

Roughing It Smoothly®

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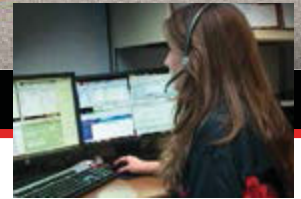




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And you can still visit their homes today.
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Owners and RV enthusiasts are enjoying the *Roughing It Smoothly* digital magazine: rismag.org

In January 2018, Tiffin's owner-acclaimed quarterly magazine began its 15th year of publication. In November 2017, we launched and tested the digital magazine our readers can enjoy online the same day we upload the typesetting files to the printer.

You can read all back issues (15 years) of *Roughing It Smoothly* online at rismag.org

Go to the Contents on pages 2-3. Click on the page number for the story you want to read and it will jump directly to that double-page spread. To go back to the Contents page, put "3" in the page selection box at top center of screen. You can enlarge/reduce the type with the +/- symbols at top center of the screen.

The big feature now implemented is the "Search" function. In the upper right corner, clicking on SEARCH will open a column of options on the left side of your screen. Put in a word (such as "Utah" or "trains") or multiple words to find a story. Then click on "Search" at

the bottom of the column. You can search for a particular motorhome floor plan, such as Phaeton 40QTH or 33AA for a featured review or a Q&A in Tech Talk. Search for a travel story to use in planning your next trip to a state or national park, and much more.

The web address (URL) for each advertiser is "hot," meaning that you can click on it and go directly to the website.

This software was originally developed for daily newspapers and we have not succeeded in getting the software to print the pages of the story in the magazine format in which it originally appeared. However, you can double-left-click anywhere on the story to open a reformatted story in manuscript form (it fills an 8.5 x 11 page). This will allow you to print the pictures and the text in an easy-to-read digest. The programmers are working to create a software update to print the pages exactly as they appear in the printed edition of the magazine.

Online readers will receive the magazine three weeks ahead of the approximate date *RIS* appears in mailboxes. Tiffin owners who use mail forwarding services will view the magazine about six weeks before it would normally be delivered.

The digital magazine is presented online in facing pages; it is formatted for laptops, iPads, iPhones, Android OS, and most tablets that are WiFi capable. Some of the digital newspaper features (e.g. Facebook, Twitter, Pinterest, etc.) are applications that we are still developing for *RIS*.

We designed the expanded digital magazine to better serve both our readers and advertisers. We hope you will enjoy the digital *Roughing It Smoothly*. Please send your suggestions to fred1902@gmail.com.

Magazine Continues to Grow

Over 32,000 Tiffin owners are now receiving *Roughing It Smoothly* through the U.S. and Canadian postal service. Over 42,000 have chosen

to read *RIS* online at rismag.org. Our dealers are distributing 14,000 copies in their showrooms. *Roughing It Smoothly* is in its 15th year and is the largest magazine published by an RV manufacturer in number of pages and total distribution.

In each issue you will still find three cards for sending information to the editorial office in Monroe, Georgia. Using the "From the Road" card, we invite you to tell fellow Tiffin coach owners about your experiences and the special places you have discovered in your travels. If the card is not large enough, please type a whole page double-spaced, and mail it to Fred Thompson, Book Production Resources, P.O. Box 1150, Monroe, GA 30655-1150. Be sure to include your name and address, phone number, and email address in case we need to edit or ask for more information. Color prints are welcome and we will use them if we have the space. We do not return color prints or manuscript. You can also send your "From the Road" contribution by email to fred-thompson1941@hotmail.com. You may attach your images to your email. Images should be at least one megabyte in size. On the subject line of the email, please write FROM THE ROAD.

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To advertise in *RIS*, contact Dale Cathey at 817-247-5147. dalecathey1942@gmail.com. An advertisement in *Roughing It Smoothly* does not constitute an endorsement of the product by Tiffin Motorhomes, Inc.

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Please use the enclosed change of address card in this magazine which is pre-addressed to the publishing office in Monroe, Georgia. Tape the label from the front cover to the change of address card and carefully print your new address below it. Or, **you can do it online. See instructions at right.**

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 RIS techtalk@gmail.com **If you need an immediate answer to a service problem, you should call 256-356-0261.**

New Subscribers

If you have just purchased a new Tiffin motorhome, your name will be added to our mailing list automatically. If you purchased a pre-owned Tiffin motorhome, see instructions below to add your name and your motorhome's data to the mailing list.

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I Fell in Love Twice in 1959

by Bob Tiffin

JUDY AND I OFTEN WENT TO FLORENCE when we began dating in 1959. There was a lot more to do in Florence on a date than in Red Bay—restaurants, movies, and nice stores. We would often stop by automobile dealerships so I could collect literature on the cars in their showrooms. Nearly every dealer had indoor showrooms. I have always been fascinated by cars and can still remember the specs for nearly every car that interested me back then.

When Ford came out with the Fairlane 500 Skyliner in 1957, it really got my attention. I read everything I could find about it. Ford sold over 20,000 units that year. The engineering for its retractable hardtop is amazing. The Skyliner top has seven reversible electric motors, four lift jacks, a series of relays, ten limit switches, ten solenoids, four locking mechanisms for the roof, and two locking mechanisms for the trunk lid. I read car magazines about the Skyliner and watched Ford's success at moving ahead of GM in sales for the first time.

I guess I fell in love twice in 1959. My first love, of course, was Judy Nix. She un-



derstood my interest and didn't seem to mind when I wanted to look at cars on our dates. That year the model name for the Fairlane 500 Skyliner was changed to the Ford Galaxie Skyliner (Retractable). Mr. Charles Mullins, who owned the Ford dealership in Florence, and was a car collector in his own right, displayed his 1957 Fairlane 500 Skyliner next to his 1957 Thunderbird in the company's indoor showroom. Both had been highly publicized in newspapers and car magazines for two years. The Thunderbird and

Skyliner side by side really drew the public into his showroom.

On a 118-inch wheelbase, the two-door 1957 Skyliner was just incredible. It had a Thunderbird 312 Special V-8 engine that produced 245 horsepower. I fell in love with that 1957 Skyliner.

But it didn't work out for me to buy it. The 1957 Skyliner in the showroom was not for sale. I bought a new Ford Galaxy 500 4-door sedan from Osborne Ford in Red Bay. The model was a Galaxie 500 Fairlane Town Sedan with a Styletone red



and white paint job. It had a 292-cubic inch V-8 Ford engine with a 2-barrel carburetor that produced 200 horsepower.

Judy and I married in 1961 and that Ford Galaxie 500 served us well as we started our family the following year. But I kept the brochures and never forgot the time I spent looking at the Skyliner with the retractable hardtop that folded down so neatly into the trunk.

As the years went by, I started trading for cars and bought my first Skyliner in 1988 from Jerry Miller in Springdale, Arkansas. I still own it today. But from that time forward, I have often traded for a '57 or a '59, restored them, and sold them.

Through the years, Dale Hileman and Ed Martin restored two Skyliners for me. One was a supercharged black over red '57 and then a '59 blue over white. They were both first place winners and nominated for a National Award at the annual meet of the Antique Automobile Club of America (AACA) Show. I sold both cars. A few years ago I started to collect '57s again and asked Martin Hveem in Redding, California to do the restorations.

Martin restored my most prized 1957 Skyliner which is really the subject of this story. I first saw it being driven in 1961 while Charles Mullins continued to own it. His wife Betty worked with him in the dealership and also had her own real estate business in the Florence, Alabama area, now known as the Quad Cities.

As time went on, I would see Mr. and Mrs. Mullins and the '57 Skyliner at the car shows in the Quad Cities and occasionally as they drove it around town. And then it disappeared for many years. I learned later that Mr. Mullins had sold it to Mr. Bill Johnson, a vice-president at the First National Bank of Florence.


He would drive it occasionally but never entered it in shows. Since I lived in Red Bay at that time, I went several years without seeing it. Two car friends, Sonny Brown and Floyd Parker who lived in Florence, would mention it to me from time to time.

Then one day out of the blue in November 2012, Ms. Kay Pettus called to tell me there had been a death in the fam-

ily and they had decided to sell the 1957 Skyliner. When she described it to me over the phone and I realized she was Bill Johnson's daughter, I knew immediately it was the same Skyliner I had seen on the showroom floor next to the Thunderbird. When I had fallen in love with that car so many years ago, I never dreamed I would ever own it. We made a deal over the phone and I went to see it in Killen, Alabama the next day. It was the same car.

The car could not be driven or even cranked, so we brought it back to Red

Bay on a rollback. A few days later I had it transported to Martin Hveem in California for a total frame-off restoration. I have really enjoyed restoring these Skyliners over the years. Martin and Lorraine Hveem have done a fantastic job in restoring several of them.

At the AACA National Meet in Tucson on April 19-21 this year, my prized 1957 Skyliner was a 2018 First Prize Winner in the First Junior, Grand National category, fulfilling a dream to own it that began 60 years ago. 



Tiffin's Successful Entrance into the Luxury Class C Market

THE 2019 WAYFARER 25QW GETS AN INCREASE IN LENGTH AND A MODIFIED FLOOR PLAN



TEXT BY FRED THOMPSON

EIGHTEEN MONTHS HAVE SLIPPED BY since Tiffin Motorhomes launched its Wayfarer Class C motorhome built on the Mercedes-Benz Sprinter 3500 Series chassis with the 188-hp 6-cylinder

3.0 Turbo Diesel engine and 5-speed automatic transmission. The Wayfarer is another Tiffin success story!

Based on their marketing studies, Tiffin entered the Class C competition in

2017 with two floor plans, the 24QW and the 24BW, and then followed with the 24TW and 24FW in the summer and late fall. Realizing the stiff competition, Tiffin found a niche by raising the bar for luxury appointments and classic craftsmanship.

At their Winfield plant, about an hour's drive south of Red Bay, TMH is now manufacturing 15 Wayfarers a week. When the plant opened in February 2017, Tim Tiffin, the company's general manager, noted that "a segment of mature owners are trending toward a smaller coach that is easier to drive and handle than their 40-foot Class A's. But as we expected, they want to move into a Class C that has some of their favorite amenities and the feel of luxury to which they have become accustomed.

"We see another market in young professional couples who love the outdoors and will see the Wayfarer as the perfect basecamp for day hiking on weekends in our state and national parks or for two-week vacations," he continued. "It's also the perfect length for those same parks that weren't designed for our Class A's. When those young professionals have a family, the Wayfarer is still the right coach with an over-the-cab bunk and a sofa-bed."

Selecting the Mercedes-Benz Sprinter provides many driving safety features that Tiffin owners experience in their automobiles, such as a light and rain sensor, lane keeping assist, collision prevention assist, and high beam assist. As the coach is being manufactured, Tiffin adds as standard equipment the SumoSprings ride assist system. Not offered in 2018, TMH made hydraulic automatic leveling jacks an option in 2019 (MSRP \$2,430).

In creating this luxury Class C motorhome, Tiffin incorporated many of the Class A's standard features into the Wayfarer. In the plumbing infrastructure, for example, you will find an on demand hot water system, house water filtration system, a flush system for the black tank, accurate percentage measurements for the volume of fluids in each wet tank, a DS exterior service center with clearly labeled

PHOTO BY SUZANNE CLEMENZ

plumbing, drains, hook-up points for water and cable, and 68 cubic feet of outside storage.

A walk-around examination of the Wayfarer will confirm its claim to superior quality. Trickle-down technology from its Class A brands assures the strength of laminated walls built with Tiffin's high-tech fiberglass manufactured by vacuum extrusion.

Tiffin pioneered the use of one-piece, formed fiberglass slide-

outs, a system patented as Seamless Slide-Outs.[®] Surveying the walls and roof, you will see a 14-foot lighted awning with a motion sensor, an HD TV antenna with amplifier, an HD Over-the-Air TV antenna, prep for the Winegard[®] Dome system, pre-wire for solar panels, and a 13.5K Coleman roof-mounted air conditioner. Options include an exterior TV for patio viewing, a 32-inch bedroom TV, and a 15K AC with a heat pump upgrade.

✧ LIVING AREA ✧

Discerning RVers entering the Wayfarer for the first time are impressed by the crisp, clean look of its cabinetry with rounded doors and corners. I dropped into the comfort of one of the optional double theater seats (next page, MSRP \$1,620) with luxurious leg lifts. A console with cup holders and a storage compartment separates the two 25-inch wide seats upholstered in a cream white UltraLeather. The driver and passenger chairs can be rotated 180 degrees to provide more seating in the living area.

From the back of the cockpit to the rear bedroom wall, the Wayfarer's architect had 17 feet to use effectively. The interior width is 87 inches. In the 25QW floorplan, that space is increased by a DS slide-out in the living area, offering the owner a choice of the optional theater seating, a sofa-bed, or the standard face-to-face dinette booth.

The sofa-bed (shown below) comfortably seats three and offers a 54 x 74-inch bed (MSRP \$1,080). Three cabinets above the couch provide 5.25 cubic feet of storage. Two LED reading lamps attached under the cabinets provide excellent lighting for

the sofa and bed. If you opt for the dinette booth, you also gain storage under each bench. The dinette (not shown) also converts into a child-size bed.

The large windows in the slide-out and galley (DS, 44 x 18-in; PS, 34 x 15.5-in) give the living space a light and airy feeling. While the Fantastic vent in the center of the room is primarily intended for moving hot air from the galley, it can also be an attic fan to bring in cool air through the large windows. Nothing like a cool and relaxing breeze.

Above the driver-passenger seats, a cleverly designed fiberglass front cap provides space for a 42 x 78-inch bunk bed. The sleeping compartment has pushbutton LED lights in the ceiling, 110v service, and two AC outlets. A 14 x 30-inch forward window with a powered shade gives the occupant quite a view. With the help of a vertical ladder that latches into the side of the bed frame, I climbed into the bunk, stretched out, and decided it was quite comfortable. This bed would be perfect for our grandchildren who, I am sure, is what the coach's architect intended.





✧THE GALLEY✧

In a small coach, ingenuity and concise design are the key factors necessary to create an efficient galley that facilitates the preparation of complete meals. With my tape measure in hand, I was surprised to find 10.75 cubic feet of storage surrounding the galley's 9.7 square feet of work surface. The two cabinets above the cooktop are 45.5 inches wide, providing 5.4 cubic feet of storage. A three-shelf pantry pull-out is mounted at eye-level.

The cabinet under the Broadway countertop contains a microwave-convection oven, two drawers (20 x 11 x 3), and two compartments directly beneath the round sink, one offering four cubic feet of storage and another with 3 deep drawers.

Tipped with a spray head, the single-lever polished chrome water supply arcs over the round stainless steel sink that is 16

inches in diameter. The sink's 8-inch depth allows you to wash and rinse dishes with ease. The sink's two-piece Broadway cover increases your food prep area while you have two pots or pans working on the twin burner cooktop. A 110v outlet gives you the option for cooking with additional electric appliances. A 3-speed reversible Fantastic ceiling fan removes cooking odors.

To the right of the sink, the double door gas-electric refrigerator has a 1.85 CF freezer and a 5.0 CF fridge. An enclosed compartment located above the refrigerator provides access to controls for the water heater, Onan's genset, the selector for antenna/cable, and the optional GoPower solar system (MSRP \$540). Meals for two or more can be enjoyed at your booth dinette or at the stowable tables (see photo, page 7) if you have chosen the sofa-bed or the theater seating.



PHOTOGRAPHY BY FRED THOMPSON PAGES 8-9

✧ THE BEDROOM ✧

As the TMH architect completed the floor plan for the living room and the enclosed bath, there was only 53 inches left to the back wall—not enough room for a bedroom. The solution, of course, is a 40-inch deep rear slide-out for the bed. Using Tiffin's tried and true BR storage systems, a three-door cabinet over the bed's headboard produces 7+ cubic feet of storage. Two deep drawers under the bed and opening at the foot provide three cubic feet of storage. Each with a drawer, night stand tables are attached to the wall on both sides of the bed. Each table has an outlet with two 110v sockets and two USB ports. The bed measures 60 x 72 inches.

Since the bed's platform is hinged on the short dimension, it can be folded quickly into the extended slide-out, exposing a 30 x 53-inch cushion upholstered with a Berber-textured heavyweight fabric (below). With plenty of walking space around the seating, it is a convenient place for getting dressed near the wardrobe which opens into the hall connecting the living area to the bedroom. The large cushion is also a great place for children to sit and play board games. The wardrobe is 27w x 21d x 42h. Two drawers under the wardrobe measure 22w x 11d x 3h.

We liked the four windows in the bedroom. Two in the slide-out's opposing walls measure 12.5 x 22 inches. Two positioned in the seating area are 19.5 x 34.





✧ **THE BATH** ✧

The extra foot added to the 2019 Wayfarer 24QW made space available for a larger shower. The 22 x 32-inch shower is enclosed by a rolled Lexan containment door that slides out and snaps into place while the occupant showers. Daytime showers are brightly illuminated by a skylight, while the evening bather enjoys waterproof LED lights in the compartment's ceiling.

A contemporary ceramic bowl lavatory with a single lever polished chrome faucet is perched neatly on a small vanity topped with a Broadway countertop. The bathroom is well appointed with His & Her medicine cabinets, each with multiple shelves, a 14.5 x 30-inch mirror, a 110v outlet, a Fantastic 3-speed exhaust fan, and a bath towel rack. A Spyder touch panel controls the lighting for the shower, lavatory, and the water pump.



WANDA AND JEFF KLAHORST WATCH THE EVENING NEWS ON THE WAYFARER'S PATIO

✧ **ENTERTAINMENT** ✧

From the comfort of the seating in the DS slide-out, the Wayfarer's owners will enjoy viewing a 32-inch LG SmartTV mounted over the side entrance door. The swivel mounting makes viewing possible for the kids sleeping in the over-the-cab bunk. Optional 32-inch TVs can be ordered for

the bedroom (MSRP \$371) and the PS exterior wall (MSRP \$743) under the 14-ft. awning. The exterior TV has an auxiliary sound bar to enhance the listening area. Another plus but standard feature is an exterior propane connection. From the PS rear basement storage compartment, a closeable entrance in the floor of the

compartment allows an exterior propane line to be run to your grill.

An AM-FM Jensen radio with Bluetooth and CD features has stereo speakers in the ceiling in both the living area and the bedroom. From the radio panel, you can select all of the speakers or just the ones in each room.

✧ SPYDER CONTROLS ✧

The master Spyder control panel is mounted on the wall just outside the bathroom, facing into the hall. The HOME folder has a volume display for the three wet tanks and the LPG tank, plus a read-out for the battery. Two touch points control the water pump and the heating pads for the wet tanks.

The SLIDES folder has touch points for extending and retracting both the DS and rear slide-outs. There is also an info display to remind the operator to check the settings for the ignition and parking brake.

The SWITCHES folder offers pairing options for the entry, bath, and bedroom areas.

The MAIN LIGHTS folder presents lighting controls for the entire coach.



The primary folder takes care of entry, cargo, main ceiling and bunk, porch, sofa and reading, hall, front accent, and task. A BED/BATH sub-folder controls the bedroom, bed reading lamps, cabinet accent, bathroom, and shower. Touch MAIN to go back to the primary folder.

The Spyder control mounted on the forward bedroom wall has touch points for the bedroom ceiling and reading lights plus a light master touch point that turns off all of the 12-volt lights in the coach, a convenience you will enjoy—no need to walk through turning off individual lights. The HVAC control is located just above the Spyder panel.

While not part of the Spyder system, it should be mentioned that the Wayfarer has two USB ports embedded in several of its 110v outlets—two in the living area and two in the bedroom. There are also USB ports in the M-B dashboard.

✧ CONVENIENCE & COMFORT ✧

Two available options will add to your living comfort and convenience in

the 25QW. In southern U.S. climates (Florida, Texas, and the Southwest), the 15,000kw AC upgrade with heat pump (MSRP \$473) will help keep you cool on especially hot days. The heat pump is also a very practical option in southern U.S. climates. It knocks the chill off cold Spring and Fall mornings, helping you to save on your propane.

The central vacuum system is an inexpensive option that will save you a lot of time in keeping your floors, furniture, and hard-to-get-to places neat and clean. From one connection point near the middle of the motorhome, you can vacuum from front to rear in 10 minutes. It stores neatly in one of the big drawers at the foot of the bed or in one of the basement compartments (MSRP \$338).

✧ THE BASEMENT ✧

Pictures of the basement compartments with descriptions can be found in our digital magazine on pages 13A-B. Go to rismag.org and click on the cover of the July issue.

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✧ LIGHTING ✧

Tiffin's architects measure carefully the amount of illumination needed in each area served. Without good lighting, a coach can be drab, even depressing. In addition

to the lights already mentioned, there are two bright LEDs over the bunk, two task lights over the galley, and six LEDs in the ceiling of the living area and hallway.

There are four more LEDs in the bedroom ceiling, plus two LED reading lamps at the head of the bed. The shower has two LEDs and the lav-toilet has two more.

✧ DRIVING THE WAYFARER ✧

While I was parked in the Tiffin Allegro Campground working last fall on the story for the 24TW, several Class A owners came over to take a peek inside and ask about how this Class C handled on the road. I compared it to driving a Chevy Suburban. It handles really well at standard interstate speed limits: 65 or 70 mph. As noted on page 6, it has driving features that are standard on Mercedes-Benz automobiles that you will likely pay extra for on most other brands. The in-dash navigation system (MSRP \$945) and the side view cameras embedded in the mirrors (MSRP \$810) are optional and recommended by this author.

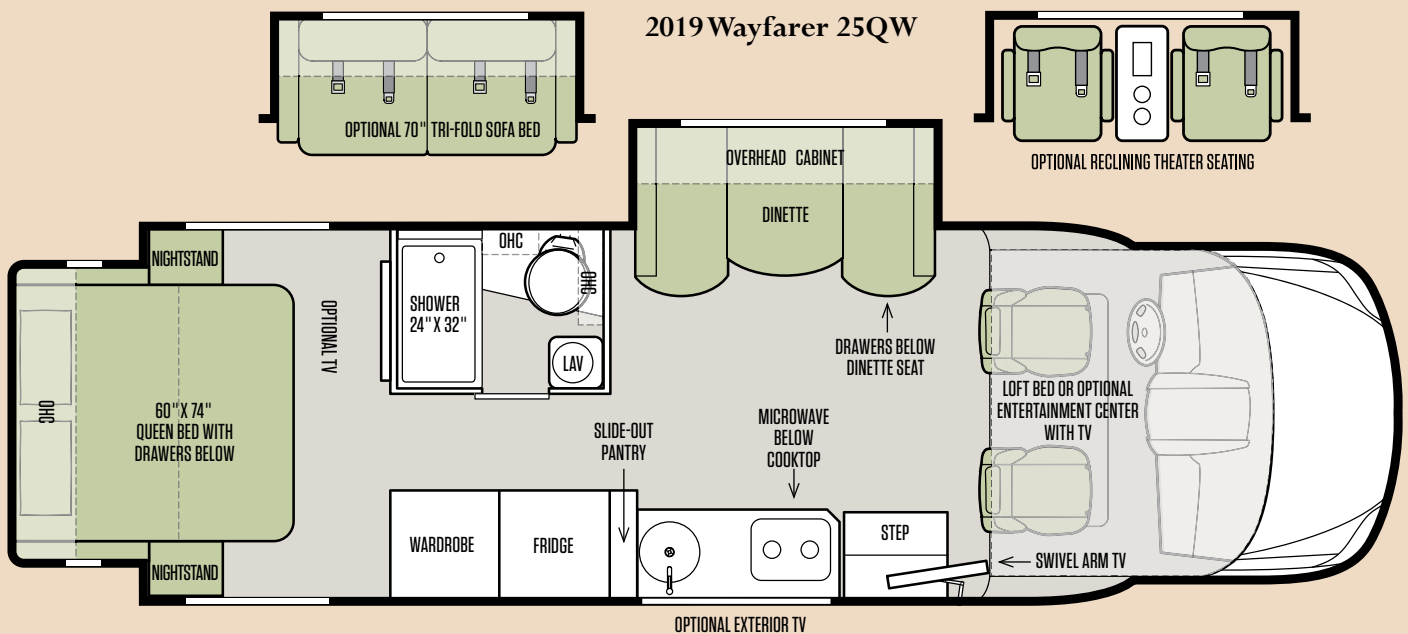
Using the cruise control levers was intuitive with a simple SET lever for speed and another lever to increase/decrease speed without canceling the cruise function. The engine produced ample power for passing and climbing hills, although the speed dropped about eight percent with a load equal to about half of the cargo carrying capacity. While the Wayfarer



hitch is rated for 5,000 pounds and has a 7-pin connector, we remind owners to stay within the 15,250 GCWR.

