors inside to enjoy the amenities it offers:

quiet spaces near the stone fireplace, a library, a gathering place in the lobby-atrium, a comfort food center, post office and business center, lounge & bar, fitness center, game room, laundry, a streetscape with movie marquee opening into a theater with rocking chair seating, and a demo kitchen offering cooking courses designed for RVers. During the summer season, breakfast is served twice a week with seating for 150-200. A heated pool with lap lanes and locker/shower rooms is in the planning stage.

Craig and Kirk have offices in the center where they maintain an open door policy. The resort is being developed in phases, half of which have been completed. Lot sales as well as long and short term rentals are arranged in the Clubhouse which has a motorhome drive-through where arriving guests register. I must offer a hearty congratulations to Craig and Kirk's foresight and skill in developing this resort. The hospitality of the entire staff at Hearthside is generous and sincere. They understand how to fully meet their guests' expectations. For pictures of the resort, see page 45.

Vacations That We Enjoyed

by Bob Tiffin

In July 2011, I arranged for a 40QBH Phaeton (the bath and a half floorplan) to be delivered to the Bend Sisters Garden RV Resort, a beautiful destination that is almost in the shadows of the three mountains for which the town of Sisters, Oregon, is named. The mountains used to be called Faith, Hope, and Charity by the pioneers, but in our lifetime they have become known simply as North, Middle, and South. All three exceed 10,000 feet in elevation and are in the Cascade Range.

With their locations forming a triangle, the towns of Sisters, Bend, and Redmond offer so much for us to do and the scenery leaves us in awe.

Three or four years ago I bought a 1937 Packard Sedan 1508 7-passenger with the V-12 engine. A mechanic friend stores it for me in the winter and we use it when we come here for vacations in Oregon and California. Judy names all of our cars. She named the Packard "Jack" because it lumbers down the road like a lumberjack. "Jack" suits me just fine.

On a Friday, we drove over to Bend to take a chair lift ascent to the top of Mt. Bachelor. The car drove well and we enjoyed the scenic drive. We parked at the West Village base area at 6,300 feet. Our highest point in Alabama is Mt. Cheaha at only 2,407 feet. With our legs dangling from the chair lift, we ascended another 1,475 feet. to the Pine Marten Lodge where we had lunch in Scapolo's Restaurant. From the observation platforms, we could see the Three Sisters, Broken Top, and many lakes in the Cascades from our vantage point at 7,775 feet.

We almost got back to the RV resort before Jack quit on us. After we stopped for gas at the Tumaio Crossroads, Jack refused to start. I called for a rollback



wrecker and took him back to the resort. I fiddled with the engine on Friday afternoon while Judy made plans to go to the Sisters Outdoor Quilt Show. On Saturday the show hangs thousands of quilts outdoors in front of all of the businesses. When the Phaeton was delivered here from Red Bay, the driver also brought my Chevy Malibu. We always take a backup car, so Judy still had transportation.

The summer climate in Sisters is really

nice. It's usually 55 at night and no more than 85 during the day. It's high desert so the humidity rarely gets above 8 percent. They raise a lot of alfalfa here by using irrigation water from dams. The water gets to each farm by way of irrigation ditches. When a farmer is ready to irrigate, he calls a supply number and sets the specified amount he needs. He pumps the water from the ditches into the irrigation pipes that move overhead across the farm on large wheels. The system is amazing. It may take the farmer all day to irrigate. They also raise vegetables here, too. The farms on the east side of the Cascades get very little annual rainfall.

We enjoyed our trip to Sisters so much in 2011 that we decided to stay three weeks last summer. This time we had our 40QBH Phaeton delivered to the Napa Valley Fairgrounds in Napa, California. The fairgrounds have a great campground that is literally within two blocks of downtown Napa. Every site has concrete pads and the area is beautifully landscaped. I had Jack delivered to our campsite. We stayed a week in Napa to tour the valley each day. So much to see.



So many nice shops and restaurants.

We used the Silverado Trail (CA 128) from Napa to circle the base of Sugarload Ridge to St. Helena. Then on to Calistoga. From Calistoga we stayed on 128 to U.S. 101 and then turned south to Healdsburg where we stopped at Jimtown Store. It's my kind of place. Good coffee and chicken salad sandwiches. You can visit their website at www.jimtown.com. It's a good antique store, too. When we go to Napa, we always find time to go to Jimtown Store.

Judy loves to shop in Healdsburg. The town has a city square with 90-year-old palm trees. The parking is free but you can only stay in one parking place for two hours. I enjoyed the park, watched Jack, and moved him every two hours. On our way back to Napa, we followed U.S. 101 south through the Alexander Valley.

On Sunday afternoon after church, we drove from Napa on I-5 to southern Oregon and spent the night in Medford at the KOA. Monday morning we went on to Eugene and took OR 126 across MacKenzie Pass into the Deschutes National Forest where we stopped at Blue River. Then we drove on OR 242 back to Sisters, Oregon. I had Jack delivered from Napa to Sisters so I could use him to run around each day while Judy attended the Quilt Show the second week of July.

I got word that Gene and Susan Tillman and Sam and Charlene Whitt were coming to the Bend Sisters Garden RV Resort. They are friends of ours from Fairhope, Alabama. We spent the Fourth

of July with them at the campground. They cooked a wonderful meal outside on their grill. Judy and I supplied the ice cream and pie. We had a great time talking about motorhomes, the things we had done in the past, and what we hoped to do in the future.

We stayed there the whole week and made side trips to Bend and Redmond for shopping. Redmond has one of the finest Mexican restaurants I have ever eaten at.

On Monday Judy started quilting classes each day for the week which were held at the high school in Sisters. I went over and met her for lunch every day.

On Tuesday I went to Bend to meet with an RV service company. They are Coach Masters of Bend and they do very nice restoration work. After a three hour visit, I returned to Sisters in time to meet Judy for lunch. The next three days I spent the mornings on the phone with customers, just like I do when I am in my office in Red Bay. I also enjoyed spending time with our customers in the campground. There were usually six or seven of our brands in the park on any given day.

Saturday was the final day for the participants in the quilting class. They showed their quilts and enjoyed their accomplishments. We went back to the campground and packed for our flight home. I had made arrangements in advance for Jack to be put back in storage, the Phaeton delivered to one of our dealers, and my tow car driven back to Red Bay by one of our returning drivers. It was three weeks of rest and relaxation.

Doing simple things at familiar places, taking scenic drives, visiting with old friends, shopping at interesting places, and dining at good restaurants. It was a great three weeks and I thought you might enjoy our sharing it with you our customers and readers. Keep on "roughing it smoothly." 



DIAMOND SHIELD

"The Invisible Bra™" Paint Protection Film
The CLEAR Alternative to the
Vinyl Bra and Plastic Shield



NEW BREAKTHROUGH TECHNOLOGY

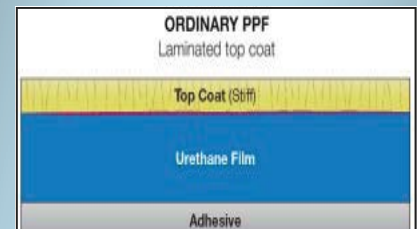
DIAMOND SHIELD IS PROUD
TO INTRODUCE OUR
ALL NEW
NANO-FUSION PAINT
PROTECTION FILM

A Patent Pending Film

OEM APPROVED

Limited Lifetime Warranty
Technology That Makes
Existing Top Coats Obsolete.

Best Clarity, Gloss, Durability
& Stain Resistance



Coaches without Diamond
Shield can be installed by our
Certified Installers right at
Tiffin Service Dept.
Call for details!

1278 Lyell Ave.
Rochester, NY 14606
Ph.888.806.5862 Fx.585.546.3968
E-Mail:diamondshield1@netzero.net
www.diamond-shield.com



The Life and Times of Tiffin Motorhome Owners

Three Allegros. Thanks, Bob.

We are Howard and Mary Frances Smith and we have a 2004 Allegro Bus. This is the third Tiffin motorhome we have owned and all three were purchased at Bankston in Huntsville. Our first was a 1978 Allegro and the second was a 1985 Allegro. In 2000, I strayed and bought another brand. I had many problems with it. So I went back to Tiffin in 2004. Since then we have been in all 50 states, 48 of them in the Allegro Bus and with very few problems. Thanks, Bob, you make a great product.

Howard D. Smith
Wartrace, Tennessee

Sentimental Reasons

I enjoyed my Allegro for many years. It's a 1985 model. Now that I am over 80 and not able to use it any more, I keep it for sentimental reasons. Please keep the magazine coming. It reminds me of my "good days."

Charles E. Dye
Newton, Alabama

South Fork, Colorado (pop. 604)

This is a great place to visit and camp for a while. Our favorite campground is South Fork Campground. It has sites on the banks of the Rio Grande River. There are several good fishing lakes nearby, including Millionaire Lake, Big Meadows Lake, Beaver Reservoir, and Continental Reservoir. There are many miles of roads to ride 4-wheelers and much more.

Eddie & Cheryl Lumpkins
Jacksonville, Texas

Full-Timers Offer Their Story & Advice

Les and I both retired from successful government careers in 2006 and purchased our first motorhome. Cautious at first, we rented our house for a year to see if full-timing would really be our lifestyle choice. We planned our maiden voyage from Chesapeake, Virginia, to Belfair, Washington, and tried to visit all of the geographical tourist sites that we had only read about as kids. Our two Maltese dogs, Dot and Bitz, travel with us.

After arriving in Belfair, we decided the coach we bought in Virginia was not what we needed. After visiting with several dealers on the West Coast, we bought a 2007 Safari that had most of the features we wanted, especially a stacked washer/dryer. Soon we were making our way back to Chesapeake to sell our home. The die was cast and we both knew we wanted the RV lifestyle on a full-time basis. Selling the house meant we would never feel tied down again. The great outdoors is a beautiful home.

Less than a year later in Yuma, Arizona, we became acquainted with Tiffin Motorhomes. They had just introduced the 2008 Allegro Bus 43QRP. We saw it, loved the floorplan, and signed a contract to have Tiffin build one for us, selecting the options we wanted.

Taking different routes, Les and I have crossed the U.S. 11 times, always taking the time to visit family and friends on both coasts and several places in between. We are never in a hurry and have found that driving 55 to 60 mph allows the engine to operate at its ultimate efficiency and gives us the best fuel mileage.

We both play musical instruments and have enjoyed several music festivals and venues. While staying at a resort in Hoodspport, Washington, over Labor Day, we heard that three of the five members of a band contracted to play at the festival were sick. After two phone calls, we volunteered ourselves, my father, Valley Koskovich, and my brother-in-law, Doug Nickerson. We had a grand time playing with two of the local members of the group and entertaining the Labor Day crowd.

Many are interested enough to ask about the RVing lifestyle. The only thing we tell those who are considering this lifestyle is that you *already* have to really *like each other* before you begin, because 400 square feet is way too small a space to begin the process of finding out if you are compatible. We do love and like each other, and all the places we have seen just bring more depth to our life together.

Anita Kramer
Sioux Falls, South Dakota



Last Labor Day weekend, at a resort in Hoodspport, Washington, Anita and Les Kramer (left) learned that three of the band members scheduled to play at the festival were sick. Les and Anita, joined by her father, Valley Koskovich, and her brother-in-law, Doug Nickerson, joined two members of the local band and entertained the crowd.

We Rode the Cumbres & Toltec

I enjoyed the "Riding the Rails" story on the Cumbres & Toltec train. Joyce and I camped twice at Mogote and rode the Cumbres & Toltec train when we visited in Colorado in our great 28-ft. Allegro with the 484 General Motors engine. It gave us perfect service for more than 50,000 miles as we visited 49 states. We sold it in 2009 and do we miss it! At 78, we do not travel as much. We also enjoyed the Oregon Trail stories. Thanks for the magazine.

B.H. & Joyce Farnsworth
Memphis, Tennessee

Working on the Bucket List

Our bucket list included a motorhome trip to Alaska. On May 25, 2012, we left our home in Lake Wales, Florida, and began the journey. We met up with our traveling partners in Minnesota, and on June 20 we crossed the border from the Yukon into Alaska. We went from Tok to Fairbanks, then south to Denali, Wasilla, Palmer, Anchorage, Soldotna, Homer, Seward, and Valdez. The highlight of the trip was nine days of fishing for Red Sockeye Salmon in Soldotna. We put 13,200 miles on our Phaeton and it was absolutely worth it.

Cass & Richard Caudill
Lake Wales, Florida



The Oregon Trail & Riding the Rails

I just wanted to tell you how much I have enjoyed your Oregon Trail series. I also love those steam locomotives. Thanks Fred and Norman. I have owned two motorhomes: a 1973 Airstream and a 1983 Allegro, both 28-footers. I have been as far north as the Mackinac Bridge crossing to the Upper Peninsula. I am 85+ now and past my traveling days.

Marvin L. Muse
Alice, Texas
Continued on page 72

RoadTrip[®] Mission[®]

Automatic Roof Mount Satellite TV Antennas

Watch Live Satellite TV while parked or traveling down the road!



- Low profile (12.9" h) and small footprint (20" dia) stationary and in-motion satellite antennas for RVs
- One button on/off operation; always ready for viewing



Get Satellite In Your RV!
Call 866-609-9374



Carryout[®]

Portable Satellite TV Antennas

- Easily moveable to eliminate line-of-site issues
- Automatic or Anser[®] hybrid automatic



WINEGARD
www.winegard.com

DISH is a registered trademark of DISH Network L.L.C. • DIRECTV is a registered trademark of DIRECTV, LLC.



PHOTO COURTESY OF HEARTSIDE GROVE RESORT

Think Residential!

The New Allegro Bus 45 LP

IF YOU ARE CONSIDERING FULL-TIMING, OR PERHAPS spending four months each winter in any of several southern U.S. locations with warm climates, you really should spend an hour or two inside the new 2013 Allegro Bus 45LP.

The 45LP is a *residence* on Tiffin's exclusive PowerGlide chassis. There are no concrete foundations to this residence. The foundation is a twin rail chassis that rolls smoothly on eight big Michelin tires. With the help of six airbags, tuned shocks, and ride-height adjusters, the chassis gives its owners a great ride. The ZF front-end features heavy duty, independent suspension with a 60-degree turning radius. With you in the driver's seat, this residence—masquerading as a motorhome—is going to take you to all of the destinations on your bucket list after your winter sojourn.

While you are wintering in southern climates, the expansive picture windows allow you to enjoy the magnificent sunsets over richly colored Arizona landscapes, the swaying palm trees on one of southern California's perfectly manicured golf courses, the Gulf of Mexico's bright aqua waves smoothing thousands of miles of white sand beaches, an Everglades park with deep water access to the 10,000 islands area, or perhaps an exquisite site in the Florida Keys.

Porches and patios are a key feature to any fine residence. The 45LP is no exception. You will enjoy the soft, warm breezes of your winter climate under an optional 37-foot double Para-

mount drop-down awning. You can select one or both awnings. In your outdoor setting, you can stay connected to your favorite daytime programs and evening specials with a 32-inch Panasonic HDTV with sound bar, all standard equipment on the 45LP. It is mounted in the slide-out wall near the entrance.

Emphasizing Residential

Entering the 45LP for the first time is an experience. The living-dining-galley area is 22 feet in length and 12 feet 8 inches in width. All of the seating features Ultraleather™. An impressive L-shaped chaise lounge comfortably seats five with deep plush cushions. A solid cherry coffee table tucks into the "L." Both the driver and passenger chairs, the epitome of comfort, rotate easily to provide additional seating for guests.

The standard 42-inch Panasonic HDTV is mounted diagonally in the forward section of the passenger slide-out, providing eye-level viewing to those seated on the chaise lounge.

The handsome cherry cabinet under the television with a solid surface countertop is standard and has several cubic feet of storage. The buyer may select the optional electric fireplace that

fits into the cherry cabinet under the television (\$735 MSRP). Also standard (but not shown) is a short sofa that fits between the cherry cabinet and the dinette. You can replace the short sofa with an optional package that includes a lift recliner that has a very comfortable leg rest (shown in picture) and a concealed flip-top table added to the cherry cabinet (\$1,050 MSRP). The fireplace really does put out a significant amount of heat, perfect for knocking off the chill of a February morning in Florida.

A second standard 42-inch Panasonic occupies the more traditional location over the dash, providing direct viewing from every position in the living-dining-galley area. If you are keeping up with two games simultaneously during football season, you will not find a more accommodating coach.

Moving a few steps north into the galley and dining area, residential design becomes even more apparent. TMH offers an all-electric coach as an option (\$1,120 MSRP) which includes a double burner induction cooktop. It makes sense when you consider that the Hydro-Hot heating system (for hot water and hydronic heat throughout the coach) and the residential Maytag refrigerator eliminate the need for propane.

The U-shaped dinette covered in Ultraleather is plush and comfortable. Its location on the passenger side gives you the added benefit of enjoying the plants and flowers in your own patio while you are dining.

The luxury of the 45LP is enhanced with the generous use of solid surface countertops and 17.5-inch square marble-patterned porcelain flooring. Used at each corner of the large squares, three-inch square tiles with four diamond-shaped insets create an interesting but unobtrusive pattern. In the galley, complementary colors and patterns are used in the solid surface

countertop materials as well as the full height backsplashes.

Continuing our overview tour of the residence, you will notice the coach's half bath is on the right as we enter the bedroom, making it convenient to guests. The passenger side slide-out in the coach's rear section deploys to create a spacious bedroom featuring a king size bed, overhead and sconce reading lights, bedside tables, and generous overhead storage. The opposite slide-out features a cherry chest with four large drawers and a clothes hamper. The chest is capped with a solid surface countertop for your collection of family pictures. A 32-inch Panasonic HDTV is mounted in an eye-level cabinet that houses the satellite receiver, DVR, and Panasonic's entertainment system, which offers a variety of information and service programs.

A few more steps take you into the 45LP's accommodating full bath. The double lavatories, manufactured as one piece with the solid surface countertop, are faced with 16-inch backsplashes. Each lavatory has a personal cabinet with a 16 x 19-inch mirror. The large elliptical shower features a sliding rain glass enclosure.

The tour ends at the walk-in closet which extends across the full width of the coach. The depth of the closet's footprint includes space for the optional stacked washer and dryer on the passenger side and a chest with three large drawers and a solid surface countertop on the driver side.

Getting the Details

With the preceding overview of the residence in mind along with the accompanying pictures, let's take a look at the details not readily evident which contribute to the quality, functionality, and enjoyment of the 45LP.



Text and photography by Fred Thompson



Lighting. Tiffin's electrical engineers and architectural designers collaborate to create excellent lighting in their coaches. In the living-dining-galley area, 29 recessed barrel lights in the coach's main ceiling are controlled in sections by two lighted panels of labeled switches, one at the entrance and one in the galley area. Lights can be selected wherever needed, or used all together to create a brightly illuminated room.

In the ceiling of the passenger slide-out, three barrel lights brighten the area for reading in the recliner or using the flip-top table. A sconce between the two windows in the slide-out offers attractive accent lighting. Over the dinette, a square light fixture with an opalescent globe adds decorative lighting reminiscent of the cottage-bungalow period of the 1920s.

Working in a motorhome's galley requires a brightly lit area. TMH delivered with four barrel lights recessed into the bottom

of the cabinets above the solid surface countertop. Seven lights in the main ceiling are strategically positioned to fully illuminate the area.

Over the L-shaped chaise lounge, three recessed barrel lights in the main ceiling provide general lighting, while two directionals in the bottom of the overhead cabinets provide personal lights for reading, crocheting, or similar activities requiring focused light. Two sconces provide both decorative and additional lighting for the general area.

The driver and passenger seats each have a recessed barrel light for use when the seats are facing forward for travel or rotated into the living area. Each seat also has a map light.

Seating. The featured standard seating in the living area is the luxurious, L-shaped, Ultraleather chaise lounge. With the seat-



ing area parallel to the outside wall measuring 77 inches, and the bottom leg of the “L” measuring 51 inches, five people can be seated comfortably. The seat on the south end has a foot rest elevated by a spring-loaded system.

The two large cushions conceal a queen size sofa sleep system: an Air Coil Hide-a-Bed that uses air-over-coil technology. The pump is built into the foot of the mattress and is activated by a hand-held control for inflation and deflation.

When it’s time for travel, the seat cushion on the shorter leg of the “L” flips down, the back cushion is removed, and the supporting frame slides into the main frame for storage. Good design!

The lift recliner in the passenger slide-out reclines to an almost horizontal position, while the leg lift supports your calves perfectly. An extra head pillow completes this comfort zone. If the recliner cannot be considered an extra bed, it should get honorable mention as the best place in the coach to take an afternoon nap.

The U-shaped dinette with standard Ultraleather seating is plush with deep cushions. Good food and seating comfort is certain to make your meals a place where you will linger longer. The dinette is standard equipment in the 45LP.

Storage. When compared with other Class A manufacturers, TMH wins every time in the engineering competition for the most storage space. In the living area, the opposing slide-outs offer 33 cubic feet of eye-level storage. In the cockpit area above the dash, six compartments offer 5.6 cubic feet of storage, providing easy access for your collections of maps, travel books, flashlights, first aid kits, and frequently used small tools.

The Galley. The design of a Tiffin galley, and especially the galley in the 45LP, is unique. The galley is just over seven feet wide and provides 20 sq. ft. of work space. The island slide-out, which has been a feature for many years, adds another 2.5 sq. ft. of work space. Plus, it has three drawers, each 26 × 10 inches: wow! The optional Fisher & Paykel dishwasher will do your dishes and make clean-up a breeze when you store the dirty dishes in the F&P through the day and run it once in the evening.

Directly above the dishwasher on the countertop, the optional black rectangle is your induction cooktop. *Induction cooking* uses induction heating (see Wikipedia for a more complete explanation) to directly heat a cooking vessel, as opposed to using heat transfer from electrical coils or burning gas in a traditional stove. Induction cooktops require the use of a cooking vessel made of ferromagnetic metal. A complete set of induction cookware is provided with the coach. Induction cooktops are faster and more energy-efficient than traditional electric cooking surfaces. Induction allows instant control of cooking energy similar to gas burners.

Beneath the dishwasher you will find the “pots-n-pans” drawer. It is so big we measured it in cubic feet: 1.45. It will store all of your induction cookware. And above the cooktop you will see a Sharp residential microwave/convection oven.

The double sink in the 45LP is also unique to Tiffin motorhomes. Made of the same solid surface countertop material used throughout the coach, it is very easy to clean. A traditional stainless steel sink is available as an option.

Beneath the double sink is perhaps Tiffin’s best storage design yet. Trapezoidal in shape (an engineering accomplishment in itself), the slide-out conveys the trash can and two drawer shelves immediately behind it. Once the primary box is pulled out from under the sink, the top drawer slides back into the storage cavity under the sink to reveal the lower drawer. Both drawers are five inches deep.

To the left of the sink, you will notice a second stack of three drawers, a short one with compartments for your silverware, and two more measuring 8 inches wide by 14 inches long. Two large cabinets with slide-out shelves flank both sides of the microwave/convection oven.

Refrigeration, Cooling & Heating. Tiffin has for several years offered residential refrigerators as standard equipment. This coach features a 22 cu. ft. Maytag with twin doors and a slide-out freezer at the bottom. The freezer has sliding drawers for maximum use of the space. An exterior panel dispenses water and ice and provides full controls to check the temperatures





of the freezer and the refrigerator. The basement storage compartment near the entrance houses an optional Dometic freezer with selectable settings that will also keep your beverages at the perfect temperature.

A 45-foot coach needs a lot of cooling capacity, especially if you enjoy traveling in the South and Southwest in the summer months. Tiffin made the third low profile AC and the 10K Onan generator standard equipment in the 45LP. All three units are equipped with heat pumps.

If the heat pumps are not sufficient to warm the coach (temps above 38 degrees), the hydronic heating system by Aqua-Hot takes over with six heat exchangers that provide quiet, even heat throughout the coach. The system also provides unlimited, instant hot water—yes, you can take a 30-minute shower if you wish! The Aqua-Hot system has two fuel options: electricity and diesel.

Interiors. TMH offers four interiors for the 2013 Allegro Bus: Ambrosia Fabric Suite, Classic Manor Fabric Suite, Driftwood Fabric Suite, and Milan Fabric Suite. The Classic Manor Fabric Suite features “Fabrics by Ralph Lauren” and is optional at \$2,100 MSRP. The other choices are standard. The accent fabrics used in the upholstery, bedspread, pillows, and valances are subtle complements to the primary colors.

For several years TMH has used very high quality cherry from New England. The raw lumber is carefully inspected, culled, and processed to eliminate flaws before it is planed and sanded. After doors, fascias, moldings, crowns, and furniture are manufactured in the woodworking shops, they are offered in five finishes: Cherry Wood, Natural Cherry, Driftwood, Glazed Cherry, and Glazed Honey. Glazing is optional at \$3,780 MSRP. A glazed finish for the bath (at no additional charge) is White

Chocolate. It makes the bath really distinctive.

Backsplashes created with porcelain, solid surface material, and inlays, and the artistic use of tile for decorative displays have produced art forms in the Allegro Bus and Zephyr brands that you are unlikely to see in motorhomes manufactured by the competition. There is such an obvious pride of workmanship in the skilled craftspeople who build these motorhomes.

Entertainment. The Allegro Bus 45LP comes standard with four Panasonic HDTVs: two 42-inch units in the living area, and one 32-inch unit in the bedroom and one 32-inch unit in the outside slide-out wall for patio viewing.

The entertainment center is powered by a Panasonic 1000-watt system with “Wi-Fi Built-in” to provide access to web content, including Bloomberg TV, Netflix, Twitter, Cinema Now, Pandora Internet Radio, VuDu, Fox Sports, Picasa Web Albums, and YouTube videos. Your Wi-Fi connection can be supplied by Verizon’s 4G network MiFi air card. By the end of 2013, Verizon expects to have approximately 98 percent coverage in the U.S.

With its Blu-ray™/DVD Home Theater System feature, the Panasonic unit can support 3D/full HD content and playback. A satellite dish is standard equipment, but the receiver is optional and requires a subscription. As an option, this coach was prewired for the Winegard Trav’ler Satellite. With the Integrated Universal Dock for iPod and iPhone, you can launch your personal digital music collection as well as videos and photos stored on those devices. All of the above equipment is now located at eye-level in a compartment behind the bedroom’s 32-inch Panasonic HDTV. The television is mounted in a flip-up door that stays out of the way while you insert DVDs or make programming adjustments.



All of the above is in addition to Tiffin's groundbreaking television and surround sound theater that was launched five years ago. In cooperation with the Allegro Bus's standard Winegard satellite receiver, you will receive the HD signal in most locations in the U.S.

Electronic Controls for Lighting, Shades, and Security. Five lighting control panels are placed in strategic locations throughout the coach. Each functional switch is backlit, labeled, and touch activated—blue when OFF and white when ON.

The largest panel at the entrance controls ten functions: lights for entry, steps, porch, door, assist handle, and cargo bays; the night shade for the door; compartment locks for the storage bays; and a light master to turn ON or OFF all of the lights in the coach as you enter and leave. The other panels control lighting specific to the areas where they are mounted.

The solar and privacy shades in the cockpit and living area are motorized and controlled by touch switches, which are especially useful in the cockpit. The one-piece shades for the entire windshield are one of the best features ever invented for safe driving. The shades for windows in the living-dining area are controlled from a touch panel mounted on the sidewall housing of the refrigerator. The shades can be controlled individually or in tandem.

A small fob for your pocket or purse automatically activates the secondary sliding lock on the entry door and all of the locks on the exterior storage compartments. The primary deadbolt lock for the entry door is activated by keyless entry buttons mounted in the assist handle. The camera monitor in the dash, primarily designed for driving, can also be used to check the outside perimeters of the coach (sight and sound).

The Bedroom

Comfortable. Relaxing. Inviting. The bedroom is separated from the living area and the bath by two beautifully crafted sliding privacy doors with pewter accents and translucent glass panels. As you walk into this relaxing environment, you will want to close those big sliding doors, pull back that gorgeous comforter, turn the lights down low, and turn on Eddy Arnold singing "Make the World Go Away." Visualize, dear reader, this is one nice bedroom. The wide sculptured cherry molding on the headboard frames tufted upholstery that matches the comforter. Handsome valances frame the windows on both sides to let evening summer breezes waft inside. Bedside tables with side racks for your nighttime reading also have individual cabinets. A backlit panel is conveniently positioned to control the recessed ceiling lights, reading and sconce lights, the genset start, and a master switch for controlling the lights throughout the coach. On the opposite side, a toggle switch controls the two-speed ceiling fan. Both bedside tables have 110v service. Four cabinet doors overhead open to nearly 13 cubic feet of storage.

In the opposite slide-out, a cherry chest of four drawers plus a clothes hamper is topped with a solid surface countertop — just the right spot for small plants, your family pictures, and a spot to unload your pockets. The overhead 32-inch HDTV is mounted in a lift frame for easy access to a compartment housing your satellite receiver, DVD, DVR, and a 1000-watt theater system. Your bedroom can double as your entertainment center if you prefer it over the living room. On the right side of the slide-out, you can bring in the sunshine with a 20 × 30-inch window that doubles as an emergency exit. The overhead cabinet offers three cubic feet of storage. Not shown in the pictures on page 11, the south wall has a framed 20 × 32-inch mirror.

One-and-a-Half Baths ranks in the top three most popular features ever offered by Tiffin Motorhomes. In the 45LP, both compartments are well appointed to please the most discriminating owner. Accented with brushed chrome fixtures, the lavatories in the rear full bath are manufactured as one piece with the solid surface countertop. A 16-inch backsplash protects the wall. Each lavatory has washcloth and hand towel rings, liquid soap dispenser, and a cabinet with a 16 × 19-inch mirror. The designers did not overlook the importance of lighting in the bathrooms. Four recessed barrel lights brighten the area. A cabinet under each lavatory offers four cubic feet of storage. The three drawers between the two cabinets are 6 × 17 × 5 inches deep. Note the 110v double electric service outlets. A full-length mirror is attached to the sliding door separating the bath from the rear closet.

The shower is elliptical in shape, measuring 42 inches wide and 30 inches deep, and illuminated with a skylight. The brushed chrome fixtures feature a shower head with a pause button and two towel racks. The enclosure is translucent rainglass. Two more chrome towel racks are mounted above the ceramic toilet on the forward wall. A four-spoke rack holds smaller towels. The forward wall is covered with dark green sculptured wallpaper and cherry wainscot.

The half bath is an architectural marvel—so many features carefully engineered into a relatively small space. The lavatory is molded into the solid surface countertop and has 16-inch surround porcelain backsplashes. Above the lavatory, a deep corner cabinet with mirrored door provides ample space for the one who lays claim to the half bath. But TMH designers also found space for two more overhead cabinets to the left and right of the corner cabinet. Two cabinets in the vanity could be a convenient space for storing paper products and the chemicals for the black tank. A top-of-the-line ceramic toilet has a flush lever and a spray head. The brushed chrome hardware includes faucet, liquid soap dispenser, and full-size towel rack. A 3-speed ceiling fan and window freshen the half bath as needed. The electrical features include a recessed tray for six barrel lights and two barrel lights in the ceiling, controlled by separate switches. The conveniently positioned backlit panel also has controls for the 3-speed fan, the rain cover, and the water pump. Service for 110v is adjacent to the control panel.

The Walk-in Closet

Again, think residential. The closet is 4' 3" deep by 8 feet across, separated from the bath by the heavy sliding door with a full-length mirror. The hanging rod for clothing runs the full 8 feet, with a 12-inch deep shelf running the full length above it. To the right of the entry door (driver side), a three-drawer cherry cabinet with a solid surface countertop offers 3.5 cubic feet of welcomed storage space. Above the countertop, a window with valance will keep your closet fresh. A 110v outlet will make the countertop a popular spot for a radio to catch the morning news as you get ready for your day.

To the left of the closet entry, the optional and conveniently

placed Splendide stacked washer/dryer is enclosed in its own cherry cabinet. On the back wall of the closet, TMH offers an optional wall safe which will usually be concealed by your hanging clothes.

The Cockpit

Because this review emphasized the residential features of the 45LP, I decided to save the cockpit until last. The first thing we noticed about the cockpit was the luxury of the driver and passenger chairs: deeply comfortable, but still firm enough to give you correct support for a long day on the road. The shoulder seatbelt is engineered to come from the top corner of the chair, eliminating the attaching of the shoulder strap to the wall and the need to remove it to turn the two chairs into the living area.

In 2013 the five floor plans for the Allegro Bus are offered only on the PowerGlide chassis. Of course, that means you will see a Tiffin instrument cluster—three large dials with the electronic information display positioned at the base of the center dial. The PowerGlide's 18-inch steering wheel is designed with two control panels shaped like inverted teardrops, each inset into the wheel's interior curves. The top touch control on either side operates the headlights. The left inset has the touch buttons for the cruise control, while the right inset has the controls for the windshield wiper system.

Mounted on the wall under the window, the left console begins near your elbow and houses the HWH leveling system. Moving forward you will see a battery of clearly labeled toggle switches (window, solar and night shades for the side window, suspension, air horn, and engine brake), a large cup holder, heated mirror controls, and finally the Allison electronic gear shift panel right at your fingertips.

The dash to the left of the steering column is arranged with a small panel of toggles for engine preheat, auxiliary start, pedals IN/OUT, parking brake, and the AC duct-vent. When the stan-



standard 8-way power seats are operated in tandem with the IN/OUT movement control for the brake and accelerator pedals, a person of any height can be accommodated in the driver's chair.

To the right of the steering column, notice the color Triple Vision monitor. It allows you to watch traffic at the rear and on both sides of the coach. In the evening when you are parked, you can use the monitor as a security camera. Just below the monitor you will see nine toggle switches to control the step cover, windshield fans, solar and night shades for the windshield (which also serve as sun visors), gen start-stop, map light, docking lights, and radio. To the left of the monitor, notice the touch screen for the radio and CD player, plus the optional in-dash navigation, and satellite radio (subscription required). Under the touch screen, you will see the best designed automotive HVAC controls in the industry: easy to see, understand, and use, even when you are driving. Under the HVAC controls, there are two 12v receptacles to serve cell phones, independent GPS equipment, or other appliances.

On the passenger side, the dash offers a slide-out writing table. A passenger console just under the window has toggles for solar and night shades, step cover, map light, and windshield fan.

Driving the 45LP

When I drove the 2011 Allegro Bus 40QBP on a PowerGlide chassis almost two years ago, I wrote, "It was called PowerGlide for a reason." When TMH management decided to offer a 45-foot coach under the Allegro Bus brand, they knew their own engineers were ready to create the chassis for the new floor plan. The modifications included extending the length of the chassis' rails, installing six air bags where there had been four, changing the ride-height adjusters, and going to larger tires. Brad Warner, chassis engineer, and Gary Harris, chassis plant manager, pulled it off, creating the beginning of a new success story.

Cruising at 70 on interstate highways with 450-hp and

1,250 lb.-ft. of torque, the 45LP has the power to easily slide past the 18-wheelers and hold its own on five percent grades. Tuned shocks and six air bags smooth out those rough road surfaces. The wheel cut with the 315 front tires is approximately 60 degrees. The ride-height adjusters provide the balance to take curves as if centrifugal force did not exist. Owners will be pleased with the coach's low ratio steering that does not require constant steering correction to prevent wandering. With the firm comfort of the Villa driver's chair, you will feel at the end of the day like 500 miles was just a short hop.

The Basement

The floor of the basement is 18 inches below the chassis rail's lower edge. Since the rails run down the middle of the coach, the height of the basement's initial entry area is 25 inches, the distance from the basement's floor to the living area's floor above. The first storage compartment of the passenger side of the 45LP houses an optional Dometic freezer-refrigerator (1), which demonstrates the use of the extra height on the outside areas of the basement. There is six cubic feet of storage space behind the storage box.

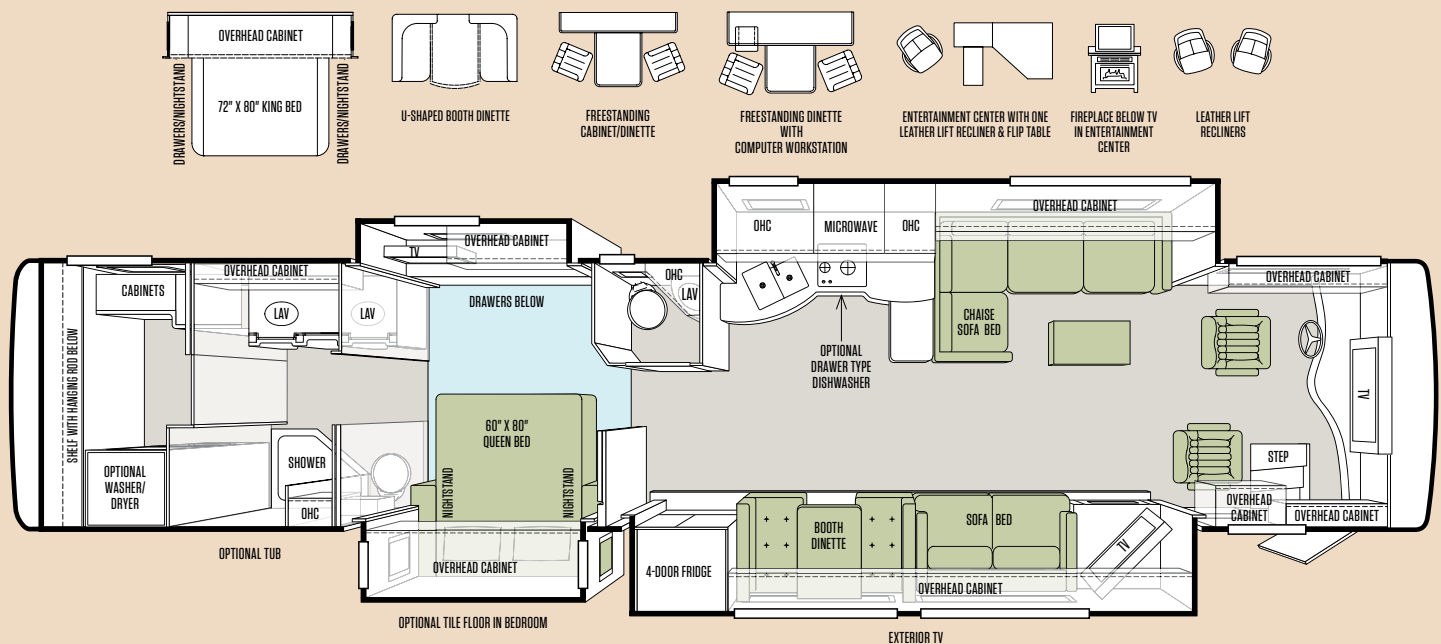
The second and third compartments (2 & 3) are pass-through storage in which the chassis rails form a height barrier of 18 inches. Based on that limitation, the storage area is 101 cubic feet. If you can utilize the space on the outside of the rails, you will pick approximately 30 cubic feet of additional storage. This particular coach has an optional slide tray that makes it much easier to get to items in the middle, but sacrifices several cubic feet of space required by the sliding tray itself.

Tiffin has used several storage compartments to make it easier to service supporting infrastructure. Notice the central vacuum system and

Scan for additional images of the 45 LP basement compartments and chassis.



Continued on page 72



SPECIFICATIONS: Model tested, 2013 Allegro Bus 45 LP with Quad Slide, Base MSRP* – \$383,880. MSRP as tested with options – \$413,826.

Note: (PS) = passenger side
(DS) = driver side

STANDARD FEATURES

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

Automotive
The Tiffin Powerglide™ chassis
Allison 3000 MH electronic 6-speed automatic transmission with two overdrives and lock-up (torque converter)
Cummins ISL 450-hp electronic/turbocharged diesel
1,250 lbs.-ft. torque @ 1,300 rpm
Side-mounted radiator
ABS brakes and two-stage compression engine brake
Air brakes with automatic slack adjusters and ABS
Aluminum wheels
Six air bags
Emergency start switch
Cruise control
Adjustable gas & brake pedals
Tilt steering column
VIP Smart Wheel
Independent front suspension
Fog lights

Exterior
Fiberglass front and rear caps
Dual fuel fills
BASF full body paint with front cap protective film
Large one-piece tinted windshield
Heated chrome power mirrors with remote adjustments
Single motor intermittent wipers
Undercoating
Daytime running lights
30-inch wide entry door with deadbolt
Lighted keyless entry door system & keyless component door locks
Double electric step
Hydraulic automated leveling jacks
Auto generator start
Dual pane tinted windows
Amber patio light on driver's side
Exterior patio light on passenger's side
Exterior 32" TV with sound bar, mounted in slide-out wall
Automatic door & patio awnings
Window awning package
Slide-out awnings with metal-wrapped covers
Pass-through basement storage
Auto-lockable, swing-out exterior storage doors with gas shocks
Heated water and holding tank compartments
Docking lights
Six house batteries
Onan 10,000 Kw generator with 3 low-profile ACs with heat pumps
2800-watt inverter
Custom mud flap
50-amp service
Power cord reel, 50-amp
Park telephone & cable ready
Black holding tank flush system
SeeLevel tank monitor located at dump station
110v exterior receptacle
Water filter
Gravity water fill
Exterior rinse hose with soap dispenser & paper towel holder
Spotlight with remote
Concealed air horn
Low profile in-motion satellite dish
Digital TV antenna
Pure sine wave inverter
Power Fantastic® roof vent with 3-speed fan in galley
Two Fantastic® roof vents with 3-speed fans in bath areas
Roof ladder
Color back-up camera
Two side cameras in mirror housing, activated with turn signal
Quiet AC roof-ducted system
Luggage compartment lights

NOTE: High-definition programming is not available on a domed satellite antenna unless you subscribe to DISH Network®

Driver's Compartment
18" VIP Smart steering wheel
Drawer in step well
ITC courtesy light in stepwell
12v disconnect switch
Lighted instrument panel
Adjustable fuel/brake pedals
Adjustable seatbelt brackets
8-way power driver's seat with Ultraleather™
8-way power passenger's seat with Ultraleather™ and power footrest
Passenger seat console box with built-in magazine rack
Color in-dash monitor for rear and sideview cameras activated by turn signals
Contemporary wrap-around dash with glare reduction
Lighted switches
Power solar/privacy full-width windshield shades
Power solar/privacy shades for driver & passenger side windows
Single CD player & AM-FM stereo
Fire extinguisher
Dual dash fans
Computer drawer in dash with storage compartment and lock-out rails (PS)
12v, 110v, & phone jack receptacles
Beverage tray

Living area/dinette
Booth dinette with solid surface table top
12v & 110v receptacles, park ready phone jack at dinette
Full ceramic tile floor in living area, half-bath, & rear bath
42" flat screen color television wall-mounted in entertainment center
42" dash overhead TV
L-shaped Ultraleather™ chaise lounge with Air Dream queen sleeper (DS)
Ultraleather™ DE sofa/sleeper (PS)

Kitchen
Polished solid surface countertops
Solid surface covers for sink and cooktop
Expand-an-island
LED lights above countertop
2½-inch deep lighted toe kick
Single lever sink faucet with built-in sprayer
Galley soap dispenser
Integrated solid surface sink
Residential stainless steel refrigerator with ice & water dispenser in door (6 batteries)
Stainless steel convection microwave oven with exterior venting
2-burner gas-on-glass cooktop with convection/microwave oven
One 3-speed Fan-Tastic® fan
Storage racks for covers in cabinet under sink
Cherry wood cabinets
Natural cherry wood cabinets

Rear Bath
Skylight in shower with sliding insulation cover
Solid surface vanity top with two lavatories
Curved shower enclosure with doors on track
41" molded elliptical fiberglass shower
Electric maserator toilet with OH cabinet
One 3-speed Fan-Tastic® fan
Storage cabinet washer/dryer ready
Walk-in closet: 8-ft. hanging rod with overhead shelf
Cherry chest of drawers with solid surface countertop
Full-length mirror mounted on sliding door

Half Bath
Cabinet with mirrored door
Eight recessed ceiling lights
Electric toilet with spray
Solid surface vanity top and bowl
One 3-speed Fan-Tastic® fan
Magazine rack

Bedroom
Innerspring pillow-top queen mattress (60" x 80")
Bed comforter with throw pillows

Solid cherry headboard with tufted upholstery
Wall-to-wall carpeting
Cherry nightstands with solid surface tops
Solar/privacy shades
Entertainment center with surround sound pre-wired for DVD-CD player & satellite receiver
Cherry chest with four drawers and laundry hamper
32" flat panel color television
Ceiling fan
Carbon monoxide detector
LP leak detector

General Interior
7-foot ceilings with LED bullet lights
Soft touch vinyl ceiling
High gloss raised panel cabinet doors
Adjustable shelving in some cabinets
Enclosed surround sound speakers
SeeLevel tank monitor
Hydronic heating system (required with all electric coach)
Carbon monoxide, smoke, and LP leak detectors
Central vacuum system with VacPan
Multiplex lighting system
Air-driven step well cover
Energy management system
Power solar and privacy shades in living-dining area
Manual privacy shade at galley window
Manual solar and privacy shades in bedroom
Manual privacy shade only in bath and half bath
Porcelain tile flooring in kitchen, bath, entrance landing, and living room
Complete cable wiring interfacing with surround sound and satellite receiver
Enclosed surround sound speakers

OPTIONAL FEATURES ON THIS COACH

Glazed honey natural cherry wood cabinets
Ambrosia interior
All electric coach
Induction cooktop
Basement freezer
Residential refrigerator with inverter (6 batteries)
Porcelain tile in bedroom
One slide-out storage tray
Safe located in walk-in closet
In-dash navigation with satellite radio (requires subscription)
In-motion satellite
Pre-wire for Winegard Trav'ler satellite
Rear view mirror with compass and outside temp
U-shaped leather dinette (PS)
Dishwasher, drawer type
Stacked washer and dryer in rear closet
Entertainment center with European recliner and flip-top table
Fireplace
Two Carefree Paramount awnings with concealed roof ACs & antenna
Dual control bed system (Select Comfort), king

OTHER OPTIONAL FEATURES AVAILABLE

PASSENGER'S SIDE
Ultraleather DE sofa/sleeper
Cloth DE sofa/sleeper
Two leather recliners (no table)
Dinette/computer workstation
Free standing dinette with built-in cabinets

DRIVER'S SIDE
L-shaped chaise lounge, cloth
Second slide-out tray in storage compartment
Innerspring pillowtop king mattress (72" x 80")
Dual control bed system (Select Comfort), queen
Memory foam mattress, king
Memory foam mattress, king
Combo washer/dryer with OH storage
One Paramount awning with concealed roof ACs and antenna
Glazed cordovan wood interior cabinets
Glazed cherry wood interior cabinets
Glazed rear bath cabinets with white chocolate
Tankless gas water heater
39" tub IPO shower
Oven with convection microwave
3-burner cooktop with gas oven

MEASUREMENTS

Wheelbase – 326"
Overall length – 45' 2"
Overall height with roof air – 12' 7"
Interior height – 84"
Overall width – 101"
Interior width – 96"

WEIGHTS & CAPACITIES

GVWR – 51,300 lb.
Front GAWR – 16,000 lb.
Rear GAWR – 22,000 lb.
Tag Axle GAWR – 13,300 lb.
GCWR – 61,300 lb.
UVW – 35,270 lb.
CCC – 16,030 lb.
Trailer hitch capacity – 10,000 lb.

POWER TRAIN

Engine – Cummins ISL 8.9-liter 450-hp electronic diesel
Torque – 1,250 lb.-ft. @ 1,300 rpm
Transmission – Allison electronic 3000 MH 6-speed automatic with 2 overdrives
Tire Size – 315/80R22.5 front steering; 295/80R22.5 drive & tag axles.
Alternator – Leece-Neville 170 amps

CHASSIS

Frame – Powerglide™ chassis
Frame design – Raised rail
Anti-locking braking system – (front) Bendix ADB225 17" vented air disc (rear) Bendix/Spicer 16.5" x 7" drum
Suspension (front) – BF RL77EM IFS – custom tuned (air)
Suspension (rear) – Tuthill RD 2300 – custom tuned (air)
Shock absorbers – Sachs front/Bilstein rear – custom tuned
Leveling jacks – HWH hydraulic

CONSTRUCTION

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

ACCOMMODATIONS

Sleeps – Four adults
Fuel tank – 150 gallons
Freshwater – 90 gallons
Black water – 50 gallons
Grey water – 70 gallons
LPG tank – NA

MSRP*

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

UVW

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

DEALERS

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

PLEASE NOTE

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

SOLID & DEPENDABLE



With over 30 years in recreational lending, Essex Credit understands your RVing lifestyle - you would rather be on the road enjoying time with your family and friends than just about anything else. Essex Credit can help! Purchase or refinance your RV with an APR as low as **3.99%[^]** and start planning your next trip.

Essex Credit offers one-stop shopping; handling every detail of the loan transaction – from paying off your current lender to handling the titling and registration. We offer competitive rates and a hassle-free loan process to help make lowering your monthly payments easy. Don't wait - apply online today!

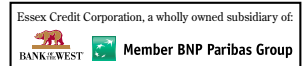
PURCHASE OR REFINANCE
with APRs* as low as

\$150,000 +	3.99%[^]
\$75,000 - \$149,999	4.62%[^]
\$25,000 - \$74,999	4.87%[^]

Inquire about rates and terms for our **RV Full-Timer** financing program!

Private Party Purchases are our Specialty

www.essexcredit.com/tiffin
1.866.377.3948



*Estimated APR (Annual Percentage Rate). Subject to loan program requirements and credit approval. Certain fees, closing costs and restrictions may apply.
[^]Rates and terms may vary with market conditions and are subject to change without notice. APRs noted above are available only for applications submitted by June 15, 2013. APR is valid for 30 days from date of loan approval. For a refinance, RV must be 2003 model year or newer and current loan must be open for a minimum of six months. For purchase, RV must be 2005 model year or newer. Maximum loan to value is determined by the following: credit score and model year, with collateral value being established per NADA Used Wholesale Trade-in value. Information is accurate as of March 11, 2013. This offer is not available to applicants who use their RV as a principal dwelling (Full-Timer). Other rates and terms are available.



Taking the Stress Out of Healthy Eating

by Sylvia Tarnuzzer

We are coming into the season of RVing Fun 101! What do I mean? This is the season we are de-winterizing our motorhomes (if you winterize) and getting back on the road going to rallies and events. There are many RV shows in the early part of the year so you may be traveling and considering upgrading your current coach. And this is the season we gather with our friends to enjoy food, fun and fellowship. This, my friends, is also called the season of food and stress! Food because of all the festivities and events, stress because of the decisions and choices you may be considering if upgrading your current coach or purchasing your first RV.

I recently found out that the word “healthy” is stressful to some people. As a matter of fact, I learned that some even think it compares to taking a science class or having to eat a lot of brussel sprouts. I knew the word could be intimidating, but it became more apparent at the recent RV show where I presented healthy living seminars. When asking participants to give me reasons why better health is important to them, I heard stories of a brother passing away at the young age of 52, a story of a young lady’s mother with insulin dependent diabetes, a story of cancer taking the life of a sister at a young age and so many others.

So how do we handle stress? Have you ever been scared of something, but knew you had to make a change? It can be challenging. It can be intimidating. What do you do? Do you contemplate it? Make a pro vs. con list? Ask enough people their thoughts to see if you get the right answer? The hardest thing you will ever do is to make the decision to move forward. It can be that way with making changes to reach your health goals. Are you ready to get on the bus?

No, I don’t mean a bus like an Allegro Bus – but the B. U. S. as in *Belief – Understanding – and Strategies* for success to finally get healthy and lose the weight. It’s the B.U.S. that may get you off those prescription medications, relieve your joint pain and potentially lower your risk for chronic illness and disease.

Your health should be considered with resourcefulness. Determine ways to begin your path to better health. Learn how to eat right and exercise to remove excess weight. Determine the foods that can really be considered natural medicine to reduce your dependence on prescription medications. Read and research labels on processed foods and discover which ingredients to remove from your diet in order to reduce your risk of many different ailments and illnesses. Let’s focus on a few of these ingredients that are commonly found in processed foods that could be lurking in your pantry.

Partially Hydrogenated Oils: This is the artery clogging trans fat, the sludge that clogs arteries and shouldn’t be anywhere in our foods. A huge concern for anyone dealing with heart disease, this ingredient is FAT and FAT packs on the pounds, too. Trans fat is a must to remove from your diet if heart disease is a concern or is in your family history. The government allows a food manufacturer to put “O Trans Fat” on a product even though it’s *not* trans fat free! The FDA permits products to claim zero grams of trans fat as long as they have less than half (1/2) a gram per serving. This means they can contain up to 0.49 grams per serving and still be labeled as having no trans fat. Two grams is the absolute most trans fat a healthy person should consume in a day so it can quickly add up! Trans fat is in many foods, such



Here are three photos of one of my favorite salads and its ingredients: Spinach and Arugula Salad

Editor’s Note: Is it possible to stay healthy while traveling in a motorhome or RV? The answer is absolutely YES with some good advice from a fellow Tiffin owner Sylvia Tarnuzzer, founder of RVHealthy, Inc. Sylvia is a Certified Health Coach who understands our traveling lifestyle and offers great advice on her website, www.rvhealthy.com, as well as in her weekly episodes on RVNN.TV.

Spinach and Arugula Salad

Ingredients

A couple handfuls of fresh organic baby spinach (enough for the amount of people being served)
A small amount of organic arugula
Blueberries
2 hard boiled eggs
1/4 cup cooked quinoa
1/2 avocado
small amount of chopped walnuts
small amount of feta cheese
1/8 cup of extra virgin olive oil
1/4 cup white wine vinegar
2 tsp organic natural honey
1/4 cup frozen raspberries

Instructions

1. Mix the olive oil, white wine vinegar, honey and raspberries in a food processor. Set aside as you will be using some of this as the salad dressing.
2. Toss the spinach, arugula, chopped boiled eggs, quinoa, feta cheese, avocado, blueberries and walnuts together.
3. Toss with a small amount of dressing.

Quinoa, Hard Boiled Eggs and Avocado are great for added protein.

as margarines, store bought cookies, crackers, frozen meals and nearly all fast foods.

Artificial Flavors and Colors: A single artificial flavoring can be a combination of hundreds of individual chemicals, many of which are derived from petroleum. Even though some food dyes are still allowed by the FDA, many critics claim they are toxic, carcinogens (a cancer causing agent), and a contributor to ADHD. In 1906 there were about 80 dyes in the food market. Due to the significant health risks, by 1938 there were only 15 still in use. Today only seven food dyes are left on the market and they are constantly being evaluated for their health risks. You will find artificial flavors and colors in many of the products we purchase on a daily basis. Food, toothpaste, medicine, vitamins, ice cream, candy, and the list goes on and on. Artificial flavors and colors are a big concern among parents as they can affect a child's behavior immensely.

Hydrolyzed Vegetable Protein: This is another ingredient that is in a lot of our processed foods. This ingredient is used as a flavor enhancer and is a plant protein that is broken down into amino acids. One of the amino acids interacts with the sodium in your body and forms monosodium glutamate (MSG). Most of us know that MSG can cause many problems, including headaches, nausea, weakness, and many other adverse reactions. When MSG occurs as a by-product of hydrolyzed protein there are no government regulations like there are when a food



VELVAC®

In the Passing Lane Since 1939

VELVAC CLASS A MIRRORS

WELCOME TO EXCLUSIVITY

- Tri-plane mirror enhances blind spot coverage around your motorhome
- Provides an elegant appearance, offering a long-lasting, high quality chrome finish
- Home position and fold-away features protect the mirror and eases vehicle storage
- Integrated color CMOS camera provides greater coverage of blind spot areas, superior visibility, object distinction and depth perception

VMAX III



800.783.8871
www.velvac.com

manufacturer puts MSG in their products. Hydrolyzed vegetable protein can be found in foods such as hot dogs, soups, stews, gravies, boxed rice and other boxed meals, bouillon cubes, seasonings, and more.

Caramel Coloring: Scientific studies have shown that high levels of caramel color found in soda counts for nearly 15,000 cancers in the US annually. The food industry doesn't just use sugar and water to create this ingredient; they treat the sugar with ammonia that can produce carcinogens. Caramel coloring is predominant in sodas, but can also be lurking in cookies, breads, candies, beer, whisky, and cereals. This is an ingredient that has been known to cause food allergies or sensitivities in some individuals.

High Fructose Corn Syrup: Also known as HFCS, this ingredient is of great concern as prolonged consumption can be damaging to your health. This ingredient was reported as "generally recognized as safe - GRAS" by the FDA in 1976. It's a cheaper alternative than regular sugar so many food manufacturers have replaced honey, regular sugar and other similar sweeteners that have been around for years with HFCS. HFCS is a genetically modified sweetener and is considered one of the root causes of the consistent weight gain and increasing obesity levels in the US. This ingredient has been reported as one main source of increased *belly fat*. There are many potential health risks associated with HFCS such as hypertension, elevated levels of bad cholesterol, and increased risk of developing Type 2 Diabetes. HFCS is predominately found in processed foods such as yogurt, processed ham, frozen desserts, ketchup, lunch meat, and salad dressings, just to name a few.