I am thinking that a M-B Smart or a Fiat 500 would make a perfect match for the Wayfarer to hit the road touring. We pulled the Smart behind the Allegro

Breeze for two years and loved it despite its hard suspension. If you are looking for a Class C with luxurious features or you're ready to downsize from a Class A, you should make an appointment to test drive and spend an hour or two checking out the 2019 Wayfarer 25QW. **RIS**



SPECIFICATIONS: Model reviewed 2019 Wayfarer 25QW, Two Slides

Base MSRP* – \$138,788 MSRP with options added – \$147,058

STANDARD FEATURES

Structural

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

Automotive

Mercedes-Benz Sprinter Chassis
M-B 3.0 6-cylinder turbo diesel engine 188 HP/325 lb. torque
M-B 5-speed automatic tip-shift transmission
Load adaptive electronic stability (ESP)
Lighting package with Bi-xenon headlamps
Headlamp washing system
Multi-function steering wheel
Trip computer
Light & rain sensor
Matrix display
Heated, electric, adjustable mirrors
Windshield with filter band
Overhead control panel with reading lamps
Lane keeping assist
Collision prevention assist
High beam assist
Stainless steel wheel liners
SumoSprings ride assist system

General Exterior

One-piece Seamless Slide-outs™
Girard tankless water heater
Entrance door assist handle
30-cubic feet of outside storage
HD TV antenna with amplifier
Two 12-volt house batteries (Group 27 / 180 Amp Hours)
30-amp, 110-volt house service
Power cord – 30' permanently attached
3.2-kw Onan® diesel generator
1000-watt inverter pure sine
110-volt & 12-volt house load center with power converter
HD Over-the-Air TV antenna
Prep for satellite
Prep for Winegard® Dome System
Pre-wired for solar panels
Park cable & ground satellite hook-up
14' awning with motion sensor
Combination carbon monoxide & propane detector
Automatic lights in exterior compartment doors
13.5-k Coleman roof-mounted AC
Wall-mount thermostat with built-in temperature sensor
30-k BTU propane ducted furnace
12-volt engineered wiring harnesses

Driver's Compartment

Dash entertainment system
USB ports
Back-up camera
Power cab door locks
Power cab door windows
Power mirrors with defrost
Cruise control
Tilt telescoping steering wheel
Chassis-house battery radio power switch
Sun visors
12-volt power outlet
Central cab locking with 2 remotes
Windshield shades
Swivel seat base for driver & passenger seats
Driver & passenger courtesy lights

General Interior

Stereo system
Separate speaker zones
LED lights
Spyder® multiplex coach control system
Satellite system compatible
Privacy shades
Two captain's chair booster cushions
Soft vinyl ceiling
Vinyl flooring throughout
Entrance door assist handle
USB ports
Professionally designed interior décor packages
On demand hot water
House water filter system
DS exterior service center with plumbing & drain connections
12-volt pad heaters on black & grey tanks
Water pump (Shurflo® 3.0 gpm/55 psi)
Gravity potable fresh water fill
Pressurized city fresh water fill

Living Area

Living area TV
Bunk over cab
Face-to-face dinette booth
Tinted living area windows
House radio/DVD/Bluetooth

Galley

2-burner cooktop with tempered glass cover
Convection microwave oven
6.5-cubic foot gas/electric refrigerator
Single bowl stainless sink
Designer faucet w/spray head
Task lights over counter

Under the counter lighting
Fire extinguisher
110v inverted outlet

Bedroom

Queen bed (60" x 72")
Wardrobe
Inverted outlets for CPAP machine
USB ports
LED reading lights
Night stands

OPTIONAL FEATURES ON THIS COACH

15-k AC w/heat pump
Bedroom TV
Exterior TV
Equalizer 4-point leveling jacks
In-dash navigation system
Side view cameras
Central vacuum system
Theater seating
Complete solar system w/panels

OTHER OPTIONAL FEATURES AVAILABLE

Premium sliding window & windshield shades
Leatherette sofa w/hide-a-bed
Truma Comfort Plus tankless water heater
Automotive windshield shade
Power rear stabilizers

SELECTED STANDARD OPTIONS

Imperial full body paint
Sandstone interior
Russet cabinets
Toscana Crema Leatherette

OTHER SELECTABLE STANDARD OPTIONS

Full body paint: Omni, Mountain Peak, Cordova, Gulfside, Frontier
Interiors: Tectona, Truffle
Cabinetry: Chestnut, Honeycomb
Leatherette: Derby, Strada Enamel

MEASUREMENTS

Wheelbase – 170.3"
Overall height – 11' 4"
Overall length – 25' 6"
Overall width – 7' 6"
Interior height – 6' 8"
Interior width – 7' 3"

WEIGHTS & CAPACITIES

GVWR – 11,030 lb.
GCWR – 15,250 lb.
Front GAWR – 4,410 lb.
Rear GAWR – 7,720 lb.
UVW – 10,200 lb. (will vary depending on options)
CCC – 830 lb.
Trailer hitch capacity – 5,000 lb. rated hitch with 500 lb. vertical tongue weight & 7-pin connector

POWER TRAIN

Engine – 3.0 6-cyl. turbo diesel engine 188 hp
Torque – 325 lb.
Transmission – 5-speed automatic tip-shift transmission
Tire Size – LT215/85R16
Alternator – 160 amps

ACCOMMODATIONS

Sleeps – 4
Fuel tank – 26.4 gallons
Fresh water – 32 gallons
Black water – 27-gallons
Grey water – 33-gallons
DEF – 4.8 gallons
Propane tank – 20-gallons /16 gallons usable

MSRP

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

UVW

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

DEALERS

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

PLEASE NOTE

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

✧ BASEMENT COMPARTMENTS IN THE 2019 WAYFARER 25QW ✧



Outside Storage PS Front-to-Back (left column):

1st Compartment: 9-cubic-foot storage area also houses the optional central vacuum, a 110-volt service outlet, and an LED light. ♦ 2nd Compartment: Houses the Cummins Onan 3200kw Quiet Diesel generator. ♦ 3rd Compartment: 6-cubic-foot storage area and a propane connection for an outside grill (not included). LED light. A pass-through storage slot to the opposite side measures 6 inches high x 28 inches wide x 42 inches across (4 cubic-foot storage area).

Outside Storage DS Back-to-Front (right column):

1st Compartment: 9-cubic-foot storage area also houses the optional Surge Guard Automatic Transfer Switch and the 30-amp connection line. LED light. ♦ 2nd Compartment: The utility bay is 37 inches wide x 20 inches high x 20 inches deep. The panel houses the valve to fill the fresh water tank and the city water line, the water heater bypass; the black tank flush inlet; fresh water inlet; the outside shower; the water filter; the Shurflo water pump; the water pump switch; and the two connections for direct cable and tripod hookups. 3.25 cubic feet of storage area for hoses or general storage. ♦ 3rd Compartment: Grey and black tank dump valves and LED light. ♦ 4th Compartment: Propane tank. Total basement storage: approx. 28.25 cubic feet.



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TO ENJOY YOUR STATE-OF-THE-ART WAYFARER

TIFFINMOTORHOMES.com

Recalls for 2016–2018

NHTSA # 15V-880, Transport Canada #2016-035 Coach Step Double & Triple Electric Entry Steps

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, could exist on the following models of motorhomes: **2007-2010 Allegro Bays, 2008-2015 Allegro Open Roads and REDs, 2008-2015 Allegro Buses, 2008-2015 Phaetons.** The specific motorhomes contain Coach Step Electric Double or Triple entry steps that were manufactured between May 25, 2007 and December 18, 2014 by Lippert Components, Inc. On certain motorhomes equipped with these Coach Step electric entry steps, an internal bolt on the steps that attaches the fan gear assembly to the steps could fracture. This results in the fan gear disengaging from the steps, which could cause the steps to stop in an unexpected position and appear to be loose or unstable. If the steps become unstable, it could cause a person to fall, resulting in injury.

Please contact Lippert Components, Inc (LCI) at 574-537-8900 or customerservice@lci1.com to arrange for repair.

NHTSA # 16V-397, Transport Canada # 2016-305 ZF/Bosch Steering Gear Recall

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, could exist on the following models of motorhomes: **2015-2016 Allegro Buses, and 2014-2016 Phaetons.** The specific units affected were built on Tiffin Motorhome's PowerGlide Chassis. Tiffin Motorhomes was notified by ZF North America of the possibility that some steering gear boxes mounted on the front axle were built using the wrong spacer. If the wrong spacer was installed in a steering gear box, the insufficient height can result in too much play. This could lead to the connection wearing out, which could lead to a loss of connection between the steering wheel and front axle wheels. A loss of connection while driving may cause a sudden loss of steering control, increasing the risk of a vehicle crash.

NHTSA # 16V-532, Transport Canada # 2016-389, Tiffin Recall # TIF-100 Breaking of Windshield Wiper Arms

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, could exist

on the following models of motorhomes: **2007-2011 Allegro Open Roads & REDs, 2007-2010 Allegro Bays, 2010-2011 Allegro Breezes, 2007-2011 Allegro Buses, 2007-2011 Phaetons and 2007-2011 Zephyrs.** These motorhomes are equipped with windshield wiper arms that could break causing the wiper arms and blades to fall off. If the wiper arms were to break, this would reduce the driver's visibility in rainy conditions and could increase the possibility of a crash. Tiffin Motorhomes will be supplying owners with a new set of wiper arms to replace the defective ones.

NHTSA # 16V-692, Tiffin #TIF-104 Incorrect Weight Capacity Sticker on Allegro Open Road Hitch

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2015 – 2017 Allegro Open Roads.** These motorhomes have a sticker attached to the tow hitch that lists an incorrect weight capacity for the hitch. The incorrect label states a gross trailer capacity of 10,000 LB with a max tongue weight of 1,000 LB. The correct label should state a gross trailer capacity of 5,000 LB with a max tongue weight of 500 LB. If the hitch is loaded to the capacity on the original sticker, this could lead to a failure of the hitch. Failure of the hitch could result in the loss of the tow vehicle which could result in a crash. Tiffin Motorhomes is sending out a correct weight capacity sticker to be attached to the hitch of your motorhome.

NHTSA # 17V-113, Tiffin #TIF-105 Incorrect Weight Capacity Sticker on Allegro Open Road Hitch

NOTE: This is an expansion of 16V-692, TIF-104, issued to include additional **2017 Allegro Open Road** Motorhomes.

NHTSA # 17V-163, Tiffin # TIF-106, Phaeton Exhaust Modification 2010-2012 on PowerGlide Chassis ONLY

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: 2010 - 2012 Phaeton's that are built with 2010 EPA-Certified engines on a PowerGlide Chassis. It has been found that the exhaust pipe

is mounted too close to the underside of the floor. A heat shield and insulation that was previously installed on these coaches may fail and allow excessive heat to contact the floor of the coach which can result in a fire. Tiffin Motorhomes will remove the existing *side inlet* DPF exhaust configuration, and install a new *end inlet* DPF exhaust configuration on these coaches to provide greater clearance between the exhaust tube and the floor. This repair will be made at no cost to you. This repair will take approximately 12 hours to complete. NOTE: This is an expansion of 15V-612.

NHTSA Recall # 17V-200, Tiffin Recall # TIF-107 2011-2016 Allegro Open Road Rail Attachment for Tow Hitch

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: **2011-2016 Allegro Open Roads.** These motorhomes have incorrectly sized holes at the attachment point in the frame rail for the tow hitch. Under certain loading conditions the hitch and/or the tow vehicle could become detached from the motorhome. Failure of the hitch could result in the loss of the tow vehicle, which could result in a crash causing injury or damage to property. Tiffin Motorhomes will provide frame rail extension liner brackets that will correct the size of the bolt holes.

NHTSA Recall # 17V-232, Tiffin Recall # TIF-108 2017 Allegro Breeze Central Steering Ball Joints

Tiffin Motorhomes has decided that a defect, which relates to motor vehicle safety, exists on the following models of motorhomes: 2017 Allegro Breeze Motorhomes. Tiffin Motorhomes has been notified that some Independent Front Suspension (IFS) modules manufactured by Reyco Granning and installed on these models of motorhomes could contain loose ball joints. If loose ball joints are not detected, they may eventually separate from their mating part, which could result in a loss of steering control. This increases the possibility of a motor vehicle crash. Specific involved motorhomes will need to be inspected to determine if the IFS modules contain loose ball joints. If loose ball joints are found they will be repaired.

Kidde Fire Extinguisher RECALL

Kidde NHTSA Recall #17E-062 Tiffin NHTSA Recall #17V-841

Customers with Tiffin units from models 2003 to early models of 2018 should immediately contact Kidde to see if your fire extinguisher is involved. If so, you can request a free replacement fire extinguisher and instructions on returning the recalled unit, as it may not work properly in a fire emergency.

Contact Kidde toll-free at 855-262-3540

Monday through Friday, 8:30 a.m. to 5 p.m. Eastern Time, Saturday and Sunday, 9 a.m. to 3 p.m. Eastern Time, or online:

www.kidde.com and **click on "Product Safety Recall"**

for more information.

Flexsteel's New Lift-and-Lock® Sofa Bunk

A long-time leader in the recreation vehicle seating industry, Flexsteel has undoubtedly left its mark of comfort all along the interstates, highways, and backroads of America. Since beginning their RV seating division in 1965, Flexsteel has been able to do something no one else could—leverage their experience in quality, comfortable home furnishings and then apply it to the open road.

Flexsteel offers a full line of products specifically designed and engineered for the open road including driver and passenger seating, sleepers, recliners, and dinettes, as well as theatre applications. As the company celebrates its 125th anniversary this year, it's evident if you look

through their entire portfolio of products across all their businesses that three pillars stand out: comfort, durability, and innovation. These three pillars are at the core of every Flexsteel product, and their vehicle seating business is no exception.

“These pillars work together, and that balance is what makes us who we are,” says Spencer Hill, Product Manager for Flexsteel Vehicle Seating. “They are at the core of what we do and allow us to provide the best possible product to our customers.” Over the years customers have come to associate Flexsteel with game-changing designs that enhance the open road experience, and their newest development is no exception.

Earlier this year, Flexsteel introduced its patent-pending Lift-and-Lock® Sofa Bunk to the market. This innovative sofa effortlessly converts into a bunk bed by simply lifting the top section and locking it into place. The space-saving design sits flush to the wall and turns unused vertical space into a bed with another sleeping area below, meaning no additional floor space is needed. This sofa bunk features a sleek design and premium comfort.

Flexsteel's continued commitment to providing a home-like level of comfort on the open road won't stop here. If the company has proved anything, it's that innovation and recreation go hand in hand. Committed to providing contemporary solutions to their customer's needs and rooted in the authentic craftsmanship they've established over the last century, the road appears to be wide open for Flexsteel. With construction underway on a new manufacturing facility in Dubuque Iowa, scheduled to be complete in late 2018, it appears the future is bright as well.

For more information on Flexsteel, or to view their products online, please visit www.flexsteel.com/for-recreation.



Winegard Announces a Better Value Data Plan for Connect Devices

New prepaid 4G LTE data plan provides U.S. mobile customers better range and performance at a lower price tag.

BURLINGTON, IA – June 27, 2018 Winegard Company has launched a new \$65, 10 GB, U.S. only data plan for their lineup of Connect 4G LTE products. Since the introduction of the Connect product line, Winegard was the first antenna manufacturer to offer a series of prepaid data plans, which allows customers to stay connected to the internet while still having the freedom to travel almost anywhere in the U.S. and Canada. With this new U.S. plan, Winegard will offer a better value to users and still bring the ultimate level of connectivity, flexibility, and spontaneity that RV ownership offers.

“We worked hard with our data partner and got creative to develop this U.S. only plan. Our new plan, just like our other plans, will continue to be a no commitment, no contract data plan that allows RVers the ability to stay connected affordably with their family, friends, work, and entertainment, while maintaining the freedom of a mobile lifestyle,” said Jarod Ford, Winegard's wireless product manager.

All of Winegard's 4G LTE data plans are 30-day, pre-paid plans available in sizes ranging from 1GB to 20GB with no throttling, so connection speeds will never be slowed based on data usage. The available plans and pricing include:

U.S. only

Data Size	Price
10 GB	\$65

U.S. and Canada

Data Size	Price
1 GB	\$20
3 GB	\$35
10 GB	\$80
20 GB	\$150

If a customer runs out of data during the 30-day period, they have the option to purchase more at any time, without needing to wait until the next billing cycle or being charged for overages. The value

and flexibility of these plans provide Winegard customers a variety of options depending on what their needs are. To keep data purchases simple, the RVer can simply buy Winegard data either directly through the software of their Connect device or by signing in through winegard.com, if they already established an account for their Connect product.

RVers can pair their choice of data plan with the recently released Connect 2.0 WiFi + 4G LTE Extender (Model-WF2-435), Winegard's latest long-range, and high-performance LTE connectivity solution. Users can easily connect their devices for uninterrupted access to high-speed networks, while in-motion or stationary, as well as in remote areas where WiFi or cell service may be weak or unavailable. Additionally, Winegard's newest data plan is available on all other 4G capable Connect devices as well.

To learn more about the Connect product family or available data plans, visit www.winegard.com/connect.

Need Your Motorhome Cleaned?

Over 15 years experience

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Outside: Thorough wash job including roof, tires, and rims; showroom-quality wax job.

256-668-0211 rvcleaningservice@gmail.com

Next time you are in Red Bay, Alabama, contact Ricky Johnson for a quote.

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. Questions are encouraged.

Michelin Technical Bulletin

May 15, 2018

MICHELIN 315/80R22.5 LRL Tires Used in Motor Coach and Motor Home Service

This Technical Bulletin addresses only replacement fitments on Motor Coach and Motor Home (commonly referred to as RVs) vehicles produced up to the end of 2017 where the FMVSS placard references the fitment of 315/80R22.5 on 8.25x22.5 wheels. Vehicles used in Urban service such as Transit Buses or Waste/Refuse vehicles are specifically excluded from this exception without special dispensation.

Michelin has rescinded its approval to use 8.25x22.5 wheels on 315/80R22.5 dimension tires for new vehicle production effective January 1, 2018.

Michelin's position is that these Motor Coach and Motor Home (commonly referred to as RVs) vehicles produced before the end of 2017 with 8.25x22.5 wheels may continue to be fitted with current 315/80R22.5 LRL products until the vehicles are retired from active service.

Note the reduced load capacity per wheel position when 315/80R22.5 tires are fitted on 8.25x22.5 wheels continues to apply, always ensuring that the maximum load and cold pressure rating of the wheel manufacturer are not exceeded. **In the load and inflation tables, SINGLE means an axle with one tire mounted on each end, while DUAL means an axle with two tires mounted on each end. In an RV application, the loads indicated represent the total weight of an axle end. When one axle end weighs more than the other, use the heaviest of the two end weights to determine the unique tire pressure for all tires on the axle. The maximum cold pressure for each axle may vary, depending on their weights. These tables are applicable for all RV axles, whether or not they are power-driven.**

Load (Reduced) and Inflation Table per wheel position for 315/80R22.5 tires fitted on 8.25x22.5 wheels

Dimension	Load Range	PSI		75	80	85	90	95	100	105	110	115	120
		kPa		520	550	590	620	660	690	720	760	790	830
315/80R22.5 8.25" Wheel	L	lbs. Per Axle End	S	5490	5785	6075	6360	6635	6910	7185	7465	7725	8000
			D	10450	11000	11550	12090	12630	13150	13680	14200	14720	15220
		kg. Per Axle End	S	2490	2625	2755	2885	3010	3135	3260	3385	3505	3630
			D	4740	4990	5240	5485	5730	5965	6205	6440	6675	6905

Owners are encouraged to adapt to 9.00x22.5 wheels wherever possible, however replacing 8.25x22.5 wheels with 9.00x22.5 wheels may cause tire/vehicle interference on certain vehicles in steer position and may exceed federal regulations for overall vehicle width on drive axles.

An alternative fitment, when all tires on the vehicle are to be replaced at the same time, would be MICHELIN® 295/80R22.5 X® COACH HL Z tire. This tire is approved for use on 8.25x22.5 wheels with 16,540 lbs. maximum load capacity on steer axles and 28,640 lbs. on drive axles @ 850 kPa (123 psi) cold pressure. Refer to Load and pressure table below.

Load and Inflation Table per wheel position for 295/80R22.5 X® COACH HL Z tires fitted on 8.25x22.5 wheels

Wheel Diameter 22.5"	Load Range	PSI		75	80	85	90	95	100	105	110	115	120	123
		kPa		520	550	590	620	660	690	720	760	790	830	850
295/80R22.5 X COACH HL Z	H	lbs. Per Axle End	S	5575	5830	6170	6425	6755	6995	7240	7560	7790	8110	8270
			D	9665	10115	10700	11130	11705	12125	12546	13105	13510	14050	14320
		kg. Per Axle End	S	2530	2645	2800	2915	3065	3175	3285	3430	3535	3680	3750
			D	4385	4590	4855	5050	5310	5500	5690	5945	6130	6375	6500

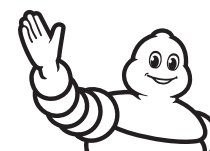
Michelin continually updates its product information to reflect any changes in Industry Standards. Printed material may not reflect the current Load and Inflation information. Please visit www.michelintruck.com for the latest product information.

Note: The actual load and inflation pressure used must not exceed the wheel manufacturer's maximum conditions. Never exceed a wheel manufacturer's limits without permission from the component manufacturer.

www.michelintruck.com

MICHELIN NORTH AMERICA, INC., Greenville, South Carolina, USA
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MICHELIN



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28888 Canal Rd. Orange Beach, Alabama 36561

heritageorangebeach.com

800-730-7032

A story and photography by Suzanne Clemenz



Exploring the Enchanting San Juan Islands by Ferry

From the air, Washington state's San Juan Islands are dark jade gems set in the sapphire waters of the Salish Sea. On the ground, the islands reveal hilly, winding roads with scented forests, farmed and natural grasslands, and beaches where tangles of silvery driftwood logs mark high tide lines. On the sea, there are boats for pleasure, work, excursions, big cruises, commercial and charter fishing, ferries, and yes, the occasional oil tanker. From snug marinas forested with masts you'll also see float planes coming and going with sparkling rooster-tail wakes and buzzing engines. In towns, restaurants, cafes,

and pubs feature farm-to-table produce, succulent seafood, local beers, and Washington's winning wines. Colorful flowers cascade from lamp post baskets everywhere.

The abundant natural beauty inspires a vibrant art scene. There are museums and historical parks to visit. The San Juans are dryer than their mainland neighbors, so outdoor sports are plentiful. You'll find hiking and biking trails, fresh and saltwater fishing, golf, kayak tours, beaches with fabulous tide pools, campgrounds, parklands, lakes, and streams. Wildlife abounds. Stop at pullouts to watch whales cavort, or

see them close up on a whale-watching cruise.

The magic carpet ride connecting all these enticements is the Washington State Ferries. Their San Juan Islands route is designated a Washington Scenic Byway. From the ferries' outdoor decks and big-windowed viewing room, your delight will grow with the overlapping conifer-cloaked islands, the seals and whales, and distant montane horizons. Mount Baker often gleams to the west. San Juan Islands' magnetism rivals many global destinations. Make campsite and ferry reservations well in advance!



Planning Your Visit and Budgeting Your Time

Each of the San Juans has its own character. We will visit the islands with ferry connections and visitor attractions—Fidalgo, Orcas, San Juan, and Lopez. Whidbey Island isn't in the San Juans, but highlights of northern Whidbey are presented. Using Chrome or Firefox on your laptop, type "Googlemaps san juan islands topo map" into the SEARCH window. This will give you a wide choice of maps with the big picture as well as maps with the details. Another resource is visitsanjuans.com. In their SEARCH window, type "maps." You will get several choices. Click on "Maps of the San Juan Islands" to reach a wealth of information. At this site, you will see seven "Island Overview Maps," two "Farms & Food Maps," three "Biking Maps," and a quick link to visitsanjuans.com/hiking-maps for hiking trails on all of the islands.