So how do we begin to learn healthy habits and create a positive reaction to healthy food choices? Where do we begin to make the small changes that will create big results? It really begins with a decision. The choice to live your life with abundant energy, free from aches, pains and medications. Learn to eat more *real* food. This means food that is grown or farm raised with the exception of fish that you want caught wild. The term can be considered clean eating. There are many types of food plans out there for people to consider when losing weight and getting healthy are your goals. But the easiest way to improve your food choices is to shop the perimeter of your grocery store. Spend more time in the fruit and vegetable aisle than in the middle aisles where most processed foods are located. You can also begin to make batches of your own cookies, breads and cakes and use better ingredients to avoid all the harmful ones in the processed and packaged foods on the market. Look in your grocery store area that has the organic foods and you will also find packaged products that sometimes are better for you with fewer added ingredients. Don't assume that products located in the organic aisle are always healthier. Know what to look for and what to avoid.

Another great move in the healthy direction is to look at items in your pantry and begin to read the labels. The ingredi-

ent list is the most important part of the label and most people don't even look at it. Looking for the potentially harmful ingredients listed earlier is a great start. If there are more than about five ingredients you might want to avoid that product. That doesn't mean throwing away every box currently located in your pantry if it contains more than five ingredients, just look for better alternatives the next time you are food shopping. Healthy eating can actually be cheaper with some planning and preparation. If you have any food intolerances, sensitivities or allergies, you probably are already experienced in label reading. In addition to checking for harmful ingredients, begin to look at the calories, sodium, sugar, and fat levels. Many times people look at the outside of a box, see the term "low fat," and think that's the better choice, when in fact the product may have a very high sugar or sodium level. If you're a diabetic or have high blood pressure, this is not necessarily a better choice.

Another topic that is not discussed or even thought of much when beginning a transition to healthy eating is the beverages we consume. Often we tend to drink our calories and not think much about them. A typical 12-ounce can of regular soda has about 90 calories, but over 25 grams of sugar, which is approximately 6 teaspoons, not to mention the 31 milligrams of sodium it contains. A question usually arises about diet sodas and the fact that they are zero or one calorie. Diet drinks may be free of calories, but are hardly free of harmful effects on our health. Numerous studies have shown that diet sodas can cause weight gain, kidney damage, tooth decay, bone loss and many other undesirable side effects. The harmful ingredient in diet soda is Aspartame. Another area to focus on when making a change to a healthier lifestyle is the removal of artificial sweeteners from your diet. Finally, alcoholic beverages also have numerous calories we don't always consider. A typical beer may only have about 150 calories, but a typical 10-ounce margarita may have 550 calories. These calories can easily be avoided by just ordering water or sparkling water with lime for some flavor if needed.

When eating out, learn to ask for the nutrition information, or better yet, go online to review the menu. Know what your healthier choices are, and decide what you will order ahead of time. Watch out for any marketing ploy when you see the words "supersize". This does mean more food, and also can mean a lot more calories. Food at any restaurant is much higher in calories, fat, sugar, and sodium, with a typical breakfast at a restaurant around 1,300 calories. You can prepare the same breakfast at home for around 300 calories. So when you do go out to eat at a restaurant, make sure you order smart. This means ordering from a child's menu, a senior menu, or the appetizer menu; sharing with a dinner partner; or asking for a to-go container ahead of time.

RVing is a lifestyle enjoyed by many and we want to stay healthy for years to come. So take the stress out of your healthy eating goals, and have a positive journey and a long life on the road enjoying your travels!!! 



No worries with the RV. I can happily plan the next big catch.

When you take your towable or motorized RV to a **Coach Care™** service center, you'll find:

- Expert technicians taking care of all major components
- Guaranteed work everywhere you travel in the U.S.
- A clean, comfortable, family-friendly waiting room
- A place to practice your casting technique

Excellent RV service: we're all over it.

Find a Coach Care location near you and learn more by visiting powertoRVs.com/coachcare.

Performance you rely on.™

Cummins **Onan**



©2012 Cummins Power Generation. All rights reserved. Cummins, Onan and the "C" logo are registered trademarks of Cummins Inc. "Performance you rely on.™" and Coach Care™ are trademarks of Cummins Power Generation.



The Great Westward Migration

The Oregon Trail — PART III

In the brief span of 25 years, never in history had so many moved voluntarily over such a great distance. During the Great Westward Migration, historians estimate that nearly a half million people sold their farms, homes, and possessions and loaded their wagons with the prescribed essentials to get them to Oregon, California, or Utah.

John C. Frémont, often called *The Pathfinder*, was recognized as one of America's most famous explorers after he accurately described trails in 1842 and 1843 through the Platte River valley over which the emigrants could travel in wagons. In 1841 he married Jessie Benton, the daughter of Missouri's Senator Thomas Hart Benton. The senator believed that the United States had the right to expand to the Pacific and encouraged his son-in-law to write about the west. Written by Jessie, his reports, published in newspapers throughout the country, inspired excitement and motivated farmers, merchants, craftsmen, and entrepreneurs to head west. It was Jessie Benton Frémont, as much as anyone, who ignited the spark of America's Great Westward Migration.

In the December 27, 1845, edition of the *New York Morning News*, journalist John L. O'Sullivan addressed the ongoing boundary dispute with Great Britain over the Oregon Country.

Our "... claim is by the right of our *manifest destiny* to over-spread and to possess the whole of the continent which Providence has given us for the development of the great experiment of liberty and federated self-government entrusted to us."

In his 1844 campaign for the presidency, James K. Polk supported the western expansion of the country's borders. He was successful in settling the dispute with Great Britain in 1846 when the Oregon Country was ceded to the U.S. by treaty and the 49th parallel was established as our northern boundary with Canada. The fact that Americans, who got to the Oregon Country via the Oregon Trail, far outnumbered the British settlers was a major factor in settling the dispute. President Polk rallied popular support east of the Mississippi for the settlement with Great Britain by expounding on O'Sullivan's idea of "manifest destiny." Through the Oregon Treaty of 1846 with Great Britain, the U.S. acquired ~290,000 square miles, which includes the land that now forms the states of Washington, Oregon, and Idaho, plus approximately 26,000 square miles of Montana and 16,000 square miles of Wyoming— a total of 937,700 square miles.

The western boundary of the U.S. was formed by the western borders of Minnesota, Iowa, Missouri, Arkansas, and Louisiana. After the Mexican Cession of 1848, the U.S. added another 648,000 square miles to its western and southwestern areas. California became a state in 1850, and Oregon followed in 1859.

Text and photography by Fred Thompson

Texas became a state in 1846. From 1853 to 1868, Washington and the other soon-to-be states became U.S. territories, bordered on the east by the older existing state boundaries and on the west by California and Oregon. The United States of Amer-

ica and its territories now stretched from “sea to shining sea.”

Now let’s get back to Part III of our trip along the Oregon Trail. In Part II of the story, we took a break at Twin Falls, Idaho, where we admired the beautiful Snake River Gorge.

Back on the Oregon Trail

Before you leave the Twin Falls area, there are two or three interesting places to visit. **Shoshone Falls** are spectacular at 212 feet. After you cross the Perrine Bridge headed south on US 93 into Twin Falls, turn left on Falls Avenue East and go 3 miles to Champlin Rd. (3300 E Rd.) Turn left for 0.9 miles and follow the road into the canyon. Fee: \$3/car. Great place for hiking, picnicking, and swimming. Playground, restrooms, and parking for motorhomes.

As you leave Shoshone Falls, you are only 15 minutes from **Rock Creek Stage Station**, also known as **Stricker Ranch**. James Bascom built the station in 1864 and a year later added a log store which is now the oldest building in south central Idaho. The station marks the intersection of the Oregon Trail, the Overland Stage route, and the Kelton Road from Utah. Bascom’s station got so much business from the Oregon Trail that the U.S. Army built Camp Reed to protect the emigrants passing through the area. Herman Stricker bought the site in 1875. Today you can visit the log store, two stone cellars, and Mr. Stricker’s 1900’s home.

To reach the station from Shoshone Falls, continue south on Champlin Rd. (3300 E Rd.) until you get to U.S. 30. Turn east and drive a few miles to Hansen. Then go 5 miles south of Hansen on E 3200 N. The GPS address is 3715 E 3200 N, Hansen ID 83334.

Leaving Stricker Ranch, we followed U.S. 30 back to Twin Falls and continued west on **Thousand Springs Scenic Route**. The route stays several miles south of the Snake and, after passing the village of Buhl, turns north again to rejoin the river. In 1843 Frémont came this way mapping emigrant roads and found an Indian village at **Fishing Falls** (Kanaka Rapids). As the Snake River’s highest salmon cascade where the Indians speared fish during the summer runs and dried them for year-round use,

Fishing Falls was included in many Oregon Trail guide books to allow the emigrants to trade with the Indians for fresh salmon.

After descending into the canyon, **Thousand Springs** came into view across the river where waterfalls gush out from the black canyon walls. The Snake River aquifer is one of the largest groundwater systems in the world.

At this juncture, you can leave U.S. 30 and enter the Hagerman Valley for a short trip to the **Hagerman Fossil Beds National Monument**. There are also some well-marked Oregon Trail ruts. The fossil beds were discovered by a local farmer in 1928 and excavated by the Smithsonian Institution. Raised boardwalks protect the fragile ecosystems and probably offer protection from scorpions and rattlesnakes. Excellent signage explains the areas of discovery. The fossilized skeletons of a zebra-like horse, aptly named the “Hagerman Horse,” along with camels, sloths, mastodons, and many other creatures were found in the 600-foot bluffs along the Snake River. The question still remains, “What happened to these creatures?”

Nearby is the beginning of a 3-mile, one-way emigrant trail where you can see 150-year-old ruts made by their wagons.

Returning to U.S. 30 and heading northwest, you will come to the rustic Idaho signage for Salmon Falls (named Upper Salmon Falls on the NPS Oregon Trail map). There is actually an upper and lower falls. In 1811 Robert Stuart’s party passed here and traded with the Indians on their way back to New York to report to John Jacob Astor. Thirty-one years later, Frémont noted the Indians were still trading, this time with the Oregon Trail emigrants. The 18-foot vertical drop in the falls made an easy gallery for the Indians to harvest the salmon with very effective spears made of elk’s horns with shafts embedded into the horn where marrow had been removed. Each summer they dried a year’s



Thousand Springs



The Hagerman Horse



Three Island Crossing

supply. Frémont remembered the cataracts and foaming water as a place of “picturesque beauty . . . one of those places that the traveler returns to again and again to fix in his memory.”¹

While the pioneers must have been thrilled with the fresh salmon they cooked over their campfires, and pleased with the dried salmon they packed for the remainder of their journey, they were aware of a serious challenge coming within the next two or three days: **Three Island Crossing**.

Three Islands was a dangerous crossing, but one of the few places the Snake River could be forded. Prior to this point, the wagon trains were generally traveling on the south side of the Snake. However, after Three Islands, the terrain on the south side of the river became arid with very little grass for the oxen and cattle. By comparison, the north side of the river was fertile, and also offered a shorter trail to Fort Boise, the next major destination on the Oregon Trail. Fort Boise was the last trading post for restocking supplies before tackling Oregon’s Blue Mountains.

Those who decided to cross had to descend the steep hillsides from the plateau to the river’s edge. The emigrants forded the Snake by using the first two islands as “stepping stones.” At low water during the summer, the river was two to four feet deep, but swift water and holes in the river bottom sometimes tipped wagons over and dragged the oxen or mules under, causing them to drown. The men would swim across with large ropes, tying them down at each end to stabilize a crossing wagon. Some lashed two wagons together side-by-side to make them less likely to tip over. To prevent bedding and clothing from getting waterlogged, some strapped those items to the back of the tallest horse and walked him across.

With planning and precaution, some made the crossing without serious incidents. The Whitmans and Spauldings on August 13, 1836, were not so fortunate.

“Two of the tallest horses were selected to carry Mrs. Spaulding and myself over. Mr. McLeod gave me his and rode mine. The last branch we rode as much as half a mile in crossing and against the current, too, which made it hard for the horses, the water being up to their sides. Husband had considerable difficulty in crossing the cart. Both cart and mules were turned up-

side down in the river and entangled in the harness. The mules would have been drowned but for a desperate struggle to get them ashore. Then after putting two of the strongest horses before the cart, and two men swimming behind to steady it, they succeeded in getting it across. . . .”

—Narcissa Whitman

When you arrive in Glens Ferry, follow the signage in town to the **Three Island Crossing State Park** via Commercial Street and Madison Avenue. The Oregon Trail History and Education Center in the park offers a museum, a movie theater, and an exhibit to explain the crossings made by the wagon trains. The adjacent campground along the river boasts grassy lawns and beautiful trees to break the river breezes. Water and electric hookups are \$16/night. Almost next door, the Carmela Vineyards Restaurant, R.V. Park, and Golf Park can turn Glens Ferry into a destination—at least for a couple of nights. Full hookups \$25/night. Lunch at the restaurant will run about \$30 for two and \$60 for dinner.

To really appreciate the challenge the pioneers faced in crossing the river here, take 20 minutes and drive to the viewing point on the south side of the river. From the park, drive 1.4 miles on Madison Avenue (it becomes Commercial at a left turn) to the corner of Commercial and Cleveland in downtown Glens Ferry. Turn right on Cleveland and drive 3.8 miles (cross the river) which becomes Rosevear. Follow signage for “Main Oregon Trail, Back Country Byway.” Turn right and travel 0.8 mile on Slick Ranch Road. Turn right, cross cattleguard, and go 0.5 mile to the overlook. For a map, Google “map of Glens Ferry Idaho” on www.mapquest.com.

Leaving Three Island Crossing, we decided to get back on Interstate 84 and make the 3-hour, 192-mile run to Baker City, Oregon. We stopped at **Farewell Bend** (exit 353) for a quick lunch in the picnic area near where the emigrants said goodbye to the Snake River, which had been both a blessing and a curse. Farewell Bend State Park offers RV sites with electric and water for \$17/night including dump station access. Enjoy water sports and hiking trails if you decide to stay overnight.

Much greater detail about the trials and tribulations of the pioneers along the Snake River Plain through Idaho can be found in the NPS guide, National Historic Trails, Auto Tour Route

1. Search www.idahohistory.net for any subjects of interest.



National Oregon Trail Interpretive Center

Interpretive Guide: “Along the Snake River Plain Through Idaho.” As mentioned in Parts I and II, these guides are free and can be picked up at NPS-administered sites.

We soon reached our destination at Exit 302 near Baker City. The emigrants identified the area as Flagstaff Hill. Drive five miles east on OR 86 to the **National Oregon Trail Interpretive Center**, funded and operated by the Bureau of Land Management.

The Center compares to the finest exhibits offered by the Smithsonian Institution in Washington. As you enter a long entrance walkway, dioramas of scenes from the Oregon Trail portray a realism that demands pause for thought and reflection on the determination and courage of these nineteenth century

pioneers. At the end of the dioramas, you will be drawn to large windows that open to a 15-mile view of the trail leading to Elkhorn Ridge, the beginning of the Blue Mountains.

The interpretive center is self-guided and you may take as long as you wish. Actors vividly portray the emigrants’ experiences in monologues. Albert Fenner, purveyor for “the Compleat Miner,” relates the stories about those to whom he sold his tools and supplies. Videos and exhibits address how the emigrants bought wagons, livestock, and provisions, and then organized their wagon trains and hired guides. The daily responsibilities of men, women, and children are explained. There were pleasant times in the evenings when games were played and courtships began

quality begins on the inside

a leader in the vehicle seating market,
Flexsteel designs and manufactures entire furniture collections for motor home and towable interiors

Flexsteel has withstood over 118 years of change, the Great Depression and two World Wars to become a respected Legacy Brand with the VISION to cross market expertise in home furnishings, into the RV, Marine, Automotive and Specialty seating marketplace.

Flexsteel.
 Excellence in Vehicle Seating
www.flexsteel.com



Albert Fenner sells his wares and tools to the miners.



Men generally did the heaviest work and often had the most fun.

among the young eligibles. There were hardships when supplies ran short; heat and drought made it difficult to find water and grass; and accidents and disease snuffed out life itself. There was the heartbreak of dumping cherished pieces of furniture, iron cook stoves, and personal belongings to lighten the loads of tired oxen and mules whose strength waned after months on the trail.

Who were these emigrants? . . . one exhibit asks. They were farmers, teachers, preachers, mechanics, soldiers, traders, adventurers, gold seekers, lawyers, and doctors. In many of the wagon trains, they formed an instant and diverse community. The majority came from states that bordered the Mississippi River, and an estimated 60 percent were involved in agriculture or small businesses in rural villages. Emigration was a family affair: depending on the year analyzed, 20 to 50 percent were women and children. Many free blacks were traveling the Oregon Trail in search of economic opportunity and greater social freedom. European immigrants were beginning to flood America, and many of them headed for Oregon Country soon after they landed in New York or New Orleans.

Another exhibit explains how responsibilities were sharply divided based on gender and age. “Each of us had our regular work to do,” Martha Hill Gillette wrote in her diary in 1852. “Men did men’s things and women did what men let them, and the elderly were tolerated.”

“Men generally did the heaviest work and often had the most fun. They stood guard, managed livestock, hunted for food, bartered with the Indians, and made repairs. They also raced about on horseback, fired guns, took off their clothes to go swimming, and sometimes got drunk. They struggled to appear strong at all times; it was expected of them.

“Women worked equally hard on the way west. They tried to project purity, piety, and submissiveness — ‘true womanhood,’ while laboring from dawn to dusk. . . . They drove and unloaded wagons, helped make repairs, set up camp, took charge of campfires and children, cooked, cleaned, gave birth, and tended the sick. Many of them found time somehow to record their travels, leaving us a legacy of the Trail.

“Children were expected to act like adults, stay close, and not get lost. . . . On the trail, girls milked the cows and helped with cooking and washing. Boys tended stock and helped drive the team.”²

The exhibits at the Center focus on the emigrants who wanted good land and a new beginning. But there were also the missionaries, the trappers, and the naturalists. In addition, the Interpretive Center tells the story of the U.S. Army, who built forts and resupply points, and provided as much protection as possible.

By the time the emigrants reached Flagstaff Hill, it was August. They had restocked their supplies at Fort Boise and some had traded for fresh oxen or mules. As they moved on into the Powder River Valley, Henry Allyn observed, “The Blue Mountains appeared with their snowcapped peaks and their sides covered with pines and other evergreens which greatly relieved the monotony of the nudity of the country for near 1,600 miles.”

Good grass, fresh water, beautiful landscapes, fertile soil, abundant wildlife. They only had one complaint: it was cold. Even in August, they encountered frost, hail, and ice. But, the promise of Oregon was almost fulfilled. Spirits rose. Many found time to write in their diaries, visit with their fellow travelers, break out their fiddles and harmonicas. Men greased the wagon hubs and mended harnesses. Women washed clothes in the Powder River. Children fished for trout. Today we may call it R&R. Idaho had been a tough passage, and whether they realized it or not, the pioneers were rejuvenating to face the Blue Mountains and the Dalles.

Occasionally, traders moving east passed through the emigrant camps in the Powder River Valley and told them of bountiful harvests, fertile soil, and gentle winters in the Willamette Valley. The promised land was ever so close, but yet obstacles were in the way: weather, mountains, the Columbia River and its intimidating gorge, and a lack of supplies.

In 1843 the challenge of the Blue Mountains was greater than it would be in later years. The axe men walked ahead, cutting a

2. *The English Sportsman in the Western Prairies*, Grantley F. Berkeley



Women worked equally hard on the way west.

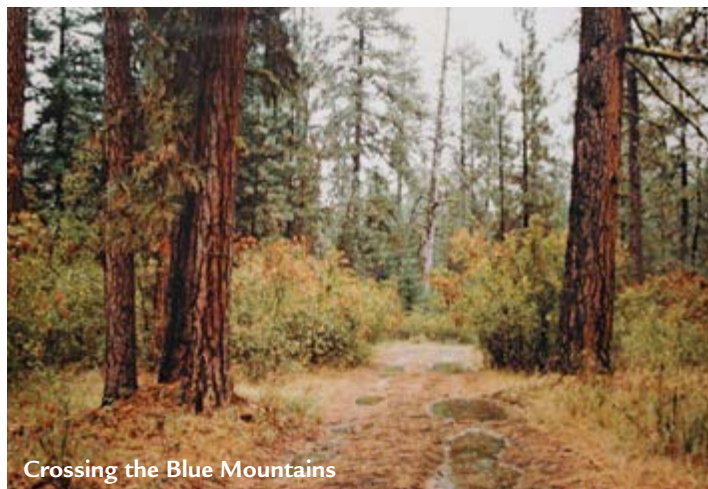


Children were expected to act like adults, stay close, and not get lost.

road through the trees. “We found it very hard cutting timber with our dull axes that we had not ground since we left Missouri, having no grind stone to grind them,” recalled Ninevah Ford. “It devolved on some 40 persons to make that road.” Getting the wagons through required double-teaming on ascents and braking on declines by pushing logs through the rear wheels.

You can visit this area at the **Blue Mountain Crossing Interpretive Park** and walk among the Ponderosa pines that still bear the scars made by passing wagons over 150 years ago. Some of the best preserved traces of the Oregon Trail can be seen on this forested ridge, including ruts and wagon-wide depressions. You can literally walk in the footsteps of the pioneers. The park includes an interpretive trailhead, picnic area, large parking area, paved accessible trails, drinking water, restrooms, and interpretation panels. From I-84, take exit 248 onto Spring Creek Road for 0.2 miles. Turn right on Old Emigrant Hill Scenic Frontage Road (old U.S. 30) and go 0.7 miles. Take first right (follow park signs) and go 2.4 miles to the Interpretive Park on Forest Road 1843. **NOTE: There is a 12' 9" clearance limit where Forest Road #1843 passes under the Interstate to enter the park.**

If it's time to find a campsite as you are leaving the Blue Mountain Crossing Interpretive Park, try **Emigrant Springs**



Crossing the Blue Mountains

State Heritage Site at exit 234 near Meacham. The location was a regular stopping place for the pioneers because of its good water supply. There are only 18 campsites with full hookups, so you may want to call ahead. 541-983-2277. For your GPS, the address is 65068 Old Oregon Trail Highway, Meacham 97859.

Across the entirety of the Oregon Trails' 1,900 miles, Native Americans reacted differently over time to the presence of the pioneers. Friendly, curious, helpful, upset, warlike. As the emigrants annual numbers increased from a trickle in 1836 to thousands in the 1850s and 1860s, they brought disease, misunderstanding, greed, and ecological disaster to the tribes with whom they came in contact. The U.S. Army built forts and outposts to control the conflicts that have never been fully resolved. To tell their side of the story and offer a fresh perspective, the **Tamastlikt Cultural Institute** was opened in 1998 as the interpretive center and museum of the Confederated Tribes

SIDE TRIPS IN YOUR TOW VEHICLE

About 20 miles west of Pendleton on the Columbia Plateau, the Oregon Trail crosses the **Umatilla River** at the small village of Echo. The wagon trains often took their noontime break at **Echo Meadows**, where several stretches of ruts are still visible. Leave I-84 at exit 193 and drive into Echo. To reach the meadows, take OR 320 west for 5.5 miles, then turn right on a gravel road for a half mile. If by now you are really into following the Oregon Trail and want to see more ruts, you should continue in a sturdy tow car, SUV, pickup, or Jeep. It is great fun to see where these hardy people traveled, but like the South Pass excursion in Part II, this is not a trip for a motorhome. To visit **Well Spring** and **Fourmile Canyon**, go to <http://tomlaidlaw.com/clickable/wells.html> and follow the driving directions. Those who wish to literally drive the original trails should buy Gregory M. Franzwa's two books, *Maps of the Oregon Trail* and *Oregon Trail Revisited* 1997.

of the Umatilla Indian Reservation (CTUIR), comprised of the Cayuse, Umatilla, and Walla Walla tribes. Inside its walls of native stone and wood are 45,000 square feet of exhibits, archive vaults, research library, museum store, café, and meeting spaces. The Tamástslíkt Cultural Institute has become a major attraction and a source of pride not only for tribal members but all of eastern Oregon.

The Institute is located on the grounds of the Wildhorse Resort & Casino, 10 minutes east of Pendleton at exit 216 from I-84. Follow the signs for a five minute drive to the museum. The GPS address is 47106 Wildhorse Blvd., Pendleton OR 97801. Museum hours: April–Sept, daily 9–5. Oct–Mar, Mon–Sat, 9–5. Adm: \$8; students & 55+, \$6; family of 4, \$17. For information, 541-966-9748. The Casino’s RV Park has 100 sites with full hookups: \$24/weekday, \$29 weekend, plus tax. Full restaurant and buffet service.

The Dalles

Until 1846 the Oregon Trail ended here, as far as wagons traveling on land. Impassable mountains on both sides of the Columbia River made a land route to the Willamette Valley nearly impossible. The area got its name from French trappers who called it “Les Dalles,” which could be translated “the trough.” Of course, they were referring to the Columbia River Gorge that forced the river into many treacherous rapids before it finally reached the Pacific.

Emigrants who had any money left paid “professional rafters” as much as \$100 per wagon to take them the rest of the way. Those who were essentially broke gathered logs, lashed them together, and attempted the trip by themselves. Sadly, there were many disasters and lives lost.

For excellent exhibits, educational activities, and museum experience, visit the **Columbia Gorge Discovery Center** (www.gorgediscovery.org). The location is 5000 Discovery Drive, The Dalles, OR 97058. For more information, call 541-296-8600. Open daily, 9–5. Admission: adults, \$9; seniors, \$7; ages 6–16, \$5.

Most of the emigrants who opted for rafting the last segment of their journey to the Willamette Valley usually stopped at Fort Vancouver on the north side of the Columbia River. The fort was Britain’s last ditch effort to establish a presence and a claim

to the territory. The fort was operated by John McLoughlin, a Canadian whose sympathy for the emigrants often resulted in selling them supplies on credit. After the Treaty of 1846, McLoughlin moved to Oregon City, became a U.S. citizen, and continued to help the emigrants get resettled in their new home. He became known as “the Father of Oregon.”

The Barlow Road

In September 1845, Samuel K. Barlow arrived at The Dalles with 13 wagons. Totally annoyed by the forced delay for hundreds of emigrants waiting in their wagons to be transported down the treacherous Columbia River by opportunistic rivermen, Barlow determined to find another route to Oregon City and the Willamette Valley. But the obvious obstacle was Mt. Hood and the mountain ranges that connected to it. Barlow and another wagonmaster, Harrison Lock, learned that cattle drovers were using a native trail across the northern slopes of Mt. Hood, but after following it for 20 miles they determined it was too narrow and steep for wagons. In early October, Joel Palmer with 23 wagons joined the Barlow party. From a vantage point high on Mt. Hood, Palmer discovered a route he believed could be developed into a wagon road. Another partner, Philip Foster, joined the team and by July 1846 they opened the Mt. Hood Road which became better known later as the Barlow Road.

Although there were many dangerous sections to negotiate, historians estimate that 10,000 pioneers used Barlow’s toll road. If you decide to visit key points along the old road, purchase a copy of “The Barlow Road Driving Tour” at the Columbia Gorge Discovery Center. A CD is also available with track stops.

At the first stop, Barlow Pass will get you started with interpretive signs and a one-mile hike to the Pioneer Woman’s Grave discovered by a highway survey crew in 1924. The names of other interesting points are Trillium Lake, Summit Meadow, the Vickers’ Place, and Still Creek Campground.

Left: The Columbia Gorge Discovery Center. Below: The Barlow Trail routed the emigrants south around the eastern side of Mt. Hood and then west across the foothills of Oregon’s highest mountain. Laurel Hill had the reputation of being a 45 degree descent which forced drivers to drag large trees to slow the wagons down.





PHOTOS COURTESY OF PHILIP FOSTER FARM

Leaving the Still Creek campground, head west on Hwy. 26 and turn on Timberline Rd. Halfway up the mountain at 6,000 feet is Timberline Lodge, built during the Great Depression as a joint project of the WPA and the CCC. It took over 500 men and women 15 months to build this rustic lodge. It is worth a visit just to tour the lodge and appreciate the amazing craftsmanship. A documentary in the video room just off the lobby describes the unbelievable task of building the lodge so quickly.

It was at this altitude that Palmer discerned the route for the Barlow Road. In summer you can take the chair lift to the point thought to be the actual site from which he mapped the route.

The Cascade Dining Room offers breakfast at \$14.95 and a lunch buffet at \$17.50. Dinner was pricey but very good. Pick one and enjoy. Keep in mind that the road up the mountain is not designed for motorhomes.