First, explore the southern wilds of Fidalgo Island, and then Anacortes on the north. Allow two days—there are discoveries around every curve. Then before heading for Orcas Island, stock up your Tiffin in Anacortes. Other islands have limited supplies. Visit Orcas Island for two or three days. Then leave your motorcoach on Orcas while you visit San Juan Island, which has neither public nor private RV parks. After a day or two on San Juan

Island, retrieve your coach on Orcas and do a day trip to Lopez Island. Return to Fidalgo. Restock, then visit Whidbey Island and consider taking the Coupeville ferry to the Olympic Peninsula.

San Juan Island has a sightseeing bus and trolley, rental cars, and mopeds. The island can be seen in a day, unless you want to hike, fish, investigate tide pools, or take a whaling boat tour. With a current passport you can take the ferry from Friday Harbor to Canada's nearby Vancouver Island. Return eastbound via San Juan Island and pick up your motorcoach on Orcas Island. Lopez Island is your last ferry stop before returning to Anacortes. Lopez Island's Islander Resort has the only RV sites on Lopez which are minimally RV compatible.

Back in Anacortes you can return to I-5 20 miles east, or you can drive south on Fidalgo Island to Deception Pass Bridge, and then visit Deception Pass State Park and beyond.

The ferries regularly handle several 18-wheelers, so your Tiffin coach with tow car are fine. Read the ferry schedule carefully as to eastbound and westbound stops. *Not all trips stop at all islands.* Although each island can be seen in a day's drive, few attractions are near ferry terminals. Orcas, San Juan, and Lopez islands can be reached only by small commercial or private planes and by boat or ferry.

LET'S GET STARTED

Ferretting Out Fidalgo

Salvador Fidalgo was an explorer and cartographer in the Spanish fleet of Francisco de Eliza. In 1790 he discovered that a chunk of what looked like the mainland was instead an island, now called Fidalgo. Anglo settlements began with the 1850s Fraser River Gold Rush in Canada. Hopes that the Northern Pacific Railroad would terminate on Fidalgo drew more settlers. Though Seattle won the terminal, Fidalgo's natural resources provided jobs.

Atop Fidalgo Islands' Mount Erie, the view south takes in Campbell Lake and its little island, Deception Pass State Park on the far shore, and the San Juan Islands.



Fidalgo Island residents dig for clams during a low "clam tide." Check locally for seasons, limits, restrictions, and licenses. Then watch for squirts from below the sand to locate the clams.



More settlers, many from Croatia, started commercial fishing, canneries, and lumber mills, creating sustained growth.

The city of Anacortes, now with 17,000 population, incorporated in 1891. Anacortes averages 21 inches of rain—half that of Seattle. A tall bridge connects the mainland to Fidalgo across the Swinomish Channel. Heading west on Hwy 20, from the bridge you will see the

Swinomish Casino and Lodge on your right. Behind it is a tidy, level, full utilities campground near Padilla Bay with five adjacent restaurants. [youtube.com/watch?v=oKX1wlBehPU](https://www.youtube.com/watch?v=oKX1wlBehPU) The industrial facilities west of the casino are oil refineries. Crude oil is piped in from Canada, shipped from Alaska and overseas, and comes by rail from U.S. oil fields. A few miles away is quiet, forested Pioneer Trails RV Resort on Miller Road, just off Hwy 20 after it turns south. [youtube.com/watch?v=2wUmA1GXYNE](https://www.youtube.com/watch?v=2wUmA1GXYNE) Choice three, on the Hwy 20 Anacortes spur, is

the lovely seaside Fidalgo Bay RV Resort. fidalgobay.com/map/ A huge, forested waterfront city park, Washington Park, is on Anacortes's west side just beyond the ferry terminal. View available campsites at anacorteswa.gov/gallery.aspx?AID=9

Highway 20 takes you either north to Anacortes, or south to fishing lakes, parks, mountains, beaches, and trails in coastal and interior Fidalgo. Use your tow

car, as parking areas are small near parks and vista points. A few miles south on Hwy 20 you'll see 410-acre Campbell Lake on your right. Campbell Lake Road goes west toward Lake Erie and Heart Lake. Campbell Lake has a mixture of catchable fish species. The lake's west end abuts a part of Deception Pass State Park on Fidalgo Island. The lake has a boat launch and allows water skiing. Continuing south on Hwy 20, you'll see Yokeko Drive on your left. Just beyond it is Deception Pass Tours (DPT), where you can take expertly piloted jet catamaran rides around the whirlpools under Deception Pass Bridge. The same company offers whale-watching and sunset tours. In March and April, there are gray whale tours. DPT provides cruiser suits to keep you dry and warm. It is riveting to be at eye level with whales! deceptionpasstours.com

Be aware that down the road, Rosario Road enters on the right while Hwy 20 continues south across Deception Pass Bridge. We'll visit Deception later. For now, swing right onto Rosario Road and Fidalgo's west coast. Pass Lake parking area is almost immediately on your right. This lake is strictly fly-fishing, no motor boats allowed. The lake is catch-and-release for trophy-sized brown and rainbow trout. There is a conifer-scented trail around the lake.

Across the road from Pass Lake is Bowman Bay Road. This little bay had a large Samish Indian village until the late 1800s. Amos Bowman, a pioneer settler and railroad surveyor, founded Anacortes. The bay was named for him, and 'Anacortes' is a contraction of Mrs. Bowman's name, Anna Curtis. Trails from Bowman Bay parking lot go to magnificent vistas at Lighthouse Point and Lottie Point. A segment of the Pacific Northwest Trail follows Bowman Bay north to Urchin Rocks, with its Maiden of Deception Pass wooden sculpture. It continues to the sweeping, locally-loved Rosario Beach. Between Bowman Bay's family-friendly amenities and Rosario's sandy beach and colorful tide pools, there is much to relish.

North on Rosario Road, the Sharpe

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Park sign is on the left. Enjoy the park's Fox Pond birds and several short, sometimes steep trails. Scan the sea for whale spouts. After Sharpe Park stay right when Rosario Road forks and goes around the south end of Lake Erie, another Washington State DFW fishing lake. Make an oblique left onto Heart Lake Road just after the very friendly old Lake Erie Grocery store. Then watch for signs to 1,273-ft. Mt. Erie (access road is Ray Auld Drive). Erie Mountain Drive is steep, narrow, has switchbacks, and requires lots of braking coming back down. Up top, however, is

Heart Lake's loop trails. Heart Lake Road becomes H Avenue as you enter Anacortes. Not until 32nd Street can you take a right that goes through to Commercial Avenue, the main thoroughfare of Anacortes. Go left on Commercial to explore the really fun parts of Anacortes between 11th St. and 5th Streets. There you'll find interesting shops, galleries, restaurants and pubs, hotels, and events. You'll find necessities such as grocery stores, gas stations, barbers, hair salons, and the Anacortes Visitor Information Center. This is the biggest town you'll be in before fer-

ly netted, trapped, and hunted for immediate use or preserved for winter months. When terrible plagues decimated the native populations after Europeans arrived in the late 1700s, the survivors consolidated in one village on Samish Island.

The excellent Experience Anacortes website, anacortes.org/visit-anacortes/ can help you time your visit to the Anacortes Boat & Yacht Show in May, the Anacortes Waterfront Festival in June, Shipwreck Days on Commercial Avenue in July, the early August Anacortes Arts Festival on Commercial Avenue, the Oyster Run motorcycle rally on Sept. 23rd, the Wine Festival in April, and the monthly First Friday Art Walk from 6-9 p.m. Kayak tours from half day to multi-day, Deception Pass boat tours, plus rentals of stand-up paddleboards and sea kayaks are additional options.

Some favorite local eateries: For breakfast and lunch, try Calico Cupboard Café in Anacortes, LaConnor, and Mount Vernon. Read the menu while you're waiting to be seated—huge menu, huge servings, lots of farm-to-table goodness. For lunch or dinner, reading A'Town Bistro's menu will make your mouth water, and the food itself is sinfully original and expertly presented.

On the west side of town there are 2800 acres of the Anacortes Community Forest Lands which include 50 miles of multiple use trails, two lakes, wetlands, and meadows. Anacortes also has a Maritime Heritage Center just north of the W.T. Preston paddlewheel snagboat, a National Historic Landmark. The boat was used to remove natural debris and logjams that interfered with navigation on area rivers. On 8th Street the Anacortes Museum is housed in an original Carnegie Library Building. And you can download a walking tour guide to historic buildings.

You may want to spend half a day circling the island and deciding what you'd like to visit in more depth on Fidalgo for the next day or two. Then it's time to head to the ferries and to captivating Orcas Island.

The ferry terminal is on Fidalgo's northwest shore via 12th Street, then left

Looking west from Cap Sante State Park is Cap Sante Marina, northern Anacortes, and the San Juan Islands in the distance. It's a great place for both sunrise and sunset, and you can drive to the top.



Anacortes on Fidalgo Island has about 17,000 residents and a long, bustling street rightfully named Commercial Avenue. The last few northern blocks have many attractions for visitors.



one of the two finest viewpoints in all the San Juans. Sunrises and sunsets viewed from Mt. Erie are glorious. Photograph Mt. Baker, the Cascade Range, many San Juan Islands, and the Salish Sea. Hikers, rock climbers, hang gliders, photographers, and romantics love the place.

Continue north after descending the mountain. Heart Lake Road will quickly take you to trailheads for Sugarloaf Mountain (659-ft. elevation gain,) and

rying around the San Juans, so stock up!

Of course the Anglos that settled Anacortes were not the first Fidalgo Island residents. The Samish, Swinomish, and other Salish peoples had cedar longhouse settlements on neighboring Guemes and Samish Islands. Fidalgo was part of the lands where for centuries the first peoples gleaned camas roots, many berry species, and other native plants. Shellfish, deer, bear, elk, waterfowl, and fish were skillful-



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for about two miles. Make your reservation several weeks in advance during summer and fall to minimize waiting in long lines at the terminal. Ferry tickets are for round trips. If you prefer being more flexible about your San Juans visit, Washington State Ferries does save some spaces for last-minute arrivals, but you should call in advance and show up early for the

Orcas—A Touch of Bygone Days

Getting off the ferry at the hamlet of Orcas and heading northeast toward the

You can come in your motorhome to West Side Beach Resort and friends or family can rent cottages, cabins, and tent cabins. Book facilities well in advance.



The Orcas Island Artworks gallery and Catkin Café share a building that was once a strawberry packing plant on the highway to Olga. The art is quite sophisticated and so is the café menu.



village of East Sound feels like a time/space warp. Two-lane Orcas Road stair-steps around ranch boundaries or section markers, as was customary when roads were created years ago. Many structures also date from those times. The main street of the island's biggest village, East-sound, looks much the same as decades ago except that essential businesses, now a block or two off Main Street, were replaced with attractive galleries and shops. Orcas is strong in the arts, with an em-

phesis in pottery studios that dates back for decades. orcasislandchamber.com/web-category/category/the-arts/ And as

departures. Once aboard, go upstairs to the large enclosed viewing deck, or step outside front or back to enjoy panoramic views of islands, whales, birds, seals, kayaks, and boats. Mount Baker's glistening glaciers frequently dominate views of the Cascade Range to the east. The café onboard offers chowders, soups, and snacks to tide you over until you get to an island.

thal blow in 1791 when Mexican Viceroy Juan Vicente de Güemes Padilla Horcasitas y Aguayo sent an expedition led by Francisco Eliza to explore the Straits of Juan de Fuca. They were searching for an ocean passage to the Atlantic Ocean. Several local places bear parts of the viceroy's name, such as *Orcas* (from *Horcasitas*), *San Juan* and *Guemes* islands, and *Padilla* Bay. A base at Nootka Sound on Vancouver Island had been established by previous explorers, who also brought smallpox. By 1793 Captain George Vancouver's journal (the British were hastening to claim the San Juan Islands region) notes:

"In our different excursions, particularly those in the neighborhood of Port Discovery, the skulls, limbs, ribs, and backbones, or some other vestiges of the human body, were found in many places promiscuously scattered about the beach, in great numbers. Similar relics were also frequently met with during our survey in the boats; and I was informed by the officers, that in their several perambulations, the like appearances had presented themselves so repeatedly, and in such abundance, as to produce an idea that the environs of Port Discovery were a general cemetery for the whole of the surrounding country."

The Hudson's Bay Company established Fort Camosun on Vancouver Island in 1843, and began extensively trapping valuable fur-bearing animals, reducing protein supplies for native tribes. In 1846 the Oregon Treaty established boundaries between U.S. and British land claims, but the border in the San Juan Islands was unclear, and native presence wasn't a consideration. After a dispute instigated by the shooting of a pig, the boundary matter was settled by arbitration. More about that when we visit San Juan Island.

The Orcas Island Lummi population was already decimated when tribes from farther north raided in 1858. Massacre Bay, Victim Island, and Skull Island in West Sound were named because of the carnage of local tribes. The 1849 California Gold Rush and the 1858 Fraser River Gold Rush in British Columbia brought a wave of settlers to Orcas and other islands. Agriculture and orcharding sprang

up and were Orcas's economic base for several decades. Timber from cleared woods and homesteads was used to fire kilns for processing lime from Orcas's mineral outcroppings. The mined lime was used for concrete for burgeoning West Coast cities. Crate-makers supplied lime-shipping boxes. Lime-based industries waned in the 1930s.

Settlers enjoyed rowing up to Eastsound for picnics. The island had nine post offices serving 1,100 people by 1910. Competition from irrigated farms on Washington's mainland gradually diminished agricultural profits. Several islanders began luring tourists by opening tent cabins, rental rooms, hotels, and resorts.

Entrepreneur homesteader William E. Sutherland built the Orcas Hotel, plus a store, warehouse, and dock for freighters and steamship passengers. Some hotel guests simply camped on its lawn. In summer they were rowed across East Sound to climb Mount Constitution while a wagon of picnic fare was driven overland to Mt. Constitution's 2409-ft. summit. Tourism, over succeeding decades, became Orcas's bedrock economic engine.

The shape of Orcas Island is described as a pair of saddlebags. Between the bags, instead of a horse, is the fjord-like East Sound. Today the ferry dock is at the bottom of the west saddlebag. Drop off your motorhome at West Beach Resort so you can enjoy Orcas's narrow roads in your tow car. From the ferry, take the Crow Valley route along Turtleback Mountain's east side to West Beach Resort. It's the only place with RV-sized campsites on the island. This nostalgic, much-loved grassy 1938 seaside resort has cabins, tent cabins, and a big tree-rimmed RV campground with 30 amps and water. Enjoy the beach, fishing dock, rental motor boats, personal seacraft, crab pots, fishing poles, and salmon nets. The resort's store has some groceries, ice cream, drinks, and more. Vivid sunsets are a frequent, jaw-dropping bonus. There are only 10 RV sites with hookups. westbeachresort.com/rv

Three doors up from Main Street in Eastsound is the log cabin and 10' tall carved bird of the Orcas Island Histori-

cal Museum. Displays include historical artifacts, 2,000 photographs, Native American tools and textiles, and the 14,000-year-old skull of a long-horned *Bison Antiquus*. Main Street has shops, galleries, lodging, and dining. Driving east on Main Street, the name changes to Crescent Beach Drive right where Crescent Beach Preserve offers hiking, a public beach, and kayak rentals. South of Crescent Beach begins a section of Orcas Island where a pioneer man made a huge

and beneficial mark in the island's eventual character and appeal.

In 1905, an ailing Seattle shipbuilding magnate and two-term mayor, Robert Moran, visited Orcas Island. Moran had met environmentalist John Muir in Alaska, and was influenced by Muir's passion to preserve wild lands. Moran decided to move his family to Orcas's stress-free beauty. The gracious 54-room residence Moran built is now the National Historic Register's Rosario Resort, a beachside

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Mount Constitution in Orcas Island's Moran State Park has a CCC-built stone viewing tower with this stellar juxtaposition of the volcano, the Cascade Range foothills, and the San Juans.



Six original cabins were utilized in creating the Orcas Island Historical Museum. Look at the diverse exhibits and listen to their Presenting Orcas Voices oral history recordings.



From mid-June to mid-September there are Saturday organ and piano concerts at 4 p.m., in the Rosario music room, free to the public. The Aeolian organ has 1,972 pipes. A silent film is shown and hotel stories are told.



authentic Craftsman masterpiece that is open to the public. Moran slowly bought up acres of properties in the Mount Constitution area. It took years for the new Washington State Parks Department to

accept his gift of 2,731 acres for Moran State Park. Moran added 1,000 acres, while also funding park roads and bridges. From 1933 to 1941 the Civilian Conservation Corps built campgrounds and a

lodge. Wild and magnificent, Moran State Park now encompasses over 5,000 acres.

You'll arrive at Moran's historic mansion before the state park. Travel 5.6 miles south on Olga Road, then turn right to Rosario Resort & Spa. Now on the National Historic Register, it has 54-rooms. You can walk around inside and out, imagining life 100 years ago. Dine there for any meal. Where else will you ever savor rabbit/rapini/rhubarb with polenta for dinner? rosarioresort.com/.

Beyond Rosario, go 2.6 miles to 5,252-acre Moran State Park and Mount Constitution. There is much to experience here. The park has five lakes, 38 miles of trails, birds, and wildlife, and covered picnic shelters. Enjoy spectacular views of Mt. Baker and the San Juan Islands atop Mt. Constitution. Vehicle length restrictions apply. There are several trails to the top for hearty hikers. Beyond Moran Park, Orcas Island Artworks/Catkin Café in Olga excels in both artwork and food. The hamlet of Olga has the Olga Pottery studio, an artists co-op, and a history tour on summer Wednesdays at 2:30 p.m.

Orcas Island's west coast has two pottery studios that are part of August's Orcas Island Artists Studio Tour. orcasartistsstudiotour.com/artists Hike 1519-ft. Turtleback Mountain's eight miles



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of trails with great views. Visit Deer Harbor for whale-watching, day sailing, sunset cruises, fish-and-chips, Lopez Island ice cream, and a sunny beach. Enjoy the Deer Harbor Wooden Boat show Sept. 3rd and 4th. You'll find seaplane connections to Seattle, boat rentals, and kayak tours. Enjoy a special dinner at Deer Harbor Inn Restaurant. Finish this island's tour near the ferry terminal at Orcas Hotel's Café or its sophisticated Octavia's Bistro.

San Juan – A Whale of an Island

If you time it right, the very short ferry ride to San Juan Island from Orcas can be almost mystical. Schedule your trip on a calm, clear night with a full moon. You'll think you're gliding on air as the ferry gently follows the moon's silvery water path toward a low constellation of lights that slowly become Friday Harbor. The experience is unforgettable.

Yes, you can bring your motorhome to San Juan, as you can drive the island in a day at a leisurely pace, stopping in many places, then returning eastbound by a late ferry. Or you can bring your tow vehicle, leaving your coach on Orcas. Ferry foot-passengers can take a Friday Harbor Jolly Trolley tour that makes 20-minute stops at all major San Juan attractions. There are also sightseeing tours by Bob's Taxi & Tours, and rental cars and mopeds in Friday Harbor.

Friday Harbor was named for a Hawaiian man, Paolima, which translates as Friday. He was a Hudson's Bay Company sheep herder. A ship seeking moorage in the harbor hailed Paolima, asking the name of the harbor. Thinking they wanted his name, he responded "Friday." The name got around the shipping community as Friday's Harbor, now the seat of San Juan County. Addresses for the entire island use the Friday Harbor name.

San Juan Island's pre-history is similar to Fidalgo and Orcas. Historically the British had a camp on the island's northwest coast, and the Americans on the southeast coast. Both claimed the island. The Oregon Treaty of 1856 was unclear about the islands' ownership, and the forts remained peaceful until a British-owned pig

Sunrise, sunset, and traveling under a full moon are especially enchanting while weaving in and out of the San Juan Islands on a Washington State Ferry. The route is designated a Washington State Scenic Byway.



In Friday Harbor it's fun to walk on the wood piers where dozens of boats are moored. The marina can handle over 150 boats up to 150 foot yachts. There's a waterfront park where you can sit and watch harbor activity.



At this lighthouse in Lime Kiln Point State Park you'll enjoy excellent land-based whale watching. Orca, humpback, gray and meinke whales—and birds—spring through fall. Visit Lime Kiln Interpretive Center's exhibits about whales and the lime kiln.



Orca whales often propel their bodies into the air. This may permit inhaling dryer air, or it may be to communicate with sound when their bodies and flukes slam back down. Sometimes it may just be playfulness!



PHOTO COURTESY OF CAPT. HOBBS SANJUANISLANDWHALES.COM

got loose, destroying an American potato field. An American shot the pig, starting the so-called Pig War. Ultimately Wilhelm I of Germany arbitrated the dispute, ruling that the Islands were American.

Today there is a wealth of restaurants, cafes, and pubs in Friday Harbor, and also at picturesque Roche Harbor Resort on the northeast coast. The resort has McMillin's fine dining, Lime Kiln Café for breakfasts and lunches, and Beechtree's Starbucks for coffees, pastries, and local ice creams. May through September the resort's Madrona restaurant offers cocktails, wine, beer, and some great bistro fare. At the resort, stroll around, shop, and visit the original lime kilns near the pier. You can book whale-watching trips and rent kayaks and stand-up paddleboards at the resort. There are many connected hiking trails within and around the resort, from woods to seaside and lake-side. Climb 650-ft. Young Hill or 450-ft. Mitchell Hill. rocheharbor.com/sites/default/files/rh_highlands_map.pdf South of Roche Harbor is the English Camp unit of San Juan Island National Historical Park. Military housing surrounds a parade ground, interesting exhibits about British naval life on the frontier, and in late July, a 3-day costumed historical re-enactment called Encampment.

Other than the resort, there are just two island eateries outside of Friday Harbor. Duck Soup Inn is near Roche Harbor Road between the resort and Friday Harbor. Bon Appetit magazine labeled Duck Soup Inn "To Heaven by Ferry Boat." Much more casual is Red Checkered Picnics's stand, where food is all hand-made. It is by Lime Kiln Point State Park so you can picnic while watching for whales from the park's woodsy 40 acres. There is an old lime kiln, 1.6 miles of trails, a picturesque little light house, and the best land-based whale watching in the world. May through October you might see orca, humpback, meinke, or gray whales.

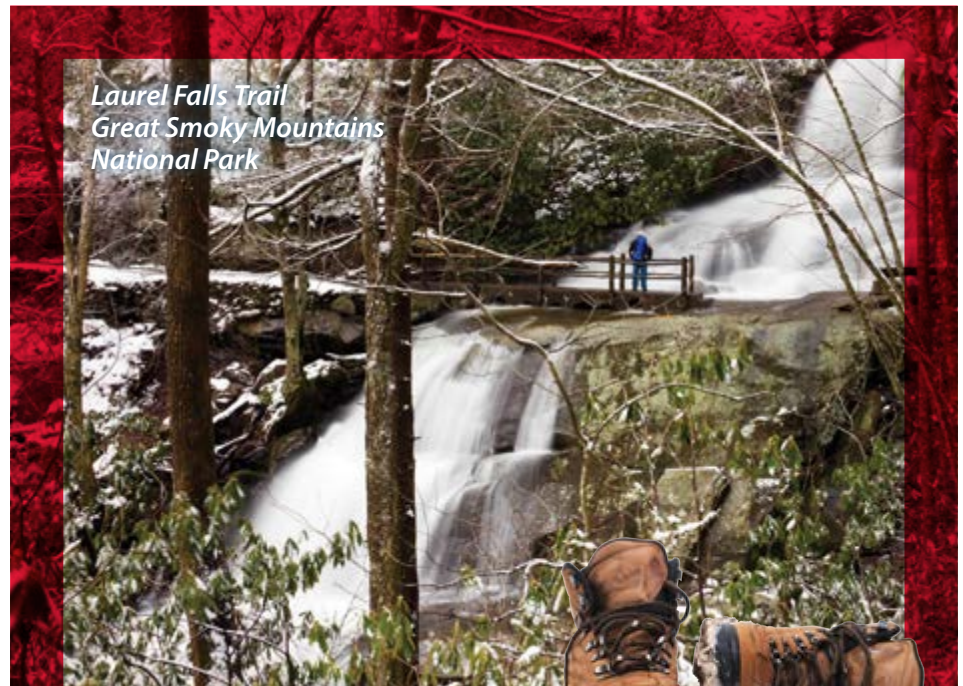
San Juan Island lists some 200 bird species. Both units of San Juan National Historic Park have mixes of important avian habitats. Pileated woodpeckers are common, as are pigeon guillemots,

rhinoceros auklets, and the Northwestern crow. For pelagic birds, take a Friday Harbor 3-4 hour birding boat tour. sanjuansafaris.com/boat-tours/birding

West Side Road runs south from Roche Harbor. South of Lime Kiln Point it has several roadside parking areas where you'll often see whales. As the road curves east it becomes Bailer Hill Road. On Mac Ginite Road turn south to visit Paula West Pottery. Next, from Bailer Hill Road take Wold Road a half mile north

to Pelindaba Lavender, a fragrant and fascinating farm. At their Visitor Center learn about their history and their field-to-products on-site manufacturing. Take a farm tour May through September and inhale 50 varieties of lavender. Their annual Lavender Festival is July 21-22, 2018.