Our next stop was Laurel Hill, claimed by most diarists to be the most difficult section of the entire Oregon Trail. The new Hwy. 26 circles the ridge where you will find the steep chute

Left: The Philip Foster Farm east of Oregon City was a thriving community when emigrants arrived via the Barlow Road. *Above:* Foster's store in the late 1840s sold supplies to help the emigrants get started in Oregon. Today the store offers memorabilia of the trail.

coming down Laurel Hill, making it less obvious how the wagons got to and remained on the ridge until the descent at Laurel Hill was reached. In any case, you can still see the 45-degree chute and understand why it was necessary to tie trees to the back of the wagons to slow them as they slid down the hill. As you are traveling east, there is a wide shoulder for parking.

Continue to use the Barlow Road booklet and select from the many suggested stops. One of the most interesting is the Cliffside Cemetery at Stop 15. Most of the headstones have a story to tell. Despite the terrible hardships of the Trail, many of these pioneers lived past 90.

The **Philip Foster Farm National Historic Site** is, if anything, a tribute to entrepreneurship. Having arrived by ship

A Tiffin Motorhome made with quality components means fewer repairs and more time for your favorite pastime.

It's DENSO, relax.

DENSO, a global supplier of advanced automotive technology, systems and components, employs approximately 120,000 people in 32 countries and regions. DENSO's product categories include powertrain, climate control, body electronics, driving control and safety, and information and communication. Known worldwide for its technology and high manufacturing standards, DENSO is dedicated to contributing to an advanced automotive society where people, cars and the environment coexist in harmony. Global consolidated sales for fiscal year ended March 31, 2009 totaled \$32.0 billion. DENSO is a supplier to Tiffin Motorhomes. **Check out our full line of DENSO products at www.densoheavyduty.com.**

a/c compressors & components | cabin air filters | air filters | fuel pumps | oil filters | ignition wire sets | oxygen sensors | spark plugs | starters | alternators | wiper blades

©2010 DENSO Sales California

DENSO



Living history presenters help visitors understand the daily experiences, hardships, and dangers the emigrants faced on the Oregon Trail. The trip usually took at least five months. There were times when food and water ran short, Indians occasionally attacked, and cholera took its toll. Historians estimate 10 percent of the emigrants died on the trail.

Other resource information for the Oregon Trail

The National Park Service publishes The National Historic Trails Auto Tour Interpretive Guides in four booklets about the Oregon Trail. *The Oregon Trail: A Photographic Journey*. Bill and Jan Moeller. Mountain Press Publishing Co., Missoula, Montana. \$18.00. *Oregon Trail*. Map. Oregon National Historic Trail: Missouri to Oregon. NPS. Free

from Maine in 1843, Foster settled in Oregon City. But he saw the advantage of locating his new store directly on the Barlow Road at Eagle Creek, intercepting the emigrants 20 miles before they reached Oregon City. His establishment immediately reminded the emigrants of the attractive villages they had left behind. Yes, Foster was telling them, we are well established and very civilized. You've come to the right place to build a new life.

Foster had built "... orchards, flower and vegetable gardens, frame houses, handsome barns, lush green pastures to corral and graze animals, a store, blacksmith shop, campsites, and even cabins to rent."³ One woman wrote in her diary, "About four o'clock we came in sight of these houses and gardens, fields and fences! My heart arose in gratitude to God that we had been spared to reach this land!"⁴

We checked into the Pheasant Ridge Recreational Resort in Wilsonville and made plans to visit the **End of the Oregon Trail Interpretive Center** the next day.

At this writing, the Interpretive Center is undergoing a complete renovation with plans to reopen in June. Gail Yazzolini, director, in a recent press release, described what visitors may expect this summer.

Stories written by many of the 300,000 emigrants who began their Oregon Trail journeys as early as 1840 share in the new Interpretive Center. Living history presentations, *Bound for Oregon*, an experience in digital cinema, exhibits of artifacts and heirlooms from the trail, and pioneer living activities, provide one-of-a-kind experiences.

An original 30-minute production, *Bound for Oregon* brings to the screen in their own words the stories and experiences of four pioneers who traveled the 2,000-mile Oregon Trail in the 1840s. The "virtual" character of Dr. John McLoughlin narrates the story. Native American speakers voice their concerns to the increasing numbers of pioneers crossing their lands.

Living history presenters bring to life the excitement of those who were just embarking on the Oregon Trail journey from the Missouri Provisioners' Depot in Independence, Missouri. Visi-

3. *The Barlow Road Driving Tour*, 25.

4. Esther Belle Hanna's diary, 1852.

Left: This picture, taken several years ago at the End of the Oregon Trail Interpretive Center, shows the fabric stretched over the frames that simulate the tops of the covered wagons. *Above:* Now under renovation, the visitor can see the immensity of the frames and the buildings underneath.

tors will experience life in Oregon City in the 1840s through demonstrations and hands-on activities in the Willamette Trades & Craft Workshop. Children get the opportunity to pack a wagon with supplies for the trip to their new home in Oregon. The George Abernethy & Co. Merchandise Store offers a variety of heritage items and Northwest handicrafts.


The curved pipe frames in the shape of the emigrants' wagons are architecturally perfect for the Interpretive Center. Perhaps the first thing you will see when you enter the End of the Oregon Trail Interpretive Center is an exhibit that is dominated by the grateful expression of an emigrant:

"We are at long last in Oregon City, that long-looked for place!" -Esther Belle Hanna Diary, September 20, 1852.

"We traveled 7 miles and came to the Laurel hill this is the worse hill on the road from the States to Oregon" -Absolom Harden Diary, September 20, 1847.

Our thanks to Gail Yazzolim, director, and Kristen Kraemer, assistant director, who graciously spent an hour helping us anticipate what the new center would soon become.

A Brief Conclusion to Our Three Part Story

Timing was critical. If the emigrants did not start by early May, they faced the danger of early winter snow in the Blue Mountains or the more southern ranges of the Rockies. If they left Missouri too early, the grasses for the oxen would not be ready. Droughts and summer heat depleted the strength and energy of both the emigrants and their oxen. Accidents, drownings, cholera, and occasional skirmishes with native tribes took the lives of approximately 10 percent of the estimated 500,000 who attempted the migration. But in spite of the hardships, many pioneers later reminisced upon what was, for most, the defining adventure of their lives. Many of them lived to see the advent of electricity, airplanes, and automobiles. 

Day Trips Near Oregon City That You Will Enjoy

Vista House and the Columbia River Gorge

Vista House was built between 1916-1918 by Multnomah County as a comfort station and scenic wayside for those traveling on the Historic Columbia River Highway, which had been completed in 1913. It is also a memorial to Oregon pioneers. It was formally dedicated on May 5, 1918. After several years of restoration, Vista House was reopened in the summer of 2005. The graceful octagonal stone structure towers 733 feet above the Columbia River, providing horizons of 10 miles on clear



Vista House

days. Vista House is listed on the National Register of Historic Places and in the National Geographic Society's 2001 *Save America's Treasures*. The GPS address is 40700 E. Historic Columbia River Hwy., Cornett, OR 97019. Take exit 22 from I-84 and follow the signs. The AAA Oregon-Washington map has an excellent supplementary map to the Columbia River Area. There is no admission charge. Donations are accepted. Please visit this link for more information about Vista House:

www.vistahouse.com/history/the-vista-house-story/



Columbia River Gorge

Multnomah Falls (see picture next page)

To reach the Falls, continue east on the old Columbia River Highway for about seven miles. You can rejoin I-84 farther on at exit 35.

At 611 feet high, the roaring two tiers of this cascade are awe inspiring. To really appreciate the beauty, you must take a five-minute walk to the Benson Bridge located at the base of the 542-foot first tier where you can feel the mist on a breezy day. A one-mile hike up a very steep path will take you to the top of

the falls and reward you with spectacular views. The path is occasionally under repair, so check with rangers before you try it. The path is not suitable for children.

You can dine at the 88-year-old Multnomah Falls Lodge and usually find a table with a view of the Columbia Gorge. More casually, you can visit the outdoor vendors in the summer months for sandwiches, soft drinks, and ice cream. If you are a hiker, the USFS Information Center in the Lodge can provide trail maps.



Historic Columbia River Highway State Trail

Where motorists on old U.S. Highway 30 once crept around curves high along the cliffs of the Columbia River Gorge, hikers, bicyclists and users of other muscle-driven forms of transportation leisurely enjoy the view from the Historic Columbia River Highway State Trail. The trail, two disconnected paved ribbons along abandoned stretches of the historic highway, give you more than 10 miles of sight-seeing thrills.

To access the trail, take exit 64 on I-84 and follow signs for the Mark O. Hatfield Trailhead West. For the Trailhead East, use exit 69. Daily use fee: \$5 per person. For more information and a map: www.oregonstateparks.org/park_155.php

A Mother's Diary on the Oregon Trail



Amelia Stewart Knight

Editor's Note: These excerpts from Amelia Knight's diary of her family's journey to Oregon in 1853 chronicle the concluding days of their trip as they reached the Cascade Mountains and eventually arrived at their destination in Oregon where they settled near Vancouver. Her diary describes the struggles she and her husband, Joel, along with their seven children, endured on the long and arduous trail west. Some excerpts have been edited for clarity, while spellings and capitalization have been left as recorded in the original manuscript.

August 8: We have to make a drive of 22 miles without water today, have our cans filled. Here we left unknowingly our Lucy behind, not a soul had missed her until we had gone some miles. When we stopt awhile to rest the cattle, just then another train drove up behind us, with Lucy. She was terribly frightened and so was some more of us, when we found out what a narrow escape she had run. She said she was sitting under the bank of the river when we started, busy watching some wagons cross, and did not know we were ready. I supposed she was in Mr. Carl's wagon, as he always took charge of Frances and

Lucy and I took care of Myra and Chat. When starting, he asked for Lucy, and Frances says "she's in Mother's wagon," as she often came in there to have her hair combed. It was a lesson to all of us.

August 16: We find ourselves in a most lovely valley, and have camped close to a spring which runs through it. There are also two or three trading posts here, and a great many fine looking Kayuse Indians riding round on their handsome ponies.

August 18: Commenced the ascent of the Blue Mountains. It is a lovely morning, and all hands seem to be delighted with the prospect of being so near the timber again after weary months of travel on the dry dusty sage plains with nothing to relieve the eye. Just now the men are holloing, to hear their echo ring through the woods.

Evening: Traveled 10 miles today up and down steep hills, and have just camped on the bank of Grand Round river, in a dense forest of pine timber, a most beautiful country.

August 19: Quite cold morning, water froze over in the buckets, traveled 13 miles over very bad roads without water. After looking in vain for water, we were about to give up as it was near night, when husband came across a company of friendly Kayuse Indians about to camp who showed him where to find water, half a mile down a steep mountain, and we have all camped together, with plenty of pine timber all around us. The men and boys have driven the cattle down to water and I am waiting for water to get supper. This forenoon we bought a few potatoes of an Indian, which will be a treat for our supper.

August 26: Came 6 miles last night and 12 today, and have just reached a small spring where we can only water one ox at a time by dipping up buckets full. This spring seems to rise out of the ground and then fall again right off. We will camp here and drive the cattle a mile to feed. A good many Indians camped around us, bought Salmon of them for supper and breakfast, sage brush to burn.

August 27: Came 5 miles and stopt at the well spring about noon. Watered the stock, then drove them out to grass. This well spring is not much better than

a mud hole. We will remain in camp till evening. Our cattle are weak and in order to save them, we travel slowly and rest during the heat of the day. Fifteen miles to the next water.

August 31: Still in camp, it was too stormy to start out last evening as intended. The wind was very high all the afternoon, and the dust a fine sand so bad we could hardly see. Thundered and rained a little in the evening. It rained and blew very hard all night, it is still raining this morning, the air cold and chilly. It blew so hard last night as to blow our buckets and pans from under the wagons, and this morning we found them (and other things which were not secured) scattered all over the valley. One or two pans came up missing. Everything is packed up ready for a start, the men folks are out hunting the cattle. The children and myself are shivering round and in the wagons, nothing for fires in these parts, and the weather is very disagreeable.

Evening: We got a late start this morning, traveled about a mile and was obliged to stop and turn the cattle out on account of rain. At noon it cleared off, we ate dinner and started, came up a long and awful rocky hollow. In danger every moment of smashing our wagons. After traveling 7 miles, we halted in the prairie long enough to cook supper, split up some of the deck boards of our wagons to make fire. Got supper over and we are on our way again. Cloudy and quite cold all day.

September 6: Still in camp, washing and overhauling the wagons to make them as light as possible to cross the mountains.

Evening: After throwing away a good many things and burning up most of the deck boards of our wagons so as to lighten them, got my washing and some cooking done, and started on again. Have camp near the gate or foot of the Cascade Mountains, (here I was sick all night caused by my washing and working too hard).

September 8: Traveled 14 miles over the worst road that was ever made. Up and down very steep rough and rocky hills, through mud holes, twisting and winding round stumps, logs, and fallen trees. Now we are on the end of a log, now

bounce down in a mud hole, now over a big root of a tree or rock, then bang goes the other side of the wagon and woe to be whatever is inside. There is very little chance to turn out of this road on account of the timber and fallen trees, for these mountains are a dense forest of pine, fir, white cedar, or redwood, the handsomest timber in the world must be here in these Cascade Mountains. Many of the trees are 300 feet high and so dense as to almost exclude the light of heaven.

September 9: Crossed Sandy 4 times, came over corduroy roads, through swamps, over rocks and hommochs, and the worst road that could be imagined or thought of, and have encamped about 1 o'clock in a little opening near the road. The men have driven the cattle a mile off from the road to try and find grass and rest them till morning. We hear the road is still worse on ahead. There is a great deal of laurel growing here which will poison the stock if they eat it (there is no end to the wagons, buggys, ox yokes, chains, etc., that are lying all along this road. Some splendid good wagons just left standing, perhaps with the owners name on them; and many are the poor horses and mules, oxen, cows, etc., that are lying dead in these mountains.

September 10: It would be useless for me with my pencil to describe the awful road we have just passed over (let fancy picture a train of wagons and cattle passing through a crooked chimney and we have Big Laurel Hill). After descending several bad hills, one called Little Laurel Hill, which I thought as bad as could be but in reality it was nothing to this last one called Big Laurel. It is something more than ½ mile long, very rocky all the way, quite steep, winding, sideling deep down and muddy, made so by a spring running the entire length of the road. This road is cut down so deep that at times the cattle and wagons are almost out of sight, with no room for the drivers except on the bank, a very difficult place to drive and also dangerous. To make the matter worse, there was a slow poking train ahead of us which kept stopping every five minutes, and another behind

us which kept swearing and hurrying our folks on, and there they all were, with the poor cattle on the strain holding back the heavy wagons on the slippery road. The men and boys all had their hands full and I was obliged to take care of myself and the little ones as best I could, there being no path or road except the one where the teams traveled. We kept as near the road as we could, winding round the fallen timber and brush, climbing over logs, creeping under fallen timber, sometimes lifting and carrying Chat, at others holding my nose to keep from smelling the carrion.

September 13: Ascended three very steep muddy hills this morning, drove over some muddy mirey ground and through mud holes. Have just halted at the first farm to noon and rest awhile and buy feed for the stock. Paid 1 ½ dollars per hundred for hay; price of fresh beef 16 and 18 cents per pound, butter ditto 1 dollar; eggs 1 dollar a dozen; onions 4 and 5 dollars per bushel. All too dear for poor folks so we have treated ourselves to some small turnips at the rate of 25 cents per dozen. Got rested and are now ready to travel again.

Evening: Traveled 14 miles today, crossed Deep creek and have encamped on the bank of it. A very dull looking place, grass very scarce. We may now call ourselves through, they say; and here we are in Oregon making our camp in an ugly bottom, with no home, except our wagons and tent. It is drizzling and the weather looks dark and gloomy.

Editor's note: After Wilson Carl, the Knight's eighth child, was born on September 18, the Knights ferried across the Columbia River by using a skiff, canoes, and a flatboat. It took three days to cross. Joel traded 2 yoke of oxen for a half section of land on the bank of the Columbia, ten miles upstream from Vancouver, with ½ acre planted in potatoes, a small log cabin and a lean-to with no windows.

Bibliography

Traveling the Oregon Trail. Second Edition. Julie Fanselow. Falcon Guides. Helena, Montana. \$15.95. ISBN 978-1-58592-080-8.
Best of Covered Wagon Women. Kenneth L. Holmes, editor. University of Oklahoma Press, Norman, Oklahoma. 2008.

Destination: Petoskey

Bear River, Michigan was a lumber town in the mid-nineteenth century.

But in 1871 the Great Chicago Fire put the little town on the map after it supplied a large portion of the lumber needed to rebuild the Midwest's largest city. Lumber-related businesses continued to thrive for another three or four decades. But then something else unexpected happened.

Located on Little Traverse Bay in the northern reaches of Lake Michigan, Bear River was a one-economy town. Late one afternoon in the fall of 1873, the train from Grand Rapids reached the end of its run in Bear River, just in time for an arriving journalist to witness an incredibly beautiful sunset over the bay. There to do a story on wilderness scenery, he described the area's "million dollar sunsets." The citizens of Bear River quickly discovered the foundation for a new economy.

The journalist's story was picked up by other papers in the Midwest, and by summer of the following year, trains were making regular runs between Grand Rapids and Bear River. The sleepy lumber town grew quickly into a busy village serving the needs of sightseers and tourists from the state's capital. Luxury resort hotels and fine restaurants were built. Carriage service provided transportation from the train depot to the hotels, and then to beaches, recreation points, restaurants, and shops.

In 1879 Bear River was granted an official charter and a new name: Petoskey. The town's namesake was Ottawa Indian Chief Pe-to-se-ga. Because a fossilized coral was found in abundance here, it was made the state stone and named "Petoskey stone." Amateur geologists tumbled and polished the stones and tourists would not go home without one.

By 1880 there were 118 stores, three hotels, six saloons, one bakery, one blacksmith, two doctors, and two churches. By 1900 there were 18 boarding houses, 131 carpenters, 42 dressmakers, six dry goods stores, four sawmills, four tobacco emporiums, four drug stores, nine physicians, 13 attorneys, 13 bakeries, four blacksmiths, 14 hotels, one opera house, 20 grocers, nine saloons, two banks, three dentists, 11 lumber dealers, seven liveries, seven photography studios, 11 bazaars, three jewelry stores, seven plumbers, and one business college. Exotic wares were being imported from all over the world. The more popular shops clustered on Lake Street and were called the "Midway." Shops catering to the affluent became the core of what is now called

the "Gaslight District." The Annex in 1888 served up fresh lobster seven different ways and boasted a 32-foot solid mahogany bar. After many changes of ownership and décor, the City Park Grill today occupies the same premises and the 32-foot bar is still there. The second seat from the end of the bar was a favorite haunt of Hemingway in the 1910s and '20s, where he sometimes sat for hours writing notes for his short stories and books.

If you are a Hemingway fan, buy a copy of *Hemingway's Michigan: A Driving Tour of Emmet and Charlevoix Counties*. His family purchased property on Walloon Lake in 1898, just south of Petoskey, and built a cottage there called Windemere. When school was out each year, the Hemingways left their home in Oak Park, Illinois, and spent the summer in Petoskey. For the settings of the Nick Adams stories, Hemingway drew on his memories of the sites, lakes, and trails of the area.

Arriving in June and staying until late fall, hay fever and asthma sufferers found relief from their maladies. The waters were pure and clean and may have been more helpful than the pharmaceuticals available at that time. The National Hay Fever Association relocated its headquarters to Petoskey.

The Bear River was harnessed with dams to produce waterpower to run sawmills, flour mills, factories, and furniture industries. Small steamers offered day trips in the bay and on farther into Lake Michigan. Tracks were laid for trains to run every 15 minutes to Harbor Springs, Alanson, Walloon Lake, and Charlevoix, expanding the attractions for tourists.

The city was incorporated in 1896 with 6,000 year-round residents. In 1906 suburban trains from throughout the population centers of Michigan began serving Petoskey. Between June 25 and September 30 of that year, the town welcomed 134 trains per day on the average. A suburban train was usually made up of three coaches: one was partitioned for baggage and first class passengers, one was a men's smoking car, and one was for commuters who purchased their tickets in books. Some vacationers took lake steamers to Harbor Springs and then used the train to return home. Old Money began to build summer homes on Little Traverse Bay. By the turn of the century, Petoskey was an established summer resort.

The hotel industry in Petoskey could be a story by itself. Lumber was cheap and they were all built with local supplies. The innovative architecture of the Cushman, the Imperial, the Arlington, and the Clifton very likely contributed to their suc-

Text and photography by Fred Thompson



cess. But sprinkler systems did not exist and fire was the enemy. Of the 21 hotels in operation in 1900, only one exists today and is still in operation. The Hotel Perry was built in 1899 by Norman J. Perry. As the first brick hotel, it was widely advertised by its owners as being the only fireproof hotel in town. Today it is the only original resort hotel still operating in Petoskey. Acquired by Stafford Smith and his family in the 1960s, it has been upgraded and improved through the years to maintain its status as Petoskey's leading hotel. We enjoyed dinner in the hotel's elegant dining room last October.

The Bay View Inn in the town of Bay View on Petoskey's eastern border was completed in 1887 as a summer hotel. Built by J. W. Howard, it was called the Woodland Avenue House. Although it had several name changes through the years, it operated continuously. It was also acquired by the Smith family. As the Summer Assembly at the Bay View Association (see sidebar,

Left: Shops and parks are nicely integrated in Petoskey to provide relief from concrete, bricks, and asphalt. *Above:* Dining room windows at the Bay View Inn offer delightful views of their gardens and Little Traverse Bay.

p. 39) became a cultural and educational center complete with college courses and a Chautauqua series, the inn flourished as a center of hospitality for the thousands who attended. The Smiths have restored this lovely Victorian country inn to its original beauty. Early on a sunny afternoon we enjoyed a quiet lunch in the inn's dining room, seated at a picture window overlooking the gardens and Little Traverse Bay. The meal was delicious and moderately priced. The scenery was priceless!

Today, many eclectic shops on Lake Street and the Gaslight District will hold your interest for at least a full day. Full menu restaurants representing many of the world's cuisines can be found in Petoskey. For simpler fare several shops offer interesting sandwiches, entrees, and good homemade soups. A short walk toward the lake will provide some "take home" shots of boats under full sail, the marina, and the scenic Little Traverse Bay.

Now an overview of Petoskey's highlights: *Bayfront Park* – The Gaslight District is connected by a tunnel (just north of the Petoskey/Lake intersection) to Bayfront Park. While you are in the park, take a stroll on the *Little Traverse Wheelway*, a 26-mile trail that connects the villages of Charlevoix, Bay Harbor, Petoskey, and Harbor Springs. The trail is open to walkers, joggers, bicyclists, and roller bladers. It is the best way to see the beauty of the natural areas surrounding



Shops on Lake Street and the Gaslight District have a history that dates back over 130 years when Petoskey first became a summer resort and visitors arrived by train and lake steamer.



PHOTOS COURTESY OF CHRISTI PETERSEN

Little Traverse Bay. To rent a bike, kayak, or canoe, visit Latitude 45 Cycle & Sport, 476 W. Mitchell St. (231-348-0929) or Bahnhof Sport, 1300 Bay View Road (231-347-2112. A 3-day rental w/helmet will run about \$60. *Bear River Valley Recreation Area & Walkway*. Following the Bear River from Lake Street to Standish Avenue. Concrete trails for biking and walking, unpaved trail for hiking, whitewater for kayaks and rafts. Shelters, picnic tables, restrooms. For more outdoor activities, see *Petoskey:2012-13 Area Visitors Guide*, page 11.

Symons General Store - 401 E. Lake St. Built in 1879 during Petoskey's rapid growth as a resort town. One of the best candy counters in Michigan. *The Farmers Market* - Every Friday morning in downtown Petoskey, summer through early fall. *Chandler's* - 215½ Howard St. Behind Symons General Store. Sidewalk and inside tables. You'd think you were in Paris. High culinary art. Breakfast or lunch, ~\$15; dinner (3 courses with wine, ~\$100). *Roast & Toast* - 309 E. Lake. Good refueling stop while you're shopping. Salads, sandwiches, dinner. In and out for \$10. *Murdick's* - 311 Howard St. Ice cream, fudge, caramel corn, etc. The owners were once accused of using cooling fans to blow the seductive smell of cooking fudge into the streets. *Kilwins Chocolate Kitchen* - 1050 Bay View Rd. (US 31 North). Take the free tour and you won't be able to leave without at least a pound of chocolates. Hand-crafted chocolates, turtles, truffles, almond toffee crunch, and creams. Plus 32 flavors of Kilwins original recipe ice cream.

Two agricultural points of interest near downtown Petoskey will help you stock your pantry. The **Maple Moon Family Sugary** at 4454 Atkins Road on the southeast side of Petoskey is owned and operated by Todd and Christi Petersen. "It all began when we bought 80 acres. We wanted to teach our four children about resourcefulness, hard work, integrity, gratefulness, generosity, and contentment," Christi said. In 2011, after years of backyard sugaring, the couple discovered their "sweet spot" in the maple trees that were most productive. They put one to three taps per tree. Using both gravity flow and vacuum pumps,

Maple Moon Family Sugary is exactly what its name suggests. Christi and Todd Petersen, with their four children, purchased 80 acres four years ago to launch a family maple syrup operation in northern Michigan. They bottled their first run of syrup in 2012. Christi is shown setting taps in one of their maple trees while Todd supervises the operation of the evaporation machine.

they harvest the sap from late February to early April. "For six weeks, we collect sap from 6 a.m. until midnight," Todd said. Reverse osmosis takes out 70 percent of the water, but then the sap has to be cooked very carefully in a \$32,000 heating system. After passing through a filter press to remove "sugar sand," the syrup goes into a holding tank, then to barrels, and finally to a bottling machine. "The syrup has to be bottled at a temperature between 180 and 190 degrees," Christi said. "Todd handles all of the bottling."

Maple Moon welcomes visitors at varying hours through the year. *Summer*: Late May - early Sept. Tue-Sun, 2-8 p.m. For hours in Spring and Fall, visit Maple Moon's website: www.mmsyrup.com *Winter*: Sugar house store is open 8-5, but call 231-497-9058 first.

A family farm for more than 100 years, **Bill's Farm Market**.

Bill's Farm Market has served the Little Traverse Bay region with fresh produce for more than a century, beginning with strawberries in mid-June and completing the season in October with squash and pumpkins.



Located due east of Petoskey on East Mitchell Road, the enterprise opens in mid-June with strawberries, five kinds of lettuce, spinach, rhubarb, asparagus, and other spring crops. Through the summer and fall, sequentially as fruits and vegetables come into season, you will find blueberries, raspberries, sweet and tart cherries, apricots, peaches, plums, melons, apples and pears, new potatoes, sweet corn, peas, cucumbers, green beans, tomatoes, and in September/October, fall squash and pumpkins. We wanted to stay for the entire season just to thrive on fresh vegetables. Hours: Mon – Fri, 9 – 6; Sat, 9 – 5. Closed Sundays.

The Other Villages on Little Traverse Bay

Charlevoix

A charmed town with beautiful lakes on both its eastern and western borders, Charlevoix's tree-lined streets and its mushroom houses draw visitors from all over the world. Its downtown marina in a protected cove rivals the beauty of New England's seacoast villages. The main street shops create a comfortable and pleasant approach to marketing with reserved signage and storefronts.



A Mushroom House

It was mid-afternoon when we arrived looking for a sandwich. We found Johan's and an owner/cook who assured us we would enjoy the vegetable soup he had made that morning. He was right and the grilled cheese we ordered with it made a perfect repast.

For nearly a century Charlevoix has been inextricably linked with Earl Andrew Young, who as a teenager aspired to become an architect. He enrolled at the University of Michigan's School of Architecture in 1908 where he quickly found himself in dis-

agreement with the conservative, classical curriculum whose rigid approach stifled his creativity. He left after only one year. In 1924 he bought Boulder Park, a 37-acre plot he had platted a year earlier for the Bartholomew family with the intention of developing it as an upscale resort colony. In the late 1920s he designed and built ten stone houses with serendipitously curved walls, plumped rolling cedar shake roofs, and white-framed windows. In 1938 he constructed eight more unique stone houses on the triangular block of Park Avenue, Clinton and Grant streets. Each house was designed to fit the site it occupies. The homes have been nicknamed the "Mushroom Houses."

Harbor Springs

Tucked into steep bluffs above a perfectly shaped yacht basin on the north side of Little Traverse Bay, Harbor Springs was created by glaciers that carved a deep harbor overlooked by high ridges. With just enough level land to accommodate the town touching its harbor, Harbor Springs is also noted for the picturesque homes that line its ridges. Like the resorts that formed on



From the bluff overlooking Harbor Springs

the south side of the bay, Harbor Springs also flourished in the late 1800s. The captains of industry built "summer cottages" that most of us would describe as mansions. The civic pride of the residents produces an endless list of festivals, events, and programs throughout the year created for their own enjoyment, but obviously a draw for visitors who come to share the fun. The landscapes of businesses and homes with beautiful lawns, flowers, trees, and shrubbery could easily grace the pages of leading gardening magazines. The harbor is filled with vintage sailing



The marina at Charlevoix

vessels built with classic mahogany as well as the sleek fiberglass speedboats favored by the younger set. As we noticed on Mackinac Island, business signage is classically designed, handsome, and understated.