The National Historical Park's American Camp Unit is on the southeast peninsula. Summer weekend ranger walks bring the outpost to life during American Camp's 1859 to 1879 occupation.



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Return to Friday Harbor and visit the Whale Museum's life-size exhibits. Shop, dine, and stroll the waterfront north of the ferry terminal. Every type of recreational charter, rental, or tour company is close by. Dining options are numerous. Cynthia's at 65 Nichols Street has original, fresh menu items at breakfast, lunch, and weekend dinners. Downriggers at 10 Front Street has luscious lunches, dinners, and cocktails, with eye-candy close-up harbor views.

A Peek at Lopez Island

If you love art or bicycling, pastoral Lopez Island has events you'll enjoy. In April, 900 bicyclists visit for the non-competitive Tour de Lopez with marked routes from

3.1 to 31 miles long. Enjoy festive evenings with music, food, and beer. On Labor Day weekend a self-guided Open Studios tour visits 19 art studios. Lopez makes a good day trip from Anacortes. Only a few of Lopez Island Resort's RV campsites have electricity, and water is located nearby.

Whidbey Island Highlights

Deception Pass Bridge between Fidalgo and Whidbey Islands is a must-see. Park safely at the south end of the bridge, then take the parking lot's north end trail for sweeping views north, east, and west. Better yet, reserve one of 102 campsites with utilities. parks.state.wa.us/DocumentCenter/View/1860/Deception-Pass-State-Park-camping The diversity of things to do here merits your time. Whidbey Island's Oak Harbor has a unique PBY Naval Air Museum which includes interactive displays. From July 18–22, 2018, watch a sailing regatta, and the Labor Day Oak Harbor Music Festival has 30 live bands—for free!

Instead of Hwy 20, take West Scenic Road south to tiny Coupeville. Mt. Baker

may be visible beyond the tethered rafts of Penn Cove Shellfish, a major producer of high quality oysters, mussels, and clams. In charming, scenic Coupeville, you'll be in shellfish heaven at Front Street Grill. Among other offerings are mussels in your choice of six exquisite broths. There are other great dining options on the street. Whidbey Allied Artists has five shows July through September in the Coupeville Recreation Hall. Coupeville's Tour de Whidbey bicycle tour on August 18, 2018, has 10, 33, 67, and 162 mile circuits.

If you're hooked on the Washington State Ferries by this time, just west of Coupeville is the Port Townsend ferry to the Olympic Peninsula. Or meander south to Clinton for the ferry to Mukilteo just north of Seattle.

When your trip is over, you may happily conclude that the San Juan Islands are a real-life magical ferryland you can return to anytime—without the uncertainties of wishing on a star! **RIS**

This is Suzanne Clemenz's fourth feature for *Roughing It Smoothly*. She makes her home in Sedona, AZ. *Discover the Wonders of Sedona* is her most recent book.



Boats daily thread their way through the whirlpools under 180-ft. high Deception Pass Bridge. The bridge opened in July 1935 and is 1,487-ft. long, with a short span and a long span. It connects Whidbey and Fidalgo Islands.

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Text by Fred Thompson

Most of our readers may read this story's sub-title and think, "What an unlikely combination!"

"Not so," said a TMH supervisor. "Bob Tiffin can spot talent a mile away without binoculars."

Bob has been collecting antique automobiles for more than 30 years. He has been a member of the Antique Automobile Club of America for almost that long. His two passions are Packards from the Depression Era and the 1957 Fairlane 500 Skyliner. Northern California and the Napa Valley for many years have been favorite summer destinations for

Bob and Judy Tiffin: for Judy, a number of towns that sponsor quilting shows, and for Bob, opportunities to inspect antique cars at shows and make visits to talk with restoration specialists.

"Bob was friends with Gerry Wuichet who taught me how to paint cars," Martin began. "In 2002, he brought Bob by to see me when I was in Napa and we talked shop for a while. As we parted, Bob said, 'I like your work and maybe we can do something together soon.'"

Martin Hveem, 51, is a California native, born in Fresno. He graduated from high school in Red Bluff, just 30 miles from Redding where his shop is located today.

"My career really began when I met two retirees from the Mare Island Naval Yard in Vallejo, Jerry Redman and John Staray, who had a small auto repair shop in Napa that spe-



cialized in British sports cars," Martin continued. "We did repairs and full restorations on MGs, Austin Healeys, Triumphs, and Jaguars. I was 26 in 1992 when I bought their business. The two partners continued to be involved until 2001. As word spread about my new company, we did more detailed work and began frame-off restorations."

During the last week of June 1992, Addie Harold invited Martin to a weekend party at a family beach house. She also included Lorraine Scheffer, a good friend in the apartment complex where

they both lived. Lorraine and Martin hit it off from the beginning of the party, but they left without exchanging phone numbers. After that problem was remedied, they had their first date in August. The couple married two years later in August 1994.

"When we first met in 1992, Martin and Jerry were working in a dirt floor barn with the sun shining through the roof," Lorraine laughed. "They called the business Martin's British Car Service. In February 1996 we changed the name of the company to Napa Valley Auto Restorations. We had Andrea in 1995, but I continued to help in the office as the receptionist."

Some of Martin's early success projects included a 1949 MG TC, probably America's favorite foreign sports car, a 1955 Austin Healey 100M, a LeMans racing car,



three versions of the 1957 Triumph TR3, and probably 20 MG TCs and MG TBs.

"We began doing American cars in late 2001 after we moved our shop to Red Bluff. In August 2003, we changed the name to Martin Hveem Automobile Restorations," Martin said. "Our first American car was a 1932 Packard 12 Sport Phaeton. In 2003 Bob brought a Packard to me for painting only and he was pleased with our work. For other owners, we did frame-off restorations on a 1934 Packard Sport Phaeton, a 1933 Packard Convertible Coupe, 1939 and 1940 Packard Station Wagons (Woodies), and a 1952 Allard (English with a Caddy engine).

"The first frame-off restoration that I did for Bob was a 1957 Fairlane 500 Skyliner, a retractable that has become very popular with collectors," Martin noted (Bob features this car in his column, page 4). "We just completed a frame-off restoration of a 1957 Cadillac Eldorado Barritz for him."

Martin's frame-off restorations of American cars have won several awards. "Our complete restoration of a 1933 Chrysler Imperial CL won a prize at Pebble Beach Concours d'Elegance. It is the ultimate Concours show. A 1934 Cadillac V-16 was probably the most valuable car we have had in the shop."

In 2014 Martin moved his shop to Redding to take

At left: Bob Tiffin and Martin Hveem visited at Martin's facility the first week of July. *Above l-r:* Rob Emge, David Snyder, Dallas Myers, Westley Johnson, Russ Nelson, Don Massie, Martin and Lorraine Hveem, Bill Wilson, Fox Charroin, Nick Vincent, and Mark Span. This picture was taken soon after the team had finished working on a 2018 Phaeton 40IH. They recently completed the restoration of Bob Tiffin's 1957 Cadillac Eldorado Barritz. ♦ Rob is retired but continues to work part-time. David is a motorhome technician. Dallas is an apprentice in automobile restoration. Westley specializes in the acquisition of restoration parts. Russ is a journeyman restoration technician. Don is a journeyman in body work. Bill is a journeyman automotive painter. Fox attends high school and works part-time. Nick handles body work and is a paint technician. Mark is the company's motorhome service manager.

advantage of a more central location where he has access to more vendors. "We are in a larger building here that we bought from another restoration company," Martin explained. "They built a new facility next door, but we are not in competition since we do different kinds of cars."

In his Redding shop, Martin can do six frame-off restorations at one time. The work basically requires standard shop equipment: drill press, lathe, band saw, metal working tools, sanding and assembly areas, and a clean mechanical area. The company also acquired a storage area where they do the preliminary work on restorations.

"We are always full. I have had a packed shop since I started my business," Martin said. "It slowed a bit after 9/11, but it filled back up when we moved to Red Bluff."



From top: A 1959 Ford Fairlane 500 Skyliner undergoing a full frame-off restoration. ♦ A 1938 Packard Super 8, four door before paint. The car has just received a full bare metal respray. Next comes a sealer, three heavy coats paint, followed by wet sanding and polishing. ♦ Don is sanding the hood of a 1932 Chrysler Imperial. Sitting next to him is a 1960 MGA Coupe ready for painting. *Opposite page:* Lorraine has been managing the office since she and Martin married in 1994.

I had to hire more people as I assessed the demand for restoring antique automobiles. We now have nine in restoration work. I try to find well-trained, skilled, professional technicians. Currently, we have one apprentice. Painting, of course, is a multiple step process. We have a good painter and polisher. We also have a very good mechanic. We assemble engines here, but we send out the machine work. Often parts for antique cars are not available. Sometimes we get the parts we need from a third party or make copies from our own drawings and measurements.”

It usually takes two years to do a full frame-off restoration. Owners stop in to check the progress on their cars. They receive biweekly reports with pictures and detailed explanations.

“The exciting part of our business is the final delivery to the owner,” Martin said. “The owner will come to the shop and accept it after a test drive to his satisfaction. We sometimes deliver it to a car show while it is fresh and then do the test drive and acceptance after the show. This year we incorporated and changed the name of the company to Martin Hveem Restoration & Coaches, Inc.”

Over the 26 years he has been in business, Martin has performed work for approximately 200 owners. About 60 of his clients have requested full frame-off restorations.

“I have done restoration work for Bob for over 13 years,” Martin said, as he began to explain his new business. “Every time he came to visit he would ask questions about the possibility of my company working on Tiffin motorhomes. We talked about the success of Connecticut Motor Cars and Coaches and I agreed to call Donald and Maureen Mikolajcik. After my talks with Donald and Maureen, I went to Red Bay for a week of immersion in how motorhomes are built and serviced. Almost to my surprise,” he continued, “I decided in March 2017 to begin offering warranty service for repairs only to the coach. We have very good Freightliner chassis and Cummins engine service nearby.

“Getting up to speed was a baptism of fire,” Martin admitted. “It was new and different, but I knew we could do it with our existing skills. We needed three technicians who were jack-of-all trades to do the repairs on the electronic systems throughout the coach and the Spyder Controls equipment, as well as other skills that were specific to Tiffin coaches. I added a gantry crane, taller ladders, lifts, scaffolding, and more woodworking equipment. We already had experience in fiberglass and top quality painting.

“I wanted people who could service Tiffin motor-

homes with the same integrity and quality we provide for restorations. This approach made it practical for us to move people back and forth between automobile restoration and motorhomes,” he said.

Bob began making referrals and sending owners in the western fourth of the U.S. to Redding, California. “We are getting owners from Montana, Washington, Oregon, California, Nevada, Arizona, and Colorado.


“I just want Tiffin owners to know that we offer a very high level of service and are dedicated to doing only Tiffin coaches,” Martin emphasized. “This exclusivity allows us to focus our training completely on Tiffin motorhomes. We usually have three to six Tiffins in the shop and we have had up to eight at one time. We have two indoor bays and several outside locations set up for service work.

“We can repair anything ‘in the box’ that Tiffin builds,” he said. “That includes all components in the coach, electrical, plumbing, slide-out repairs, plus windshields and tile floor replacements. Diagnosis of slide-out problems had a learning curve, but we have conquered that, too.”

When Bob approached Martin again in 2016 to do warranty service and repairs, Martin realized he could not manage both sections of his company. He reached deep into his long-term relationships and asked Mark Span to be his general service manager. Close friends from their high school days in Red Bluff, Mark had over 20 years experience in the grocery industry, focusing on customer service and other management positions. In 2012 he launched a second career as an insurance broker.

“Martin and I made a trip to Red Bay in October 2016 to check out Tiffin’s manufacturing and service center,” Mark began. “Tiffin Motorhomes’ operations in both production and customer service are impressive. When Martin decided to add motorhome warranty service and repair to his business in December 2016, I agreed to accept his offer to become general service manager. My previous management positions allowed me to develop a good sense of customer service. I always enjoyed taking care of our customers and solving problems,” Mark said.

“Our Tiffin customers are very happy they have a place on the west coast where they can receive our personal service for warranty work,” Mark said. “They also seem to be pleased with our repairs that are not covered by warranty.”

Tiffin’s west coast owners, or those owners who are traveling in the western states, can make appointments for service by calling Mark at (530) 736-6005. You can email him at mark@martinhveem.com. The company is located at 1526 Charles Drive, Redding, CA 96003. 



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A Commitment to Volunteer Service

A STORY OF TWO HEARTS WITH THE SAME GOAL IN LIFE

by Fred Thompson



professional singles group for Christians. Our purpose on this trip was to make the school's physical plant more habitable and functional. My dad was a carpenter and I picked up some of those skills when I worked with him while growing up. When volunteering, Arlene often provides her communications skills in signing for the deaf, but she is always happy doing laundry or working in the kitchen preparing and serving meals."

Both have children and had experienced marriages that did not turn out well. Repurposing her life began for Arlene long before she met Richard. "I started my family soon after high school, a daughter and a son," she began. "We always had three foster children in our home. Over the years, we had a total of 12 foster children."

Since attending college had to be put on the back burner while the children were young, Arlene was in her thirties before she began working on a new goal. "My grandfather was totally deaf," she explained. "When I was little, he would walk with me to the corner grocery to get a treat or to the train tracks in town to watch a train go past. Even though we could not communicate naturally, I knew he loved me and I loved him."

Those reflections led Arlene to attend Gallaudet University in Washington, D.C. that offers the leading program in the U.S. for deaf studies. She continued her studies in American sign language at California State University, Northridge. CSUN is home to the National Center on Deafness. The university hosts the International Conference on Technology and Persons with Disabilities, which is held each year in Northridge. She expanded her studies to include mental health and medical health interpreting at St. Catherine University in Minneapolis.

"I discovered that American language is truly a language in itself," Arlene said. "The differences involve grammar and linguistics, the same differences that we identify in spoken languages. My studies, experience, and practice led me to apply for certification in medical and legal interpreting. Granted by the National Registry of Interpreters for the Deaf (NRID), the certification requires extensive training and evaluation."

The NRID provides certified interpreters for major political, medical, and educational events and meetings. Arlene has interpreted for Ronald Reagan, Hilary Clinton, Ross Perot, and Arnold Schwarzenegger, among many others. She coordinated and

While most seniors are focusing on turning the pace back a couple of notches as they approach their retirement years, Arlene and Richard Noteman have pulled the throttle out to run full speed ahead. Now in their seventies, the Notemans surprise friends with an energy and excitement committed to volunteer service throughout the U.S.

"We met in 1998 on a missionary trip to volunteer our services to a school for deaf children in Mexico," Richard began. "We were both members in Sacramento of an interdenominational

hired signing interpreters for several Billy Graham Crusades.

From 1982 to 1988, Arlene interpreted for Dee Follette, a woman who lost her sight at the age of two and her hearing six years later due to having spinal meningitis. "I met Ms. Follette at California State University in Sacramento while I was employed there in the 1980s," Arlene said. "Dee earned a bachelor's degree from Cal State. We traveled the world together as she helped others who had similar disabilities."

Arlene worked with four camps for deaf-blind and blind-deaf

children in Napa, California during the 1980s. "There is a major difference in the communications problems with a person who becomes deaf first, or who is born deaf, and then loses his sight, than with a person who first loses his sight and subsequently his hearing," she explained. "The latter circumstances are usually more difficult for an impaired person. We had both types of people with sequential impairments in our summer camps. It was very rewarding to see their progress in communications and learning abilities, and to see them so happy being with other



Opposite page: While they were back for a service appointment in June, Arlene and Richard organized potlucks and parties in the customer lounge at the Allegro campground. Above: While volunteering at Silver Lake Camp, the serving line crew wears funny hats that they swap every day to keep the kids laughing (Arlene wearing red hat). Left: Characteristic of her jump-in-and-help nature, Arlene grabbed a broom to sweep up one of the stations on the assembly line while they were watching their motorhome being built. Right: Arlene seems undaunted by all the laundry at the close of the camp. Richard was behind the camera, but his specialties in volunteer service are carpentry and electrical.

impaired children as they enjoyed swimming, horseback riding, dances, and playing bingo."

After meeting Arlene through the Christian singles group, Richard was smitten. They became good friends, but Arlene's earlier marital experience made her very wary of the possibility of another serious relationship. Richard had enjoyed a career working for a company that designed and built AM-FM transmitters. He also was rewarded with the success of a second business in rental properties. With his career moving in the right direction,



After a trip in May to visit her sister in New York, Arlene and Richard returned to Red Bay via the Shenandoah Valley in Virginia, with a two-day stop at Natural Bridge and the Virginia Safari Park.

he began thinking about rebuilding his social relationships which led to his associations in the Christian singles group.

Richard was not to be ignored, Arlene recalled. “I was working as a court interpreter on the third floor of a California state building in Sacramento one afternoon when I happened to glance out the window overlooking the parking lot,” she smiled. “I could see Richard driving around the parking lot. I watched until he found my car and left a rosebud with a sweet note under the windshield wiper.”

“I operated the audio equipment in our church,” Richard explained. “Arlene was signing for the deaf, so we continued to see

each other regularly in church and began dating. Over the next five years I asked her several times to marry me, but the answer was always ‘No.’ Finally, after I thought she was ready to give me the answer I wanted to hear, I decided to ask her during one of our church services on a Sunday. Behind the scenes while the church service was still going on, I was walking around with a mic in my hand, moving my lips, practicing the words under my breath. I had about 30 minutes to get used to the idea of asking her to marry me in front of the whole congregation.

“When the pastor asked if there were any announcements at the end of the service, I went to the front, clicked on the mic, and asked Arlene if she would join me on the stage for an announcement,” Richard continued. “As she arrived next to me, I told her how special she is to me as I went down on one knee and said, ‘Arlene, will you marry me?’ To my relief, she answered immediately, ‘I would love to marry you!’ With a dozen red roses in one hand and an engagement ring in the other, I hugged her and put the ring on her finger while the congregation rose to their feet in applause. (Arlene thought to herself, “What have I said?”)

It had been six years since they first met on the missionary trip to Mexico. We asked Arlene, “What attracted you to Richard and produced a ‘Yes’ instead of a ‘No’?” Her answer was really quite simple. “His complete honesty, his compassion for those in need, and his kindness to everyone.”

“We knew we wanted to spend all of our remaining healthy years volunteering,” Richard said. “Arlene is now the Director of Deaf Ministries at the Church of God in Yuba City. She teaches the Bible study classes for our deaf members when we are not traveling or volunteering elsewhere.”

“We applied to the Mission America Placement Services (MAPS), a service outreach operated by the Assemblies of God,” Arlene continued. “They are very careful in selecting applicants for service. You do not have to be a member of an Assembly of God congregation, but you must submit a letter of recommendation from your pastor, supply a financial statement, submit to a background check, and provide recommendations from friends.”

“We get an email every week from MAPS offering opportunities for service throughout the U.S. Members can check the skills sought by various groups and decide if they are a good fit,” Richard said, handing me a copy of the last email. “Our favorite place to volunteer over the last six years is Silver Lake Camp at Medical Lake, Washington. Whenever we help serve meals, Arlene wears crazy hats. The campers love it and really look forward to seeing which hat she will wear next.”

Richard keeps busy working on the electrical systems, making sure repairs are completed, keeping the sprinkler system in operation, and taking on whatever needs fixing.

Arlene had been RVing in Class C motorhomes for several years before she met Richard. They decided a few months after tying the knot to trade the Class C on a National RV Dolphin. “We put it to good use fulfilling our commitments for volunteering. Arlene said that nothing could replace her Dolphin,” Richard related. “But then we visited an RV show in 2015 and

saw a 2016 Allegro RED 37PA. After her ‘oohs & aahs’ subsided, we bought the RED.”

The Notemans decided to make the long trip east to Red Bay in May 2016 to have some 1-year warranty work done on the RED. “While we were there, we took the factory tour and saw the new 2017 Allegro Bus 40AP on the Yellow Brick Road,” Arlene laughed. “Since we had barely owned the RED for a year, we resisted the urge to trade.”

“Later that Spring, we went to the Allegro Club Rally in Gillette, Wyoming and drove the 40AP and loved it!” Richard continued. “On November 17, 2017, we placed our order for the 40AP and made plans to go to Red Bay and see it built in February 2018.”

While they were in Red Bay, the Notemans received their monthly RVolunteer report listing job opportunities. A teenage camp in Odenville, Alabama, just north of Birmingham, got their attention and they decided to make the trip to Odenville for their shakedown cruise. After the camp, they returned to Red Bay to correct a few items on their punch list.


“While attending an impromptu social in the customer lounge at the Tiffin Service Center campground,” Arlene related, “I spoke with a man who mentioned his wife was in the motorhome because she was totally deaf and felt very awkward being in public gatherings. Being at the campground was a gloomy time for her because she was trapped in a world of total silence. After he learned about my professional skills, he ran to his motorhome and almost dragged his wife in her PJs to our gath-

ering. She was thrilled that she now had someone with whom she could communicate. We talked for an hour and then several times subsequently. She came out of her shell and was so happy. And it made me happy to see a fellow RVer smiling again.”

The Notemans left Red Bay again in early May for a spring-time trip to Pennsylvania and New York’s Hudson Valley to visit the Vanderbilt and Roosevelt mansions and Arlene’s sister in New York. RVers always have favorite places to recommend. In Pennsylvania, the Notemans “discovered” Shady Maple in East Earl. The farmers market and smorgasbord rated 5 stars in their book.

They chose I-85 through Virginia’s Shenandoah Valley as part of their return route back to Red Bay. “I love animals and the Virginia Safari Park at Natural Bridge ranks high as one my favorite places we have visited,” Arlene said.

Both Arlene and Richard voiced their feelings of security in knowing that TMH has the reputation for the best service in the industry. “The process of watching the build and meeting highly skilled technicians was very rewarding,” Richard said. “The techs in the service bays are so helpful and knowledgeable; they patiently answered our questions as they were getting our rig ‘ship shape’ and ready for the road. Meeting and chatting with Bob Tiffin and Danny Inman was delightful.”

“Our experiences in the Tiffin campground were wonderful,” Arlene continued. “We met so many fellow RVers whose friendships will provide blessings in years to come. They became dear friends whom we hope to meet again in our travels.” 



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Yes, Physical Therapy for Your Pets

by Dr. John Pilarczyk

Today many of our pets are recovering from some type of surgery or medical issues such as arthritis, back injuries, or disc problems in the back or neck. Such problems are often seen in the dachshund or cocker spaniel.

When neurological or orthopedic problems are diagnosed, a treatment protocol begins that may take a long period of time. Pain associated with the treatment can interfere with the outcome.

Pets that have been injured or are recovering from surgery can benefit from rehabilitation therapy. When conventional medicine or surgery falls short, rehab medicine can step in and offer ways of controlling pain and increasing mobility and healing.

Pets that can benefit from rehab medicine include those with joint injuries, pelvic injuries, degenerative joints, arthritis, and vascular problems.

Many older cats suffer from arthritis which often goes unnoticed by the owner because cats hide their pain easily. They may not jump up on the couch anymore or they may have problems using the litter box because of the arthritis pain.

I will try and explain some of the tools that are used in rehabilitative medicine. Owner cooperation and participation is a must for success in this endeavor as you may need to perform certain exercises with your dog or cat. Treatment is usually multi-modal, incorporating weight loss, medical treatment, exercise, and rehab therapy with your veterinarian.

One treatment modality most people are aware of is acupuncture which involves the use of needles to stimulate the body's nervous system. Acupuncture can be used to control pain after surgery or to treat chronic pain such as arthritis or back or joint pain.