Bay Harbor

While Bay Harbor does not have the history of Charlevoix, Petoskey, and Harbor Springs, it does offer a more modern and perhaps sophisticated approach to serving its guests and visitors. Shopping opportunities at avant-garde stores and dining in upscale restaurants will appeal to those who arrive in their cruisers and yachts. Named one of the “Top 10 Ports” in the United States, Bay Harbor is a mariner’s delight. While everyday vessels cruise into the Bay Harbor Lake Marina from Lake Michigan, the full-service marina has 111 slips for yachts up to 200 feet and a draft up to 12 feet. Several festivals and well-planned events are scheduled through the summer.

The Tunnel of Trees

Often billed as Michigan’s #1 scenic drive, the 20-mile drive from Harbor Springs to Good Hart (M-119) is beautiful any time of year. But we were especially fortunate to have visited here in October 2012. The locals proclaimed the fall color the most spectacular in the last two decades. The hardwoods produced a range of hues from the brightest yellows to the deepest oranges and reds. Streams of sunlight grazed the leaves intensifying their color.

From Harbor Springs to Cross Village, Michigan’s Tunnel of Trees challenges you with 137 curves. As likely as not, you will be on a curve when a vista of Lake Michigan opens up and takes your eyes off the road. So drive below the speed limit and be careful.

Reset your trip meter to zero and watch for some of these points.

- 2.9 miles, a scenic turn-out at Birchwood Farms.
- 4.2 miles, Pond Hill Farm.
- 5 miles, the Old School House.
- 8.3 miles, a scenic turn-out and photo op of Lake Michigan.
- 9.4 miles, Horse Shoe Bend.

- 10.4 miles, Trillium Woods Antiques.
- 11 miles, Devil’s Elbow.
- 12.5 miles, downtown Good Hart.
- 14 miles, views of Beaver Island (check out round trips from Charlevoix).
- 15 miles, Island View Cemetery (headstones always have stories to tell).
- 17 miles, the Old Council Tree.
- 19.7 miles, downtown Cross Village.

The **Good Hart General Store and U.S. Post Office** is a “must stop” place. If we had not made plans to have dinner at The Legs Inn, we would have ordered and consumed on the spot one of Good Hart’s world famous pot pies. Then we could have finished with one of their rich 6-inch cookies. Their pot pies and fruits pies are quick frozen and shipped almost anywhere.

On recommendation from our hosts at Hearthside Grove, we made dinner reservations at **Legs Inn**. Stanley Smolak came to the U.S. from Poland in 1912 and settled in Cross Village in 1921. Named for the inverted stove legs that trim the roofline, the inn is certainly one of the most unusual to be found anywhere. Smolak must have visited a factory and bought hundreds (maybe thousands) of the legs that supported the wood stoves. A self-trained artist, Smolak’s creativity was complemented by the craftsmanship of the Odawa Indians. During the 1930s he enlisted their help along with other area residents to construct the inn from local timber and stones. Smolak then used interestingly shaped tree roots, limbs, and driftwood to carve fantastic creatures into the furniture and decorative objects in the inn. He called his carvings “nature’s oddities.” Through the years Smolak continued to add creative pieces and was working on a piece when he died in 1968 at 81. The inn became a social center for the community as well as a destination for visitors. With a vantage point on a western bluff overlooking Lake Michigan, diners will most likely be treated to a magnificent sunset on clear days. The grounds between the rear of the inn and the bluff are beautifully landscaped and make waiting your turn to be seated a real pleasure. The menu is Polish-influenced but with many standard American cuisine options. Moderately priced.



The Tunnel of Trees



The Good Hart General Store



Left: A self-taught Polish immigrant, Stanley Smolak designed an artistically crafted building and enlisted the talent of local Odawa Indians and residents to construct the inn using local timber, stones, tree roots, limbs and driftwood. Hundreds of inverted stove legs are the

unique feature that give the restaurant its name—The Legs Inn. *Right:* Beautifully landscaped grounds separate the restaurant from Lake Michigan, providing guests with a pleasant respite while waiting to be seated. Some choose to have dinner at the tables in the garden.

The Bay View Association

At the beginning of Petoskey’s quarter-century of rapid development, a religious group within the Methodist Church met in Jackson in September 1875 to plan and organize a “camp meeting,” a popular way at that time to encourage intellectual and spiritual study as well as healthy recreation. The group chose Bay View, a small unincorporated area adjacent to Petoskey, because of its pleasant climate, beautiful location on the shores of Little Traverse Bay, and its accessibility by trains and lake steamers.

The next summer several hundred came to clear ground and put up tents for their one week sojourn to hear religious talks and sermons. It was the first meeting of the Bay View Association operated by members of the Methodist Church. By the end of the summer of 1877, streets, parks, and public areas were planned and 20 uninsulated, simple cottages were built for future use. Ten years later the community had grown to 125 cottages, a hotel, and a chapel.

The religious program expanded and grew into a Summer Assembly of eight weeks. Chautauqua-like speakers and events featured Helen Keller; William Jennings Bryan, the great political orator of his time; Dr. Booker T. Washington, the black educator; Dr. George A. Buttrick, author, preacher, and editor of the *Interpreters Bible*; and stars from the opera and concert stages in the east.

A “university” began in 1886, offering many subject areas. Albion College conducted a summer school from 1917 to 1969. Today a series of seminars offer training in a variety of skills including knitting, needlepoint, Spanish, bridge, and gardening. Weekdays throughout the summer the daily “Religion and Life Hour Forum” carries on the long tradition of adult education at Bay View.

Recreation and sports activities at Bay View include instruction in tennis, swimming, and sailing. Active programs for children include clubs, games, athletics, crafts, camping, hiking, and music carried on under full-time leadership. Social programs for Junior and Senior High ages are centered at the “Rec Club” building on the beach. For older participants, the Campus Club offers indoor games and outdoor sports of shuffleboard, croquet, and bowling on the green.

The Association’s property expanded to 337 beautifully terraced

and landscaped acres. Over the years 437 cottages were built, usually following the Victorian architectural theme that became so popular in the 1880s and ’90s. Twenty-nine public buildings are used for administration and summer programs.

Today the Summer Assembly programs include a Music Festival, Theatre Arts, traditional worship services with communion each Sunday, and the popular Sunday Vesper Concerts which bring thousands to the John M. Hall Auditorium every season.

Although Methodist in origin, Bay View has always been ecumenical in spirit. Its Summer Assembly is open to people of all faiths. One review published in 1882 said that Bay View was “simply a collection of grand, good people of all creeds, who, because of common consent and under democratic government, flock here in the summer to renew their friendships and help each other to all other enjoyments possible.”

For more information, write to Bay View Association, P.O. Box 583, Petoskey, MI 49770 or call 231-347-6225.



One of the gingerbread houses in Bay View



Castle Farms

In the summer of 1917, Albert Loeb received the good news he had been hoping for. His bid to purchase 800 acres of prime lakefront property near the summer resort of Charlevoix, Michigan, had been accepted. Subsequent purchases of adjacent property expanded his estate to 1,800 acres.

Although far from being a farmer, Loeb made plans for his acquisition to become a dairy farm. At 49 he was a successful Chicago attorney who turned his interest to business. Loeb was vice president of Sears and Roebuck and had accepted the position of acting president of the company during World War I.

Another fascination that he blended with dairying was an intense interest in the architecture of Renaissance castles found in the French countryside. After learning of his successful bid, Loeb retained the services of Arthur Heun, the Chicago architect who had designed the Loeb family home in Kenwood, Illinois. In 1918 work began on the summer residence and barn complex. Agricultural consultants were retained to purchase prime dairy stock. Loeb Farms opened

for business as a working model dairy farm and in 1919 he proudly opened the grounds to visitors. In 1920 Loeb's cattle were shown at the National Dairy Show in Chicago, winning the two-year herd national acclaim.

The castle became the summer residence of Albert and Anna and their four sons, Alan, Ernest, Richard, and Thomas. Loeb extended Heun's commission to create plans for stone barns to accommodate 200 head of dairy cows, modeled after the stone farms he had seen in Normandy, France. Thirty-five skilled stone masons and local carpenters were hired to carry out Heun's plans. The buildings included stables, a blacksmith shop, an ice house, offices, a dormitory for workers who lived on site, and a summer shop to sell the farm's products. Loeb Farms was a business success that eventually had 90 employees.

Belgian horses were used in the farm work and Duroc Jersey hogs were added to the farms business plan. In 1923 a cheese factory was established on site with products sold under the name *Golden Leader*. A year later the farm's pedigree Holstein-Friesian dairy cow produced over 35,000 pounds of milk in a year, becoming the

second most productive milk cow in the world. Loeb bought the best farm equipment sold by Sears including electric milking machines and automatic systems to distribute feed and water and remove manure.

Sadly, Albert Loeb's health began to fail. He suffered a massive heart attack and died October 27, 1924. Ernest and his wife attempted to manage Loeb Farms after his father's death, but by 1927 an agricul-

tural recession in the U.S. forced the family's decision to close the enterprise. The livestock and farm equipment were sold at public auction and the farm buildings were rented out for storage over the next 30 years.

With no caretaker, the great stone buildings of Loeb Farms became a shell of their former identity. In 1962 John VanHaver purchased 100 acres of the property that included the castle. The hay loft and its roof structure had caved in under winter snow. VanHaver did minimal restoration and converted one building into a foundry for producing his aluminum art. He opened an art gallery and began public tours in July 1966.

In 1969 the property was sold to Arthur and Erwina Reibel who first intended to develop a riding academy, but later discovered a more profitable business. After removing the east and west wings in 1976, Reibel built a massive stage and sound system. Rechristened as Castle Farms, it became a Rock 'n' Roll venue for Aerosmith, Bon Jovi, REO Speedwagon, Def Leppard, and Ozzy Osbourne, to name a few. When Art Reibel died in 1999, the property was put up for public auction.

Fortunately for the community and the restoration of Albert Loeb's elaborate farm, Linda Mueller learned the property was for sale. She had admired the castle as a young woman when she visited the area with her boyfriend, Richard Mueller, Jr., whose parents had a summer place in Charlevoix. She and Richard married soon after that visit and at 21 he made his first investment in 1970 in a Domino Pizza franchise. They built their business to 135 stores, but somehow found time to travel extensively in Europe where Linda fell in love with the architecture and history of castles. Educated as an art historian, she jumped at the opportunity to buy the once beautiful castle for \$350,000 at public auction.

Taking advantage of federal historic preservation tax credits, the couple in-

vested \$10 million to restore the complex and rebuild the additions that had been torn down in the 1970s. One of Loeb's granddaughters, who still lived in the "Big House" nearby, found the original plans from 1917 which guaranteed an authentic restoration. After a five-year restoration, Castle Farms now hosts tours, meetings, receptions, reunions, weddings, art and antique markets, and craft shows. The gardens with the original fountain were also restored.

A self-guided tour starts with a short video. Then you may wander at your own pace through the 1918 museum. Children and adults will enjoy one of the largest model railroads in Michigan with 55 G-scale trains operating on over 2,000 feet of track. Children love to play tag in the hedge maze, a game of peek-a-boo with

the gnomes and fairies in the Enchanted Forest, or compete in giant chess. Guests may also play a game of croquet.

The buildings and gardens include the Butterfly Garden, the Reflection Pond stocked with Rainbow trout that you can feed, the Serenity Garden, the East Garden, the Queen's Grand Courtyard, the Blacksmith Shop, the Knight's Castle (horse barn), Carriage Hall, the Cheese Box, and the Octagonal Tower and Lookout. Although Castle Farms does not have a restaurant on site, guests may bring food and enjoy a picnic on the grounds of this beautifully renovated farm.

Admission: Adults, \$9; seniors or AAA discount, \$8; children, \$5.

Seasonal hours: May 1–Oct. 31: Daily, 9:30–6. Last tour at 4. Nov. 1–Apr. 30: Mon–Sat, 9:30–5. Last tour at 4.

Mackinaw City & Mackinac Island

Mackinaw City began its history under the French with the construction of Fort Du Buade in 1690. The fort was closed in 1697 and subsequently replaced in 1715 with Fort Michilimackinac on the south side of the Straits of Mackinac. As a depot for the fur trade in the upper Great Lakes region, it served as a business center, a military outpost, and a civilian community until 1761 when the British gained control after the French and Indian War.

After Fort Michilimackinac was abandoned in 1779, it deteriorated rapidly. Today its reconstruction is based on historical maps and 50 years of archaeological excavations. Reenactments include cannon and musket firings, hearth cooking, colonial crafts, and 18th century gardening. French voyageurs and Native Americans demonstrate their way of life.

Concerned about American forces moving northward during the American Revolution, British Commandant Patrick Sinclair relocated the fort to **Mackinac Island** where the high limestone cliffs offered a more defensible location. One of the first new buildings constructed was the Officers' Stone Quarters. It is now the oldest building in the State of Michigan.

A civilian community was built around the bay below the fort. The fort and the island became U.S. territory after the revolution, but it took another 13 years before the Americans arrived and forced the British out.

In the War of 1812 the British retook the fort and the island without a battle. Two years later the Americans tried and failed to retake the island. By December 1814, the war was over. The Treaty of Ghent restored the fort and the island to U.S. control.

John Jacob Astor located the American Fur Company on Mackinac Island and by the 1820s the island had become a summer clearing house to sort, bale, and ship the furs to Europe. By the 1830s commercial fisheries replaced the fur trade as the principal source of commerce. The fisheries working off of the island found a ready market in Chicago, Detroit, Cleveland, and Buffalo. Between 1814 and 1862, the fort largely went unused, except for serving briefly as a holding prison during the Civil War for three wealthy Confederate prisoners.

After the war the public began looking for summer places to escape the hot, congested cities. Trains and steamships

transported them to northern Michigan, and ferries got them to Mackinac Island. Growing in popularity, this special place became America's second national park in 1875—just three years after Yellowstone. A small contingent of soldiers at the fort cared for the new park, and the fort's commanding officer served as the park superintendent.

Shrinking federal funds brought the close of the fort in 1895. Local citizens were successful in transferring the national park to the state of Michigan, where it became Michigan's first state park under the oversight of the newly formed Mackinac Island State Park Commission. To generate revenue, many of the fort's buildings were leased as summer cottages over the next 60 years. In 1958 funding was generated to finance Fort Mackinac as a fully functioning historical site.

Mackinac Island today is accessible by ferry and small aircraft (3500-ft. asphalt landing strip; lighted; no fuel). No gas or diesel powered vehicles (except for emergency vehicles) are permitted on the island. It is indeed a step back in time. Handsome enclosed and open carriages meet the ferry arrivals throughout



The Grand Hotel

the day to transport guests in nineteenth century style to the **Grand Hotel**—and *grand* it is! Opened in July 1887, the hotel was built by the Grand Rapids and Indiana Railroad, the Michigan Central Railroad, and the Detroit & Cleveland Steamship Navigation Company.

By steamer, vacationers came from Chicago, Erie, Montreal, and Detroit. By rail, they came from across the country. The rates were \$3 to \$5 per night. Claimed to be the longest in the world, the hotel's front porch became the promenade for the older set and "Flirtation Walk" for the younger visitors. Dignified entertainment was de rigueur. Mark Twain lectured at the hotel in 1895 and the hotel's manager arranged for regular demonstrations of the Edison phonograph.

The automobile made its debut on the island just after the turn of the century, but the Grand Hotel supported an island-wide ban that was not strictly enforced until the 1930s.

During the Great Depression, W. Stewart Woodfill, who was hired as a desk clerk in 1919, purchased the Grand Hotel and supervised its operation until 1960 when he appointed R.D.

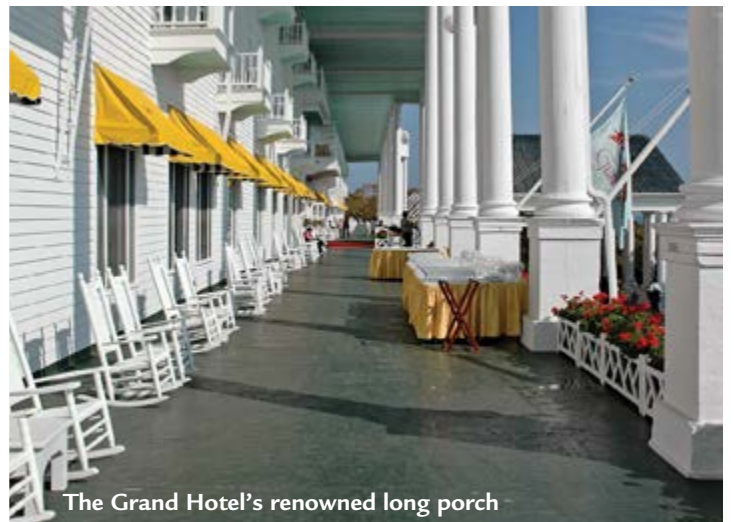
(Dan) Musser. In 1989 Dan Musser III became president and continues to run the hotel today. In that year the hotel was designated a National Historic Landmark by the U.S. Department of Interior.

Last year the Grand Hotel celebrated its 125th Anniversary. The hotel has 343 guest rooms with several suites named after luminaries: Lady Bird Johnson, Betty Ford, Rosalynn Carter, Nancy Reagan, and Barbara Bush. Many exclusive shops operate within the hotel's handsome facilities. The hotel offers its guests an 18-hole golf course with pro shop. Outdoor entertainment also includes a full schedule of 1860s-rules baseball games and tours of the new horse stables. The hotel uses 20 antique carriages for transporting guests.

Certainly the most popular daily event open to all visitors is the hotel's luncheon buffet that some have claimed is as long as a football field. The dress code is casual and the fare is \$40/adults and \$25/children. Carriage rides can be scheduled with the carriage master in front of the hotel at different fares dependent on the route you select. Guided hotel tours are \$10.



An elegant horse-drawn carriage



The Grand Hotel's renowned long porch



The Mackinac Bridge from the Grand Hotel's porch



Lawn games are a favorite pastime.

If you want to stay overnight at the Grand, you should make reservations in advance at www.grandhotel.com Rates are based *per person*. A couple can expect to pay approximately \$528/night

for a standard room Sunday–Thursday not including taxes and assessments. All rates based on Full American Plan (full breakfast, Grand Luncheon Buffet, and five-course dinner daily).

Mackinac Island's Downtown



No automobiles, but watch out for the bicycles!



Visitors can enjoy carriage rides throughout the island.



Fort Mackinac

The fort has been fully restored. Demonstrations of cannon and rifle firings are daily events. The admission fee (\$11/adults, \$6.50/youth, 5 - 17) covers tours of the barracks, commissary, and officers quarters. Built on the limestone cliffs, the fort gives you great photo opps for the town below. The Tea Room offers a dining experience with spectacular views of the freighters passing through the Straits of Mackinac.

While the Grand Hotel is the centerpiece for Mackinac Island's attractions, the shops, restaurants, and hotels on the town's main street can take at least a day to explore. The signs for each store are reserved and artistic—indeed, they have created their own art form (see p. 43).

If you are not into carriage rides, there are two or three bike shops near the ferry piers that rent by the hour or day. You can follow the same routes the carriages use, just without the driver's monologue.

On our schedule, Grand Island was a one-day event. A scenic ferry ride under the splendid Mackinac Bridge, a Grand Hotel luncheon buffet, the historic fort, a carriage ride to historic places on the island, and an afternoon of fun exploring the shops.

On the way back to Hearthside Grove, we dined in The Chipewewa Room of Audie's Restaurant at 314 Nicolet St. (exit 339, I-75) in Mackinaw City. Excellent fare and ambience.



The military weapons demonstrations with powder (but no bullets) are very interesting. The two enactors fired Springfield Model 1873 trapdoor carbines. The cartridge was designated as .45-70-405, indicating a .45 caliber, 405-grain bullet propelled by 70 grains of black powder. It had a muzzle velocity of 1,350 feet per second, making it a powerful weapon for the skirmish tactics of the era. It was the first standard issue breech-loading rifle adopted by the U.S. Army. A soldier could get off 12 shots per minute.



After defeating the French in 1763, the British considered Fort Michilimackinac a poor location to use in controlling the Straits of Mackinac. In 1780 Commandant Patrick Sinclair constructed a new limestone fort on the 150-foot limestone cliffs of Mackinac Island above the straits. The British held the fort through the end of the Revolutionary War. Due to the fort being so far from other U.S. outposts, they did not relinquish control until 1796. The British retook the island in the War of 1812 without firing a shot. The Americans lost an attempt to retake the fort in 1814, but it reverted to U.S. control in 1815 after the Treaty of Ghent concluded the war. The fort had a checkered history until 1878 when it became a national park.



The Upper Peninsula

The **Mackinac Bridge** is one of the great engineering feats in the history of bridge building. The total length of the bridge is 26,372 feet (~5 miles). Opened on November 1, 1957, it is worth a visit to the website www.mackinacbridge.org to learn the story. When you cross to the Upper Peninsula, the fare is \$4.00/car. If you drive your motorhome, the fare is \$5.00/axle.

Our destination in the U.P. was the **Soo Locks**. Of course, “Soo” is a shortened term for Sault Ste. Marie, the town in Michigan where the locks are located. Four locks dating back to 1895 operate in a 1.6-mile canal and lift freighters from Lake Huron (elevation 577 ft.) to Lake Superior (elevation 600 ft.). Tour boats move right along with the freighters in the locks giving you a great experience. Tours take two hours and do not require a passport since you do not disembark on the Canadian side.

Our time for touring Michigan’s Upper Peninsula was limited. However, we made plans to return after studying www.UP-travel.com One special place on our list is the **Pictured Rocks National Lakeshore**. To enjoy the scenic beauty of the Pictured Rocks, you must view the sandstone cliffs with their natural pigmentation formed by various minerals from a kayak, canoe, or pontoon boat. You can tour individually or in a guided group. See www.picturedrocks.com for additional information.

The U.P. claims more than 300 waterfalls scattered across its 16,452 square miles. Don’t miss visiting a few of the light-




Entering the MacArthur Lock at Sault Ste. Marie

houses on the U.P.’s coastline. At least 12 are open for public tours. Check online for locations, times, and admission fees.

Pick up a copy of Michigan’s Upper Peninsula, 2013, “Choose Your Path,” published by Pure Michigan. For a copy, call 800-562-7134 at the Upper Peninsula Travel & Recreation Association. Another publication to pick up at a state welcome center is “Welcome to the Upper Peninsula,” Summer 2013 Visitors Guide, that includes a great listing of festivals, tours, and events spanning the Upper Peninsula from May 1 to August 31.

For campground information, visit these websites:

www.uptravel.com/campgrounds--73/

www.exploringthenorth.com/camp/grounds.html 

Where We Stayed in Petoskey – Hearthside Grove www.hearthsidegrove.com



A landscaped motorhome site at Hearthside



The Clubhouse at Hearthside Grove



Hearthside’s Clubhouse lobby, warming fireplace, and theatre marquee/entrance



Hearthside’s demonstration kitchen

Interviews from Texas and Louisiana



Mabry & Carolyn Dellinger with Fran Master
Hometown: Conroe, Texas
Interviewed in Galveston, Texas

- Mabry & Carolyn own a 2010 Allegro Red Open Road 36 QSA with a Cummins 340 on a Freightliner Chassis ... & their previous coach was a 32 ft. 2007 Allegro Open Road.
- They have been married 25 years ... and have 2 children and 3 grandchildren.
- Kim has 2 children & lives in Jackson, TN; & David has 1 child & lives in Henderson, NV. Their dogs: Cindy Lou & Tex are both 15 yrs.
- Mabry retired from the Navy Reserves in 1982
- Carolyn & Fran have been friends since high school & this is her 1st trip w/Carolyn & Mabry.
- Mabry & Carolyn share the driving 50/50 ... & they are 'half-timers.' They have driven this coach 40,000 miles and traveled in 25+ states.
- This is their 5th RV; they enjoy the freedom, relaxation, seeing new places and people, ease of housekeeping and the general lifestyle.
- Motivation to 'motorhome' came from selling their sailboat in 1996 & love of the outdoors!
- Mabry enjoys visiting Fredericksburg, Texas.
- Carolyn favors Ludington, Michigan - near Sleeping Bear Dunes; and Rockport, Texas.
- Their bucket-list: MN, WI & the Northwest.
- Mabry was a corporate attorney and retired in 1997 after 25 years.
- His hobbies are: golf, travel & antiquing.
- Carolyn worked in management & financing with GMAC for 36 years and retired in 2002.
- Her hobbies: golf, travel, reading & antiquing.



Rex & Nancy Wilburn
Originally from Delaware, Ohio
Interviewed in Duson, Louisiana

- Rex & Nancy own a 2009 Phaeton 40QTH with a Cummins 360 on a Freightliner chassis.
- They have been married 39 years ... & their 3 children and 3 grandchildren all live in Ohio. Mark has 2 children; Matthew has 1 child; & Maggie does not have children.
- Rex served in the National Guard for 12 years.
- Rex & Nancy bought this Phaeton, their 1st RV, in 2008 & immediately went full timing!
- They decided on a Tiffin because of the quality, service & reputation. They've been to Red Bay twice & enthusiastically rate service techs '10'!
- Rex drives 100% of the time; they've traveled in 30+ states; driven over 42,000 miles; & he prefers driving 250-270 miles per day.
- Twice a year they rendezvous w/friends in AZ.
- Rex enjoys the northern California coast; & he appreciates the chance to see America 1st hand!
- Nancy likes Yellowstone Nat'l Pk. & freedom.
- Their bucket-list: all of New England; & they especially look forward to Maine - for lobster!
- Rex worked 33 yrs. for the City of Columbus Water Department and retired in 2008 as a Field Service Manager.
- His hobbies include: photography, fishing, geocaching & off-road Jeep 4-wheeling.
- Nancy worked at Ohio State Univ. Hospital as an Admin. Ass't. & retired in 2008 after 25 yrs.
- Her hobbies include: geocaching, fishing, and computer games.



Andre Forget & Raymonde Drolet
Hometown: St-Calixte, Quebec, Canada
Interviewed at Sunshine RV Resort in Harlingen, TX

- Andre & Raymonde own a 2006 Allegro Bay 37' with a Vortec V10 on a Workhorse Chassis.
- Andre & Raymonde have had a combined family since 2003 with 6 children (3 each); & they have 11 grandchildren and 1 great-granddaughter. Their 6 children are: Chantal has 4 children; Nathalie has 2; Raymond has 1; Martin has 2; Marc-Andre has no children; & Amilie has 2. Their dogs: Voyou & Bambi are both 4 yrs old.
- Because of 15 to 20 feet of snow in 2008 Andre & Raymonde went to buy a snow-blower, but they could not locate one ... so they purchased this Allegro Bay! It's their 1st RV, & decided to go south each winter - from October thru April.
- In June & July they're always fishing in Quebec.
- Andre has driven 100% of the time; traveled in approx. 20 states; & coach mileage is 34,000.
- Andre was asked what he liked about RVing & he said "definitely not driving & not washing it, but he likes having all his things with him!"
- Raymonde said "my rolling home is the right size and always feels like home."
- Andre was a Montreal police officer for 32 yrs., 2 mos., and 8 days ... he retired in 2002.
- His hobbies: golf, bridge, cards, horseshoes, fishing, ice hockey, and playing all sports.
- Raymonde had a 25 year secretarial career and retired in 2002. Her hobbies: water painting, reading, knitting, & dancing. They both have a large stamp collection ... 500,000 + stamps!

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. In March 2008, they bailed out, bought a new Allegro Bus, and "hit the road." In 2011 they traded for a new Phaeton 40 QBH.

Mouse Proofing Your Motorhome: A Never Ending Battle!

When your wife gives out an eerie shriek, you know there is a critter nearby. It could be a spider, an ant, a mosquito, a fly, or some other creature like a big June bug, or even worse, one of those elusive cockroaches. But, if they spot a mouse or mouse droppings, heaven help us. They holler so loud you have to immediately grab the wine glasses before they explode.

We all like our motorhomes and understand the attraction. It's a great place for us to camp in, live in full time, or just stand outside and admire it. Well, don't you think there are other creatures besides us that would enjoy the luxury of a nice place to live? A place that looks like the Ritz Carlton super sized. Just think about what you would want if you were a mouse.

To eliminate the RVer's "Public Enemy No. 1," you must start thinking like the enemy thinks.

Mr. Mouse to Mrs. Mouse: "Look at that palace over there, Mrs. Mouse. Do you think we can set up housekeeping there?"