Cryotherapy is the application of cold to decrease pain and inflammation by limiting swelling. This is the same as using cold packs on a joint or injury to help reduce pain.

Hydrotherapy is the use of a treadmill in a water bath to decrease weight bearing while exercising. This helps patients move more easily while increasing muscle strength and range of motion. This modality helps after knee or hip surgery.

Extracorporeal shock wave therapy delivers high energy pressure waves to a specific area of the body, causing the release of anti-inflammatory cells. This modality reduces pain and is used post-op in tendon surgeries or chronic arthritis.

Laser therapy, now available for our pets, helps reduce swelling and increases circulation to speed up healing and reduce pain.

Massage therapy can be used to ease contracted muscles and spasms. The use of passive exercises and massage helps increase range of motion and can be done at home with proper instruction.

Stem cell therapy has been used with much success in animals. Stem cells are harvested from the animal's fat and injected into the joint to help stimulate cartilage development or repair tendons.

Everyone has heard of ultrasound used

in diagnostics. The high frequency sound waves can also be used to help repair soft tissue injuries through increasing blood flow, reducing swelling, and improving range of motion.

Thermotherapy is another word for use of a heat pack. This can be applied to an affected area to stimulate circulation and relieve pain from arthritic conditions or muscle spasms.

As you can see, there are a variety of methods that can be used to ensure more success from surgery and other medical treatments. So if you notice your pet not recovering as fast as they should, consult with your doctor to determine if rehab might be the way to go.

Many of you may have had hip or knee replacements and disc surgery on your back or neck. You know how important physical therapy is to the outcome of your surgery. The same is true for your pet. Mother Nature seems to help animals heal faster than humans, but sometimes she could use a little help.

The veterinarian and veterinary nurse need to make an assessment to determine what modalities would be helpful, and how much rehab is needed. Most dogs and cats will accept rehab treatment once the amount of pain has been assessed and controlled. Above is a picture of a swimming pool used to rehabilitate dogs after orthopedic surgery. The picture was taken at the University of Florida on my tour of the veterinary school during "Vet a Visit", usually held in April. The veterinary school gives a great tour and is open to the public on Saturdays. They showcase all that is currently available in veterinary medicine. A tour of the school would be very informative for students who may be interested in a career in that field.

Happy travels, John and Kay

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Tiffin's Third Generation

BROCK, TRENT, AND LEIGH TIFFIN ARE NOT THIRD STRING PLAYERS

by Fred Thompson

Brock, Trent, and Leigh Tiffin are actively engaged in building their careers at Tiffin Motorhomes, bringing fresh talent to the stage of a family management team. This series begins with Brock, 23, and will follow with Trent, 24, and Leigh, 29. They each work in a different Tiffin manufacturing plant: Brock in Tiffin's central plant in Red Bay, Alabama; Trent in Tiffin's Wayfarer Class C plant in Winfield, Alabama; and Leigh in the company's fifth wheel plant at Burnsville, Mississippi.

Bob and Judy Tiffin have three sons: Tim, Van, and Lex. Tim's sons are Trent and Brock. Van is Leigh's father. Lex's son, Emmet, is still in elementary school, but one day may be the fourth member of the Third Generation family management team.

When he was 15, Brock began the first of six summers working in the warehouse at Tiffin's Red Bay facility. "Working in the warehouse was an introduction to how 'just-in-time' manufacturing really functions," Brock began. "In addition to the computerized organization of the storage of all the parts in every incoming truck shipment, we delivered multiple times each day the parts and components required at each work station on the assembly line. People initially becoming acquainted with 'just-in-time' production are truly amazed that thousands of parts and components can appear at the assembly line stations at the right time to enter the build process for a particular coach. This depends on accurate planning and well-managed supply lines."

After attending Mars Hill Bible School in Florence from the third grade through his sophomore year of high school, Brock graduated from Muscle Shoals High School and matriculated at the University of Alabama at Tuscaloosa in the Fall 2013 term. Having become an investor in the stock market during his junior year in high school, it did not surprise his family when he elected to study finance at the university's Culverhouse College of Business.

"Two of the best courses in the bachelor's degree program

Since their offices are not in the same building, Brock does not have many opportunities for a drop-in visit to see his dad. ♦ Brock and the planning department supervisor, Brenda Timbs, take a lighter moment from the detailed job of planning the manufacturing process of each Tiffin motorhome.

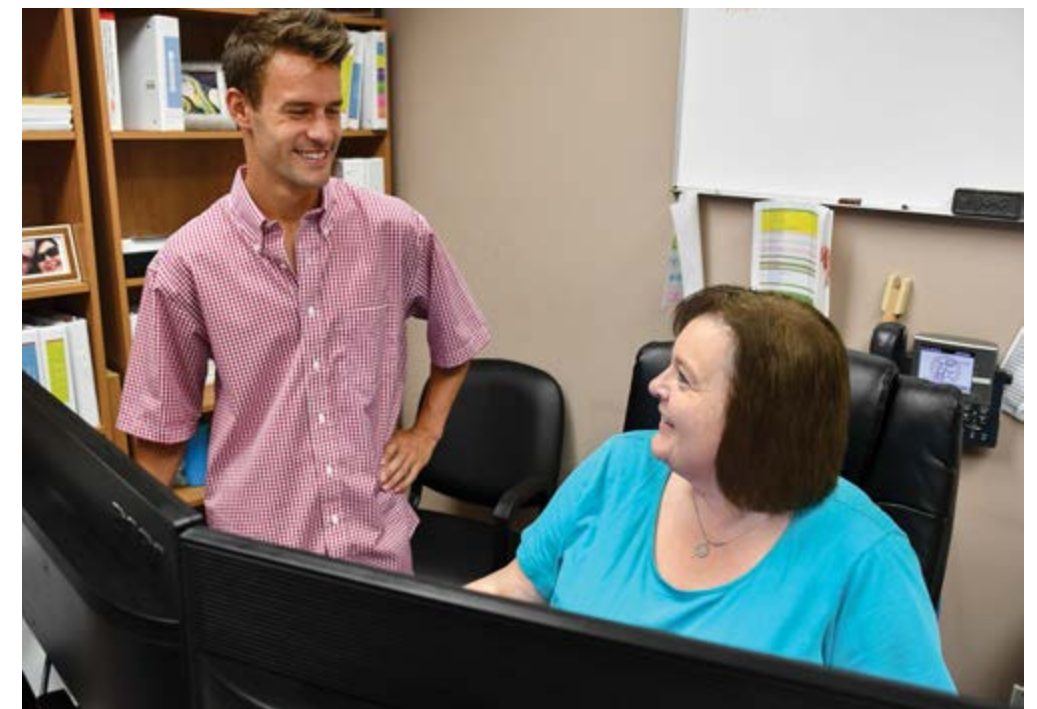
are MGT 300 and GBA 490 Case Studies," Brock said. "The 300 course focuses on communications within the company: constant improvement, never static, always evolving. The 490 course studies companies that have found a competitive advantage. If competitors, such as the tire industry, have a generic product, how do they differentiate themselves to succeed? There were also case studies of companies who adapt their product to a market. An interesting example is Tata Motors in India. In 2008, they bought Range Rover, originally a British company. In Europe and the U.S., the Range Rover sells for well over \$100K. They created a much lower priced model for the India market whose median household income is a fraction of that in Europe and the U.S. Interestingly, Tiffin's Allegro Breeze has been adapted with a right-side steering column and a left-side entrance to sell in the Australian and British markets."

"I have always been interested in capital markets," Brock continued. "In my junior and senior years, I secured an internship with the Merrill-Lynch Ashton Team in Princeton, New Jersey. The team serves as financial advisors to clients who invest in capital markets. One of my biggest interests continues to be keeping up with what is going on in the world economy. Every day after work I read a newsletter that highlights anything significant that has happened in the capital markets that day. I also read newsletters that speculate where the economy may be headed based on interest rates and the amount of credit individuals and companies are using—factors that could lead to a recession or a boom in the economy."

Brock is an avid reader of books by entrepreneurs who explain how they built a successful business. "An author who has my attention now

is Ray Dalio," he said. "Dalio's book, *Principles: Life & Work*, was published last year. As the chairman of Bridgewater Associates, the largest hedge fund in the world, Dalio encourages corporate officers and mid-level managers alike to have a sense of humility and introspection, an ability to open themselves to appreciate pointed criticism and use it to improve. After an epiphany caused by his top three lieutenants, he began to rethink how he approached people and began developing a culture inside his firm—a culture based on a series of 'principles' that place the idea of 'radical transparency' above virtually everything. Dalio understands the human brain better than any management writer I have ever read. Without your reading the book, this may sound like oversimplification. However, as workers, we can be divided into two groups: creative and unreliable, or, task driven but not creative. Of course, the goal is to blend our talents and improve our overall abilities. For me, *Principles* is a life-changing book."

Just two weeks after he earned his B.S. degree in finance, Brock



began his career at Tiffin Motorhomes in the IT department. “To understand how we build motorhomes, I had to thoroughly understand the SAP software that we use to run this company. Under Mike Pounders’ leadership, the IT department has applied this broad-based software to improve the functionality and integration of every department at Tiffin Motorhomes.”

After six months in IT, Brock moved to the planning department. “Every department uses SAP differently,” Brock explained. “From this position, I’m learning how the entire company functions departmentally. When I worked in the warehouse, my view of the overall corporate operation was from a micro level. In my present planning job, I see the overall operations at a macro level. It creates a whole new perspective.”

For each brand and floor plan, a Bill of Materials (BOM) is created. It is very structured to include all of the components and production materials in the system. The parts and components made by the five outlying plants are listed in the BOM.

“We created an SAP program for the Sales Department to process each motorhome order online,” Brock continued. “From each sales order and its corresponding BOM, the SAP program creates production directives to tell each department when to manufacture each part, component, or sub-assembly.”


Brock schedules the four production lines in the Red Bay assembly plant. Often based on feedback from Tim Massey, the general production manager, Brock puts each order in the opti-

mal sequence for each line to operate with the greatest possible efficiency. He also works closely with engineering. Some brands and/or floor plans are scheduled on the line that is most suited to handle them with respect to skill levels and specific equipment.

“We have found that the greater the efficiency in a production line, the higher the quality. There is a direct corollary, which in the long run means there will be fewer occasions a unit will come back in for warranty or general service,” Brock noted. “Occasionally when needed, we modify the BOM to create a better end result. This also requires flexibility of the skills in each line.

“Each day I get a picture of production in the entire company,” he said. “I know the projected time when each unit, component, or part has to be at a specific station. The planning department is the hub that gathers information from sales, engineering, and purchasing. We compile that information with SAP to create the most efficient production runs on each line.”

Brock recently moved from Florence to Red Bay and is living in his grandparents’ home. “I chose to move here to maximize my time so I can get more work done and get the most out of each day,” he said. His commitment to his job reflects the work ethic instilled in three generations of the Tiffin family.

It all began in 1941 with Alex Tiffin, Brock’s great-grandfather. You may enjoy reading more of the family’s history at ris-mag.org. See “Generations” in the Jan. 2004 edition (1:1) and “President’s Corner” in the April 2005 edition (2:2). 



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Tiffin Owners from Connecticut and West Virginia



Bill & Irene Greer

Hometown: West Virginia

Interviewed: Wytheville, Virginia

- Bill & Irene own a 2016 Tiffin Phaeton38GH which they bought in Tucson AZ. It has a Cummins engine and Freightliner chassis. They have had several motorhomes in the past.
- They have been married 37 years, and have 4 children and 9 grandchildren.
- Bill and Irene call themselves “half-timers”, traveling about 6 months per year. They have been to every state except Alaska. Their favorite trip was to the Canadian Maritimes. They winter in Florida, Arizona, and the Rio Grande Valley of Texas.
- Bill and Irene claim the Southern states as their favorites, but every state offers something to enjoy. The “Oklahoma Cowboy Museum” is their favorite museum.
- Baxter, their 16 year old Westie, has traveled with them since he was a puppy.
- Bill was self-employed at “Green Lumber Company.” Irene is a retired hair dresser, later helping Bill at the store until they retired in 1998.
- Bill enjoys wood carving, lapidary, pottery, and 3D art. Irene does bead work, fused glass jewelry, and makes greeting cards. She also likes bowling and shuffleboard. They both volunteer at RV rallies.
- In the future they plan to attend more rallies and make a return trip to Maine.



Don & Celeste Krahl

Hometown: North Branford, Connecticut

Interviewed: Winchester, Virginia

- We met Don & Celeste at Candy Hill Campground in Winchester, VA. They travel in a 2010 Phaeton 40QTH with a Cummins 360 and Freightliner chassis. It was purchased new from General RV in Michigan.
- Previously they owned a 2006 Allegro Bay 34 XB.
- Don and Celeste have been married 42 years and RVing for 11 years.
- They have traveled to all but 8 states while visiting friends and family coast to coast.
- Don and Celeste call themselves Snow Birds. They stay in Alabama during the winter and in New England with the Nutmeg Allegro Club during the summer. They like the Bella Terra RV Resort in Foley, AL and Normandy Farms Campground in MA.
- They spent the winter of 2017/2018 in the Southwest, ultimately traveling to Arizona to visit family and friends. The Mardi Gras Parade is on their list.
- They don’t travel alone. They have a 17-year-old domestic short hair cat named Cleo.
- Don retired in 2006 as a career firefighter for Sikorsky Aircraft. Celeste retired in 2016 after years as a public librarian.
- While traveling Don and Celeste enjoy geocaching. Don is an amateur radio operator, and Celeste likes to read and knit.



John Meerts & Janet Brandsma

Hometown: Guilford, Connecticut

Interviewed: Hammonasset State Park

- We enjoyed meeting John and Janet while camping in Connecticut. They own a used 2007 Tiffin Phaeton on a Freightliner chassis, which they bought in Rhode Island. In the past they had a pop up and a trailer.
- They have been married 42 years. They have 3 children and 2 grandchildren.
- John and Janet travel 6-7 weeks during the summer. However, this past year they retired, and plan to travel to California, Nevada, and other states en route.
- Since 2010 they have been to most US states. They have also visited Quebec, Ontario, and Alberta provinces in Canada.
- John and Janet’s favorite camping locations are in Colorado (Rocky Mountains), Utah (Moab), Arizona, and Wyoming.
- John retired as CFO of a major liberal arts college. Janet was a Research Scientist on the faculty of a major university.
- Their hobbies include playing guitar in a band, private pilot of small planes, gardening, cooking, reading, and photography.
- Their bucket list includes a trip to Arkansas.
- Their cat travels with them. While taking John and Janet’s photo, their cat disappeared. Several of us searched for the cat which eventually came out from under the RV dash!



Editor’s Note: Dave has been camping for 52 years in tents to motorhomes. He and Terri purchased a new 2008 Phaeton 40QSH. In 2010, they sold their home and purchased a 2.8-acre lot in the Berkshire Mountains (Peru, MA) for summer use. They named their mini-campground “Beech-Wood Acres.” In 2012 they purchased an RV lot at Wilderness RV Park Estates in Silver Springs, FL for use in the winter months. Dave and Terri are now full-timers, currently living their dream.

Six of Our First Ten Presidents Were Virginians

AND YOU CAN STILL VISIT THEIR HOMES TODAY

Part One: Washington and Jefferson

by Fred Thompson

EACH OF THE SIX WAS BORN INTO A PROSPEROUS planter family who hired tutors to educate and assure their progeny's future. All but one continued their studies at colleges to acquire a classical or legal education. Four of the first five presidents were from Virginia. When the time and challenge came, their ancestral roots bore the ability, determination, and courage to wrench thirteen struggling colonies from the grasp of an empire that boasted the world's strongest army and navy.

One became known as the "Father of Our Country." Another authored the Declaration of Independence in a boarding house while serving as a delegate to the Second Continental Congress. Another was called the "Father of the Constitution." All of the first four Virginians who served as president were honored as "Founding Fathers." Five of the six were born before the American Revolution. The last two Virginians, Harrison and Tyler, served one term together (1841–1845) following a 16-year interval during which a Bostonian, a Tennessean, and a New Yorker served as president.

The six Virginians whose homes you can visit today are George Washington, Thomas Jefferson, James Madison, James Monroe, William Henry Harrison, and John Tyler. Woodrow Wilson was born in Staunton, Virginia, where you can visit his birthplace that houses the Wilson Presidential Library. It is not the home where he lived in later years as an adult. Zachary Taylor is also a Virginian by birth, but his birthplace cannot be identified with certainty.

This text of this feature offers a brief biography on the life of each president. As we visited their homes, I realized the deficiency of my knowledge about the original owners of these historic residences and wished for greater insights into the mind, character, accomplishments, and family life of each man as he addressed the political and financial issues of his presidency.

Their biographies appear on the same pages with the images of their homes. The amount of material for six presidents is far too much for one issue of this magazine. Therefore, it will be offered in a series of two or three parts, as I did for the Oregon Trail and Canada's Maritime Provinces. For in-depth studies of the architecture of each residence, I recommend the literature offered at each home. You will find definitive information in *George Washington's Mount Vernon: Official Guidebook* and *Monticello: The Official Guide to Thomas Jefferson's World*.

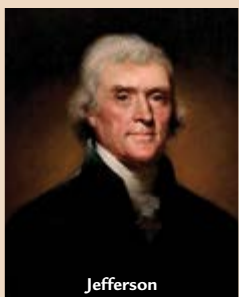


This series will visit the homes in the chronological order of the presidents' service. George Washington (1789–1797) *Mount Vernon*; Thomas Jefferson (1801–1809) *Monticello*; James Madison (1809–1817) *Montpelier*; James Monroe (1817–1825) *Highland*; William Henry Harrison (1841) *Berkeley Plantation*; and John Tyler (1841–1845) *Sherwood Forest*.

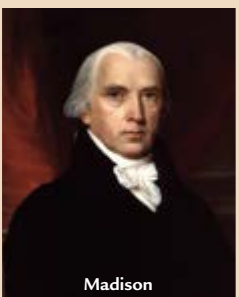
Since all of the six owned plantations, the question is usually raised regarding presidents owning slaves while in office. Records reveal that all six owned slaves. However, Harrison had sold or freed his slaves before he ran for office.



Washington



Jefferson



Madison



Monroe



Harrison



Tyler

George Washington

The genealogy of George Washington's ancestors in America goes back three generations to the mid-17th century. His great-grandfather, John Washington, was a successful English tobacco trader. In the winter of 1656–57, he met Nathaniel Pope soon after his merchant ship had sunk in a storm. Washington remained in Virginia and married Nathaniel's daughter, Anne, in 1658. He acquired several hundred acres of land and built a home near the confluence of Bridges Creek and the Potomac River.

This original property eventually was acquired by one of John Washington's grandchildren, Augustine Washington (1693–1743). He purchased more land stretching all the way to Popes Creek. His marriage to Jane Butler in April 1715 may have increased their estate by another 1,300 acres with an inheritance that she brought to the union. In 1722 Washington began work on a manor house near Colonial Beach which they were able to occupy in 1726. It has been referred to as Popes Creek Estate and later as Wakefield.

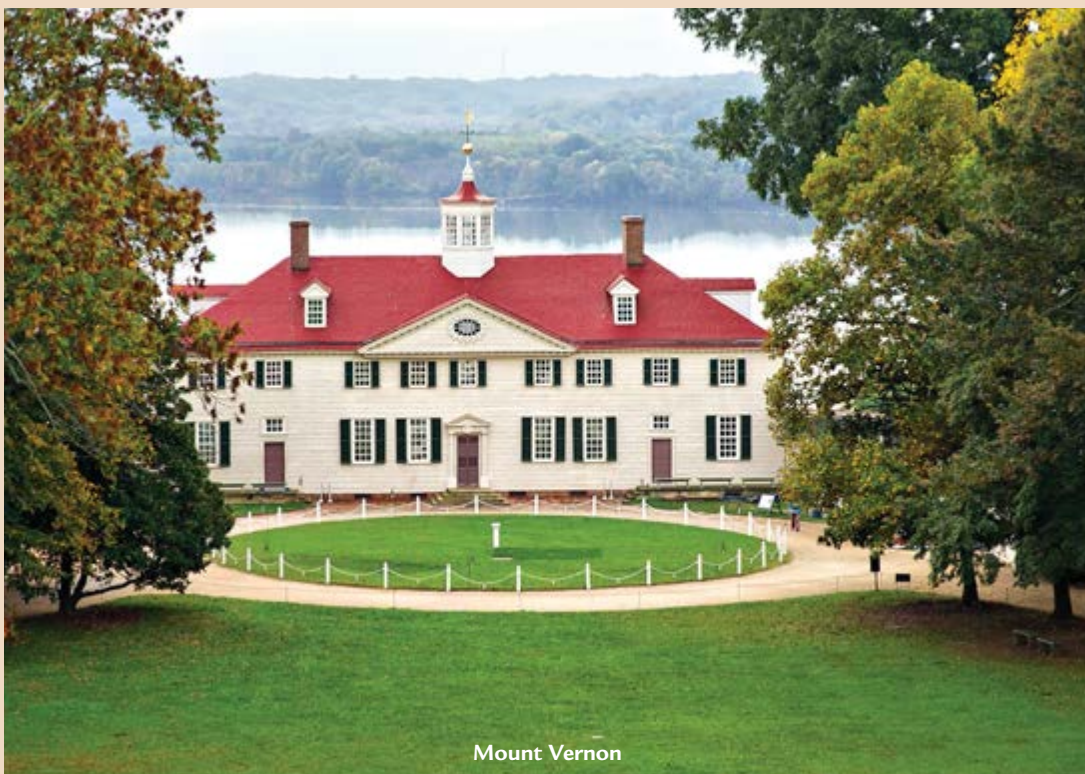
Their marriage produced four children: Lawrence and Augustine who lived to maturity, Butler who died in infancy, and Jane who died at age 14. Augustine was a tobacco planter whose prosperity allowed him to send his two sons to school in England. After accompanying the boys in 1729 to get them situated in their new school, Augustine returned to Virginia to discover that Jane had died on September 24, while he was away.

Augustine married Mary Ball in March 1731 when she was 23. George Washington was born on February 22, 1732, on the Popes Creek Estate in Westmoreland County, the first child of Augustine and Mary Ball Washington. By 1739 the couple had six children.

The Washingtons continued to live at Popes Creek until 1735 when a fire destroyed their home. They moved to Little Hunting Creek Plantation with their three children: George, Betty, and Samuel. Consisting of approximately 5,000 acres, the estate descended by inheritance from John Washington to his son Lawrence, who in turn willed it to his daughter Mildred. Augustine purchased the estate from Mildred, his sister, in 1726. After the house at Popes Creek burned, Augustine began work to build the central part of the Georgian home that would one day be renamed Mount Vernon.

Augustine found a new interest in a property near Fredericksburg in Stafford County called Ferry Farm (it was near a ferry) and later Home Farm, the name preferred by the family. He moved his family there in 1738, where George would spend most of his boyhood years. In 1740, Augustine conveyed occupancy of Little Hunting Creek Plantation to his oldest son Lawrence, the elder half-brother of George.

Lawrence renamed the plantation Mount Vernon to honor Admiral Edward Vernon, under whom he had served as a captain in one of four Virginia Foot Regiments being raised to fight an extended war in the Caribbean between Britain and Spain. His commission came from the court of King George II. When he returned to Virginia in the fall of 1742, he won the post of adjutant general for the British militia of Northern Virginia and a promotion to major. He also became engaged to Anne Fairfax of Belvoir, Virginia. The marriage connected Major Washington to the highest echelon of British society in the colonies and opened to him a new world of affluence and influence. He also



won a seat in the Virginia House of Burgesses, bringing more respect to the Washington name.

After his father's untimely death in April 1743 from a sudden illness when George was 11 years old, Lawrence became a surrogate father and role model. He took a strong interest in the future of his half-brother who was 14 years his junior. Rising in Virginia's society depended on the recognition and approval of the wealthy in high offices. As the third son of Augustine Washington, George received Ferry Farm, a small property inheritance that would have never provided the assets to allow him to ascend the social ladder.



George and Martha Washington raised her two children from her first marriage to Daniel Parke Custis. From left, John Parke Custis, the President, Martha Parke Custis, and Mrs. Washington.

—EDWARD SAVAGE, Artist

Lawrence's connection with the Fairfax family was the only lifeline he could provide to a fatherless, teenage half-brother.

The death of his father prevented George from attaining the same education at England's Appleby Grammar School that his old brothers had been afforded. He received the equivalency of an elementary education from a variety of tutors. At age 16, George took his father's surveying tools and successfully taught himself the skills of surveying property for wealthy Virginia landholders. He loved the job. George Washington had found his first true calling. In his mid-teen years he was trained in mathematics and trigonometry that enhanced his natural talent in drafting and map making. He read extensively in military strategy, agriculture, and history. He began his professional career at 17 in 1749 when he secured the appointment as county surveyor of Culpeper County, Virginia. At age 18 Washington was granted a 453-acre tract in western Frederick County by Lord Fairfax. After surveying the 453 acres, he purchased an adjoining tract. He soon acquired nearly 2,000 acres, far more land through the Fairfax grant and his later acquisitions than the farm he received as an inheritance.

Lawrence continued to build his career over the next nine years, but constant coughing exposed a tubercular condition that was likely contracted during his two-year stint in the Caribbean. In 1751 George traveled with Lawrence to Barbados in hope of finding a climate that would be beneficial to Lawrence's declining health. When his condition did not improve, he returned to Mount Vernon where he died in July 1752.

George was third in line to inherit Mount Vernon after Law-

rence's daughter, Sarah, and his wife, Anne. Both had died by 1761. In accordance with his brother's will, George officially became the sole owner of Mount Vernon.

Inspired by Lawrence's service under Admiral Edward Vernon, George decided to give up surveying for a soldier's job. Lawrence's death left vacant the position of adjunct general, a position charged with the oversight of the Virginia colony's four districts, with an adjunct in charge of each district. Washington made no secret of the

fact that he wanted to be assigned to the prestigious Northern District and lobbied William Fitzhugh, the retiring adjunct, for the job. He was granted the position, took the oath of office, and assumed the rank and title of Major Washington just before his twenty-first birthday.

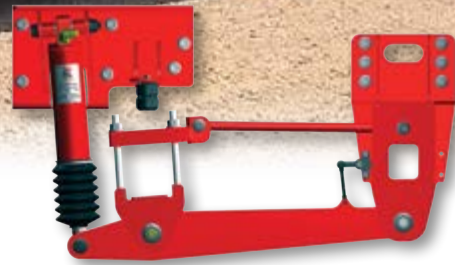
In 1753, Lt. Gov. Robert Dinwiddie selected Major Washington to be a military ambassador from the British crown to the French officials and Indians in the midwest in the Ohio Country. Over the next five years, Washington was rewarded with promotions in rank for his service in the Virginia militia, but a much-desired officer's commission in the British Army eluded him.

In 1755 Major Washington served as an aide to British Gen. Edward Braddock on an ill-fated expedition. In the Battle of Monongahela, the French and their Indian allies ambushed Braddock's forces, mortally wounding the general. On horseback Washington rallied his panicked forces into an organized retreat. In the process, he had two horses shot from underneath him.

Lt. Gov. Dinwiddie rewarded Washington with a commission as "Colonel of the Virginia Regiment and Commander in Chief of all forces now raised in the defense of His Majesty's Colony." In defending the frontier, Washington was a disciplinarian who emphasized thorough training of the 1,000 soldiers in his command.

After taking part in the 1758 Forbes Expedition, Washington retired from his Virginia Regiment commission in December and did not return to military life until the outbreak of the revolution in 1775. During the 1750s, he learned military, political, and leadership skills that proved invaluable to him during the Revolution. His experience, however, was limited

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PHOTO BY PJAMIES PHOTO

Carpenters Hall in Philadelphia where the Second Continental Congress met in 1774 and 1775.

to the command of 1,000 men in remote frontier venues, far different from the urban battles he would face later.

Less than a month after his resignation from his military command, George married Martha Dandridge Custis on January 6, 1759, a very wealthy widow who was only 28. She was an intelligent and gracious woman who had managed the Custis tobacco plantation and negotiated prices with English buyers. Together, George and Martha raised her two children, John Parke Custis and Martha Parke (Patsy) Custis from her first marriage to Daniel Parke Custis. Patsy suffered from epileptic seizures which were untreatable at that time. She died in Washington's arms on June 19, 1773, as he prayed for her survival with tears streaming down his cheeks.

In February 1774, John Parke Custis, at age 19, married Eleanor Calvert, the granddaughter of Charles Calvert, 5th Baron Baltimore. Over the next seven years, the couple had seven children, three of whom (including twin daughters) did not survive infancy. While Custis was serving as a civilian aide-de-camp to Washington during the Siege of Yorktown, he contracted typhus and died at the home of Col. and Mrs. Burwell Bassett (Martha's sister) shortly after the surrender of Cornwallis. Eleanor asked the Washingtons to take her two youngest children, Eleanor (Nelly) Parke Custis and George Washington (Washy) Parke Custis, and raise them as their own.

After the deaths of both of Martha's children, the Washingtons received full control of the 18,000 acres that were in the

John Parke Custis estate. Prior to that, Washington had doubled the size of Mount Vernon to 6,500 acres with his own acquisitions. He had increased the enslaved population to over 100. At the time of his death in 1799, there were 317 enslaved people living at Mount Vernon. A little less than half (123 individuals) were owned by Washington himself. Another 153 individuals were dower slaves from the Custis estate. When Daniel Parke Custis died without a will in 1757, Martha and each of her two children received a life interest in one-third of his estate, including the slaves. By laws at that time, neither George nor Martha Washington could free those slaves. Upon Martha's death in 1802, ownership of the slaves reverted to the Custis estate and they were divided among her grandchildren.

After his marriage in January 1759, Washington occupied Mount Vernon and assumed an aristocratic lifestyle. Fox hunting was his favorite leisure activity. He also enjoyed dances, parties, theater, races, and cockfights, and was known to play cards, backgammon, and billiards. He imported luxuries from England, paying for them with his tobacco exports. He astutely studied farm management and started switching Mount Vernon's cash crop from tobacco to wheat that could be processed and sold in several forms in the colonies.

He realized that diversification was necessary for Mount Vernon to become a financially stable estate. He established operations in horse breeding, hog production, flour milling, spinning, and weaving. He designed a whiskey distillery that produced over 1,000 gallons a month.

His wealth and military reputation facilitated his becoming a participant in politics at the highest levels of Virginia society. The Washingtons entertained several hundred guests every year during the decade prior to the Revolution. For seven years beginning in 1758, he represented Frederick County in the Virginia House of Burgesses. He took a strong stand against the Stamp Act, the first direct tax on the colonies, passed by Parliament without colonial representation. The Townshend Acts passed in 1767 and 1768 stirred wide protests throughout the colonies, prompting the occupation of Boston by British troops in 1767. The occupation culminated in the Boston Massacre of 1770.

In July 1774, Washington chaired the meeting at which the "Fairfax Resolves" were adopted, calling for the convening of a Continental Congress which met from September 5 to October 26, 1774, at Carpenters Hall in Philadelphia. It focused on the Intolerable Acts passed by the British Parliament to punish Massachusetts for the Boston Tea Party. The colonies went to war after the Battles of Lexington and Concord near Boston in April 1775.

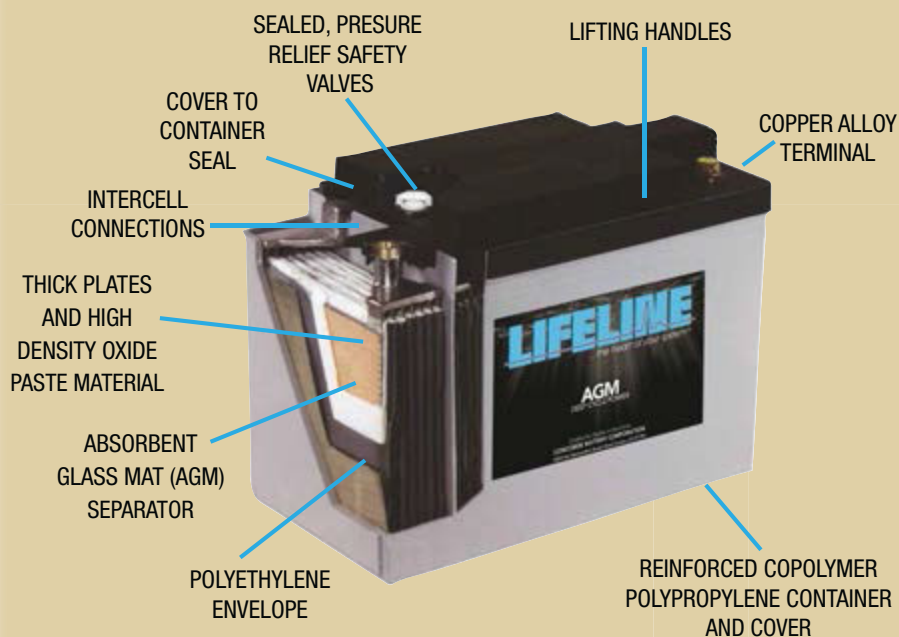
When the Second Continental Congress opened on May 10, 1775 in Philadelphia, Washington attended in military uniform, signaling that he was prepared to go to war. Congress created the Continental Army on June 14, 1775. John Adams of Massachusetts nominated Washington and the Congress appointed him as a full general and Commander in Chief of the Continental Army. He refused to accept a salary.

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Signaling that he was prepared to go to war, George Washington attended the opening session of the Second Continental Congress on May 10, 1775 in Philadelphia in full military uniform.

—CHARLES WILLSON PEALE, Artist

The British responded on August 23, 1775 by issuing a Royal proclamation labeling American patriots as traitors. If they engaged British troops by force, their property would be subject to confiscation and they would be subject to execution by hanging.

As commander in chief, Washington provided direct leadership of his troops against the primary British forces in 1775–1777 and in 1781. While losing many battles, he fought the British relentlessly, wearing them down as they struggled to supply their troops thousands of miles and an ocean away from home.

Since the colonies had tried voluntary state militias that were ineffective, the Continental Congress ordered Washington to organize and train a standing army. The general and his officers recruited a regular army and persuaded Baron Friedrich Wilhelm von Steuben, a veteran Prussian general, to train them. He transformed the Continental Army into a disciplined, effective force. The Board of War, made up of both civilians and military, had a long learning curve in developing a modus operandi for running the war. Washington had to drag some of them to the battlefields and winter camps more than once to convince them of the necessity to supply the troops adequately in order to win the war.

Washington did not have a War College to school him in the organization of armies and the strategies of engagement. But

his continued study of the military books he had been buying since his early twenties made him realize his most important role in the war effort was to make the Crown painfully aware of the colonies' embodiment of relentless, armed resistance. His long-term strategy was to maintain an army in the field at all times. Eventually, after eight years, his strategy worked.

It is far beyond the scope of this article to review George Washington's role in the Revolutionary War. But it is this writer's contention that one cannot appreciate Mount Vernon without at least a cursory understanding of his enormous personal stature and political skills that kept the army, the militias, the French, Congress, and all of the states focused toward a common goal. By working continuously with the Board of War of the Second Continental Congress, Washington established the precedent of civilian control of military affairs. With thanks to him, in nearly 250 years this country has not experienced a military junta taking control of the government.

For eight long years, the war wore on. After the victory at Boston in the summer of 1775, the Continental Army suffered defeats at New York and the Battle of Long Island—the largest battle of the war. Chased across New Jersey by the Red Coats under General Howe, Washington led his army across the Delaware into Pennsylvania in favorable conditions. As early winter storms struck, an over-confident Howe opted to set up his winter quarters at Trenton, New Jersey.

After recouping from his losses, Washington planned a daring counterattack facilitated by his epic crossing of the Delaware River on Christmas night against strong currents and ice floes. Two of the three groups failed to make it across. Still dark from heavy cloud cover, Washington led the two groups in a crossing during the early morning hours. With the three groups together on the east bank, they split up and made a surprise attack at 8 a.m. with Washington leading the charge, supported by Major General Henry Knox and his artillery. They took over 850 prisoners. He followed this victory on January 3 with an attack on British regulars at Princeton, where the Continentals lost only 40 and the British suffered 273 killed or captured.

Several important events happened in 1777. While in winter quarters at Morristown, New Jersey, Washington made a bold decision to inoculate his troops against smallpox by variolation. The gamble worked and deaths in the ranks by smallpox dropped from 17 to 1 percent of all deaths.

Later in 1777, General John Burgoyne led a major invasion south from Quebec. After two engagements, the British forces were defeated at the Battles of Saratoga. The American victory convinced the French government to formally recognize the colonists and support them as an ally. This was a major turning point that expanded the American Revolutionary War into a worldwide affair. At the Battle of Brandywine in September, Washington was outmaneuvered by Howe as the British took Philadelphia.

Perhaps the most demoralizing and saddest part of the Revolutionary War was the Continental Army's experience at Valley



Washington led his forces in an early morning crossing of the Delaware River on December 26, 1776, to make a surprise attack on the Red Coats under General Howe.

—EMANUEL LEUTZE, Artist

Forge during the winter of 1777–78. An army of 11,000 went into winter quarters. Historians estimate that two to three thousand soldiers died from a lack of food and adequate clothing, extreme cold, and poor shelter. On January 24, 1778, Washington almost dragged five congressmen to Valley Forge to see the conditions. With a new supply line and commissary department, the problem was corrected. Morale was improved, General von Steuben resumed training, and a revitalized army was ready to chase the British out of Philadelphia.

Following two battles in New York in the Hudson River Valley in the summer of 1779 that were largely inconsequential

the ground covered with snow for weeks, poor shelter, lack of food. A dilatory Continental Congress had to be motivated again by Washington to provide supplies.

The general was elated when he learned in mid-1780 that Lafayette had returned from France with additional ships and troops.

Led by the *comte* de Rochambeau, 5,000 seasoned French troops arrived in Newport, Rhode Island in July 1780 to aid the Americans at a critical point in their fight for independence. They were followed by French naval forces led by Admiral François Joseph Paul de Grasse. Washington wanted to take the

allied fight to the remnant British forces in New York, but Rochambeau advised de Grasse that the defeat of Cornwallis in Virginia could quickly end the war. Washington agreed. He moved his army deceptively toward New York for two days and then bolted for Yorktown, Virginia.

Charles Lord Cornwallis was certain that a victory over Virginia would cause the rest of the colonies to acknowledge the futility of resisting

Historians estimate that two to three thousand patriots died from starvation, extreme cold, and disease at Valley Forge winter quarters in 1777–78.

—WILLIAM T. TREGO, Artist





The poignant story of the surrender of Cornwallis's forces at Yorktown is related on a recording in the viewing station at Surrender Field, at left. A cannon and mortar were two of the artillery pieces captured by the Americans.

the Crown. He chose the port of Yorktown and fortified the city in August 1781. The French blockaded the mouth of the Chesapeake to cut off any sea support for Cornwallis, while the Allied Army, now numbering more than 17,000, gathered at Williamsburg. On September 28, they marched to Yorktown. After laying out encampments and preparing siege lines, the Allies began bombarding the British position on October 9. By the morning of the 17th, it was all over. The arrogant Cornwallis refused to appear at the surrender ceremony and sent a proxy. Washington sent General Benjamin Lincoln to accept the surrender in his place.

Today, the viewing building at Surrender Field overlooks over 100 acres where 7,251 British officers and soldiers, 840 seamen, 240 cannons, and 24 standards were surrendered to General George Washington on October 19, 1781. The audio re-enactment will give you goosebumps as you hear each battalion moving when called and the clacking noise of rifles being stacked. And then finally, you realize, "This is where it all began."

The British still had 26,000 troops in the colonies and a formal treaty was still nearly two years away. The colonies were essentially broke. The unpaid army was restless, almost mutinous. Washington quelled the unrest and Congress promised a five-year bonus. The articles of a peace treaty were ratified by the colonies in April 1783. Five months later the Treaty of Paris was signed on September 3, 1783. Great Britain recognized the independence of the United States. On November 25, the British evacuated New York City as Washington and New York's governor took possession.

At Fraunces Tavern in New York City on December 4, after leading the Continental Army for eight and a half years, Washington formally bade his officers farewell. On December 23, 1783, in the Old Senate Chamber of the Maryland State House in Annapolis, he resigned his commission as Commander in Chief to the Continental Congress. "I consider it an indispensable duty to close this last solemn act of my official life by commending the interests of our dearest country to the protection of Almighty God and those who have the superintendence of them, to His holy keeping." King George III called Washington "the greatest character of the age."

convention. He criticized the Articles of Confederation for its weak central government, calling them a "rope of sand" to unite the colonies as a nation. Reflecting on the inability of the Continental Congress to rally the states to provide for the needs of the military, he advocated the need for a strong central government. The new Constitution was ratified by all thirteen states. The Electoral College unanimously elected Washington the first President of the United States on January 10, 1789.

At the age of 57, Washington was inaugurated on April 30, 1789, taking the oath of office at Federal Hall in New York City. He originally planned to resign at the end of his first term, but he felt obligated to remain in office for a second term because of overwhelming support. He was an excellent administrator who made the cabinet form of government very effective by exercising the art of delegation and good communication. He set the standard for tolerance in listening to those who opposed the majority opinion. The precedents that he established for future presidents to exercise in executive governance are far too many to mention. The history of his eight years in office is a book-length subject of which many have written.

In the months prior to the end of his second term, he was assailed by a partisan press critical of his successes and federalist views. He regarded the press as an erosive and disuniting force, and accused them of spreading numerous falsehoods about him. He referred to them as "diabolical." In his Farewell Address to Congress, he stated how troubled he was by eight years of infighting and character assassinations by much of the press.

He retired from the presidency in March 1797 at the age of 65. With great pleasure, he devoted his time to Mount Vernon, a business whose endeavors he had diversified between 1757 and 1775 when he was "drafted" to lead the Continental Army into the Revolution. Many assumed he was a very wealthy man because of Mount Vernon's huge acreage. He was actually losing money because of the poor productivity of his enslaved people. They had not been managed well during his long absences and he was reluctant to sell them due to his desire to keep families together.

Washington was able to enjoy his retirement less than three years.

MOUNT VERNON TODAY



1. The New Room was the last addition to the mansion. Its 18-foot ceiling, detailed architectural ornamentation, and stylish furnishings emphasized unpretentious beauty and fine craftsmanship.

2. Visitors who arrived by carriage via the west front drive were welcomed into the Central Passage, a large room with handsome woodwork.

3. The original Greenhouse was completed in 1787. It allowed Washington to grow lemon and orange trees and sago palms. Its many windows faced south to capture the sun's heat in winter that was distributed through a series of flues under the floor. The greenhouse burned in 1835. Based on the original drawings, the present structure was built in 1951 on the foundations of the 1787 greenhouse.

4. The boxwood gardens flank both sides of the greenhouse and face the vegetable gardens. The gardeners plant for seasonal harvests to take

advantage of vegetables that produce in the early spring and late fall.

5. Since the cookstove had not been invented in 18th century, cooking was done over open fires in a separate building. The cooks used ingenious rotisseries in front of the fire and swing arms to place cooking vessels over just the right spot above hot coals.

6. Laundresses were important to the operation of the home. Skillfully trained slaves manipulated large vessels for heating water over the open fireplaces to wash and rinse, and then iron everything from sheets to dress shirts.

For more pictures of the mansion's interior rooms and the expansive gardens, go to <https://www.mountvernon.org/the-estate-gardens/the-mansion/the-mansion-room-by-room/>

Continued on next page



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George Washington in his will directed the construction of the present tomb that was completed in 1831. The remains of the Wash-

ingtons were moved from the old vault to a similar one in the new tomb. In 1837 their remains were moved to two marble sarcophagi.

On December 12, 1799, he spent the day inspecting his plantation on horseback in snow and freezing rain. With guests expected for dinner, and not wanting to keep them waiting, he dined without changing his dampened clothing. The next day with heavy snow falling and nursing a sore throat, he walked the Potomac's riverbank marking trees he wanted removed. By evening he was hoarse and had chest congestion. Late into the night, he awoke with severe difficulty breathing and almost unable to speak. A believer in bloodletting to treat illnesses, he ordered his estate overseer to remove a pint of blood, a standard medical practice of that era. Three doctors were called in: his personal physician, Dr. James Craik, and Dr. Gus Brown and Dr. Elisha Dick. More bloodletting was performed. When they had finished, half or more of his total blood content had been removed in just a few hours. Dr. Elisha Dick thought his condition was a "violent inflammation of the throat," and proposed an emergency tracheotomy as a last-ditch effort to save Washington's life. The other two doctors disapproved. Washington ordered Drs. Brown and Dick to leave the room and cease trying to save his life. He assured

Dr. Craik, "Doctor, I die hard, but I'm not afraid to go."

His death came quickly. While Martha sat calmly at the foot of his bed, Washington died peacefully around 10 p.m. on Saturday, December 14, 1799, at age 67. The funeral was held on December 18 at Mount Vernon, where his body was interred. The pallbearers were six colonels who had served under Washington during the revolution. Henry "Light Horse Harry" Lee delivered the eulogy to family, close friends, and neighbors. Lee was a major general in the Continental Army, member of the Continental Congress, governor of Virginia, father of General Robert E. Lee, and close friend of George Washington. Lee's immortal words describing Washington: he was "*First in war, first in peace, and first in the hearts of his countrymen.*"

People throughout the world admired George Washington and were saddened by his death. Memorial processions were held in most major cities. Napoleon Bonaparte ordered ten days of mourning in France. Ships of the British Royal Navy's Channel Fleet lowered their flags to half mast. Martha Washington wore a black mourning cape for a year. The general was interred in a crypt at Mount Vernon.

The Donald W. Reynolds Museum and Education Center

In the Education Center's 23 galleries and theaters, visitors will learn about Washington through interactive displays, an action adventure movie, and short films produced by The History Channel. It is an immersive experience

that offers an unprecedented look at the personal effects and daily life of the Washington family. You can easily spend two days at Mount Vernon: one to see the mansion and grounds and the other to absorb the amazing museum.

Admission fees: Adults (12-61), \$18; (62+), \$17; Youth (6-11), \$11; Children (0-5), Free.
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(301) 937-7116. Highly recommended park. The Premium Back-In sites across from the pool at \$83/night are the best buy.

THOMAS JEFFERSON

Best known for his authorship of the Declaration of Independence and the acquisition of 828,000 square miles of land called the Louisiana Purchase, Thomas Jefferson is also remembered by his admirers as the architect of his iconic home, Monticello. He spent over 40 years designing, dismantling, reimagining, and building the home he referred to as his “essay in architecture.” A UNESCO World Heritage Site since 1987, Monticello is a national treasure. It reveals a man obsessed with perfection, a complex and controversial figure whose political philosophy fundamentally shaped an evolving nation that he called an “experiment.” After visiting Jefferson’s home, Franklin D. Roosevelt wrote, “More than any historic home in America, Monticello speaks to me as an expression of the personality of its builder.”

Thomas Jefferson was born April 13, 1743, at Shadwell, Albemarle County, the third of ten children of Peter Jefferson and Jane Randolph. Shadwell was one of the largest tobacco plantations in Virginia. In addition to operating a successful plantation, Peter was also a master surveyor. Jane was the daughter of Isham Randolph and granddaughter of William Randolph. The descendants of William Randolph and Mary Isham are an elite list of three centuries of leadership in Virginia that includes Thomas Jefferson, John Marshall, and Robert E. Lee.

In 1749 Peter Jefferson, along with Joshua Fry, Thomas Walker, Edmund Pendleton, and others, established the Loyal Land Company to receive an 800,000-acre land grant in present-day Virginia, West Virginia, and Kentucky. Land grants were made to companies capable of surveying and sub-dividing the land into plantations, farms, and towns to spur development in the colonies. The Fry-Jefferson Map of 1751 accurately depicted the Allegheny Mountains for the first time and showed the route of “The Great Road from the Yadkin River through Virginia to Philadelphia,” a distance of 455 miles. The road later became known as the Great Wagon Road.