Mrs. Mouse: "I don't know, but we can certainly investigate the possibility. Look at this wire over here that goes up into the palace. It has an opening right next to it into the first floor."

Mr. Mouse: "We can shimmy up the wire and investigate. The wire covering tastes just like soy. Try it!"

Mrs. Mouse: "This is a multi-story building, Mr. Mouse. Follow that pipe. I think you can slip through to the next floor."

Mr. Mouse: "It's a little dampish where I am right now, but something nearby sure smells good. It might be Cheez-Its like we found next door. Wait a minute. This place is packed like a warehouse full of groceries!"

Mrs. Mouse: "I'm right behind you. Oh, look here. Here is a big roll of paper to build our nest. And here is a drawer that we can use for our bathroom. And this drawer can be our nursery."

Of course, mice have no language as we know it, but they do communicate. And we know they produce a new generation every two months! So if your coach has been in storage for a while, and you did not mouse proof it, you may be in for an unpleasant surprise when you get back.

If you have had a mouse invasion, let's get started. You will need to wash all of your linens, towels, and soft clothing stored in drawers that could have been a nesting area. Mice usually do not find hanging clothes as convenient. Go through the galley and dispose of any packaged food that was previously opened.

After you have emptied all of the drawers and cabinets, you may get a whiff of a pleasant odor. Don't get your nose too close trying to find out where that smell is coming from because it

is mouse urine. Really, it has a pleasant odor, but it harbors all sorts of bacteria. Even the smallest amount of mouse urine can trigger allergies, especially in children because their immune systems are still developing. Mice spread disease through bite wounds and by contaminating food and water with their waste products. They can also spread disease thanks to parasites such as ticks, fleas, and mites. These parasites bite the infected mouse and then spread the diseases when they bite a human. Have you heard enough? There's more.

Check the bedroom closets where you store your bedding,

AMS Dual Motorized Roller Shades - the leading Day/Night Shades for Cockpit and Living Area:

- Uncompromising Quality
- Exclusive AMS Safety Feature: don't compromise your safety when driving – ask for the industry-first "AMS Safety Retractor" for your windshield shades, which is able to actively reverse the shade movement in case of product failure and keep it out of driver's sight.

Thank you Tiffin Motorhomes for choosing **Auto-Motion Shade** as your original equipment supplier of Dual Roller Shades.

AMS – the preferred choice for providing privacy and solar protection to your motorhome.

AMS Shades - Ask for them by Name

North America's Premier
Manufacturer of High Quality Shading
Products for the Transportation, RV
and Con/Ag Industry.
ISO 9001:2008

www.automotionshade.com

Research and story by Dave McClellan

the medicine cabinets, and the drawers, boxes, or floor of the closet where you store your shoes. Look behind the washer/dryer and under the sinks. Then check the cargo bays for those telltale signs of mice and their possible points of entry. Look for any chewed up material.

You race to get the vacuum cleaner and all kinds of cleaning material including the bleach and water (mix one and one-half cups of bleach to one gallon of water). This is a nightmare, but did it have to happen? There are many things that help prevent mice from entering your motorhome, but it takes time and a lot of work—which is best done before you start packing for your travels. Here are some helpful tips on how to be critter free.

First and foremost, the best time to mouse proof your motorhome is *before* you begin your first journey. Think about where the mice live, which is mostly in the ground, hollow logs and trees, thick rotting leaves, rock walls, mulch and anywhere they can hide and shelter themselves from the weather. They can also climb trees and drop onto your roof. Mice are good jumpers. I once watched a mouse continuously jump almost a foot and a half trying to access the vent for the hot water heater.

These house mice (more common than deer mice) are very cautious about going out during the day into the sunlight and open areas where hawks, cats, foxes, dogs, coyotes and an array of other animals are searching for them. It's even worse at night. There are raccoons, owls, bobcats and other critters looking for an early breakfast. A nice RV is the most comfortable and safest place for the mice to be. It's warm, there's plenty of food, and they can usually find what little water they need in the form of condensation or the slightest drip somewhere in the RV.

First rule of mice prevention: You need to keep them away from your RV especially when it's in storage, when you are not around to keep them at bay. Put moth balls under and around your RV. Even put some on top of the tires and in the generator compartment. Also place scented dryer sheets everywhere mice might gain entry.

Second rule of mice prevention: Inspect every area inside and out for any kind of void where a mouse could enter. Every ¼ of an inch or larger void must be plugged. You can use steel wool, or silicone sealers work well because mice don't like the smell or taste. Larger access holes can be plugged with hardware cloth, thin metal, or wood with glue and/or silicone as long as it gives you a tight seal. Areas around the engine, firewall, generator, wheel wells, cargo areas, as well as wires and pipes that exit the RV must be checked and sealed. If your efforts are thorough, you won't have any trouble with mice. But chances are, you won't get all the areas because not all openings to the outside are accessible. With that done, there are other preventive measures you can take.

Unless you have seen evidence that you have a mouse, do

not put any **traps** inside your motorhome that use bait. That's an invitation for them to join you and your family for lunch. Only if you have evidence and suspect a mouse should you use a snap trap or glue paper. Check it often and get rid of the mouse and the trap ASAP. Do not use any poison inside your RV. It just attracts more critters. WORD OF CAUTION: Do not reuse wood snap traps. When they trap a mouse, urine is expelled and sucked into the wood. I repeat . . . this harbors dangerous bacteria. Put the trap in a plastic bag and discard. Use plastic traps that can be cleaned and re-sanitized in a solution of bleach and water. Then thoroughly rinse them before reuse.

Have you tried the 110V **plug-in rodent chasers**? I have, with no luck. That's not to say there may be one or two brands that might help. In my opinion, they are expensive, not that effective, and you're just wasting more money on electricity/batteries. Those can be like music to a mouse's ear calling them in for dinner.

Most of us have heard of using **fabric softener sheets** or dryer sheets to repel mice. During my conversations with RV owners, I hear about them all the time. Most folks say they work and yet some say they don't. The 'yeas' barely outweigh the 'nays.' I have used them in the past and they worked temporarily until the mice get accustomed to the smell. However, a word of caution... dryer sheets are under investigation as being a carcinogen for cancer. http://www.cbsnews.com/8301-504763_162-20097302-10391704.html

Then there are **moth balls**. As I have found, they too are just a quick temporary fix like some of the other old methods. Although they stink and can be a health hazard, there are folks who are convinced they work. I used them on the ground under my motorhome while in Massachusetts in a wooded area. Other gimmicks include **bleach**, if you can stand the smell. Can you imagine going into someone's motorhome that smells like moth balls and/or bleach?

Additional mouse deterrents include all sorts of oils like **lavender, citronella, peppermint**, and various others you can make yourself from onion and garlic. Fend off a rodent invasion by placing cotton balls soaked in oil of peppermint or citronella at the places you suspect mice are getting in. Some grocery outlets carry these items and I found some at a drug store.

I found a gizmo called the **Pure Essence Aroma Fan** at the Big-E fair in West Springfield, Massachusetts. It is a small (5x5x1-inch) battery operated (also has 110V to 3V adaptor) fan with a pocket for a piece of felt placed in front of the fan. Insert the oil-soaked felt in the fan pocket and you're done until the odor is not evident any more. It's quite unique but the fan kept stopping. I sent it to be replaced, but I think I got the same one back because that one would stop also. This company offers dozens of other types of oils like "sea breeze" and "tropical paradise." My wife Terri thought this aroma fan thing was for romance so I quickly

gave up on that idea! <http://www.buypureessence.com/>

One day while traveling in our Phaeton motorhome, we stopped at a farm stand for fresh vegetables. While there I spotted various size containers of “**Critter Out**” pest repellent, a multi-purpose repellent for small varmints. The owner of the vegetable stand happened to come by so I asked him about it. He used it in his barns where they milk the cows and it kept the mice away. He uses a five-gallon container and sprays it all around. That’s all I needed to know and purchased a bottle. Like everything else, you have to use it regularly. It worked for me. But again you have to spray regularly just like replacing dryer sheets often. <http://www.deerout.com/critter/testimonial.php>

I have heard many other ideas but the one that amazed me the most was the **rope lights**. Yes, I said rope lights. The theory is that mice will not cross the string of rope lights placed entirely around your RV. I have seen rope lights encircling RVs in campgrounds, but I have not had the opportunity to conduct an experiment and prove the theory. However, one thing is for certain: it’s a fact that mice do not like bright lights.

“Mice, mice go away . . . and please don’t come back another day.” Here is another idea/invention. The **GUARDFATHER™**.

Pretty clever name. It does the same thing as the cotton balls soaked with peppermint oil, but may be more convenient and the odor may last longer before renewing the oil because it’s in a container. It looks like a vented “snuff can” with louvers and a magnet. Check it out at <http://www.guardfatherllc.com/#>

Another mice preventive measure is their dislike for **cat hair**. Disgusting but true. Would you rather have mice hair or cat hair lying around? No, don’t go and shave your neighbor’s cat! Just brush it while it’s shedding fur and spread it around where you don’t want mice. Of course, a better action would be to have your own cat. No, not for me. I love other people’s cats.

The list seems to be endless. How about **bay leaves**? Crumple, grind, blend, and sprinkle them around the area to be treated. Or try **cayenne pepper**, which can be purchased in powder form at your local grocery store at the same time you buy the bay leaves. Sprinkle the pepper and bay leaves around where the mice evidence is found. Be cautious because it is an eye irritant to dogs and cats.

Yes, there is more. How about “**Natures Defense**” **outdoor repellent**, a sprinkle-on powder made from certified natural ingredients with no chemicals and good for use around pets and children. The company also sells an electrical unit for the entire

Come see how we **LIVE.**

Bella Terra of Gulf Shores’ third and final phase of development is nearly complete!

Act now to secure, *and personalize*, your own little piece of Bella Terra. Choose from a wide variety of upgrade packages and have us build it for you the way you want. Don’t miss out on this great opportunity!

PERSONAL GAZEBO OUTDOOR KITCHEN FIREPLACE OR FIRE PIT

BELLA TERRA
OF GULF SHORES

Visit BellaTerraRVresort.com or call (866) 417-2416 today!

house designed to repel mice. If it's good for a whole house maybe two RVs could share it. This company also sells the "CritterBlaster Pro." It's a state-of-the-art digital sonic harassment gizmo. In other words, it blasts one or all of eight harassment sounds that can cover six acres. Now there's something we can use if we want a certain RV site. This gizmo will drive out all the other RVers, therefore giving you choice of a premier site. That way the mice will have only one camper to annoy and it only sells for... are you ready for this? ... on special at \$629.95.

Almost done . . . a few more home remedy tricks to consider. One suggestion was to use **ammonia** to clean up mouse droppings and also leave a small bowl in the RV basement under the floor of your RV. However, I'm not sure that is a good idea. It is used in very small portions mixed with water and other cleaners (especially window cleaners). Another idea I thought reasonable was to use **Pine Sol** detergent in a bowl in the basement of your RV or on the ground under the RV and let the odor permeate the area. I also use Pine Sol as a stand-alone cleaner or cut with water or other cleaning agents, and I put some in our empty holding tanks and let it slosh around while we are on the road.


It's known that mice cannot tolerate **camphor** and **pine tar**, according to the book, *Grandmother's Critter Ridder*. Not only is peppermint oil a favorite mouse deterrent, but growing peppermint outdoors will also help keep the critters at a safe distance. Other plants that may serve the same purpose include daffodils and hyacinths. Read more of "What Do Mice Hate" at http://www.ehow.com/about_4605743_what-do-mice-hate.html#ixzz2Jyp5KGDf

Fresh Cab® Natural Rodent Repellent pouches claim to keep mice & rats out - without poison, traps, or any toxic chemicals! It is a patented blend of plant fiber and botanical extracts. Sounds

good to me. If anyone has used it, please let us all know how it works out. <http://resources.earth-kind.com/natural-mice-repellent-ppc-page/?gclid=CMe4t6z2nbUCFQ2znQodJkYAdQ>

Okay, we're almost done. Hopefully you have some new ideas for keeping those pesky critters out of your RV. It's a lot of work at the beginning, but it will pay off later. Get into a routine, say, twice a month, of rejuvenating your mice prevention methods. Try several different things and keep the one that works best for you. I understand that southern mice favor the outdoors and northern mice like the warmth of an RV. I have not encountered one mouse here in Florida, but trap them daily at our location in the Berkshire Mountains of Massachusetts where we park in a wooded area with deep mats of leaves, rotten stumps, and many voids in the ground under rocks. While there we use bait blocks around the area, but are careful to place the blocks under pallets in holes in the ground or in tree stumps so we won't endanger domestic or wild animals.

One last suggestion: Choosing a place to park your rig can be crucial. An open grassy space is better than being close to wooded areas or stone walls. In other words, keep your distance from normal mice habitats.

Please keep me informed . . . I'd like to hear comments about your treatment of mice or other critters. Any information of interest to RVers that would make life more enjoyable for all is welcomed. Email: Dave McClellan at: Hapy1Luky2@hotmail.com 



Allegro Club News

Upcoming Spring Rallies

The Allegro Club will host two rallies this spring. The first, the Allegro Club Chesapeake Rally, is scheduled for April 29 through May 3 at the Bethpage Camp Resort in Urbanna, VA. The sponsoring dealership for this rally is Reines RV located in Manassas, VA. This rally was first advertised in the April 2012 issue of *SIDE ROADS*. The 200 site limit was reached in January 2013 making this a sold out event with a lengthy waiting list.

The second spring rally, the Tiffin/Happy Daze Gold Country Rally, will be held May 20-23 at the 49er RV Resort in Plymouth, CA. This rally became available to Allegro Club members in late January 2013. It has sold rapidly, and a very few sites are open at this writing. If you are interested in attending this rally, please call the Allegro Club office (256-356-8522) ASAP for availability.

The Allegro Club Newsletter, SIDE ROADS, Now Online

We are pleased to announce a new website for our Allegro Club members - www.tiffinsideroads.com. This is a digital edition of *Side Roads*, replacing the print edition last published in October 2012. Our digital magazine will be updated monthly and include some of the same information you were accustomed to seeing in the print version, including Club News, Chapter Chatter, service updates, rallies, and Roadside Recipes, along with information about what's new at Tiffin Motorhomes. Even while you're traveling, you can get the latest news from Tiffin and the Allegro Club.

We continue to welcome your chapter reports, photos, and other input that we can consider posting to the new website. Of course, you can still go to www.tiffinmotorhomes.com for complete information on the company. And needless to say, Tiffin Motorhomes will continue publishing its quarterly magazine, *Roughing It Smoothly*.

We hope you will enjoy the new *Side Roads* online site and will find it useful and entertaining.

New Allegro Club Chapters

Since April 5, 2012, new local chapters of the Allegro Club have sprung up in South Carolina, Texas, Iowa, Kansas, Nebraska, Idaho, New York, Oklahoma, and California. If you are interested in local chapter membership, you can obtain contact information for the chapter nearest you at: www.tiffinmotorhomes.com/owners/allegro-club/chapters. If there is not a chapter near you, please contact us by phone at 256-356-8522 or by email at allegroclub@tiffinmotorhomes.com.

See you on the road!
Jimmy Johnson
President, Allegro Club

Announcing the 2013 Allegro 31 SA

Built on the Ford chassis with the 6.8 Liter V10 engine, this floorplan almost has as much functional room in it as some of our 40-ft. plans. Tiffin Motorhomes continues to create innovative designs by listening and responding to suggestions from our customers.

FEATURES:

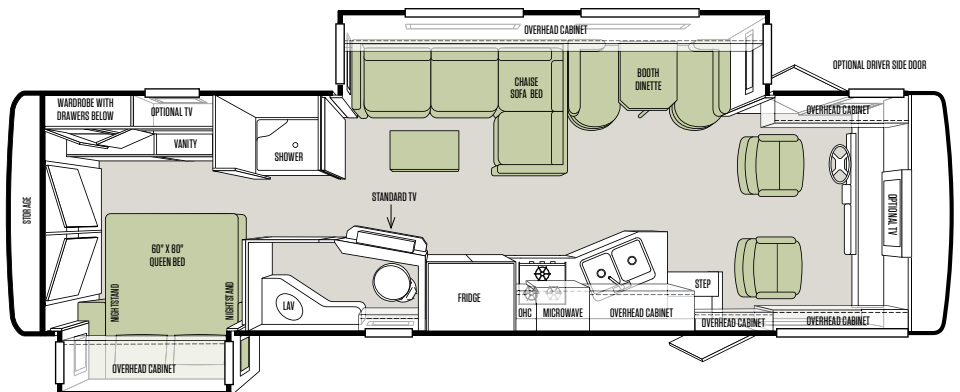
- 228-inch wheelbase means fantastic handling.
- L-shaped chaise lounge sofa with a folding coffee table in living area.
- 42-inch living room TV (standard).
- Optional fireplace.
- The perfect coach for beginning tail-gaters with a budget.
- You will be able to find a site in nearly every campground with the 31-ft. length.



MSRP Base Price: \$125,440

Options: 4-dr fridge; 13.5 & 15 BTU HVAC; BR TV; leather for chaise lounge; cooktop w/conv & microwave oven; driver's door with pwr window; dash nav/stereo/radio; sat radio (subscription req); fireplace; 7.0 genset; Ultraleather DS/PS power seats; automatic satellite (subscription req); surround sound system; vac cleaner.

MSRP with options: \$138,565



A Family of Entrepreneurs

Carpenter's Campers of Pensacola

Marshall O. Carpenter III is an entrepreneur. He owns and with the help of Jim Cook, the general manager, operates a very successful company in Pensacola, Florida — Carpenter's Campers. Never in his lifetime has Mark (no one calls him Marshall) given a thought to applying for a job. The Carpenters start successful businesses that create jobs for others. Mark's grandparents operated a bed & breakfast in Mayfield, New York. When the depression came, the family moved to Arizona for the dry climate because one of the Carpenter brothers had tuberculosis.

As World War II engulfed the country, two of the brothers learned of the rapidly expanding economy at the Pensacola Naval Air Station (NAS) and decided to open a "burger joint" near its gates. That successful business became the financial springboard for Carpenter's Restaurant, an upscale steakhouse with a dance floor and live orchestra. As military personnel came in droves for training at the NAS, they found great entertainment

and steaks just outside the air station's front gates. The brothers' business formula proved to be a huge success.

Marshall O. Carpenter, Jr. (Mark's father whom everyone calls Marty) came to Pensacola with his two uncles. He apparently inherited the entrepreneurial gene and persuaded one of his uncles to loan him the funds to start a used car business—also near the front gates of the NAS. When military personnel arrived for training, they often did not have cars. Marty was in the right place.

Marty married Loretta and their family grew to two boys and two girls. While on a trip to Tuscaloosa in 1964, Marty saw a camper mounted in the bed of a pickup truck. He bought it and quickly planned a weekend camping trip to Marianna Caverns with his two boys, Mark and Glenn.

"It was cold that weekend," Mark recalled. "We got to the campground and Dad tried to start the stove so he could boil eggs and make tuna fish salad. When he couldn't get the stove to light, we ate cold tuna and crackers. The camper didn't have a furnace, so we huddled together under one blanket in the bed. When morning came, Dad was ready to head for home."

Marty put the camper on the car lot where it could be easily seen by the military traffic going to and from the base. "That afternoon so many people were stopping to see the camper that the police chief put an officer out front to direct the traffic," Mark laughed. "Dad sold the camper and put in an order to Weaver Campers for four more. Before long we were selling Shastas and Trailblazers and the car business began to phase out."

When Carpenter's Campers needed space to grow in 1971, Marty had the foresight to acquire land on U.S. 29 northwest of Pensacola. The land was mostly overgrown with scrubby pine trees, but there were several 300-year-old live oaks that were to become the signature feature of the property. Just a half mile away, I-10 opened a few years later.

Left: Jim Cook, vice president and general manager, and Mark Carpenter, president and CEO, take a few minutes to inspect an Allegro Open Road just received from the Tiffin plant in Red Bay.
Right: Carpenter's service department includes standing, from left-to-right, Pat Lassiter, Eddie Ellis, Dale Miller, Randy Holcomb, Steve Gonzales, Dave Durden, JB Hartjen, Dave Ward, Tilina Brown, Clinton Guice, and Beronica Boyer. Kneeling, left-to-right, Robby Mitchell, Stacey White, and Tyler Richey.

Text and photography by Fred Thompson

Mark's involvement with his Dad's company began when he was 11. "I asked Dad for an allowance because my friend was getting an allowance. On Saturday he gave me a sombrero and an 18" lawn mower to cut the front lawn and ditch at Carpenter's Campers," Mark smiled. "I got five dollars for the job and that inspired me to start a grass cutting business."

It wasn't long before he was washing and detailing RVs. By the time he was in high school, Mark was learning about the inside workings of running a business: parts, service, and sales. But his own entrepreneurship was beginning to surface, too. "I bought houses, fixed them up, and rented them," Mark explained, "but eventually my outside interests waned and I gravitated full time back into Carpenter's Campers. Just after I turned 30, I could see that Dad was ready to get out of the business. He was still keeping the company's books on handwritten ledgers. It was 1989 and financing RVs was changing. We bought our first FAX machine to send the buyer's information in to get loan approvals the same day."

"The early nineties were tough times in the RV industry. I was running the company before Dad sold it to me," Mark continued. "But I completed the buyout and Dad saw an opportunity to follow a new dream. He moved to Marathon in the Florida Keys and opened a boating business selling yachts, trawlers, and houseboats that he is still operating today at 76. I just hope I can follow his lead for stamina and longevity."

Marty realized early that RVs required service and made "taking care of customers" his benchmark. Mark followed his Dad's lead and coined his own oft-repeated philosophy: "Don't judge me by what happened to your RV; judge me by how I take care of the problem." Another favorite quip is, "We don't sell rockets for space travel. We sell motorhomes to take you camping. And

they do require regular maintenance." And for the last 24 years, good service has kept his customers coming back when they were ready to upgrade to a newer model.

In 1989 Mark met Jim Cook who had built a successful career as a salesman in a Pensacola gun store. "I knew the service manager at Carpenter's and Mark had bought guns from me," Jim said, reminiscing about their 24-year business relationship. "Mark was looking for a salesperson, but I was satisfied with my position. But his enthusiasm got to me," Jim continued. "'Give it two weeks,' he urged. I did and I fell in love with this business."

"I've been in sales since I was 12 years old selling the *Dallas Morning News*," he exulted. "Mrs. Wyatt, an elderly lady on my route, offered me a dollar every month if I would put her paper on the doorstep. Then I sold that extra service to all of my customers, plus they often gave me tips. I had nearly 100 customers and it only took 90 minutes to deliver all of my papers. Dad told me if I wanted a motorcycle I had to buy it myself, and I did."

"Before the two weeks were up, I knew this company was where I wanted to work for the remainder of my career," Jim said. "Mark made the protocol crystal clear: learn the product thoroughly, tell your customers the truth, and show the customer what he is interested in."

"This is not an *I* or a *me* company," Mark said. "This is a *we* or an *us* company. I put employee retention up there right next to excellent customer service. It's our employees who make this company what it is today. And the longer they stay, the better we become."

Mark's children may one day take a role in Carpenter's Campers. Mark and his wife, Tracey, have three sons: Marshall Owen, IV, 18, and twins, Austin and Collin, 15. Owen has worked summers at the business for the last five years. The twins work when the





From Top: Service writers Kevin Crane and Dave Ward are an owner's first contact with a service event at Carpenter's Campers. • Tim Fahlbeck and Roger Edwards know their inventory in the accessories store and can assist RVers in finding anything they need. • From left-to-right, Carpenter's Campers sales staff includes Barry Norris, Leon Hamric, Tammy Zell, Justin Moran, Johnny Dukes, Gail Felicia, and Harold Smith.

company has special events. Tracey has a master's degree in speech pathology and works with patients who have suffered strokes and children who have special needs. She also supervises internships.

"My grandfather had a maxim by which he operated the restaurant," Mark said. " 'Do what you do best, and then be the best at it when you go up against your competition.' That's what we do today at Carpenter's Campers."

"We spend a lot of time and money on training," Mark continued. "Our service department makes a profit, not because we charge high or unfair prices. We make a profit because we know how to do it right the first time."

The company's service department has two service writers, one service manager, one paint-body collision manager, two warranty work specialists, and 10 technicians. Two of the techs work full time in prep, getting each unit ready for its new owner. Every coach is washed thoroughly, waxed, and detailed. The prep techs also do the PDIs and customer training. "Our prep techs are good teachers and have the personalities to teach," Mark said. "The job takes patience, understanding, and an awareness that the new owner is really absorbing the information to operate the coach properly."

"Our salespeople do a lot of customer training when they are helping the client select the right coach," Jim said. "After a couple has decided on a particular RV, the salesperson hands them off to the prep tech who begins customer training. The customer is not expected to conclude the purchase and pay for the coach until after training is finished. They have to be totally satisfied before they sign and pay."

"We are not afraid to do that," Mark said. "That approach makes the customer comfortable and relaxed, and it keeps us totally on our toes – sales, service, PDI, and customer training."

"We are a 'mom & pop store' on steroids," Jim joked.

"We totally prep the coach: open every valve, check every appliance, clean the floors, wipe down the countertops, dust throughout, and detail it," Mark continued. "Then customer training begins. If you do customer training for six hours, they are going to remember three hours of it," Mark noted. "So we encourage them to hook up, stay overnight, use the coach completely, and ask questions in the morning."

"This is not a car dealership. It takes us at least two days to do a sale. People can't believe this is not a rush-rush, hurry up and get it over with, type of business deal," Jim confirmed.

New owners often seek out Jim or Mark to tell them, "This is the best buying experience we have ever had."

Jim pointed out that the whole process still begins in the sales department.

"We employ seven RV consultants," he began. "Here's what I look for in hiring an RV consultant: (1) Good ethics. (2) Not pushy, but truly interested in the customer's needs. (3) Good personality, loves to smile and does it naturally. (4) Good attitude.

"Sales training is planned. We train weekly; do refresher courses on product features regularly; visit the Tiffin plant with TMH leaders doing the training; and we focus on what you



cannot see,” Jim reinforced. “That’s why production line tours at Tiffin are so important. We have to be able to tell the story about why a Tiffin coach is better built than the competition: more steel in the foundation; better cherry and alder cabinetry; the wiring harnesses, the slide-out construction, the design of the walls and ceiling components.”

The company has two demo towables that it encourages the employees to use. “We want everyone to become experienced in RVing,” Mark said. “To sell and service RVs, you have to live and breathe it, understand and agonize with it. You have to walk the walk to be able to talk the talk.”

The RV consultants each have a goal of delivering eight units per month. Both Mark and Jim feel consumer confidence is back and anticipate a seven to 10 percent increase in sales this year. “Financing is loosening up a lot,” Jim said. “Credit unions saved us in the recession, but now we are making good loans through Bank of America and Bank of the West.”

This year Carpenter’s Campers expects to deliver 30 Tiffin motorhomes. “We like to sell to RVers in our region because we want to take care of them after the sale,” Mark emphasized. “I do not get into the internet bidding game. If someone in our region buys a new coach a thousand miles away, we certainly will provide top quality service to that owner. But on any given day, if I have to make a choice between offering timely service to an owner who bought here and one who bought through a bidding competition, you know who I will favor.”

“Mark and I could not agree more on that point,” Jim said. “Service is ‘where it’s at.’ If you do a good job taking care of your customer, they will come back. All of us want to do business with people we know we can trust. Price becomes secondary. We wrap our heads around service first and then sales takes care of itself. Two other companies in our area concentrate on sales, sales, sales. They really do not appear to care about service because so many of their customers are coming here for service.”

Mark recently added a new position at Carpenter’s Campers: Director of Customer Relations. Clinton Guice makes sure that every customer has his ear. “Satisfaction assurance is his gig,” Mark said. “He will be our auditor of the customer experience.”

Based on seasonal volume and demand, Carpenter’s Campers tries to keep approximately 15 Tiffin coaches in their inventory. The Phaeton and Allegro Bus brands account for the majority of their unit sales.

Pat Lassiter, the company’s service manager, started his career with Carpenter’s in 1973 when the company was selling Allegros. When interest rates went sky high in 1979, motorhome sales fizzled. In 1990 Pat went with Hill-Kelly Dodge, at that time one of Tiffin’s dealers.

“When I renewed our Tiffin dealership in 2005, we persuaded Pat to come back home,” Mark said. “It is great to have his depth of experience in our service department. ‘J. B. Hartjen is our assistant service manager who on a daily basis gets involved and helps our techs.’”

“We have 11 technicians, including myself and J.B.,” Pat said. “Our service line has three master technicians, one certified technician, and six techs in training. Our ‘in training techs’ work closely with J.B. and me. We use the Florida RV Trade Association distance learning programs to qualify our technicians. Plus, all of our master and certified techs have to be re-certified every five years. J.B. plays a key role in serving as our mentor for online and in-service training.”