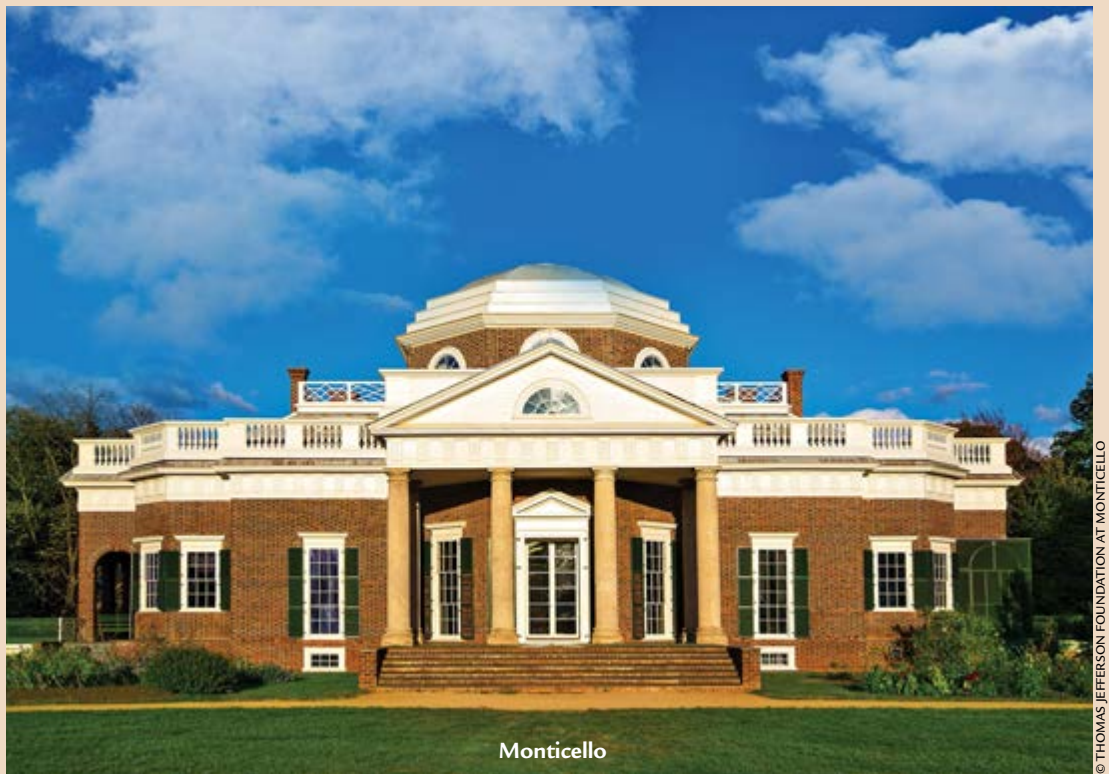
Peter and Jane Jefferson moved their family to Tuckahoe Plantation in 1745 upon the death of William Randolph II, the plantation’s owner and Jefferson’s close friend, who had named him guardian of his children. The Randolph and Jefferson children were tutored at Tuckahoe.

The Jeffersons returned to Shadwell in 1752, where Thomas

attended a school run by a Scottish Presbyterian minister who emphasized a study of the natural world, a discipline which Thomas grew to love. The minister added the study of Latin, Greek, and French to his curriculum, as well as horseback riding. Thomas read nearly all of the books in his father’s library.

Peter died from a sudden illness at the age of 49 in 1757. The estate was divided between his sons, Thomas, 14, and Randolph, 2. Thomas inherited approximately 5,000 acres of land, including the property that would one day become Monticello, but he did not receive full authority over his property until he was 21. On February 1, 1770, a fire destroyed the plantation house at Shadwell. Thomas Jefferson replaced it with a substantial, but smaller dwelling for his mother Jane. She continued to live there until her death on March 31, 1776, three months before her son authored the Declaration of Independence.

Thomas boarded with the family of the Reverend James Maury in Gordonsville, Virginia, for the next two years after his father’s death while he studied history, science, and the classics.



During those two years, he traveled to Williamsburg where he was a guest of Colonel Dandridge, father of Martha Washington. He relished meeting Patrick Henry, only seven years his senior, and especially after he discovered they both played violin.

He entered the College of William & Mary in Williamsburg in 1760 at the age of 17. Under Professor William Small, he studied mathematics, metaphysics, and philosophy. Small introduced him to George Wythe and Francis Fauquier. Wythe was the first American law professor, a noted classics scholar, and a Virginia judge. He had the distinction of teaching and mentoring Jefferson, John Marshall, and Henry Clay. He was the first of seven Virginia signatories of the Declaration of Independence.



The Sir Christopher Wren Building at William & Mary is the oldest college building still standing in the U.S. Constructed between 1695 and 1700, Thomas Jefferson attended classes in the Wren Building in 1760–62. ♦ The 56 delegates to the Second Continental Congress adopted and signed the Declaration of Independence at the Pennsylvania State House, Independence Hall in Philadelphia on July 4, 1776, proclaiming that the thirteen colonies were an independent nation.

—JOHN TRUMBULL, Artist

writings and theories of John Locke, Francis Bacon, and Isaac Newton. He later wrote that in the Friday night dinner parties he “heard more common good sense, more rational and philosophical con-

Born in England, Fauquier served as the lieutenant governor of the Virginia colony and as acting governor from 1758 until his death in 1768, during which time he lived in Williamsburg. He was known for hosting lavish parties where Jefferson, then a freshman at William & Mary, played his violin. Small, Wythe, and Fauquier recognized in Jefferson a young man of exceptional ability and included him in their inner circle. He became a regular member of their Friday night dinner parties where men of rank in the colony gathered to discuss politics and philosophy. It was here that Jefferson was introduced to the

versations than in all the rest of my life.”

Like many freshmen today, Jefferson acknowledged he partied too much and was loose with his expenses. He buckled down in his second year, attending classes and studying at least fifteen hours a day. He completed the college’s two-year study program and then began reading the law for five years under Professor Wythe’s tutelage to obtain his law license. During this time he also read a wide variety of English classics and political works. He recorded his first legal case in 1767.

Jefferson was well read in a broad variety of subjects: law and philosophy, history, natural law, religion, ethics, several areas of science, and agriculture. His depth was in philosophy. During his years of study under Wythe, Jefferson compiled two extensive annotated bibliographies of his readings. These journals, called *Commonplace Books*, were required and contained quotations, poems, letters, and general information, along with the compiler’s notes and reactions. Jefferson compiled a *Legal Commonplace Book* and a *Literary Commonplace Book*.

In July 1765, his sister Martha married Dabney Carr, his best friend at William & Mary. In October his sister



Jane died unexpectedly, prompting Jefferson to write a farewell epitaph in Latin. In 1770 his Shadwell home was destroyed by fire, including a library of 200 volumes inherited from his father and those bequeathed him by his mentor and professor, George Wythe. Undaunted, he replaced his loss with 1,250 titles by 1773. By 1814, his collection had grown to 6,500 volumes. After the British burned the Library of Congress that year, he sold more than 6,000 books to the Library for \$23,950. He had intended to use the money to pay off some of his large debt, but he resumed collecting for his personal library. He wrote to John Adams, "I cannot live without books."

In 1768 at the age of 25, Jefferson had a 250-foot square site cleared on the highest point of the 5,000 acres he inherited in 1757. The acreage included Shadwell where he was born and played as a child. Monticello derives from an Italian word meaning "little mount."

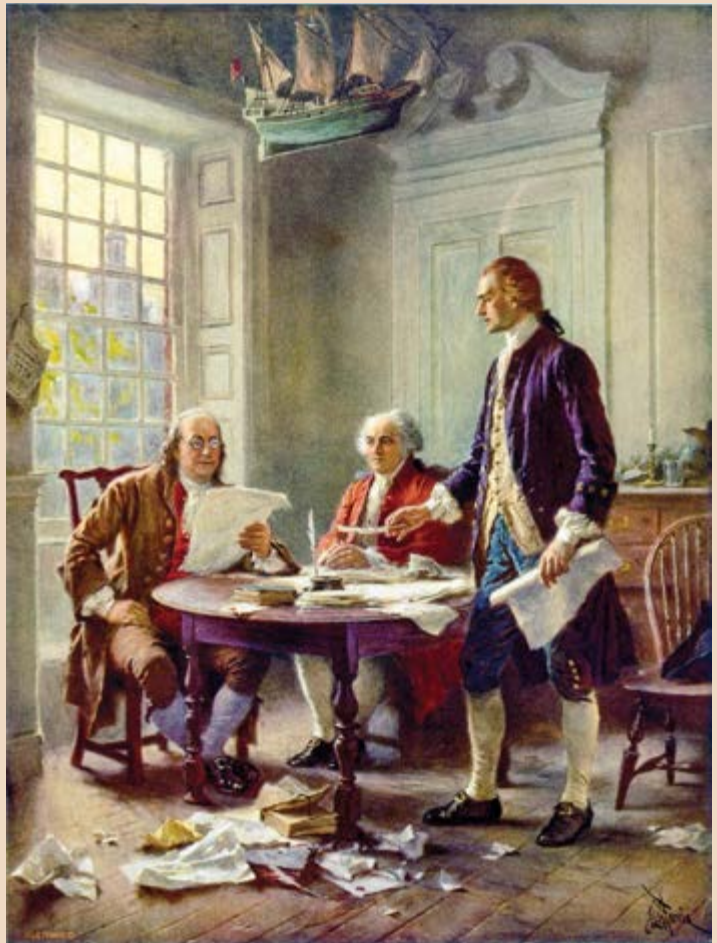
Jefferson was strongly influenced by the neoclassical design principles of the Italian Renaissance architect Andrea Palladio, but he frequently modified Monticello's design and floor plan to accommodate his own ideas as well as design elements popular in late 18th-century Europe. The process, lasting four decades, captivated Jefferson and eventually left him in bankruptcy as he created one of this country's most historically significant architectural masterpieces. While admiring his innovative design, future architects criticized dangerously narrow and steep stairs, rooms difficult to heat, and maintenance-prone construction. In the original construction and later extensive remodeling, Jefferson used a combination of paid skilled laborers, indentured servants, and inherited slaves.

As the main house began to take shape, Jefferson began construction in 1769 on a smaller brick structure consisting of a single room with a walk-out basement kitchen and workroom below. Referring to it as the South Pavilion which was expanded later, he lived there alone as work on the main house continued.

After marrying Martha Wayles Skelton in January 1772, the couple moved into the temporary quarters which he expanded to accommodate the births of six children. Only two of their children survived as adults: Martha (b. Sept. 7, 1772) and Mary (b. Aug. 1, 1778), who at home were called Patsy and Polly. Unfortunately, Martha never saw the completion of Monticello. She died in the tenth year of their marriage. On her death bed, she asked Jefferson to promise never to marry again, telling him she could not bear to have another woman raise her children. Jefferson was grief-stricken by her death.

When Martha's father, John Wayles, died in 1773, the couple inherited 135 slaves, 11,000 acres of farmland, and the estate's debts. The debts contributed to Jefferson's financial problems that plagued him for the remainder of his life.

His first political work was a 1774 draft of directions for Virginia's delegation to the First Continental Congress. In the document, he reminded George III that, "he is no more than the chief officer of the people, appointed by the laws, and circumscribed with definite powers, to assist in working the great



Thomas Jefferson in 1784 accepted an appointment to serve as the U. S. Minister to France. He succeeded Benjamin Franklin who was being assisted by John Adams. Both men stayed in Paris for another year to coach Jefferson in his new position. —JEAN LEON GEROME FERRIS, Artist

machine of government." Jefferson maintained that it was not the wish of the people of Virginia to separate from the mother country. Two years later as a member of the Second Continental Congress, he recognized the change in the will of the people. After his peers selected him to draft the Declaration of Independence, he put forward the colonies' arguments for declaring themselves free and independent states. The Declaration has been regarded as a charter of American and universal liberties. The document proclaimed that all men are equal in rights, regardless of birth, wealth, or status, and that those rights are inherent in each human being, a gift of the creator, not a gift of government, and that government is the servant and not the master of the people.

After Jefferson left the Second Continental Congress in 1776, he returned to Virginia and served in the state legislature. In 1779, he was elected to a two-year term as governor of Virginia.

After his wife's death in 1782, Jefferson in 1784 accepted an appointment to serve as the U. S. Minister to France. He was preceded at this post by elder statesmen John Adams and Benjamin Franklin who had been involved in the negotiation of commercial treaties with several European powers. Over the next

year, they transitioned their responsibilities and goals to Jefferson. Because of the loose, decentralized federal government under the Articles of Confederation, this formidable team found sparse success. Most of the European states regarded the colonies as a rebellious splinter from the British Empire, destined to fold before they prospered since 85 percent of their exports first flowed through Great Britain.

A year after Jefferson arrived, Adams was reassigned to England and Franklin, nearly 80, decided to retire after a nine-year career as the country's first minister to be received by a foreign government. French aristocrats and intellectuals embraced Franklin as the personification of the New World Enlightenment. When France's Foreign Minister Charles Gravier de Vergennes welcomed Jefferson, he said, "It is you who replaces Dr. Franklin?" Jefferson replied, "No one can replace him, Sir; I am only his successor."

Jefferson rose quickly from an unknown diplomat to a sought-after mem-

ber of Parisian society. He often conducted official business from his residence, an elegant villa on the Champs-Elysees that gave him increased status. It boasted stables plus an extensive garden he used to feature American vegetables such as corn, sweet potatoes, and watermelons. His daughter Martha was enrolled in a convent school and James Hennings, a dower slave, received lessons in French cooking.

Jefferson traveled to London in 1786 with the purpose of assisting John Adams in his trade and diplomatic negotiations with England. After both men were spurned in their efforts to see King George III, Jefferson salvaged the trip with an extensive tour of British mansions and landscape gardens, reconfirming his commitment to the principles of classical architecture.

Upon returning to France, Jefferson discovered his status was increased by the recent publication in French of his *Notes on the State of Virginia* and *Statute of Virginia for Religious Freedom*. The two treatises

enhanced his reputation as a leading Enlightenment philosopher and reformer.

Jefferson also took advantage of his ministerial location in Paris to visit the south of France and most of Italy to continue his study of classical Roman architecture and explore agricultural methods that could be used successfully in America. His notes and observations later contributed to the design of Virginia's new capitol and the key buildings at the University of Virginia.

When he returned to Paris, Jefferson was reunited with his 10-year-old daughter, Polly, who had been accompanied to Europe by Sally Hemings, a teenage dower slave who was the daughter of John Wayles and Betty Hemings and the half-sister of Jefferson's deceased wife, Martha. Sally was assigned to a French tutor over the next several months who also polished her social deportment and selected a new wardrobe for her.

In 1787 Jefferson was reappointed to a second three-year term as the U.S. Minister to France. A year later he applied for a six-month leave of absence and returned home in October 1789 to review his affairs at Monticello and resettle his daughters in suitable schools. When he left the colonies for his second term as Minister to France, he was serving under the Second Continental Congress. When he returned, he was in the service of President George Washington and the United States of America.

Prior to his departure from France, he witnessed the opening stages of the French Revolution sparked by the storming of the Bastille on June 14. While he refused to support the mob mentality, he stood behind the democratic and republican principles that moved the people to take action. He clandestinely authored a bill of rights to be presented to King Louis XVI and hosted a meeting of the revolutionaries who wanted to discuss with Jefferson their plans for a new government.

President Washington tapped Jefferson to serve as the country's first Secretary of State. Given their stormy relationship over the next eight years, it is surprising that Washington asked him

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to serve in his cabinet. Jefferson's tenure was marked by his opposition to the policies of Alexander Hamilton which Jefferson believed strongly promoted a larger and more powerful national government.

In the presidential elections in the fall of 1796, Jefferson ran for president on the Democratic-Republican Party ticket. He lost to John Adams by three electoral votes and became vice president. Four years later he defeated Adams in a hotly contested election. The change in parties represented the first peaceful transfer of authority from one party to another in the brief history of the nation, now less than one decade old.

With certainty, the most notable achievement of his first term was the purchase of the Louisiana Territory in 1803. The acquisition was serendipitous and cannot be credited to Jefferson's expertise as a clever president. James Monroe and Robert Livingston had been sent to France to attempt the acquisition of the Port of New Orleans from the French government. Control of the port was critical for exporting the agricultural products of the midwestern states. Napoleon Bonaparte, in dire need of funds to fight the British, offered to sell 828,000 square miles for \$15 million to the totally surprised Livingston and Monroe. Authorized to purchase only the port for up to \$10 million, the two men hesitated. There was no way to contact President Jefferson for approval. Certain that the U.S. would accept the offer, they acted on their own before Napoleon could change his mind.

Jefferson supported the Lewis and Clark Expedition, an epic undertaking for which Congress allocated \$2500. The Corps of Discovery composed of 33 men left St. Charles, Missouri, on May 21, 1804 and returned September 23, 1806. They lost only one man who died from apparent appendicitis.

After two terms as President, Jefferson retired in 1809. He had returned home from France in 1789 with a collection of art, furniture, and books as well as a new vision for the estate. Among other enhancements, he added a central hallway, a mezzanine bedroom, and an

octagonal dome. The "second Monticello" was double the size of the first mansion, approximately 11,000 square feet of living space. Jefferson enjoyed his admirers and anticipated a steady stream of houseguests. He also created in his expanded home a floor plan that would accommodate his innumerable books, European art, Native American artifacts, specimens from his interests in the natural world, and mementos from his travels in England, France, and Italy. The mansion was also filled with his inventions: a copying machine, a spherical sundial, a revolving bookstand, and more.

Jefferson had been delighted by the marvelous gardens he visited in Europe. Monticello is renowned for its extensive gardens which, as an avid horticulturalist, he designed and monitored almost daily in his 17 years of retirement. He kept a log of the flora, the insects, and even the diseases that destroyed certain plants. Using cultivation techniques that were revolutionary for his time, he grew hundreds of varieties of fruits and vegetables, many of which visitors can see today as they walk through the gardens. A connoisseur of fine European wines, Jefferson attempted to cultivate several grape varietals at Monticello which seem to have failed.

With over 5,000 acres of land to be managed, Monticello was a working plantation and home to approximately 130 enslaved African-Americans who tended its gardens and livestock, plowed its fields, and worked in its on-site textile factory. A nailery manufactured nails of all different sizes for sale to the public.

The main house was extended by outlying pavilions to the north and south. A row of outbuildings with service functions to the main house and slave quarters known as Mulberry Row, lay on the south side of the mansion. Surviving structures include a weaver's stone cottage, the joinery's tall chimney, and the foundations of other buildings. A cabin on Mulberry Row was for a time the home of Sally Hemings who is now widely believed to have had a 38-year relationship with the widower Jefferson, bearing six children by him.


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It is not possible to tell the story of Monticello without acknowledging Jefferson's repressed attempts to reconcile his humanitarian views—"all men are created equal"—with the fact that he owned slaves from the time he was of legal age. In his book, *Notes on the State of Virginia*, he recognized the gross injustice of slavery, and warned that because of slavery "I tremble for my country when I reflect that God is just: that his Justice cannot sleep forever."

In 1819 Jefferson at the age of 76 launched his last great project: the founding of the University of Virginia. He led the legislative campaign to secure its charter, selected its location, designed its buildings, planned its curriculum, and served as its first rector. His crowning architectural achievement is the Rotunda. Located on The Lawn of the original grounds of the institution, the building was inspired by the Pantheon in Rome. Jefferson wrote that he designed the Rotunda to represent the "authority of nature and power of reason." Construction began in 1822 and was completed in 1826, soon after his death.



With the constant fluctuations in the agricultural markets, the recession following the War of 1812, and the subsequent Panic of 1819, Jefferson unsuccessfully battled during most of his life to pay off his own debts as well as the debt assumed with the huge inheritance of the Wayles estate. In February 1826, he successfully applied to the Virginia General Assembly to hold a lottery to liquidate thousands of acres. The plan was never executed.

Jefferson's health began to fail in the summer of 1825 as he coped with rheumatism and intestinal and urinary difficulties. By June 1826 he was bedridden. On July 3, Jefferson began running a high fever. During the last hours of his life, he was surrounded by close friends and members of the family. At 12:50 p.m. on July 4th, Thomas Jefferson died at the age of 83 on the 50th anniversary of the signing of the Declaration of Independence, just a few hours before the death of John Adams. Unaware that his great friend and rival had passed, Adams last words were, "Thomas Jefferson survives."

Moments after his death, Martha Jefferson Randolph removed a gold locket on a chain round his neck. It contained a small faded ribbon which tied a lock of her mother's brown hair. Her father had worn the locket for more than 40 years.

Jefferson's remains were buried in the cemetery at Monticello. Months before he had written his own epitaph and instructed the granite carver to "write these words and no more" on his tombstone.

HERE WAS BURIED
THOMAS JEFFERSON
AUTHOR OF THE
DECLARATION
OF
AMERICAN INDEPENDENCE
OF THE
STATUTE OF VIRGINIA
FOR
RELIGIOUS FREEDOM
AND FATHER OF THE
UNIVERSITY OF VIRGINIA

Since Jefferson was in bankruptcy at the time of his death, he was unable to pass his estate to his heirs. He gave instructions in his will for the disposal of his personal assets including the freeing of his children by Sally Hemings. His estate, including his slaves, were sold at public auctions that began the year after his death.

Monticello was sold to Uriah Phillips Levy, a commodore who had served with distinction in the U.S. Navy in the Barbary Wars and the War of 1812. Learning that Monticello was in serious disrepair, he agreed to buy the house and 218 acres of surrounding land for \$2,700.

Continued on page 76

MONTICELLO TODAY



1. Guests entered a handsome parlor when arriving at Monticello. Several seating areas accommodated guests awaiting the call for dinner.

2. Sixteen foot ceilings, bright colors, and tall windows give the dining room an airy and inviting effect.

3-4. Jefferson's bed was compartmentalized into a wall that separated

his office from his bedroom. Closets and storage filled the additional space created by the unusually wide wall.

5. Jefferson appreciated the natural world and brought that beauty into his home with frequent arrangements of flowers.

6. Extensive vegetable gardens were planted parallel to Mulberry row.

If you can't visit Monticello, enjoy it vicariously through an excellent website: monticello.org/site/house-and-gardens/rooms-and-furnishings

ALL IMAGES THIS PAGE © THOMAS JEFFERSON FOUNDATION AT MONTICELLO

Summer 2018 Rally: Goshen, Indiana

by Sally Moore

Our summer rally in Indiana started damp with heavy rains, but the skies soon cleared, everything dried out, and our rally was off to a great start! We hosted 315 Tiffin coaches from across the USA and Canada for a time of fellowship, education, and comradery.

A special thanks to Mount Comfort RV for participating in the rally and for bringing several new Tiffin coaches featuring the newest and latest designs. Our volunteers arrived early in Goshen to assist the Tiffin staff in preparing the Elkhart County 4-H Fairgrounds and to begin parking early arrivals. WE LOVE OUR VOLUNTEERS! Our volunteers are the greatest in the world! They pay to attend the rally and then spend the entire time working and helping everyone else have a great experience. Have I said, we love our volunteers? And, we think they are fantastic!

As soon as rally attendees parked and set up camp, they made their way to the registration desk to receive their welcome bag of goodies (packed by our volunteers)! The second most popular destination was the Tiffin Allegro Store along with the other vendor booths. Thank you for supporting the Tiffin brand and wearing it proudly! We were very fortunate to have a large variety of vendors and products present at this rally.



On Monday evening everyone gathered for a delicious meal catered by Das Essenhaus Restaurant followed by welcoming remarks by Bob Tiffin and Kelly Moore. We appreciate Bob & Judy Tiffin, Andy Baer, and the management team from Tiffin Motorhomes for supporting our rallies with their presence. Door prizes were awarded and everyone enjoyed a few games of Tiffin Allegro Bingo. Prizes were awarded with much fun and laughter. Thanks, Tom and Pat Webber, for doing a great job calling Bingo! All veterans and first responders were recognized and saluted during the evening. Veterans of each branch of the military stood as their flag was presented and their anthem played. We were blessed with Kenny Evans' performance of *The Star Spangled Banner* prior to dinner and then with Sarah Getto's rendition of *God Bless America* as the American flag was presented. Thank you, veterans and first responders, for your service to our country! We were honored to have you at the rally.

We saw several energetic souls warming up with stretching exercises and walking around the fairgrounds before our

big buffet breakfast. Immediately after breakfast, seminars on RV related topics were conducted. Great topics that interested all RV owners were covered, such as understanding your induction and convection microwave, updating and gaining the most from your navigation system, and deciphering the coach electrical system. Onan generators, Cummins, and Freightliner chassis always have great participation at their seminars. Again, we had an abundance of seminars available at this rally. Many RV related suppliers are located in northern Indiana so we had a great response with more seminars than we had time slots.