Carpenter’s service department processes 60 to 70 units per week including preps and PDIs. They currently have 11 service bays and one high lift.

Pat notes that an owners lack of attention to regular maintenance usually proves to be very expensive to them later. He urges regular inspection of the motorhome’s exterior to find any places water can get in, and an inspection of interior seals for cracks that could cause leaks.

“Water damage is probably the major area where we have to make repairs to the coach itself,” Pat said. “Because of neglect, we also see a lot of maintenance in leveling systems and refrigerators. Nothing can replace routine maintenance which we do in spring and fall inspections—meaning before and after the higher summer travel season. That will avoid unanticipated maintenance and down time on the road,” he emphasized.

“The good service provided by Carpenter’s Campers generates



customer loyalty,” Clinton said. “In the short time I have been here, I have been amazed at how owners feel about this company.”

“Our attitude and how we take care of our owners really comes down to one word: family,” J.B. said. “We take the time required to explain the root cause of problems, why it happened, how it happened, and how to prevent future problems.”

A survey card is mailed after each service event. Over 90 percent of the cards are returned and the responses are logged. If a box on the survey is not checked, Clinton makes a phone call to see how the owner feels about that point.

“We are going to treat you as we want to be treated whether you purchased your coach here or not,” Pat said. “When people move into this area who already own a motorhome, we welcome their business.”

Mark Carpenter has been president and CEO of the company for nearly 23 years. His thoughtful reminiscing brought out some interesting facets of the company’s 49-year history.

“In 1990 we had 25 employees and annual sales of approximately \$6 million,” he began. “Today we have 46 employees and we’ve multiplied our sales by a factor of four.”

Seventy-five percent of the revenue is generated by towable sales, but in the last year the revenue from motorized is on an upward trend. “During the 1990s, we did a lot of refurbishing, built a lot of commercial units for law enforcement, and quite a few units to take medical services to rural areas, including dental care, bone density testing, and health screening. We built three medical units for Red China that fit together when set up. Banks at that time were using mobile units,” he recalled. “We filled a major niche in the industry.”

Mark noted that a trend developed in the first decade of the new millennium. The company’s motorhome volume began to grow. More used motorhomes were coming on the market which allowed people to get into a unit at a lower cost. Incomes began to grow and the retiring boomer generation began its impact on the economy. Weekend warriors took advantage of RVing to relieve their stress.


“We did well in the last decade because we are in an ‘out-

Carpenter’s Campers maintains a \$400,000 inventory in their original parts and accessories store. They also carry a wide variety of after-market products designed for both towables and motorhomes.

doorsy’ part of the country,” Mark said. “There is a lot of public land and national forests for hunting, fishing, and camping. You can go 50 miles from Pensacola and feel like you are 1,000 miles away. Then the football tailgating phenomena era began and everyone wanted a little nicer motorhome than his buddy had. There seemed to be more discretionary income, at least until October 2008. We were going gangbusters—then nothing! We stayed alive with service. Those with RVs kept on camping but just stayed a little closer to home. And those in this area who had the funds or a piece of land to sell bought motorhomes from us. Ironically, banks often had to do repossessions, and they brought those units to us to sell. Fortunately, we only had to lay off five employees. We all learned how to do multiple jobs—cross-training we called it.

“Now it’s 2013 and we are looking through the windshield, not the rearview mirror,” Mark continued. “There is definitely an increasing interest in RVing. People who have medical problems, sleep machines, hip replacements, and other osteo issues realize that RVs are the best way for them to get out and see the country.

“Banks are lending again. For a while there, the government got in the way by telling us how we had to go about financing recreational vehicles,” he said with a frown. “Some of the competition that got in the RV business easy without building good service facilities had to close their doors. They didn’t take care of their customers and did not have the funds to weather through the recession.

“Tiffin Motorhomes survived the recession and emerged strong to take a greater percentage of the Class A market. Their quality and design improved even more. The pioneers in our industry have retired or passed on. Bob Tiffin is the last of the pioneers. Carpenter’s Campers is fortunate and pleased to represent Tiffin Motorhomes in the Florida panhandle and southern Alabama,” Mark concluded. 

Attention Pug Owners

by Dr. John Pilarczyk

Most of my articles have dealt with subjects that involve all breeds of dogs, but this one is an exception. A disease has come to my attention that has been discovered so far in Pugs only.

The disease is called Fibrous Constrictive Myelopathy, secondary to aplasia of caudal articular processes in Pugs. I know that is a mouthful, so from here on I will refer to it as Constrictive Myelopathy. Myelopathy means a pathology to the spinal cord.

Constrictive Myelopathy causes symptoms very similar to other spinal cord diseases. The signs associated with this disease are: pelvic limb weakness, placing deficit, and exaggerated spinal reflexes in both legs. These symptoms are slowly progressive and no signs of pain relate to palpation along the spinal column. Some of the first difficulties seen are urinary and fecal incontinence prior to the Pug losing its ability to walk.

This disease is also associated with hypoplastic or aplastic articular processes of the spinal column. These can be seen on plain film radiography, but are much better seen on CAT scans or an MRI.

This lack of a process causes instability in the spinal cord and a fibrous band develops. Constrictive Myelopathy is a congenital disease. However, symptoms do not usually appear until the Pug is between six and eight years of age, but can exhibit any time between the ages of two to 11 years. Most of the lesions appear in the Thoracic #3 vertebrae and Lumbar #3 vertebrae.

While research is being done, there is no cure for this disease as yet. Pug breeders need to be aware of its existence so they can avoid breeding affected animals. Owners should be especially concerned if their Pug has been diagnosed with disc disease and no response to typical treatment is apparent. Most radiologists may not notice the small aplastic articulate processes on the spinal cord and therefore would not make the association with Constrictive Myelopathy.

More research is needed to pinpoint cases and possibly identify more causes of this disease. More necropsies (autopsy in humans) of the spinal cord need to be done on this breed of dogs.

If you have more questions about this disease or suspect that your Pug may have this problem, I would refer you to a very close friend of mine: Dr. Kathleen Smiler at SMILERK@MIND-SPRING.COM. She brought this disease to my attention and

has first-hand experience with the problem since her Pug, who has since passed away, dealt with this disease.

Alternative Medicine for Animals

Alternative medicine is gaining hold in veterinary medicine over the last 10 years. One aspect of veterinary alternative medicine is chiropractic medicine. Canine chiropractic care is similar to human chiropractic care in theory and practice, and incorporates the use of radiographs and neurologic tests. The veterinarian must have a thorough knowledge of canine anatomy and physiology. Most states require that chiropractic veterinarians be licensed to treat canine patients by having advanced training in chiropractic medicine. Some alternative medicine veterinarians work in conjunction with chiropractors in human practices who also have specialized training in treating animals.

Chiropractors are able to adjust the dog's spinal cord. Athletic dogs and agility trained dogs may all be helped by chiropractic medicine.

There is an American Veterinary Chiropractic Association that certifies veterinarians who have completed the training program in Chiropractic Medicine. Make sure your veterinarian and/or chiropractor are certified in Animal Treatment.

There is a feeling that the use of regular veterinary medicine in conjunction with alternative medicine will be of great benefit if neither modality is effective by itself.

If your pet is having problems with side effects from medications they are using, you may want to consider chiropractic medicine as an alternative choice!

Some conditions to consider for treatment by chiropractic medicine are:

1. Neck, back & leg pain
2. Muscle problems
3. Jaw problems
4. Post surgical care
5. Bowel, bladder and other internal medicine disorders
6. Sport injuries

The aim is to maintain joint and spinal health. Some conditions, such as fractures and infections, need to be treated by a regular veterinarian and would not benefit from chiropractic medicine. So please seek out a qualified veterinary chiropractor when considering treatment for your pet.

Happy Travels, John & Kay

Dr. Pilarczyk practiced veterinary medicine for 38 years in Tampa, Florida. You may address your questions to Dr. Pilarczyk at parkwayvet@yahoo.com.

Candace Petree

The Voice of Tiffin Motorhomes



The cheerful voice that greets you when you call Tiffin Motorhomes belongs to Candace Petree. Like so many of the office staff and those who work in the plant, Candace grew up in Red Bay in the sixties and early seventies when the town still had its rural, agricultural base.

“Like most small towns, you knew everyone,” she said, “and neighbors were always there to help when you needed them. And it’s still that way to some extent.”

“When I was growing up, the boy came to the girl’s house to take her on a date, or you met each other at church,” Candace related. “I met Mike Petree at the Pleasant Ridge Baptist Church on the Old Vina

Road when I was in the tenth grade. He was on a date with one of my girl friends. They broke up, and then Mike and I began dating. Back then, you wouldn’t dare date a boy who was dating one of your friends. It wasn’t long before we were ‘going steady,’ as we called it when you had a serious relationship.”

It was definitely a serious relationship. Mike and Candace married on June 4th, just a week or so after she graduated from Red Bay High School in May. She had excelled in math and algebra in high school and was looking forward to finding an office job where her math skills would be useful.

That opportunity came almost immediately after she applied for an office position at Tiffin Motorhomes. Candace joined Phyllis Williams and Barbara McDowell to complete the office staff just

before the company reached its fourth anniversary.

“For the next six years, I invoiced motorhomes to our dealers and managed the accounts receivable,” she recalled. By that time Candace and Mike had decided it was time to start a family.

“We had planned for me to be a stay-at-home Mom, so I ‘retired’ early to take on a new job,” she said smiling. “Grant was born in June 1982, Drew in August 1984, and Jessica in August 1987. Mike grew up in Tremont, about 15 minutes south of Red Bay in Mississippi. And, of course, that’s where our children went to school.”

After all three children were well along in school, Candace returned to her former job at Tiffin. She and Mike have enjoyed watching Grant, Drew, and Jessica finish school, find good jobs, marry, and begin to raise their own families. Mike is the maintenance supervisor at Sunshine Mills in Red Bay, and Grant joined his Dad there after he earned his master electrician’s license. Grant married Angela and they have two children, Drake and Emily.

Drew works as a foreman for APAC-Mississippi, a paving contractor that supplies materials for road building. He is married to Amanda. Their little girl, Sydney, was born just three months ago.

Jessica graduated from the Mississippi University for Women with a degree in nursing. She works as an RN at a hospital in Tupelo. She is married to Heath Plunkett and they have two children, Hunter, 11, and Kaylee, six months.

Their extended family enjoys a closeness that is unusual in today’s society. Drew, Amanda, and Sydney come every Friday for dinner. Jessica’s family vis-

its through the weekend since they live about 40 miles from Tremont. Grant and Angela live next door.


“Weekends and church services are special times for us,” Candace said. “We do birthday dinners and parties for the grandchildren. We all worship at the same church where Mike and I met on the Old Vina Road.”

Candace is the pianist for the Pleasant Ridge Baptist Church and serves as a vocalist for the minister’s weekly broadcast which is recorded at a station in Tupelo, Mississippi. The program can also be viewed on the internet.

The closeness of the Petree family extends to their vacations. “We even take our vacations together,” Candace smiled as she noticed my eyebrows going up slightly. “Most of us prefer the beach and we especially like Gulf Shores, Alabama. “But sometimes we get in a trip to the Smokies. We also enjoy renting two cabins at Little Bear every year. We have a ski boat and everybody skis but me.”

“Our farthest trip from home was to Colorado Springs,” Candace recalled. “Compared to our customers who travel all over North America, I guess we are homebodies.

“Mike and I try to get in a monthly visit to Harvey’s in Tupelo, our favorite restaurant. From Tremont, Tupelo is only about 40 minutes, so that is where I also do most of my shopping,” she said.

Candace hopes to remain at Tiffin until she retires. “I really like my job. It is interesting,” she said. “And my fellow workers are like family. Some of us have known each other for over 35 years.” 

Plant Tours

Monday-Friday at 9:30. Meet in the Allegro Welcome Center 15 minutes before departure. Tour headsets and protective glasses provided. You’ll be on the production lines seeing it up close and personal.



Tired of the Old Tank Monitor Issues? Here is the Solution!!



Tank Sender



709PH Display



709P-4 Display

- ❖ SeeLevel II 709 models are designed for retrofit, so you can use the existing wiring in your RV.
- ❖ Percentage readouts are every 3/8 inch instead of the old way of “1/3” or “1/4” fractions.
- ❖ External sender board technology eliminates fouling on the black and gray tanks.
- ❖ Digital design completely eliminates installation calibrations and any future recalibrations.
- ❖ Senders are custom fitted to your tank by cutting the sender with a pair of scissors!
- ❖ Newest models 709-4 and 709P-4 work with 4 tank 5” wheel coaches.



❖ GARNET TECHNOLOGIES INC

Granbury, TX 1-877-668-7813 www.rvgauge.com

THE LITTLE TRAIN THAT CAN

Sumpter Valley Railroad's Steam Trains Revisit Historic Past

It was 117 years ago that rails laid by the Sumpter Valley Railway reached the still-booming mining town of Sumpter in northeastern Oregon. Affectionately dubbed the “Stump Dodger,” the train steaming down that narrow gauge track was for 51 years a part of life as they knew it in a valley graced by the gold-rich Powder River.

By 1920, though, better roads, trucks, and cars hurt this little railroad. In 1937, passenger traffic ended. In 1947, the tracks were pulled up for scrap. But fond memories and the affection remained. Call it nostalgia, a forlorn wish to have things “the way they were,” or just plain stubborn love for steam engines. Whatever, residents formed Sumpter Valley Railroad Restoration, Inc. 24 years after their railroad’s demise. The determined mission: bring a steam train back to their valley.

Though perpetually under-funded and operating with an almost entirely volunteer work force, this group found and refurbished an ancient Heisler steam locomotive and rebuilt a few thousand feet of track to run it on. After six years, a ribbon-cutting ceremony launched the revived railroad at its McEwen depot on July 4, 1976.

Volunteers continued building track further up the valley, albeit slowly, until the railroad once again reached Sumpter in 1991. Today this railroad, now on the National Register of Historic Places, offers rides through the heart of Oregon gold country between McEwen station and Sumpter, a distance of some 5.4 miles. Pulled by one of the railroad’s two operating steam engines, the trains pass through pine forests, hills and valleys and alongside the Powder River as they negotiate curves and chug up grades, billowing smoke, whistles blowing and bells clanging. To the north, majestic 9,000-foot peaks of the Elkhorn Mountains tower 5,000 feet above the valley. Heavily timbered Blue Mountains roll up from the south. Riders often spot elk, deer, antelope, and beavers alongside the track. Eagles, cranes, ducks, and hawks may soar above.

The Sumpter Valley Railroad (SVRR) operates every weekend and holiday between Memorial Day and the last weekend in September, usually making two round trips per day, three on busy holidays and Sumpter Flea Market dates. This year it has



geared up to serve 12,000 passengers.

Cost is \$17.50 per round trip, \$12 one-way for adults. Seniors and military personnel pay \$15 for round trips, \$10 one-way. Children aged 6 to 16 ride round trip for \$11, one way for \$7. Family rates board two adults and two children for \$50 round trip, \$30 one-way. Reservations can be made through the Baker County Chamber of Commerce and Visitors Bureau (800-523-1235) or the railroad on operating weekends at 866-894-2268. On line, try info@sumptervalleyrailroad.org.

You can board at McEwen, 23 miles southwest of Baker City on Oregon 7, or at Sumpter, some six miles further up the road, a part of the Elkhorn Scenic Byway. There’s adequate parking for motorhomes at both stations. Expect temperatures to range from the 50s to the high 90s but weather can change quickly in this mountain setting.

Starting from McEwen, the train rolls up an easy grade on arrow-straight track. Then it negotiates curves and steeper grades. Most of this valley was dredged for gold during the first half of the 20th century, leaving mountains of rocks and, literally, hundreds of lakes, ponds, and canals filled with aquatic plants and wildlife, many of which you’ll see from the train. At the upper end of the valley, the slopes are forested with Ponderosa pines, Douglas Fir, Larch, Aspen Willow and Cottonwood. The entire town of Sumpter, population less than 200, is tucked beneath overhanging trees at 4,424 feet altitude.

On certain dates (check the railroad website), *Gold Rush Bandits* decked out in Old West garb overtake the train on horse-

Text by Norman Spray
Photography courtesy of Sumpter Valley Railroad

Above: This old Heisler 0-4-4-0 locomotive has pulled sightseeing trains in the Sumpter Valley from the day it made its first “resurrected” run July 4, 1976 to the current 2013 season. In its previous life, it was purchased new by the W.H. Eccles Lumber Company in 1915 and hauled logs on the same line it now serves. Number 3’s boiler generates 150 PSI steam pressure. It carries 900 gallons of water in the boiler, 1500 more in the tender. *Below:* Sumpter Valley Railroad, Sumpter, Oregon was revived to run excursion trains by volunteers who rebuilt locomotives and laid track over a roadbed that had once served the line’s predecessor until rails were scrapped in 1947. Their little railroad still operates with the help of many volunteers. Here crewmen pose before the two engines now operating, Number 19 (left), a 113-ton ALCO Mikado, and the 42-ton Number 3 Heisler, which has served since the railroad’s ribbon-cutting inauguration July 4, 1976.



back, “shooting” period firearms. Special rates are offered for a *Father’s Day Train* Sunday, June 16; on *Parents’ Day* Sunday, July 28; and *Grandparent’s Day* Sunday, Sept. 8.

Three special trips are popular each year. The dark of night *Meteor Express*, scheduled to leave McEwen at 8:00 p.m. on August 10 this year, puts riders in place where there is little distracting ambient light to watch the Perseid meteor show, a spectacular annual event that often spawns several “shooting stars” each minute. Riders on this night train get cake and coffee in Sumpter.

On *Fall Foliage and Photographer’s Weekend* Saturday, Oct. 12 and Sunday, Oct. 13, the line’s two vintage steam locomotives and a fleet of historic freight and passenger equipment will make photo stops with a backdrop of brilliant fall colors. Each trip lasts a full day. Reservations are required. Fare of \$75 includes breakfast and lunch.

Christmas Trains pass through an often snow-covered winter wonderland on two weekends prior to Christmas, see online schedule. Two round trips leave McEwen at 10 a.m. and 1:15 p.m. One round trip from Sumpter departs at noon. Reservations are recommended.

The SVRR’s equipment roster is itself historic, sure to fascinate railroad buffs as well as folk who’d just like to experience travel as it once was. Each excursion train usually is made up of the engine, the tender, and four passenger coaches with open, closed, or semi-enclosed seating. On busy weekends, engines may pull as many as seven passenger coaches. “Doubleheading” with two engines may be part of the show for photography on the October 12 and 13 weekend.

The revived railroad’s first engine, that double-truck 42-ton 0-4-4-0 Heisler built by Heisler Locomotive Works of Erie, Pa., is a wood burner -- one of the last known operating in the U.S. today and one of the last of its class. It was SVRR’s only engine at first. Then the Restoration organization learned in 1977 that the White Pass and Yukon Railroad had retired and parked two big ALCO 2-8-2 Mikado class locomotives that had first seen service in 1920 on their own Sumpter Valley line. The Alaskan railroad let SVRR have these engines for a token one dollar each.

That was a heck of a deal. Not so good was the \$25,000 needed to ship the heavy Mikados from Skagway back to Oregon. People throughout the valley and Baker County contributed enough to pay that bill and Union Pacific Railroad extended an appreciated helping hand by hauling the engines from the seaport in Seattle to Baker City free of charge.

Painstakingly restored passenger coaches, some rescued from cow pastures, are more than 100 years old. One wooden clerestory coach was acquired in 1988 after Emma Eccles Jones, only surviving member of railroad founder David Eccles, contributed to the expansion effort. Then 93, she told how she and her mother rode a private train to the end of the line to pick



Above: Snow can come early to the Elkhorn mountain chain in northeastern Oregon. Here, black smoke rolling, the Sumpter Valley Railroad's big Mikado pulls the train, including a passenger car, in the scenic valley shadowed by Elkhorn mountains to the north and Blue mountains looking south. Though the railroad's season is from Memorial Day through September, it fires the steam up for "Christmas trips" two weekends in December. *Below:* Sumpter Valley Railroad's Number 3 Heisler is one of the last wood-fired locomotives operating. Here crewmen throw logs atop the tender for another round trip. They can load up to 1.75 cords, used to fire the Heisler's 7090-gallon boiler.



huckleberries when she was a child. The coach, SVRR's Number 20, is named "Em Eccles Jones" in her honor.

Ever aspired to operate a train of your own? At SVRR, you can. You can be trained as an engineer, drive one of this railroad's steam engines, and pull your train—if you're serious enough to spend at least a half day and some fairly serious cash. If you'd just like to ride in the cab with an engineer, you can do that, too. Adults ride one-way in the cab and return in a coach for \$35. For juniors, age 6 to 17, it's \$20.

For hands-on experience, you can "lease" the 35-foot long Heisler No. 3 for a day for \$995 or for a half day for \$495. You'll learn how to maintain and operate this grand old engine. As *Engineer for a Day*, you'll take on 900 gallons of water for the boiler, another 1,500 for the tender, and switch in the McEwen yards to make up a full train complete with caboose. Then you'll "drive" the train out for a round trip to Sumpter, supervised by an experienced Sumpter Valley engine crew. Your hand on the throttle controls up to 700 horsepower, delivered from a boiler producing 150 pounds per square inch of steam pressure. Tractive effort is about 16,000 pounds. Fuel for the boiler is wood, up to 1.75 cords of it, stacked on top of the tender, which is attached to the cab on the Heisler's frame.

Continued on page 72

Sumpter Valley Attractions Feature Gold Mining History



Riding the Sumpter Valley Railroad that was built in the 1890s to haul logs from the valley to mills and a main line rail-head in Baker City is as revealing of mining history as of the timber industry's past. In the present here and now in the valley, there's unexcelled sight-seeing, outdoor camping, hiking, fishing, four-wheeling, wildlife spotting, birding and gold panning in summer. In winter, nearby slopes of the elegant Elkhorn mountains are ideal for most all snow sports. Some things worth your time:

**The town of Sumpter* is a picture-perfect village of fewer than 200 residents, a mere remnant of the booming growth that followed discovery of gold along the Powder River in 1862. The town hosts popular flea markets on Memorial Day, July 4th, and Labor Day weekends. There's a shop that displays work of local artists, a grocery and general merchandise store, an ice cream store, two museums, three restaurants, a lounge, one saloon and one tavern, and a service station. Just outside town, you can pan for gold at Cracker Creek Mining Camp. There really is gold here, cascaded down from the Elkhorns by winter's swift, high waters. It's not one of those theme parks where a few gold flakes are "planted" to excite visitors.

In the years when real miners were busy turning out over \$10 million in gold ore that would be worth closer to \$200 million at today's prices, Sumpter boasted 15 saloons, three newspapers and an opera house. When the town caught fire in 1917, the water supply needed to fight flames failed just minutes after the fire started. Miners resorted to exploding dynamite to stop the inferno.

**The Sumpter Valley Dredge State Heritage Area* at the edge of Sumpter dis-

plays the last giant dredge that, with two others, lifted millions of tons of earth and river bottom silt along eight miles of the Powder River. Huge piles of “tailings” remain visible today along Oregon-7 and the SVRR train route. Dredges were favored in the valley from 1913 to 1954 because they could “work” huge volumes of earth after placer and lode mining were no longer profitable. A massive boom extending from the dredge that’s open for tours in Sumpter is equipped with 72 one-ton buckets. Moving into river banks like a chainsaw, they filled over 20 bucket loads a minute, pulling more than seven yards of earth into the dredge’s internal processing machinery.

What’s more, the dredge is reputedly haunted by the ghost of one Joe Bush. Could be good to finish your tour before dark.

*The *Elkhorn Scenic Byway* is a 106-mile loop that, starting in Baker City, winds nearly 30 miles southwest on Oregon 7 to Sumpter, then goes to a junction with U.S. 73 and continues to complete a rough circle going north from that point, then east, then south back to Baker City. Outside Sumpter, this byway climbs to the 5,864 foot Blue Springs Summit, exposing dramatic views of the Elkhorns along the way. It takes you to the ghost towns of Haines and Granite, which produced gold and some legendary characters, the likes of Skedaddle Smith, One-eyed Dick and ‘49 Jimmie, who shared every meal with a rooster, his only companion. You’ll drive by the Grande Ronde Lakes and the Oregon Trail Interpretive Center. Allow up to three hours driving time, more if you plan to explore.

**Powder River Recreation Area* on Oregon 7 is a lovely safe place for picnicking, fishing, hiking, just relaxing and exploring the river. Entrance is just below Mason Dam, built across the river to create picturesque Phillips Reservoir, also called Phillips Lake. Paved and unpaved trails cut into the surrounding Wallowa-Whitman National Forest. There is adequate parking for motorhomes.

Motorhome Campgrounds in the area include the Sumpter Pines RV Park in Sumpter (541-894-2328, www.sumpter-pinesrvpark.com); in Baker City, there’s Mt. View Holiday Trav-L-Park (800-806-4024, www.mtviewrv.com) and Oregon Trails West RV Park, Inc. (541-523-3236 or 888-523-3236, otwrv1@msn.com). Union Creek Campground, one of the largest

Forest Service campgrounds in eastern Oregon, offers over 70 sites in a pine forest on the northern shore of Phillips Lake. Most are back-ins, some do not have both 20 and 50 amp electric service. Not all have sewer connections but there is a dump. Sites are first come, first serve but you can ask about availability at 541-523-4476.

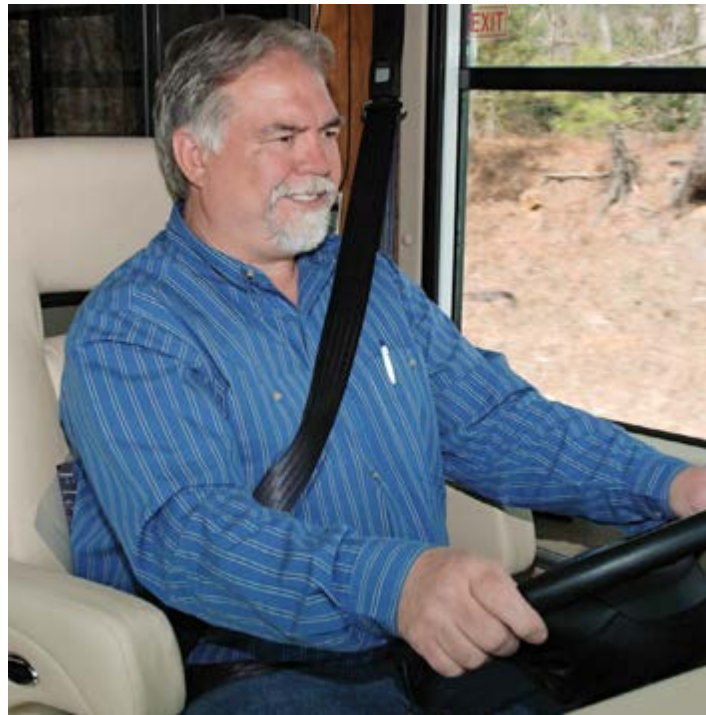


Have you looked inside a Splendide lately?

Take a peek inside a Splendide combo or stackable washer and dryer and you may be surprised. Over the years, we’ve added a variety of cycle options to our laundry centers while increasing the size of their tubs to astonishing proportions. However, we’ve never lost sight of why a Splendide laundry center has always been the best choice in RV’s — it does more with less, so you can travel light, conserve resources and spend less time doing laundry while you’re out on the road. The Splendide tradition of quality RV laundry products and superior after sales care is a combination that can’t be beat.

Ask your Tiffin dealer about installing a Splendide in your coach today!

1-800 356-0766 | www.splendide.com



Inman's Answers

As the editor of "Serious Tech Talk," Danny Inman, 39-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, or manuscript.

For answers to urgent questions and problems, call the Parts and Service number at 256-356-0261.

ment refrigerator in the adjacent compartment. Can I do this or should I visit the Red Bay Service Center for the modification?

Curtis Martin
 Hazen, Arkansas

Dear Curtis,

This is a pretty involved job, but not impossible if you have some general electrical experience. Your best option is to run the coax from the center television to the selected compartment. If your unit is equipped with a vacuum cleaner, your best option would be to work off that circuit and add the two outlets. Be sure your 110v lines are routed in a safe area in which the lines will not rub against any fixed objects that could cause shorts. I suggest using a protective loom over the 110v lines.

Knock Sensors

We have a 2002 Allegro with about 30,000 miles on it. We have been through three knock sensors. When I checked with Workhorse, they stated that is not common at all. Do you have any ideas on where the problem might be?