Owners and their pets participated in a "Kick Off Summertime Fun" pet parade Tuesday afternoon with approximately 30 fur babies dressed in cute and innovative costumes. Prizes were awarded in four categories. Everyone enjoyed ice cream treats following the pet parade. This was a great opportunity to visit with one another, share travel experiences, and enjoy the beautiful sunshine.

Tuesday night featured another delicious meal from Das Essenhaus. After

more door prizes, we welcomed the very talented Kenny Evans to the stage once again. Kenny performed a wonderful variety of "golden oldies."

Wednesday morning saw our dedicated walkers out and about very early enjoying the beautiful sunrise again. Interesting seminars and activities during the rally included an art class, "It's FUN art, not FINE art!" and flexibility stretching classes that can be performed in your coach. Everyone gathered at noon for a tailgate bar-b-que featuring beef brisket and homemade rolls with all the trimmings. Homemade chocolate pudding was a delicious treat to end a great meal.

Owners were invited to participate in our Red, White, & Blue: Celebrate Memorial Day site decoration contest. Lots of originality and thought went into this. We were treated to everything including fresh baked cookies, memorial displays, and beautiful patriotic scenes. The winners were Ray & Judith Rooney; Pat & Sue Logsdon; and Tom & Shelley Soik. Tiffin Allegro gift certificates were awarded. Thanks to everyone who participated!

Door prizes were again awarded after Wednesday's evening meal. Sarah Getto from Norman, Oklahoma, entertained the group with her vocals and instrumentals. Sarah is a much loved entertainer at Tiffin rallies across the nation. Her renditions of great female vocalists such as Karen Carpenter, Reba McEntire, and Holly Dunn are always a delight.

On Thursday morning, everyone experienced a delicious treat of home-baked sweet

rolls from the Rise & Roll Bakery, compliments of Magnum Inverters, followed by a morning of educational seminars.

Ice cream was enjoyed again Thursday afternoon while touring the beautiful Tiffin coaches one last time. Mount Comfort RV was able to make several people's dream come true! Folks gathered after lunch for a "Swap Meet and Craft Show." Owners were invited to bring any of their unwanted junk—I mean treasures! Others made their best deal to take the junk/treasures home with them! This was one of the largest events we have experienced at our rallies in recent years.

Thursday evening ended our festivities. After another delicious meal, more fantastic Tiffin door prizes and Red Bay stories by Kelly Moore, everyone enjoyed entertainment by Terry Lee and the Rockabogie Band. After a great week, it was sad to say "Happy Trails" to so many new friends!

A special round of heartfelt thanks goes out to the hard working service technicians from Tiffin & Mount Comfort RV. They are our unsung heroes and do a remarkable job of visiting each coach during the rally to perform minor repairs/adjustments. Hats off to them!!

Friday morning Tiffin friends hooked up the tow and headed on to their next destination. Whatever your plans, travel safely, and we hope to see you at a Tiffin rally in the near future! Watch our Facebook page, Tiffin Sideroads blogspot, and Tiffin Motorhomes website for the latest information on upcoming events. *Happy trails to you – until we meet again!*

Tiffin Fall Foliage Rally Essex Junction, Vermont

by Sally Moore

Everyone at the Tiffin Allegro Club is excited about our upcoming Fall Foliage Rally to be held in Essex Junction, Vermont on October 1-4, 2018. This should be a beautiful time of the year to travel in New England. We have visited the area twice and there are many interesting sights to visit and tour.

The Church Street Marketplace in downtown Burlington is a shopper's paradise! There are several wineries and brew houses in the area also. Essex Junction is adjacent to Burlington which is located on the banks of beautiful Lake Champlain. Shoreline boat tours and ferries to New York are available. Take a scenic drive through the Lake Champlain Islands and visit the Shrine of St. Anne. Ben & Jerry's ice cream factory tour is close by as well as Cabot Creamery and the Vermont Teddy Bear Company (see below). Shelburne Farms Museum containing 150,000 works of art, design, and Americana in 39 exhibition buildings is a must see attraction! Visit the city of Stowe for ski resorts and delightful restaurants. The Von Trapp Family Lodge from the famous *Sound of Music* play/movie is also located in Stowe.

During the rally, everyone is too busy attending seminars and rally activities for

Continued on page 76



Tiffin Allegro Club Lions Recycle for Sight Program

by Sally Moore

The Tiffin Allegro Club is honored to actively support the Red Bay Lions Club and Lions Club International by collecting used eyeglasses. We have collection boxes at every Tiffin rally across the nation as well as locally inside our Red Bay office. Usable glasses give new life! Refractive errors (far and near sightedness) can be easily corrected with eyeglasses, yet millions living in low and middle income countries lack access to basic eye care services. The lack of eyeglasses denies children and adults opportunities for education, employment, and a better quality of life. Lions have recognized the urgent need for corrective lenses and collect usable glasses to support the Lions Recycle For Sight Program.

Since Helen Keller (a native of nearby Tuscumbia, Alabama) challenged Lions to become “Knights of the Blind” in 1925, they have improved eye health and eye care for hundreds of millions of people around the world. Today, 80% of vision impairments are preventable or curable, so their service is more important than ever before. Lions screen vision, educate our communities, build clinics, and support the blind and visually impaired through assistive technology and vocational training programs. They work to preserve the precious gift of sight for the world.

We are proud to say that Tiffin Motorhome owners are making large donations of usable glasses to our local club. After collecting the glasses and placing them in the hands of our local Lions Club, they are shipped to an official Lions Eyeglass Recycling Center for processing. There, the glasses are sorted to determine those that are usable or unusable, processed, and placed in inventory for distribution to optical missions around the world. Lions help to minimize landfill waste by supporting precious metal reclamation and scrap processing for damaged



glasses that are unusable. Broken glasses that are discarded provide “scrap to cash” income aiding local community projects.

Your Efforts Count! Donate your used glasses, including sunglasses and reading glasses, at the Tiffin Allegro Club collection box in Red Bay and also at every Tiffin Rally!

Facebook

Many of you use Facebook social media to document your travels, share pictures with friends and family, and learn more about your coach. We encourage you to “LIKE” both the Tiffin Motorhomes page and the Tiffin Allegro Club page. These Facebook pages are the only ones administered by Tiffin Motorhomes.

Several Tiffin owners have started other pages and much valuable information can be found on these crafting pages, owners

groups, individual model groups, etc. Always remember that these pages are administered by owners sharing their opinions and experiences and are not monitored by anyone at Tiffin for discrepancies. If you need specific information regarding Tiffin rallies or Tiffin Motorhomes, you are always encouraged to contact Tiffin directly. The main telephone number is 256-356-8661; Parts/Service 256-356-0261; or Tiffin Allegro Club 256-356-8522.

2019 Tiffin Rally Schedule

We are hard at work planning our 2019 Tiffin rally schedule! Locations must be visited, dates confirmed and contracts signed before we publish our rally schedule. We hope to make this announcement in late summer so stay tuned to Tiffin Sideroads, Tiffin Allegro Club Facebook page or Tiffin Motorhomes website for the information. Enjoy your summer and we hope to see you at a rally soon! Keep on “Roughing It Smoothly!”

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Inman's Answers

As the editor of "Serious Tech Talk," Danny Inman, a 43-year veteran with Tiffin Motorhomes, invites your questions.

Please use the enclosed 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 1150
Monroe, GA 30656-1150

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.

In the Q&A text, we abbreviate "passenger side" as PS, and "driver side" as DS.

Dear Danny . . .

Sliding Doors and Entry Door Problem on 2013 Phaeton

We purchased a 2013 Phaeton in January 2016. It is a beautiful coach and we are very happy with it over our Class A Jayco.

However, we have two problems: (1) Both of our interior sliding doors will close only half way. The bottom of each door

seems to stick when it is about half closed. I am referring to the bedroom to living area, and the bedroom to back bath. (2) Our entry door will not stay open. It will snap in place, but it will not hold that position. It immediately drifts back to a point halfway over the entry steps. Can you describe how I can correct the two problems or is this a problem only a dealer can fix?

Bill & Charlotte Hester, Monroe, Louisiana

Dear Bill & Charlotte,

Check the upper carriage track. There a good chance a screw from the ceiling has protruded into the track and stopped the door from completely closing. With regard to the entry door, the scissor bracket at the top of the door needs to be tightened or replaced. When the door is opened, the notch on the bracket holds the door in the open position. You can probably correct both problems yourself.

Turn Indicator Sound Not Loud Enough

I am hearing impaired and cannot hear my turn indicators. The display for the indicators is placed so low on the dash of our Phaeton 40QBH that I cannot see them. Is there a way to increase the volume of the indicator so I can hear them or maybe mount a flasher somewhere on the dash?

Roy Garrison, Harlingen, Texas

Dear Roy,

The audible function is embedded in the light bar of the Freightliner instrument panel. The addition of any auxiliary function would have to be done by Freightliner. You can contact Freightliner's customer assistance in Gaffney, South Carolina, at 800-385-4357. Be sure to have your VIN ready when you contact them.

Correct Use of Inverter

I have a 2006 Allegro Bus. Please advise if the inverter can be left on all of the time when the generator is running or the 50-amp service is connected.

Billy Carroll, Meridian, Mississippi

Dear Billy,

Anytime you are in the motorhome, you can leave the inverter on. The inverter is designed to take battery power and convert it to 110v power. As soon as you connect to shore power or run the generator, the inverter stops using the battery. Once you disconnect from shore power or turn off the generator, the inverter will draw from the house batteries again to produce 110v power. The inverter should be left on until you put the coach in storage.

Online Store Begins with 2008 Model Year

I was very disappointed when I visited your Online Store and discovered that it begins with the 2008 model year. I bought my Allegro 32BA new in June 2004 although it is a 2005. We have enjoyed it very much and I have tried to keep it in mint condi-

tion. I hope you are still providing parts and service on models built before 2008. We are retired and cannot afford a new Tiffin, but we hope to continue our travels in our Allegro for many years to come. We love our 2005 Allegro!

James Riley, Amarillo, Texas

Dear James,

Most of the parts for the 2005 Allegro are still available. When the website was created for the Online Store, we had to have a practical starting point that would serve the most number of owners. We decided to start with 2008 and go forward from that date. Most of the parts used on the 2005 were still being used on the 2008. If you do not see the part you need in the 2008 catalog, take a picture of it and email the image and a description to Tiffin parts and service at parts@tiffinmotorhomes.com.

Instructional Videos for Second-Hand Coaches

We recently purchased a 2016 Allegro Open Road RED. The previous owner gave us a brief "run through," but left us with a lot of questions. After reading the owner's manual, we are still confused. We are dismayed that Tiffin does not have a standardized DVD or learning course to familiarize new owners with their coaches. The DVD should cover all models for any given year and

provide a professional training that demonstrates the functionality of every area as well as all components that require service or adjustments. We were amazed when we called Tiffin and were encouraged to search for YouTube videos for additional instructions. As you must know already, not all YouTube videos are completely accurate and reliable. Surely Tiffin Motorhomes can create a better instructional video than YouTube.

Doug Sims, Venice, Florida

Dear Doug,

We include with each motorhome two DVDs: One is a walk-through with the information an owner will need to operate the coach. The other DVD addresses routine maintenance. Spyder Controls offers an online video for training the owner to use the systems in the coach that are electronically controlled. The website is spydercontrols.com.

Replacing Rollers on 2003 Allegro Bus Slide-Out

I have a 2003 Allegro Bus that I purchased new. When I retract the large slide-out, one of the rollers makes a loud, popping sound. Will the roller break at some point and force replacement or should it be replaced now? The only service shop that has worked on this coach is the Tiffin Service Center in Red Bay.

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I don't mind the drive to Red Bay (752 miles) if that's what it takes to get it repaired correctly.

Gordon Brooks
Spring, Texas

Dear Gordon,
You should have the roller replaced as soon as possible. Otherwise, it will probably break at the most inconvenient time. The rollers are parts that wear out, requiring periodic maintenance. The noise may be created by one or more of the teeth on the cog breaking off.

Suggestions for the Allegro RED 33AA

Whether it is the 32SA that Steve Durant complained about in the Spring 2018 issue or my Allegro RED 33AA, please tell your designers to find more room so that the seats for the driver and passenger can be moved back while driving. The passen-

ger should be able to recline and tall drivers should be able to move the chair back farther. It is so frustrating to be limited by a lack of space.

Another suggestion: In the 33AA unit, there is one single bay that can accommodate the full movement of the slide-out tray. In my coach, the central vacuum is mounted in this bay! Why could it not have been installed in one of the small bins? It obstructs pulling the slide-out tray to both sides of the coach.

Obliterated signature,
Unknown owner

Dear Unknown owner,

The engineers have looked at changing the location of the mount position for the vacuum cleaner. There are three criteria for its location: The position of the vac outlet cannot be in a slide-out room; the mount position in the basement has to be

located in a central position to allow the vacuum cleaner to serve the whole coach; the mount position has to be easily accessible to change the bags. Therefore, on the 33AA, the clear space across the basement that serves the slide-out tray is the place the engineers chose to install the vacuum cleaner.

Correcting a Wiring Crimp Resolved Issues with the Propane/CO Alarm

I had the same problem as Leonard Bockheim detailed in the Spring issue (15:2, page 82). I have a 2009 Phaeton 40QTH and have had problems with the propane/CO alarm, replacing it three times. Finally in 2017, I found that the light switches in the living area and bedroom had melted plastic at the connector. This was caused by poorly crimped lugs which caused a high resistance, resulting in melted switches. I have no doubt this created gases that caused the alarm to sound. The living area switch is next to the alarm. I corrected the poor crimps and solved the problem. Also, the fluorescent lights last longer. In fact, no fluorescent light has failed since I fixed the crimps.

Jim Frederick
Spring Hill, Florida

Dear Jim,

Thanks for letting us know about the bad connection issue. We will pass this on to the supervisor in charge of this area and make sure he is aware of the problem caused by a bad crimp.

Repairing a Dometic 4300 Series Toilet

We are new owners of a 2013 Allegro Bus 36QSP. We are having a problem with our Dometic toilet. When flushing the toilet, the ball cock valve operates properly and the toilet adds water in the bowl as it should. If you go to reuse the toilet, the water will have leaked out. But if you add more water after a flush than the toilet would have added, it won't leak out. I tried cleaning the rubber seal and the ball valve. Any suggestions? Dometic says

check the micro switch adjustment. Can this adjustment be made without removing the toilet? If so, what parts do I need to order? If I have to remove the toilet, would you also recommend replacing the flush ball and seal at the same time?

Conner Wisener
Carlsbad, California

Dear Conner,

I would remove the toilet and replace the micro-switch and the flush ball. While you have the toilet removed, check for any loose connections.

Black Tank Flush System Clogged

We have a 2016 Allegro Bus. The black tank flush system will not take water. This problem began about two months ago. Any suggestions as to how I can unclog the rinse system?

Ed Pixher
Nottingham, Pennsylvania

Dear Ed,

Most likely the spray nozzle is clogged. You can remove the nozzle and clean out the holes with a very small drill bit. It could be clogged beyond repair, in which case, you will have to replace the nozzle. The best way to avoid this problem is to use the tank flush system at least every other time you dump the black tank.

The Hot Water Bypass Problem

I am writing this letter in response to your answer to Jerry Katt and his hot water bypass problem (Vol.15, No. 2, page 78). We have a 2012 Allegro RED 38QBA, which also has the same problem. The technicians at Tiffin told me to remove and replace that bypass valve. To do that, I would need to remove the whole side panel. To me, that looked more like a nightmare just waiting to happen. Therefore, I took my problem to Cummins Bridgeway LLC in New Hudson, Michigan. They do all of our service work before we head out on trips. The staff there said they would just cut out a panel to get to the valve and then use some screws to

put the sheet metal back into place.

This is our second year with this motorhome and we are using approximately 16 gallons of RV anti-freeze each year which completely fills the hot water tank. I found the answer to the problem on YouTube from a gentleman who has a very old RV with no bypass system. Following his advice, I made a device to install in my hot water tank after I blow out and drain everything. I remove the anode rod and install the new homemade valve assembly. After I have made sure everything is full and my icemaker has pumped out pink fluid, I simply open the valve and drain the RV anti-freeze back into the containers for next time. This saves about 10 gallons of fluid.

Anything we make will someday fail. I hope Tiffin in the future will design panels to get to these parts.

Joseph Stepaniak
Pinckney, Michigan

Dear Joseph,

Thanks for supplying the information regarding the system you designed. However, if Tiffin's water system, including the water heater bypass, is working correctly, it will take only two to three gallons of antifreeze to winterize your coach. Following are instructions for winterizing a coach that has a gas-electric water heater.

First, go to the outside panel concealing the water heater and remove the drain plug to allow all of the water to drain out. Then, go to the utility bay and turn the water heater bypass valve to the "Bypass" position.

Disconnect the intake side of the water pump in the utility bay. Then take the pickup line and hook it up on the filter side of the pump. Put the pickup line into a gallon of antifreeze and have two more gallons ready as you need them. Leave the water valve on the "City Water" position and turn the pump on until the system is pressurized. Once the pump cuts off and pressurizes, go to low point drains and open them up until you see antifreeze run-

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ning out on both the hot and cold sides.

Once the antifreeze runs out, shut them off and go inside and open each faucet until antifreeze comes out from both the hot and cold sides, lavatories, and shower. Don't forget to flush the toilets and run the water through the lines until antifreeze is apparent. Run the dishwasher and washing machines on hot and cold until antifreeze is apparent. If you have a rear bath with a macerator toilet, flush it at least twice to be sure the line from the toilet to the holding tank is winterized.

Remove the water filter in the fridge and be sure to drain the water out of the water dispenser. Remove the exterior panel on the back of the refrigerator and disconnect the ice maker line at the valve. Allow antifreeze to fill that line. Close the line off and leave the refrigerator disconnected to allow the water to run out of the line.

Don't forget to do the outside shower. Then turn your incoming valve to "Tank Fill" for two or three seconds to allow it to push any water back toward the tank. Finally, make sure there is no water left in the holding tanks, especially after you have flushed the toilets.

Elusive Ignition Problem on 2017 Phaeton 40QBH

My wife and I own a 2017 Phaeton 40QBH purchased new in January 2017. In October 2017 with approximately 10,000 miles on the coach, the engine failed to start. A low voltage indicator flashed when we turned the ignition on. I tried using the auxiliary switch to tie in the house batteries, but this did not solve the problem. I removed the batteries and had them tested. They tested "good."

I contacted Freightliner and they walked me through several possibilities including fuses and voltage checks. Two weeks later a local Freightliner Service Facility (FSF) sent a service technician. After going through more troubleshooting scenarios, he crawled under the coach and gave the crankshaft a "tug." We heard a

click that he said was the starter sprocket disengaging from the flywheel. The engine started and I drove the coach to the FSF and had the starter replaced.

Six months later the problem reoccurred. This time I crawled under the coach and gave the crankshaft a "tug," heard the click, and the engine started. They could find nothing wrong. The engine started every time.

I have discussed the problem with the FSF, the Freightliner Company, and Cummins. While they all have tried to help, they have not solved the problem. They all say it needs to be in "fail mode" to troubleshoot. The problem will not manifest itself unless the coach fails to start while it is hooked up to their diagnostic equipment. The failure occurs when trying to start the engine or when turning it off. Since the starter has been replaced, something else is "telling" the starter to engage its sprocket with the flywheel.

I realize Tiffin does not warranty the chassis or the engine. I would like to see Tiffin get involved with Freightliner and Cummins to help resolve this problem. I should not have to crawl under this coach when I want to start the engine.

Al Dunbar
Fairview, Texas

Dear Al,
Since the most likely culprit in this scenario is the starter which you have replaced, I think the next step will be to look for a loose or corroded connection, especially the ground strap that goes from the engine to the chassis rail. Also check all of the connections beginning with the starter and going all the way back to the battery. And check the ground connections. The starting system pulls very high amps. Any kind of loose connection will cause a problem. If you can move a wire at a post by hand, it is too loose.

110V Outlet Failure in 2008 Allegro Bay
I am having an electrical problem with four of the coach's 110v outlets. These

outlets are located in the PS bedroom slide-out and the DS dining/sofa slide-out. I have checked all of the circuit breakers but cannot find the problem. All other outlets are okay.

Steven Pagano, Jr.
Kendall, New York

Dear Steven,
First, check at the breaker box to be sure power is coming through to the coach. Next, go to the closest 110v outlet not working and remove the plug box from the wall to check the power with a tester. Then go to each one successively to finish tracing for a loose connection.

How to Make a Modified Cup Holder

In a recent issue of *Roughing It Smoothly*, someone complained about the difficulty of using different sized glasses in the cup holder. I had the same problem, but happened to be taking a wood turning class when I purchased my Phaeton. I realized a simple insert would adapt the stock cup holder to my usual glasses. The design also works for most cups bought from fast food places.



Glen Thompson
Green Cove Springs, Florida

Dear Glen,
Thanks for showing us an ingenious idea. You may have a lot of requests for the modification after this issue is mailed to our owners.

Drivers' Seats That Have No Room to Recline at All

I just read the article by Steve Durant in *RIS*, Spring 15:2. He suggested giving the

driver more room to slide the seat farther back, allowing the driver to adjust the seat for comfort on long trips. His coach is an Allegro 32SA and mine is a 31SA. I have the same problem. Once I settle in for a day of driving, I cannot tilt or recline the seat back because it is against the slide-out's side wall. This is a real prob-

lem and I hope it will be corrected soon. A 30-minute test drive will not reveal this comfort issue. If it did, there would be fewer coaches sold with this problem.

I sometimes dread the thought of what I am about to face behind the wheel of my coach and that is not a good feeling. My seat is also positioned slightly left

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of the center of the steering wheel, making it that much more uncomfortable. Please take the issue to the design team for serious consideration. I would gladly give up some couch space in the slide-out for a little more room directly behind the driver's seat. This might also give the owner options to make changes in the seat itself, such as a more plush unit or maybe even an air-ride seat. Knowing this is an issue, I probably would not buy another Tiffin unless this problem is corrected. Let's face it, driving comfort is a very important part of enjoying the open road.

Verner Fitts, Jacksonville, Florida

Dear Verner,


Thank you for your input. As you said, it is a design problem. In the 2019 model year, we have redesigned some of our slide-outs by taking several inches from the box and adding it to the area behind the driver's seat, allowing the driver to have more leg space and back adjustment.

Traded Allegro Open Road for Wayfarer 24TW

We just traded our Allegro Open Road for a 2018 Tiffin Wayfarer 24TW. We love it except for the bathroom door that encloses the lavatory and toilet. It will not stay closed when cornering or hitting a bump. The bedroom's sliding door needs a more secure latch as it is part of the reason the door to the toilet comes open during travel. I bought a rod cut to size and put it in the track of the sliding door with Velcro to secure it. I still have to place stuff on the floor to keep the main door from coming open. This door also needs a latch to keep it from opening during travel. Thanks.


Carolyn Sue Stamp, Surprise, Arizona

Dear Carolyn Sue,

Your description of this problem has been sent to the Wayfarer's designer/architect at Tiffin's Winfield, Alabama, plant. They were not aware of the problem, and I am sure they will develop a remedy to correct it. Stay tuned. 

ALLEGRO CLUB NEWS *Continued from page 67*

sightseeing. If you can work it into your schedule, make your travel plans to arrive in the area several days prior to the rally or extend your stay after the rally. We expect the Vermont Visitors

and Tourism Bureau to have information inside the welcome bags that will be given to all rally attendees, but this gives you some areas to consider as you plan your trip. Safe travels and we are looking forward to the rally! 




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VIRGINIA'S PRESIDENTS *Continued from page 65*

Comodore Levy and his nephew, Jefferson Monroe Levy, restored and preserved Monticello. By 1853 his dedicated work of restoration had returned Monticello to its original condition. In 1923 the Thomas Jefferson Memorial Foundation was created "to purchase, preserve, and maintain Monticello as a memorial to Thomas Jefferson and his ideals." Later that year the foundation acquired Monticello and 650 acres. Repairs to the house and gardens began soon after. The public was invited to tour the home in 1924. That year 20,091 visitors paid 50 cents admission to see Jefferson's Monticello.

Eleven years after Jefferson authored the Declaration of Independence, he wrote to a friend, "I have no fear that the result of our experiment will be that men may be trusted to govern themselves. . . ." 

Notice to all *Roughing It Smoothly* subscribers

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