Bernard Pelletier
 Ludlow, Vermont

Dear Bernard,

A knock sensor is an electronic component that helps eliminate engine chatter under heavy load by advancing the electronic timing of the engine. This is a component that occasionally goes bad. I can't tell you why your three went bad, but the sensor is sensitive to any oil that leaks onto it.

Air Pressure Loss in 2007 Phaeton

I have a 2007 Phaeton 40 QSH. Lately I have noticed when I am not using the coach for a couple of days that it loses 50 or 60 pounds of air pressure. Is this something I should be concerned about? This is our first motorhome and we love it.

Dale Fisher
 Hamilton, Ohio

Dear Dale,

Losing 50 to 60 pounds of air pressure in the system over a few days is not uncommon. You should not be concerned unless it loses pressure with the engine running. Your pressure loss could come from one of the release valves not closing good or possibly a loose fitting on one of the lines. This will be hard to find because you will not be able to hear this type of a leak. The best way to find such a leak is to spray soapy water on the fittings, but a lot of the fittings are going to be in places almost impossible to reach. Unless it gets noticeably worse, I would not worry about it.

Allegro Safari on Astro Van Chassis

I am a real fan of the classic 21-ft. Allegro Safari on the Astro Van chassis. The four Allegro Safaris I have owned all had the

electric water heater with the exchanger to use hot coolant to pre-warm during travel.

Recently, I spoke with someone who has a gas water heater with no pre-warm exchanger. I did not know such a unit was built. How many? Can the electric be converted?

Jim Meehan
 Clarksboro, New Jersey

Dear Jim,

We did build a few Astro Vans that were special ordered with LP water heaters, but I don't recall how many. This is not a conversion that will be easily done. Converting an electric water heater to a gas unit would be an expensive changeover. In addition to running an LP line, you will have to cut into the sidewall to install the water heater and proper venting, and make modifications to the cabinetry. If you do decide to make the changeover, I strongly recommend that you contract with a company that has good certified technicians.

Silver Confetti in the AC Vents

My wife and I bought a new 2011 Allegro Bus 43 QGP. Recently, every time we turn on the air conditioning, little pieces of silver

confetti come out of the air vents. Is there a cause and a cure for this problem?

Willis Dean Parsons
 Eagle River, Alaska

Dear Willis,

Your silver confetti was created in production when they drilled holes into the ducts to create outlet vents. Someone failed to clean out the ductwork properly. At this time, the best way to clean them out is to remove the vent covers from the ceiling, take a vacuum cleaner with a small hose and push it up and down the duct channels. You can also do it with air pressure and blow them out, but it will make quite a mess in the motorhome.

Windshield Wipers Going Past the Bottom Corners

We own a 2003 Allegro Bay 36 DM on a W22 chassis. Last summer the wiper mechanism started carrying the blades several inches off the bottom corners of the windshield. The blades stop 3 to 4 inches from the center post. The speed of the wipers does not alter the problem. There have not been any changes in the blades, arm, or motor. Nothing is worn or loose. The wiper motor has an adjustment and screw, and a locknut on the mo-

WOULD YOU LIKE TO ROAM THE ROAD WITHOUT SIDE-TO-SIDE SHIFT?



Everyone wants their motorhome to drive more like their car. What if we said it could?

Traveling in your motorhome should be about spending time with your loved ones, exploring the great outdoors, and enjoying the ride. But all too often you're fighting coarse crosswinds and road crown while worrying if you will be safe in the event of a tire blow out. Who would want that? We have something that will fix it.

We call it the TruCenter™. You'll call it peace of mind.



800-228-9289 • www.BlueOx.com



Strong As An Ox™

tor. I have not made any changes at this time. The wiper blade length is 25.5 inches. Please advise.

Don Higdon
Willard, Missouri

Dear Don,

The best fix for this is to remove the wiper arm and reattach it in the proper location. The wiper arm is attached to the shaft coming out of the exterior fiberglass wall. Remove the nut that holds the wiper arm to this shaft and pull the wiper arm back far enough to reset it to a position closer to the vertical post dividing the windshield. With the wiper arm off, this is a good time to check the lock nut that holds a bracket to the inside of the shaft and torque it at 144 lbs-in. After you have installed the wiper arm and tightened the outside nut, do a trial and error run to help you decide if you have moved the wiper arm close enough to the vertical post to keep it from traveling off the windshield. Then be sure both nuts are tightened.

Rusty Gas Tank on a 1973 Allegro

I own a 1973 Allegro. When I bought it, I had very little time to use it. Then I moved to Arizona and left it parked for four years. When I finally had time to use it, I discovered the rusted out fuel tank was clogging the lines and the carburetor. I removed the tank and tried to drain and clean the lines and the carb. When I started the engine again, the rust quickly reclogged the lines and the carb. I think a new gas tank is the only solution. Question: Where can I buy a fuel tank for a 1973 Allegro?

B. J. Moore
Parker, Arizona

Dear B.J.,

Since Dodge quit building that chassis in 1979, a replacement gas tank will be very hard to find. Your best option is to remove the rusty tank, use it for measurements, and have a company that specializes in building tanks make one for you.

Special gas tanks are built for racing cars, so this may be a starting point for a Google search.

Storing HWH Jacks on a 2003 Allegro Bay

With regard to Henry Almquist's problem with the jacks not staying up on his 2003 Allegro Bay, I had a similar problem on my 2003 Bay. The HWH manual instructs the owner to leave the jacks in the "STORE" mode during travel because heat will otherwise create a gassing problem. I do this and I no longer have a problem.

Herb Crichton
Virginia Beach, Virginia

Dear Herb,

Thank you very much for reminding us of this solution. Also as a reminder, once the ignition switch is turned off and then turned back on, you will have to reactivate the "STORE" button.

Blurred Image for Odometer & Gear Indicator

I purchased a 2005 Allegro Bay 30MH in September 2012. The odometer and gear indicator is blurred and shows only a broken line when the ignition is turned on. Can this be repaired or does it require replacement? The best I can determine from the records, the coach has about 14,260 miles on it. Please advise.

Donald E. Wright
Alvin, Texas

Dear Donald,

Most likely the cluster will have to be changed. If it is on a Ford chassis, you will have to get a Ford dealer to make the replacement. If the unit is on a Workhorse chassis, you will purchase the new cluster head through the Actia Corporation in Elkhart, Indiana. You will need to fill out an order form that you can get from the chassis service advisor at the Tiffin Service Center in Red Bay. Call 256-356-0267. If you can read your mileage on the cluster head, you can send a mileage statement with the order form. If you cannot read

the mileage, you will have to remove the cluster and send it to the manufacturer so they can recover the mileage from the old unit and put it on the replacement unit. Normally, the orders are filled within three weeks.

Upgrading Thermostats in a 2011 Allegro Bus

I have a 2011 Allegro Bus 40QXP. There is one thermostat control for all three air conditioners and two heating zones. I would like to know if it is possible to upgrade my unit to three separate controls like the ones used on the 2012 and 2013 models.

Lowell Haagenson
Omaha, Nebraska

Dear Lowell,

Converting from a single thermostat to multiple thermostats would be a complex job because the construction of the walls and ceiling systems will make it very difficult to reroute the wiring through the walls to the necessary locations. I would not recommend making this a split system.

Cold Water in the Shower Head

We have a 2011 Allegro 30GA. When I take a shower and push the pause button on the shower head's handle, the water is ice cold when I restart the flow. This is not a pleasant experience. You have to make sure the water head is pointed the other way when restarting the flow. Plus, the water you saved by pausing is wasted while waiting for the cold water to clear out of the line. What is the solution to this problem? Please advise.

Ken Washington
Pleasant Garden, North Carolina

Dear Ken,

There is no true remedy for this problem. With the water flow cut off, the cold water will quickly override the warm water pressure because it comes in directly from the outside source to your shower head. The hot water pressure is reduced slightly when it goes through the water heater and additional pipes before it gets to your shower

head. Until they re-equalize, the cold water pressure prevails for a couple of seconds.

Servicing a 1999 Ford V-10

I own a 32-ft. 1999 Allegro Bus that just turned 91,000 miles. The power plant is a Ford V-10. Except for changing the oil, I have never touched the engine at all. At this point, should I change the plugs and do a complete tune-up? I have always gotten eight miles per gallon no matter what I do or how I drive it. It is running as smooth now as the day I bought it. We have enjoyed our coach for nearly 14 years and want to keep it running smoothly. Thanks for your advice.

Crawford Johnston
Magnolia, Texas

Dear Crawford,

As the old saying goes, "If it's not broke, don't fix it." I would wait until the engine provided signs that it needed a tune-up before I did anything.

Choosing the TV for Surround Sound

On page 71 of the Fall 2012 issue of *Roughing It Smoothly*, you very briefly mentioned that the center television in the Phaeton is the only one wired for surround sound. My 2011 Allegro Bus is wired the same way. I think that is a huge mistake and makes no sense. It makes my surround sound system useless. When I am on either of my sofas, I am farther away from the center TV and it is also a smaller TV. If I watch a DVD on the overhead TV with surround sound activated, the voices are coming from the rear of the coach. This drives me nuts and ruins the whole experience. I have been told that TMH thinks more people watch the center TV and therefore set it up this way.

Is there a fairly simple way to correct this? It's a shame to have a nice system that you can't use. Someone on the Tiffin Forum suggested that I could probably purchase a nice sound bar, mount it on the underside of the overhead television, do some rewiring, and then have an op-

erable surround sound system. Is there a simple fix for this problem?

R. D. Vanderslice
Rockwall, Texas

Dear R.D.,

The simplest way to handle the issue is to add a sound bar. However, you can convert the surround sound to the front TV

by changing some wiring in the system and adding one more speaker in the cabinetry above the dash in the front of the motorhome.

Fridge Won't Switch Over to 110v

We own a 2006 Allegro Bay 37DB. Our Norcold 1200 LRIM refrigerator will not

COMFORT ZONE | 02



Your shower heats up faster than you can read this headline.

After a hard day of driving, fly-fishing, or even lawn-chair sitting, nothing feels better than a good hot shower. Especially when it's hot from the get go. With an Aqua-Hot Heating System, every shower is perfect.

 **Aqua-Hot**[®]

(800) 685-4298 or (303) 659-8221 www.aquahot.com

©2012 Aqua-Hot Heating Systems Inc.



Look for Aqua-Hot Comfort Zones[™] on



TIFFIN MOTORHOMES

It's a matter of comfort

switch over to 110v when we are hooked up to shore power. I understand the circuit board can be reset. Can you explain how this is done? Thank you for any help you can give us.

Earl Wireman
Sharpsville, Pennsylvania

Dear Earl,

First, check and be sure the two receptacles at the back of the refrigerator have 110v power. If they do, turn the power off and remove the back cover on the printed circuit board on the back of the refrigerator to see if the 5-amp glass fuse for the 110v is blown. Also check for any loose connections to the circuit board itself. If the fuse is blown and you replace it, hopefully it will work normally. If it blows again, then the problem could possibly be a defective circuit board or a short in the heating element.

Useful Info About the Mercedes Benz 330-hp Engine and Onan Inline Filters

We have a 2007 Phaeton 40 QSH with the Mercedes Benz E926 330-hp engine. While on a trip in July 2012, a buzzer went off that did not activate any indicator lights on the dash. We turned everything off and the buzzer continued. I attempted to take the coach to Freightliner in Houston the next day, but it would not start. (PM service was done on May 7, 2012 by Freightliner in Bryan, Texas.)

After the technician in Houston replaced the fuel pump, fuel pump core, and both fuel filters, the engine still would not start. Freightliner brought in two techs from Mercedes Benz who were trained on the E926 engine. They quickly identified the problem. The VCU 14.24 Core and the VCU 14.24 had shorted out. TMH installed the VCU on the firewall directly behind the center console. Unfortunately, the VCU was under the dash air conditioner. Condensate over time dripped into the VCU and eventually oxidized all of the connections. After all of the repairs and \$2,536.72 later, the engine ran great.

In December 2012 after traveling 45 miles on IH45, the generator shut down on its own. I change the oil and oil filter every 100 hours and the fuel filter every 250 hours. After the last PM, I noticed the generator was difficult to start. After returning home (Tomball, Texas) following the holidays, I took the coach to Cummins Onan in Houston. After the technician replaced the genset's fuel filter, it was still difficult to start and only ran for 10 minutes. The tech ran the genset from a five gallon can of fuel, and it ran fine.

He then followed the fuel line and found an inline fuel filter for the generator. This filter is a \$9.00 part. Since I do the PMs on the Onan, had I known about the inline filter I could have replaced it during the PM and saved myself \$814.14 in labor and tax. There is no mention of an inline fuel filter in the Onan owner's manual.

The purpose of writing this letter to Tech Talk is to inform other owners who have the MB engine that the VCU is in a vulnerable location that needs to be protected, and to tell most owners the Onan generator has an inline fuel filter that must be changed during regular service.

Norman Graham, Jr.
Tomball, Texas

Dear Norman,

Thanks for calling this to the attention of our readers. Fortunately, this issue has been addressed and corrected.

The Insect Battle: Bay Leaves

Let us add our agreement to the success of peppermint oil on cotton balls to keep mice out of your storage areas. We have found that bay leaves placed in all kitchen drawers and in flour and sugar containers will keep crawling insects away.

Steve & Carol Welch
Deerfield Beach, Florida

Air Suspension System on the Allegro Bus

Why does the air suspension on my 2010 Allegro Bus 40 QXP require me to push

the "UP Suspension" button before the chassis suspension inflates? If I do not push that button, it could take up to five minutes or more before the air bags raise the suspension to the driving position, and I don't think that is normal.

I dislike having to idle the engine excessively because the diesel particulate filter can become prematurely clogged with long idling periods. I had my ECM checked by Cummins about five months after I took possession of the coach, and they told me the idle time was about 25 percent which they said was very excessive and could possibly be grounds for warranty claim denial if the filter becomes clogged. I cannot prove this, but based on what I now know about my dealer's operation, I am sure he takes his motorhomes to shows and while there permits the engines to idle for hours at a time. I have never been one to allow the engine to idle and I am very cognizant of the idle time I allow on my engine.

Ross Hill
San Ramon, California

Dear Ross,

On the PowerGlide chassis, initializing the leveling jacks will automatically dump the air. You can also dump the air manually with a rocker switch. When you retract the jacks, the valve will close automatically but it takes about five minutes. The unit will air up more quickly if you hit the "UP Suspension" button to re-close the valve manually.

HVAC Control Problem for 1993 Allegro Bay 32 RSD

My wife and I own a 1993 Allegro Bay, a 28-ft. unit with a split bath, built on a Chevrolet P-30 chassis with a 454 Chevy engine. We purchased the unit new in 1994 and traveled extensively.

In the Winter 2013 (10:1) issue of *RIS*, a "Automotive AC Problem" was addressed for a 1985 Allegro 32 RSD. I have recently had problems with the heater and AC control unit in our motorhome. While

under power, due to the lack of vacuum, the heater or AC air does not flow from the vents. When the throttle is released and the engine is at idle, everything works fine.

Could you send me a copy of the schematic for this unit which I believe is the same as Donald McDougall's system. It appears that a vacuum check valve or something else somewhere in the system is not functioning. Thanks.

Len Smagatz
Riverwoods, Illinois

Dear Len,
Your unit is a little different from the 1985 unit. Your unit has a round vacuum canister mounted to the firewall under the hood. It has a vacuum line coming from the top of the engine going to the canister out front and then a vacuum line from the canister to the inside heater control. Be sure you are pulling vacuum

coming from the engine and through the canister going into the heater control. Most likely you have a hole in the line, or the canister itself is defective. Either could cause a weak vacuum going to the heater control which in turn could cause your problem.

Flickering Lights in 2012 Allegro Bus

What can be done to fix the flickering lights when the water pump is running in our 2012 Allegro Bus. This happens whether we are on generator power or on 50- or 30-amp shore power. We have a 2012 Allegro Bus.

Vera McLean
Jefferson, Oregon

Dear Vera,
This is most likely a grounding problem. The best way to check this is to come off of your water pump with a ground wire and go directly to the ground on your

battery. If this eliminates the problem, you will probably need to run a larger ground wire to the pump and go directly to a chassis rail or to the battery. We have found that the LED lighting and multi-plex system are very sensitive to a weak ground.

Headlights Affect Speedometer

We have a 1997 Allegro Bus in good condition, the coach as well as the engine. When we turn the headlights on, the speedometer jumps about 8 to 10 mph faster. Turn the headlights off and the speedometer falls back 8 to 10 mph. What kind of short or wiring problem should we look for?

Mary Hammack
Tuscumbia, Alabama

Dear Mary,
More than likely this is going to be a



The Look of the Future

HWH's slide-out components bring the *look of the future* to Tiffin's luxury coaches.

 <p>HWH® slide-out mechanisms are not visible from the outside of the coach, creating a beautifully clean "automotive" look.</p>	 <p>HWH® True Flush Floor System matches tile flooring in slide rooms to the main floor.</p>	 <p>HWH® computerized leveling system with finger-touch controls has been an industry standard for years.</p>
<p>www.HWH.com</p>		<p>Made in the USA</p>

grounding problem. Check on the back of the instrument cluster where the wiring harness plugs in to see if there are any loose wires. If you find a ground wire that goes into the cluster, you can ground it directly to the chassis. If grounding does not solve the problem, it is probably one of the wiring pins that plugs into the cluster. Also check the ground lug above the generator that goes through the firewall. If that doesn't solve your problem, you will have to go to Freightliner to trace and repair it.

A Phaeton Lighting Suggestion & DEF Tank Location

We have a 2012 Phaeton 40QBH that we really love. But as with our 2010 40QTH, there is no light in the base of the overhead cabinet to the left of the microwave to illuminate the galley work surface for food prep. With the bright lights coming from the ceiling just in front of the overhead cabinets, a shadowy area is created in this space. It should be pretty simple to add another recessed LED light on the same circuit as the other lights that illuminate the countertop.

Another concern is the location of the DEF tank on the passenger side. In most fueling operations, the master pump is on the driver's side along with the DEF pump. The outlier pump is on the passenger side. This makes it impossible to pump the DEF at the lowest price. You have to buy it prepackaged at a higher rate per gallon. Hopefully, TMH will relocate the DEF tank in its 2014 models.

Hamilton Prestridge
Kiln, Mississippi

Dear Hamilton,
Thanks for your input. Both of these issues are being addressed in engineering. The light can be added easily. The relocation of the DEF tank has to be done with joint cooperation with the chassis manufacturer and the engine manufacturer. Hopefully, we will get this problem corrected in the near future.

Upgrading Features on a 2011 Allegro Breeze 28 CA

We have a 2011 Breeze 28CA and have been very happy with it. However, after reading the article in the Winter 2013 issue by Bob Tiffin about the new features of the 2013 Breeze, we would like to know if we can upgrade our current coach with some of these features. We are specifically interested in "techniques for adjusting ride height, front-end alignments, air bag pressure from side to side and alignment toe-in." We are also interested in upgrading our skylight in the water closet to have a "sliding cover" that Bob mentioned that helps control heat and cooling efficiency. Are any of these upgrades transferrable to the 2011 Breeze?

Glenn Dirkse
Holland, Michigan

Dear Glenn,
Air bag pressure and ride height adjustments, toe-in and front-end alignments are items that can be done to the 2011 Breeze. However, the skylight cover is built into the roof system and can only be done while the unit is being assembled.

Expand Training & Service DVDs

When I took delivery of my 2013 Phaeton 40QBH from Davis Motorhome Mart, I received two DVDs about the coach and how to operate some of its features.

I completely understand the logistics of a Tiffin Camp as requested by Ben Whittemore in Winter 2013 (10:1) issue.

What's the possibility of expanding the DVD library to cover all operations, maintenance, and service and make it available to owners as a purchase.

Danny Davis's dealer article was right on. What a dealer! See y'all April 29, 2013.

Jack Allen
River Oaks, Texas

Dear Jack,
Developing a DVD library to cover all operations, maintenance, and service is not a trivial task. Conceptually, it is a great idea that would serve our owners. Prac-

tically, it will take considerable time to plan, organize, staff, and execute. I will see if I can get it to Stage 1: planning. Thanks for your suggestion.

Redesigning the Shower in the 2012 Phaeton 42 LH

We are the proud and happy owners of a 2012 Phaeton 42 LH with a bath and a half. We took delivery in September 2012. First, we are very pleased with the unit as far as looks, fit and finish, floor plan, colors, etc.

BUT, we do have issues with the idea of putting the towel rod hardware inside the shower. You have to take all of the towels out of the shower so you can take a shower. Then you have to hang wet towels in a wet shower where they almost never dry. When a person attempts to wash his hair in the shower, your elbows have to do battle with the towel rods.

The holder for the hand-held shower head is mounted so high that youngsters can't reach it. The hose to the shower head is threaded through a plastic ring that restricts the use of the head below waist level when you are rinsing off.

So we have removed the plastic ring and the towel rods. We ordered a 28-inch vertical rod with a mount for the shower head that slides up and down for those who are vertically impaired (at least for a few more years). We found plastic stars to plug the holes where we removed the hardware. We installed two robe hooks above the closet doors in the rear bath for hanging towels. After a short visit at the Red Bay Service Center, one of the technicians in the fiberglass shop said they could fill the holes in the shower with a fiberglass product.

We discovered that the central vac system will not work when the gray water tank is full. One day my wife asked me to change the vac collection bag because it would not draw air. I replaced the bag. Still no suction. I climbed into the bay and discovered the vac hose was pinched between the chassis frame

and a smooth plastic surface which, after a few minutes, I figured out was the gray tank. When the tank is full, it expands just enough to pinch the vac hose. When I dumped the gray tank, the central vac system was up and running.

Now here's my question: Does anyone take a prototype for a new floorplan on a shakedown trip for a week to see if the new designs are functional and everything works right?

Tony & Leslie Piergallini
Steubenville, Ohio

Dear Tony & Leslie,

Thank you for your suggestions. Nothing really replaces the in-use evaluations of an owner.

To answer your question specifically,

no, we do not have someone use the prototype for a period of time. Once the prototype is completed, however, all engineering departments do their reviews and checks. All of our component suppliers audit the prototype to make certain their components have been properly installed. Management, sales, quality control, and service spend considerable time evaluating the prototype before the second unit is released for production. Sometimes prototypes are never released for sale.

Windshield Solar Screen No Longer Functional

We own a 2010 Allegro 30DA and are happy with the coach. Our problem is with the windshield's electric solar shade.

It will not retract or deploy. The opaque privacy shade works fine. The manufacturer has refused service to us. The solar unit has had only two years of use with very few up/down cycles. We are not pleased with the short life of this product. What is our next step to take care of the problem?

Dave Gebo & Peggy Schultz
Port Orange, Florida

Dear Dave & Peggy,

Without the opportunity to examine the shade, I would have to guess it is a loose connection at the shade or at the switch itself. The worst case will be a burned out motor. If so, you will need to visit a service center and have them order a replacement motor.

CUSTOM UPGRADES



Stainless Accents



Executive Armor

Custom laser cut packages of any height can now be installed at service centers across the country or purchased direct from Summit Products for do-it-yourself installations. Visit our web site for more details on how to save money.

FOR THE DISCERNING TIFFIN COACH OWNER



SUMMIT
PRODUCTS

www.summit-products.com

1-800-329-2958

Make it Happen Today!
call

FROM THE ROAD *Continued from page 7*

Buffy Lost and Found

While reading Serious Tech Talk in the latest issue of *Roughing It Smoothly*, I was reminded of a very dark moment followed by a happy ending when I read Robert Brown's question, "Moving Sofa Closer to the Wall?"

We own a 2007 42-ft. Phaeton. A few months after we bought it, we traveled to Red Bay for a few minor adjustments and the factory tour. Visiting with a fellow Tiffin owner, we learned of a discount grocery just across the state line in Mississippi and decided to check it out. We left our little five-pound female AKC Yorkie locked in the motorhome. When we returned just 90 minutes later, Buffy was nowhere to be found. The door was locked — how could she have gotten out?

I walked the service area campground, up and down the highway, knocked on doors of the occupants in the motel next door . . . but to no avail . . . no Buffy. My wife was depressed and went to bed while I roamed the area until 3 a.m. No Buffy. I tried to get some sleep.

Our service list was completed. The next morning we were up early looking for and asking about Buffy. No one had seen her. I asked my wife if she could drive the car back to South Carolina alone because I wanted to stay in Red Bay until I found out what

happened to Buffy. She agreed and we proceeded to take some items out of the motorhome and put them in the car. I was standing at the motorhome door and she was passing a box to me when we both heard two little barks, and we knew they were Buffy's.

I looked under the passenger chair and then with a flashlight down behind the couch and the wall, all the time calling Buffy's name. Nothing. We had never used the couch as a bed and I could not find the latch to open it. By now everyone in the campground seemed to be looking for Buffy. I saw a lady come out of a Phaeton close by and asked if she had a couch-bed combination and did she know where the latch was to open it. She went in, pressed the latch, and out comes the bed and under it was Buffy—scared to death. For 15 hours she had only let out two little barks. The biggest load ever on my shoulders was lifted that morning.

Later at the FMCA convention in Perry, Georgia, I related my story to Bob Tiffin and others and we all had a good laugh about a good ending. I have not moved the couch closer to the wall and window because Buffy promised me she would never jump up on the back of that couch again.

J. Herbert Powell
Greenwood, South Carolina


ALLEGRO BUS 45LP *Continued from page 15*

the Aqua-Hot in compartment four (4). The fifth compartment is used for the DEF tank (not shown). The last compartment (5) on the passenger side is an electrical center that includes the chassis batteries, main fuses, breakers, relays, solenoids, and monitors. It is extremely well organized, labeled, and serviceable.

The rear cap lifts up out of the way to expose the major service and check points (6) when you are operating the 45LP. From left-to-right, the cannister is the primary fuel filter and the diesel/water separator. Next are the secondary fuel filter and the small Filter Minder/Air Filter gauge. The little red vertical device is the coolant gauge. The large tank is the power steering reservoir. The dipsticks for the transmission and engine oil are to the right of this tank.

On the driver side, from back to front, the first compartment

(7) is the utility bay where you hook up the fresh water and sewer. The second compartment (8) houses the electrical cord reel for hooking up to shore power (50 amps, 110v). Compartment doors three and four (9 & 10) are the access points on the driver side to the large storage area. Compartment five (11) houses six house batteries and the HWH hydraulic compression system for the leveling jacks. Compartment six (12) provides 4.5 cubic feet of convenient storage. Compartment seven (13) provides service access to the fuses, air supply, window washing tank, and a release cord for the front slideout. Behind the front cap, the Onan generator (14) slides out when it's time to check the oil and coolant.

This luxurious residence on wheels will provide all the amenities you desire when parked in one location for an extended stay, and will also make your travels comfortable and convenient when you are ready to roam. Keep on *roughing it smoothly!* 


RIDING THE RAILS *Continued from page 62*

If you prefer, you can take out the 2-8-2 Number 19 Mikado, a 67-foot long engine that, fully loaded, weighs 113 tons. Cost for a full day is \$1,095 or you can take the controls for an afternoon for \$595. Built by American Locomotive Company in Schenectady, N.Y., Number 19 is one of the last two brand new steam engines ordered by the SVRR in 1920. Wood first fueled its boiler, but it was converted to use coal and later to oil.

The more powerful Mikado also operates at 150 pounds per square inch steam pressure. The boiler holds 1,500 gallons of

water. The tender carries another 3,500 gallons of water and 1,500 gallons of oil. Cylinders measure 19 by 20 inches. The tractive effort is 23,700 pounds, about 1,000 horsepower.

Day "rentals" for either locomotive usually are scheduled on Fridays and reservations are required. Contact Taylor Rush at 541-979-8884 or email at taylor.w.rush@gmail.com.

The Sumpter Valley Railroad, once dead, has become a version of "the little train that can." More than just a memory trip for the people who rebuilt it, the resurrected 5.4 mile line has become a national attraction for a scenic, fun trip up a historic valley. 



Mid-South

RV Service Center Now Open

For years we have been the trusted leader for the care of Cummins engines and Onan generators. Now we offer that same standard of excellence to meet all your recreational vehicle needs.

2200 Pinson Highway • Birmingham, AL

205-841-0421



Tiffin Motorhomes, Inc.
105 Second St. NW
Red Bay, AL 35582

PRESORTED
STANDARD
US POSTAGE
PAID
PEWAUKEE, WI
PERMIT 1067

FREE NIGHTS

PRINT DISCOUNT COUPON AT WWW.HEARTHSIDEGROVE.COM/TIFFIN

BEST SUMMER CLASS A MOTORHOME DESTINATION.



VISIT • STAY • RENT • BUY



2400 US 31 North • Petoskey, MI 49770
www.facebook.com/heartsidegrove
1-231-347-0905 • reservations@heartsidegrove.com



www.HEARTHSIDEGROVE.com

YOUR LUXURY MOTORCOACH RESORT